

SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

536B



FROM: TLMA - Planning Department

SUBMITTAL DATE:
September 5, 2008

SUBJECT: ADOPT RESOLUTION NO. 2008-414 TO CERTIFY ENVIRONMENTAL IMPACT REPORT NO. 485 FOR TENTATIVE PARCEL MAP NO. 33942 AND PLOT PLAN NO. 20699--
Applicant: Catellus Operating Limited – Engineer / Representative: Thienes Engineering, Inc. - First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan: Community Development: Light Industrial (CD-LI) (0.25 - 0.60 Floor Area Ratio) – Location: Northerly of Old Oleander Avenue, southerly of Nandina Avenue, easterly of Decker Road, and westerly of Interstate Highway 215 – 68.85 Gross Acres - Zoning: Manufacturing - Medium (M-M) and Industrial Park (I-P) - **REQUEST: Adopt Resolution No. 2008-414 to certify Environmental Impact Report No. 485 for Tentative Parcel Map No. 33942 and Plot Plan No. 20699**

RECOMMENDED MOTION:

ADOPTION of Resolution No. 2008-414 to certify Environmental Impact Report No. 485 for Tentative Parcel Map No. 33942 and Plot Plan No. 20699.

BACKGROUND:

Tentative Parcel Map No. 33942 and Plot Plan No. 20699 were approved at Planning Commission June 11, 2008 and were received and filed by the Board of Supervisors on July 29, 2008.

Ron Goldman
Planning Director

RG:db

REVIEWED BY EXECUTIVE OFFICE
DATE 9/5/08
Tina Grande
Departmental Concurrence

FORM APPROVED COUNTY COUNSEL
DATE 9/18/08
MICHELLE CLACK

Policy Policy
Dept't Recomm.: Consent
Per Exec. Ofc.: Consent

Prev. Agn. Ref.

District: First

Agenda Number:

3.50

**RESOLUTION NO. 2008-414
CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 485
AND APPROVING
TENTATIVE PARCEL MAP NO. 33942
AND PLOT PLAN NO. 20699**

WHEREAS, pursuant to the provisions of Government Code Section 65450 et. seq., a public hearing was held before the Riverside County Board of Supervisors in Riverside, California on September 16, 2008, and before the Riverside County Planning Commission in Riverside, California on June 11, 2008 to consider Tentative Parcel Map No. 33942 and Plot Plan No. 20699.

WHEREAS, all the procedures of the California Environmental Quality Act and Riverside County CEQA implementing procedures have been satisfied, and Environmental Impact Report (EIR) No. 485, prepared in connection with Tentative Parcel Map No. 33942 and Plot Plan No. 20699 (collectively referred to alternatively herein as "the Project"), is sufficiently detailed so that all the potentially significant effects of the project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with the above-referenced Act and Rules; and,

WHEREAS, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Board of Supervisors of the County of Riverside, in regular session assembled on September 16, 2008 that:

- A. Tentative Parcel Map No. 33942 is a Schedule E subdivision located north of Old Oleander Avenue, south of Nandina Avenue, west of I-215, and bisected by Oleander Avenue (an east-west oriented roadway) and Harvill Avenue (a north-south oriented roadway). It proposes the subdivision of approximately 68.81 acres into seven (7) parcels, in addition to roadways, flood control facilities, and other infrastructure improvements to accommodate the future development of light industrial land uses.
- B. Plot Plan No. 20699 proposes the development of five (5) buildings to accommodate a maximum of 1,206,710 square feet of light industrial development.

FORM APPROVED COUNTY COUNSEL
BY: MICHELLE CLACK
DATE: 9/21/08

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following environmental
2 impacts associated with the Project are potentially significant unless otherwise indicated, but each of these
3 impacts will be avoided or substantially lessened by the identified mitigation measures:

4 A. Land Use and Planning

5 1. Impacts:

6 The Project is consistent with its zoning designations of “Manufacturing
7 Medium (MM)” and “Industrial Park (I-P)” as applied by County Ordinance
8 No. 348. There will be no impact related to zoning consistency.

9 The Project is consistent with its land use designation of “Light Industrial
10 (LI)” as applied by the Riverside County General Plan and the Mead Valley
11 Area Plan. The Project also is consistent with all applicable General Plan
12 and Area Plan policies related to the physical environment. There will be
13 no impact related to General Plan or Area Plan consistency.

14 The Project is located in the County Redevelopment Agency’s I-125
15 Corridor Project Area. There will be no impact related to Redevelopment
16 Plan consistency.

17 The Project will not generate population growth beyond that envisioned to
18 occur in the Mead Valley Area Plan. The Project will provide additional
19 employment opportunities, improving the County’s jobs to housing balance.
20 There will be no adverse impact related to growth inducement or jobs to
21 housing balance.

22 The Project site located in the Western Riverside County Multiple Habitat
23 Conservation Plan (MSHCP) area, but is not identified for open space
24 preservation as part of a MSHCP Criteria Area. The Project complies with
25 all MSHCP requirements. There will be a less than significant impact
26 related to compliance with the MSHCP.
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1 The Project site is not located near a proposed Community and
2 Environmental Transportation Acceptability Process (CETAP)
3 transportation corridor. Therefore, there will be no impact related to
4 CETAP consistency.

5 The Project will not obstruct attainment of the goals contained in the South
6 Coast Air Quality Management District's (SCAQMD's) Air Quality
7 Management Plan (AQMP) or the Southern California Association of
8 Governments' (SCAG') Regional Comprehensive Plan and Guide.
9 Therefore, there will be less than significant impacts related to compliance
10 with regional long-range plans.

11 The Project site is located in the City Perris sphere of influence. The City
12 of Perris General Plan designates the site as Light Industrial (LI) (57.7
13 acres) and "Residential" (9.1 acres). Inconsistency with the City's
14 Residential designation is considered a less than significant impact because
15 the City of Perris General Plan does not govern development of the site.

16 The Project site is located within the March Air Force Base (AFB) sphere
17 of influence. Potential inconsistencies with the March AFB Comprehensive
18 Land Use Plan will be lessened to below a level of significance with the
19 application of the mitigation measures listed below.

20 The Project site is located within the Mount Palomar Nighttime Lighting
21 Policy Area. Potential impacts to the Mount Palomar Observatory from the
22 Project's artificial lighting will be below a level of significance with
23 mandatory compliance to County Ordinance No. 655.

24
25 2. Mitigation:

26 The Project has been modified to mitigate or avoid the potentially
27 significant impacts by the following mitigation measures, which are hereby
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1 adopted and will be implemented as provided in the Mitigation, Monitoring,
2 and Reporting Program.

3 a. The Project shall comply with the applicable provisions of Riverside
4 County Ordinance No. 655, which was established to regulate the
5 use of certain light fixtures, and requires evidence of compliance
6 with the lighting standards contained therein. All outdoor lighting
7 systems shall comply with Ordinance No. 655.

8 b. The Project shall comply with Airport Land Use Commission
9 (ALUC) and County General Plan regulations regarding
10 development intensity, density, height of structures, and noise for
11 Land Use Compatibility Guidelines for Airport Safety Zone II
12 (March Air Reserve Base).

13 c. Prior to the issuance of building permits, the Project proponent shall
14 satisfactorily demonstrate to the County of Riverside that the Project
15 has complied with the following conditions of approval imposed by
16 the ALUC:

17 1. Provide Aviation Easement/Deed Restrictions to March ARB
18 prior to any permits being issued or sale to any entity exempt
19 from the Subdivision Map Act.

20 2. Incorporate noise attenuation measures into the building
21 construction to ensure interior noise levels are at or below 45-
22 decibel levels.

23 3. Install hooded or shielded outdoor lighting measures to assure
24 that no lights are above the horizontal plane.

25 4. Prior to the issuance of occupancy permits and in accordance
26 with Business and Professions Code 11010 12(A), the Developer
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1 or Builder shall provide a "Notice of Airport in Vicinity" to each
2 potential purchaser of structures within the Project.

3 5. The following uses shall be prohibited:

4 a.) Any use which would direct a steady light or flashing
5 light of red, white, green, or amber colors associated
6 with airport operations toward an aircraft engaged in
7 an initial straight climb following takeoff or toward
8 and aircraft engaged in a straight final approach
9 toward a landing at an airport, other than an FAA-
10 approved navigational signal light or visual approach
11 slope indicator.

12 b.) Any use which would cause sunlight to be reflected
13 towards an aircraft engaged in an initial straight
14 climb following takeoff or towards an aircraft
15 engaged in a straight final approach towards a
16 landing at an airport.

17 c.) Any use which would generate smoke or water vapor
18 or which would attract large concentrations of birds,
19 or which may otherwise affect safe air navigation
20 within the area.

21 d.) Any use which would generate electrical interference
22 that may be detrimental to the operation of aircraft
23 and/or instrumentation.

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25 d. Prior to construction, the Project Applicant shall complete Form
26 7460-01 (Notice of Construction) and file it with the Federal
27 Aviation Administration (FAA).
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- 1 e. An aviation easement shall be placed on the property due to its
2 location within an Airport Influence Area II, to fully disclose the
3 existing and future airport operations in the vicinity.
4 f. Building heights associated with the proposed Project shall be
5 restricted to a maximum of 135 feet and shall be verified through the
6 County permit review process.

7 B. Aesthetics

8 1. Impacts:

9 The Project site contains no visually prominent features or scenic resources;
10 therefore, there is no potential for the Project to impact on-site scenic
11 features and resources.

12 The Project site is not located adjacent to a scenic highway corridor and will
13 not be highly visible from a scenic highway corridor. Therefore, the Project
14 would have a less than significant impact to scenic highways.

15 The Project will not obstruct or degrade views of an existing scenic
16 resource or vista due to the Project site's distance from such views and
17 resources. Off-site ridgelines located east of I-215 will still be visible after
18 development.

19 The Project will not be visually offensive. Landscaping and architectural
20 articulation is proposed to create visual interest and avoid the appearance of
21 long, box-like structures when the Project area is viewed from off-site
22 locations.

23 The Project site is located within the Mount Palomar Nighttime Lighting
24 Policy Area. Potential impacts to the Mount Palomar Observatory from the
25 Project's artificial lighting will be below a level of significance with
26 mandatory compliance to County Ordinance No. 655.

27 2. Mitigation:
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1 The Project has been modified to mitigate or avoid the potentially
2 significant impacts by the following mitigation measure, which is hereby
3 adopted and will be implemented as provided in the Mitigation, Monitoring,
4 and Reporting Program.

5 a. The Project shall comply with the applicable
6 provisions of Riverside County Ordinance No. 655,
7 which was established to regulate the use of certain light
8 fixtures, and requires evidence of compliance with the
9 lighting standards contained therein. All outdoor lighting
10 systems shall comply with Ordinance No. 655.

11 C. Agricultural Resources

12 1. Impacts:

13 The Project site is not designated as an agricultural preserve under a
14 California Land Conservation Act contract (Williamson Act). Therefore,
15 the Project has no ability to result in the conversion of an agricultural
16 preserve to a non-agricultural use.

17 The Project site is not zoned for agricultural purposes, nor is any adjacent
18 property zoned for agriculture. Therefore, there is no potential for the
19 Project to conflict with agricultural zoning.

20 The Project site is not designated by the County or the California Farmland
21 Mapping and Monitoring Program (FMMP) as containing Prime Farmland,
22 Unique Farmland, or Farmland of Statewide Importance. Therefore, the
23 Project has no potential to covert lands having these designations to a non-
24 agricultural use.

25 2. Mitigation:

26 None required.

27 D. Air Quality (Human Health)

1 1. Impacts:

2 The Project's proposed industrial park land uses are not considered to be
3 sensitive receptors. Therefore, the Project will not introduce any sensitive
4 receptors to the site that could be exposed to carbon monoxide (CO)
5 hotspots (concentrations of CO emissions at congested intersections). The
6 Project's traffic will not contribute to the creation of a CO hotspot;
7 therefore, the Project would not expose any off-site sensitive receptors to a
8 CO hotspot.

9 The California Air Resources Board (CARB) recommends that projects
10 involving warehouse/distribution uses (3 or more loading bays or 150 or
11 more diesel truck trips per day) provide a buffer from sensitive receptors.
12 The Western Riverside Council of Governments Good Neighbor Guidelines
13 recommend a 300 meter buffer from sensitive receptors to the nearest
14 loading docks accommodating transport refrigeration units (TRUs) to
15 reduce exposure to diesel emissions that could create potential health issues.
16 Because the Project's loading docks could potentially serve TRUs, the
17 Project could result in an adverse health effect to sensitive receptors within
18 300 meters. Potential impacts will be lessened to below a level of
19 significance with the application of the mitigation measures listed below.

20 During construction and upon completion of the Project, activities will
21 occur on the site that will release greenhouse gas emissions to the Earth's
22 atmosphere, namely CO₂, CH₄, and N₂O. There are no published thresholds
23 of significance for measuring the impact of global climate change on or
24 from an individual development project. The Project, therefore, would have
25 a less than significant impact. The Project is required to comply with all
26 regulatory requirements imposed to limit the adverse effects of climate
27 change. Measures imposed to reduce other air quality impacts (CO, NO_x,
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VOC, PM₁₀, and PM_{2.5}) will also assist in reducing greenhouse gas emissions and are listed below.

2. Mitigation:

The Project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. During grading and construction activities, the Applicant/Builder shall comply with the requirements of SCAQMD Rule 403, Fugitive Dust, as amended on June 3, 2005. Applicable Rule 403 measures consist of the following:

1. Apply nontoxic chemical soil stabilizers according to the manufacturer's specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
2. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
3. Construction access roads shall be paved at least 100 feet onto the site from the main road.
4. Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.

b. In accordance with SCAQMD Rules 431.1 and 431.2, ultra-low sulfur fuel diesel shall be used for stationary construction equipment.

- 1 c. Construction contractors shall adhere to the commercial idling
2 restrictions as set forth in Air Resources Board (ARB) Section 2485,
3 "Airborne Toxic Control Measure to Limit Diesel Fueled Motor
4 Vehicle Idling."
- 5 d. During grading and construction activities, the Project shall comply
6 with the following dust control measures as specified in the
7 SCAQMD CEQA Air Quality Handbook:
- 8 1. All disturbed areas shall be revegetated as quickly as possible.
 - 9 2. Soil disturbing activities, including excavating and grading
10 operations, shall be suspended when wind speeds exceed 25 mph
11 (measured as instantaneous gusts) and make dust control
12 difficult.
 - 13 3. Disturbed areas shall be revegetated as quickly as possible.
 - 14 4. All streets shall be swept once a day if visible soil materials are
15 carried to adjacent streets (recommend water sweepers with
16 reclaimed water).
 - 17 5. "Spill-over" effects shall be minimized by washing dirt from
18 vehicles or installing wheel washers where vehicles enter and
19 exit unpaved roads onto paved roads.
- 20 e. The construction contractor shall select the construction equipment
21 used on site based on low emission factors and high energy efficiency.
- 22 f. Concurrent with construction activities, lean NO_x catalysts for off-
23 road construction vehicles/equipment shall be used, if such technology is
24 available for use at the time of construction.
- 25 g. During construction, the contractor shall use electricity from power
26 poles when feasible instead of using portable diesel or gasoline powered
27 generators.
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1 h. The construction contractor shall use "Zero-VOC" paints (no more
2 than 100 gram/liter of VOC) and/or High Pressure Low Volume (HPLV)
3 applications consistent with SCAQMD Rule 1113. Alternatively, the
4 construction contractor shall consider using materials that do not require
5 painting or are pre-painted.

6 i. Prior to construction commencement and throughout Project
7 buildout, on-site equipment emissions shall be controlled through regularly
8 scheduled engine maintenance and low-emissions tune-ups. Construction
9 grading plans shall include a statement that all construction equipment shall
10 be tuned and maintained in accordance with manufactures specifications.

11 j. Where feasible, aqueous or emulsified diesel fuel shall be used for
12 all construction equipment. Aqueous diesel formulations have received
13 interim verification by CARB and show a reduction of 16% in NO_x and
14 60% in PM₁₀ from diesel exhaust.

15 k. Construction grading plans shall include a statement that work crews
16 shall shut off equipment when not in use. During all phases of construction,
17 all contractors shall limit idling time to five minutes or less per hour.

18 l. The construction contractor shall schedule construction activities so
19 as not to interfere with peak hour traffic and minimize obstruction of
20 through traffic lanes adjacent to the site. If necessary, a flag person shall be
21 retained by the construction supervisor to maintain safety adjacent to
22 existing roadways.

23 m. The construction contractor shall support and encourage ridesharing
24 and transit incentives for the construction crew.

25 n. During clearing, grading, earthmoving, excavation, or transportation
26 of cut or fill materials, water trucks or sprinkler systems shall be used to
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1 prevent dust from leaving the site and to create a crust after each day's
2 activities cease.

3 o. During construction, water trucks or sprinkler systems shall be used
4 to keep all areas of vehicle movement damp enough to prevent dust from
5 leaving the site. At a minimum, this includes wetting down such areas in
6 the late morning, after work is completed for the day, and whenever wind
7 exceeds 15 mph.

8 p. Immediately after clearing, grading, earthmoving or excavation is
9 completed, the entire area of disturbed soil shall be treated until the area is
10 paved, landscaped or otherwise developed to reduce dust generation.

11 q. Soil stockpiled for more than two days shall be covered, kept moist,
12 or treated with soil binders to prevent dust generation.

13 r. Trucks transporting soil, sand, cut or fill materials and/or
14 construction debris to or from the site shall be tarped from point of origin.

15 s. Electrical hook-ups shall be installed in loading bay areas to
16 eliminate unnecessary idling of main and auxiliary truck engines.

17 t. Signs shall be posted on the site in loading bay areas to identify
18 applicable CARB anti-idling regulations and request that truck drivers turn
19 off engines when not in use. The locations of such signs shall be indicated
20 on construction drawings and buildings plans, and approved by the County
21 Department of Building and Safety.

22 u. Warehouse/distribution uses that accommodate transport
23 refrigeration unit (TRUs) shall not be permitted in the southwestern corner
24 of Building C, within 300 meters of any off-site sensitive receptor
25 (residential home, school, day-care center, outdoor park or public
26 playground, hospital, or health facility). Prior to approval of Plot Plans,
27 Site Plans, and/or building permits, the County of Riverside Planning
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1 Department shall review the configuration of Building C and the location of
2 loading docks to ensure that loading bays that accommodate TRUs are sited
3 at least 300 meters from the nearest off-site sensitive receptor.

4 v. Prior to final inspection of the first building, a truck routing plan
5 shall be prepared for the Project that directs truck traffic directly to I-215.
6 Signs shall be posted at the Project's primary exit points directing traffic to
7 I-215. The locations of such signs shall be indicated on construction
8 drawings.

9 w. Prior to the issuance of building permits, the County Department of
10 Building and Safety shall review construction drawings to ensure that on-
11 site truck parking areas are adequate and allow for overnight parking to
12 eliminate trucks parking on streets outside the Project boundary.

13 E. Biological Resources

14 1. Impacts:

15 The Project site is located within the Western Riverside County MSHCP
16 area, but is not identified for open space preservation as part of the MSHCP
17 Criteria Area. The Project complies with all MSHCP requirements. There
18 will be a less than significant impact related to compliance with the
19 MSHCP.

20 The loss of Riversidean sage scrub over the 68.81-acre site is considered a
21 significant impact to the extent that the vegetation community supports
22 sensitive plant and wildlife species. Impacts will be mitigated through
23 mandatory compliance with Riverside County Ordinance No. 810, which
24 requires payment of a fee to mitigate impacts of new development in the
25 Western Riverside County MSHCP area.

26 Surveys conducted for the western burrowing owl on the Project site were
27 negative. However, because the species is highly mobile, it has the
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1 potential to move onto the Project site. If the species is found to be present
2 on the site within 30 days of grading, impacts to the species could occur.
3 Potential impacts will be lessened to below a level of significance with the
4 application of the mitigation measures listed below.

5 No raptor nest sites were found to be present on the site during field
6 surveys, but new nests have the potential to be established on the site prior
7 to Project grading. If active nests are found to be present on the Project site
8 prior to grading, impacts to raptor nests could occur. With mandatory
9 compliance to the Migratory Bird Treaty Act, impacts will be reduced to
10 below a level of significance.

11 Based on the U.S. Army Corps of Engineers (ACOE) determination, the
12 Project site includes .09 acres of federal non-wetland waters. State of
13 California Department of Fish and Game (CDFG) jurisdiction broadly
14 overlaps the federal jurisdiction, with the major difference being the
15 inclusion of channel slopes from bank to bank, for a total area of State
16 jurisdiction totaling 0.10 acres. Implementation of the Project would result
17 in permanent impacts to all on-site jurisdictional waters. Impacts will be
18 lessened to below a level of significance with the application of the
19 mitigation measures listed below.

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21 2. Mitigation:

22 The Project has been modified to mitigate or avoid the potentially
23 significant impacts by the following mitigation measures, which are hereby
24 adopted and will be implemented as provided in the Mitigation, Monitoring,
25 and Reporting Program.

- 26 a. Prior to the issuance of grading permits, the Applicant shall be
27 required to pay Local Development Mitigation Fees (per County
28 Ordinance No. 810) for implementation of the MSHCP.

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b. Thirty days prior to grading, a qualified biologist shall make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report to be reviewed and accepted by the County of Riverside. If the species is determined to be present, and the MSHCP's stated objectives 1-4 for burrowing owl have not yet been met as determined by the Riverside County Environmental Programs Department, mitigation shall be required in compliance with the MSHCP, Appendix E which states:

1.) If the site contains or is part of an area supporting less than 35 acres of suitable habitat or the survey reveals that the site and surrounding areas support less than 3 pairs of burrowing owls, then the on-site burrowing owls shall be passively or actively relocated following accepted protocols.

2.) If the site (including adjacent areas) supports 3 or more pairs of burrowing owls, supports greater than 35 acres of suitable habitat, and is non-contiguous with MSHCP Conservation Area Lands, at least 90 percent of the area with long-term conservation value and burrowing owls shall be conserved on site.

c. If grading and construction activities occur between February 1 and August 31 and within 150 feet of suitable raptor nesting locations (trees), a focused raptor survey shall be conducted by a qualified biologist prior to issuance of grading permits. If active nests are located within the portion of the site to be disturbed, measures shall be initiated to avoid impacts to nesting raptors. Measures to avoid impacts will include identifying the location and creating a buffer

1 zone around the tree within which impacts shall be avoided until the
2 juveniles have fledged.

3 d. Prior to the issuance of grading permits, the Applicant shall submit
4 documentation to the County of Riverside Planning Department that
5 verifies the necessary permits required by the U.S. Army Corps of
6 Engineers (ACOE), California Department of Fish and Game
7 (CDFG), and Regional Water Quality Control Board (RWQCB)
8 have been obtained. The ACOE has a no net loss policy which
9 requires that any unavoidable impacts to wetlands values and
10 functions be replaced. In addition, the RWQCB will add restrictions
11 to control runoff from the site, require on the site treatment of runoff
12 to improve water quality, and impose Best Management Practice's
13 (BMPs) during the pre-construction and construction phases of the
14 Project's development. It is anticipated that the following measures
15 as approved by the ACOE, CDFG, and RWQCB would reduce
16 impacts to ACOE and CDFG jurisdictional areas to below a level of
17 significance.

18 1.) On or off-site replacement of ACOE jurisdictional water and
19 wetlands at not less than 1:1 ratio;

20 2.) On or off-site replacement of CDFG jurisdictional streambed
21 and associated riparian habitat at not less than 1:1 ratio; and /or

22 3.) Incorporation of design features into the Project that will avoid
23 biological impacts to blue-line streams.

24 e. Prior to any earthmoving or vegetation disturbing activities, the
25 Project Applicant shall obtain a Section 401 water quality
26 certification from the RWQCB and a Section 1602 streambed
27 alteration agreement from the CDFG.
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1 F. Cultural Resources

2 1. Impacts:

3 No known historic or archaeological resources are present on the Project
4 site. However, because the Project site is located in close proximity to
5 previously recorded archaeological resources in the area, the potential exists
6 that archaeological resources may be located below the surface of the
7 Project site. The Project has the potential to result in significant impacts to
8 subsurface archaeological resources, if such resources are discovered during
9 ground disturbing activities conducted during Project grading and
10 construction. Impacts will be lessened to below a level of significance with
11 the application of the mitigation measures listed below.

12 No known human remains are present on the Project site. The potential
13 exists for the discovery of buried human remains during ground disturbing
14 activities, which is regarded as a potentially significant impact. Impacts will
15 be lessened to below a level of significance with the application of the
16 mitigation measures listed below.

17 There are no known paleontological resources present on the Project site.
18 Because the Project site contains geologic units that have revealed
19 significant late Pleistocene fossils on other properties in Menifee Valley and
20 Domenigoni Valley to the south of the Project site, there is a high
21 possibility that fossils could be encountered during earthmoving activities
22 on the Project site, resulting in a potentially significant impact to subsurface
23 resources. Impacts will be lessened to below a level of significance with
24 the application of the mitigation measures listed below.

25 2. Mitigation:

26 The Project has been modified to mitigate or avoid the potentially
27 significant impacts by the following mitigation measures, which are hereby
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1 adopted and will be implemented as provided in the Mitigation, Monitoring,
2 and Reporting Program.

3 a. Prior to any clearing, grubbing and/or earth moving activities, a
4 qualified archaeologist shall be retained by the Developer. The
5 potential for discovery of archaeological resources on the Project
6 site has been indicated as moderate to high; therefore, consultation
7 with the appropriate Native American tribe (Pechanga) is required.
8 A pre-grading meeting between the archaeologist, the Pechanga
9 Tribe, and the excavation and grading contractor shall take place
10 to ensure an understanding of the mitigation measures required
11 during earthmoving activities and construction.

12 b. Prior to issuance of a grading permit, a qualified archaeologist will
13 develop a mitigation plan and a discovery clause/treatment plan,
14 which shall include mitigation monitoring to be implemented
15 during earthmoving on the Project site. The treatment plan shall
16 be developed in consultation with the Pechanga Tribe and shall
17 account for the treatment of any archaeological remains and
18 associated data uncovered by brushing, grubbing, or earthmoving.

19 c. The Project Applicant shall enter into a cultural resources
20 treatment and monitoring agreement with the Pechanga Band of
21 Luiseño Indians. The agreement shall address tribal monitoring
22 requirements and treatment and disposition of all resources
23 discovered during earthmoving and grading activities.

24 d. The landowner shall relinquish ownership of all cultural resources,
25 including all Luiseño cultural sacred items, burial goods and all
26 archeological artifacts that are found on the Project site to the
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1 Pechanga Band of Luiseño Indians for proper treatment and
2 disposition.

3 e. Archaeological and tribal monitoring shall be conducted on a full-
4 time basis for all grading and ground disturbing activities,
5 including archeological testing, until the Project archeologist in
6 consultation with the Pechanga Tribe and the County of Riverside
7 determines that resources are not likely to be discovered.

8 f. If archeological or cultural resources are found by the
9 archeological monitor or the Pechanga Tribal monitor,
10 earthmoving shall be diverted temporarily around the deposits
11 until they have been evaluated. Earthmoving shall be allowed to
12 proceed when the archaeological supervisor, in consultation with
13 the Pechanga Tribe and the County of Riverside, determines the
14 resources are recovered and/or the site is mitigated.

15 g. If possible human remains are encountered during any
16 earthmoving activities, all work shall stop in the area in which the
17 find(s) are present, and the Riverside County Coroner must be
18 notified. Stare law dictates that the Native American Heritage
19 Commission (NAHC) shall be notified in the event that remains
20 are determined to be human and of Native American decent.

21 h. If a previously unknown site is encountered and it requires
22 additional mitigation, a plan or proposal shall be prepared by the
23 archaeologist, in consultation with the Pechanga Tribe and the
24 County of Riverside, outlining the plan of action that needs to be
25 implemented to mitigate the new site. If the Developer and the
26 Tribe cannot agree on the significance or the mitigation for such
27 resources, these issues will be presented to the Planning Director
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1 for decision. The Planning Director shall make the determination
2 based on the provisions of the California Environmental Quality
3 Act with respect to archaeological resources and shall take into
4 account the religious beliefs, customs, and practices of the Tribe.

5 i. Archaeological resources that are not considered ceremonial or
6 sacred by the Pechanga Tribe shall be identified, recorded,
7 mapped, and artifacts catalogued as required by standard
8 archaeological practices. Examination by an archaeological
9 specialist shall be included where necessary, dependent upon the
10 artifacts, features or sites that are encountered and in consultation
11 with the Pechanga Tribe. Specialists shall identify, date, and/or
12 determine CEQA significance potential, in consultation with the
13 Pechanga Tribe.

14 j. A final report of findings shall be prepared by the archaeologist
15 for submission to the Eastern Information Center and the County
16 of Riverside. The report shall describe parcel history, summarize
17 field and laboratory methods used, if applicable, and include any
18 testing or special analysis information conducted to support the
19 findings.

20 k. Prior to any earthmoving and/or grading activities in areas
21 containing older alluvium, a vertebrate paleontologist retained by
22 the Project proponent and approved by the County of Riverside
23 shall develop a storage agreement with the LACM Vertebrate
24 Paleontology Section, San Bernardino County Museum, or another
25 acceptable museum repository to allow for the permanent storage
26 and maintenance of any fossil remains recovered within the
27 project area as a result of the monitoring program, and for the
28

1 archiving of associated specimen data and corresponding geologic
2 and geographic site data at the museum repository.

3 l. The paleontologist shall develop a mitigation plan and a discovery
4 clause/treatment plan that, when implemented during earthmoving
5 activities in the Project area, shall allow for the recovery and
6 subsequent treatment of any fossil remains and associated
7 specimen and site data uncovered by these activities.

8 m. The paleontologist and a paleontologic construction monitor shall
9 attend a pre-grade meeting to explain the monitoring program to
10 grading contractor staff and to develop procedures and lines of
11 communication to be implemented if fossil remains are uncovered
12 by earthmoving activities, particularly when a monitor may not be
13 on-site.

14 n. Paleontologic monitoring of earthmoving activities shall be
15 conducted on a full-time basis by the monitor during all
16 earthmoving activities due to the exposure of sensitive strata.
17 Earthmoving activities in areas of the Project area where
18 previously undisturbed strata will be buried but not otherwise
19 disturbed shall not be monitored. The supervising paleontologist
20 shall have the authority to reduce monitoring once he/she
21 determines the probability of encountering fossils has dropped
22 below an acceptable level.

23 o. If the paleontological monitor finds fossil remains, earthmoving
24 activities shall be diverted around the fossil site until the remains
25 have been recovered and these activities are allowed to proceed
26 through the site by the monitor.
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- 1 p. If fossil remains are encountered by earthmoving activities when
2 the monitor is not on the site, these activities shall be diverted
3 around the fossil site and the monitor called to the site
4 immediately to recover the remains.
- 5 q. If fossil remains are found, an appropriate amount of fossiliferous
6 rock shall be recovered from the fossil site and processed to allow
7 for the recovery of smaller fossil remains. Test samples may be
8 recovered from other sampling sites in the rock unit.
- 9 r. Any recovered fossil remains shall be prepared to the point of
10 identification and identified to the lowest taxonomic level possible
11 by knowledgeable paleontologists. The remains shall then be
12 curated (assigned and labeled with museum repository fossil
13 specimen numbers and corresponding fossil site numbers, as
14 appropriate; placed in specimen trays and, if necessary, vials with
15 completed specimen data cards) and catalogued and associated
16 specimen data and corresponding geologic and geographic site
17 data shall be archived (specimen and site numbers and
18 corresponding data entered into appropriate museum repository
19 catalogs and computerized databases) at the museum repository by
20 a laboratory technician. The remains shall then be accessioned into
21 the museum repository fossil collection, where they shall be
22 permanently stored, maintained, and, along with associated
23 specimen and site data, made available for future study by
24 qualified scientific investigators.
- 25 s. A final report of results and findings shall be prepared by the
26 Project paleontologist for submission to the County of Riverside
27 and the museum repository following accessioning of the fossil
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1 collection into the museum repository fossil collection. The report
2 will describe the geology and stratigraphy parcel, summarize field
3 and laboratory methods used, include a faunal list and an
4 inventory of catalogued fossil specimens, evaluate the scientific
5 importance of the specimens, and discuss the relationship of any
6 newly recorded fossil site in the parcel to relevant fossil sites
7 previously recorded from the fossil-bearing rock unit in the parcel
8 vicinity and from correlative rock units in other regions.

9 t. Tribal monitors from the Pechanga Band of Luiseño Indians shall
10 be allowed to monitor all grading, excavation, and ground-
11 breaking activities, including further surveys, to be compensated
12 by the Project Applicant/Developer. The Pechanga Tribal
13 monitors will have the authority to temporarily stop and redirect
14 grading activities to evaluate the significance of any
15 archaeological resources discovered on the property, in
16 conjunction with the archeologist and the Lead Agency.

17 u. Prior to the issuance of a grading permit, the property's western
18 boundary shall be demarked by orange construction fencing and
19 temporary signs shall be posted stating that construction activities
20 are prohibited beyond the marked area. The location of the
21 construction fencing shall be shown on grading plans and the
22 fence shall be installed prior to grading.

23 G. Geology and Soils

24 1. Impacts:

25 The nearest known active fault to the Project site is the San Jacinto Fault
26 located approximately 8.7 miles to the east. There are no known active or
27 potentially active faults that traverse the Project site and the site is not
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1 located with an Alquist-Priolo Fault Zone. The possibility of significant
2 fault rupture on the site is considered to be low and the potential for impacts
3 is considered to be less than significant.

4 The Project site is located in an area that is subject to strong ground motions
5 due to earthquakes; therefore, the potential exists for ground shaking.
6 Ground shaking impacts will be below a level of significance with
7 mandatory compliance to the California Building Code.

8 Soil samples taken from the Project site exhibit a moderate to high collapse
9 potential in their existing condition. Also, some of the near surface soils
10 possess appreciable silt and/or clay content and will become unstable if
11 exposed to significant moisture infiltration or disturbance by construction
12 traffic. Impacts related to soil instability are thus determined to be a
13 significant impact. Impacts will be lessened to below a level of significance
14 with the application of the mitigation measures listed below.

15 Based on their granular content, some of the on-site soils will be susceptible
16 to soil erosion, resulting in a significant soil erosion impact. Impacts will
17 be lessened to below a level of significance with the application of the
18 mitigation measures listed below.

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20 2. Mitigation:

21 The Project has been modified to mitigate or avoid the potentially
22 significant impacts by the following mitigation measures, which are hereby
23 adopted and will be implemented as provided in the Mitigation, Monitoring,
24 and Reporting Program.

25 a. All earthwork and grading shall be performed in accordance with all
26 applicable requirements of the Grading and Excavation Code and
27 the Grading Manual of the County of Riverside, in addition to the
28 provisions of the California Building Code. Grading shall also be

1 performed in accordance with applicable provisions of the Standard
2 Grading Specifications contained in the geotechnical report prepared
3 by Southern California Geotechnical included as Appendix E to
4 Final EIR No. 485.

5 b. Existing soils within the building areas shall be over-excavated to a
6 depth of at least 4 feet below existing grade and to a depth of 4 feet
7 below building pad subgrade elevations. Within the influence zones
8 of the new foundations, the over-excavation depth shall also be
9 sufficient to provide at least 3 feet of compacted fill below the
10 foundation bearing grades. The excavation area shall extend at least
11 5 feet beyond the building perimeters. If the structures incorporate
12 any exterior columns (such as for canopy or overhang) the area of
13 excavation shall also encompass these areas. Following completion
14 of over-excavation, the subgrade soils within the building areas shall
15 be evaluated by the geotechnical engineer to verify their suitability
16 to serve as structural fill subgrade, as well as to support foundation
17 loads of the new structures.

18 c. Soils suitable to serve as the structural fill subgrade shall consist of
19 either bedrock or very dense alluvial soils that possess an in-situ dry
20 density equal to at least 85 percent of the ASTM D-1577 maximum
21 dry density. Some localized areas of deeper excavation may be
22 required if loose, porous, or low density soils are encountered at the
23 bottom of the over-excavation. After a suitable over-excavation
24 subgrade has been achieved, the exposed soils shall be scarified to a
25 depth of at least 12 inches; moisture treated to 2 to 4 percent above
26 optimum, and compacted. The previously excavated soils shall then
27 be replaced as compacted structural fill.
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- d. The existing soils within the areas of any retaining walls shall be over-excavated to a depth of 2 feet below foundation bearing grade and replaced as compacted structural fill for the bearing grade. The over-excavation subgrade soils shall be evaluated by the geotechnical engineer prior to scarifying, moisture conditioning and recompacting the upper 12 inches of exposed subgrade soils. The previously excavated soils may then be replaced as compacted structural fill.
 - e. Subgrade preparation in the new parking areas shall initially consist of removal of all soils disturbed during stripping and demolition operations. The geotechnical engineer shall then evaluate the subgrade to identify any areas of additional unsuitable soils. The subgrade soils shall then be scarified to a depth of ± 12 inches, moisture conditioned to ± 2 to 4 percent above optimum, and recompacted to at least 90 percent of the ASTM D-1557 dry density. If the Developer cannot tolerate minor amounts of settlement within the parking areas, the parking area shall be graded in a manner similar to that described of the building area.
 - f. All grading and fill placement activities shall be completed in accordance with the requirements of the UBC and the requirements of the County of Riverside.
 - g. Compaction tests shall be performed periodically by the geotechnical engineer as random verification of compaction and moisture content.
 - h. Temporary and permanent erosion control measures shall be provided in conformance with the Project's site-specific Water

H. Hazards and Hazardous Materials

1. Impacts:

There are no known hazardous materials present on the surface of the Project site or buried below ground. However, previously undiscovered hazardous materials may be buried beneath the site surface, and have the potential to be discovered during Project grading and ground disturbing activities. Hazardous materials also have the potential of being present in imported or exported soils (including but not limited to pesticides, herbicides, and other chemicals applied for agricultural operations) during grading of the Project site. If hazardous materials are discovered during grading, impacts could be significant and require mitigation. Potential impacts will be lessened to below a level of significance with the application of the mitigation measures listed below.

Use of hazardous materials, such as paints, roofing materials, and solvents, will be used in the building and construction of the Project, thereby resulting in a potentially significant impact. Impacts will be below a level of significance through compliance with federal, state, and local laws regulating the use and handling of hazardous materials and substances.

2. Mitigation:

The Project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Any petroleum-contaminated materials and/or buried trash/debris encountered during removal and/or grading shall be evaluated by an

1 experienced environmental consultant prior to removal, and shall be
2 properly disposed of in accordance with regulatory requirements.

3 b. Users of hazardous materials such as paints, roofing materials and
4 solvents during construction shall comply with applicable federal,
5 state, and local regulations requiring elimination and reduction of
6 waste at the source by prevention of leakage and by segregation of
7 hazardous wastes. To ensure compliance, a Construction Waste
8 Management Plan shall be prepared and enforced by the
9 construction superintendent.

10 c. In the event that any subsurface hazardous materials are found
11 *during grading or construction, all activity in the area of discovery*
12 *and/or in an appropriate radius of the area of discovery shall*
13 *temporarily cease and the County of Riverside Environmental*
14 *Health Department shall be notified. Prior to the resumption of any*
15 *grading and/or construction activity in the area of discovery, the site*
16 *shall be deemed safe by the Riverside County Environmental Health*
17 *Department.*

18 d. If soil is to be exported to or from the site during grading and other
19 construction activities, the transported soil shall be sampled for
20 contaminants prior to use or disposal and handled in accordance
21 with prevailing environmental laws and regulations, including *Land*
22 *Disposal Restrictions, if applicable.*

23 e. All occupants and tenants of on-site buildings shall be required to
24 comply with applicable federal, state, and local regulations requiring
25 proper storage, handling, transport and elimination of toxic
26 substances and hazardous by-products as regulated by the State of
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1 California Department of Toxic Substances Control and the County
2 of Riverside Department of Environmental Health.

3 I. Hydrology and Water Quality

4 1. Impacts:

5 As part of the Project, storm drains will be installed on the site to convey
6 runoff to appropriate outlets. The Project's storm drain system is designed
7 to discharge its runoff into an existing public storm drain system installed
8 beneath Oleander Avenue. The Riverside County Flood Control and Water
9 Conservation District is responsible for approving site-specific drainage
10 improvements to ensure proper facility sizing and construction. Changes to
11 drainage patterns will be less than significant.

12 Runoff from the Project site will be discharged directly to a publicly-
13 owned, operated, and maintained MS-4 (municipal separate storm sewer
14 system). The Project's water discharge will be in full compliance with Co-
15 Permittee requirements for connections and discharges to the MS4
16 (including both quality and quantity requirements). Because the discharge
17 will not significantly impact stream habitat in receiving waters and the
18 discharge is authorized by the Co-Permittee, development of the Project
19 will result in a less than significant impact to downstream waters.

20 The Project is required to implement a stormwater pollution prevention plan
21 (SWPPP) and implement best management practices (BMPs) to reduce
22 construction-related water quality impacts. The Project also is required to
23 comply with NPDES permit requirements, including the implementation of
24 a Project-specific Water Quality Management Plan (WQMP). Additionally,
25 the Project is required to comply with all Riverside County Flood Control
26 and Water Conservation District requirements, the California Uniform
27 Building Code, and the basin plan of the Regional Water Quality Control
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1 Board (RWQCB), Santa Ana Region. With the implementation of proposed
2 BMPs, and compliance to the SWWWP, WQMP, and all County and
3 RWQCB requirements, water quality impacts will be below a level of
4 significance.

- 5 2. Mitigation:
6 None required.

7 J. Noise

- 8 1. Impacts:

9 The Project will have a less than significant noise impact during
10 construction with mandatory compliance to the Riverside County Noise
11 Ordinance.

12 The Project's contributions to off-site roadway noise will not cause any
13 significant impacts to any existing or future sensitive noise receptors.
14 Project-generated traffic would increase the off-site noise levels on Harvill
15 Avenue (north of Oleander Avenue) by 15.1 dBA CNEL and the resulting
16 noise level at 100 feet from centerline will be 55.8 dBA CNEL. This noise
17 level is below the County of Riverside exterior noise standard of 65 dBA
18 CNEL for noise sensitive land uses. Additionally, this segment of Oleander
19 Avenue is not bounded by any noise sensitive use. For all other roadway
20 segments, Project-generated traffic will increase off-site noise levels by up
21 to 3.7 dBA CNEL and the resulting noise levels would remain in the
22 "normally acceptable" category as defined by the Riverside County General
23 Plan. Impacts will be less than significant because the Project will not
24 generate a substantial permanent increase in transportation related ambient
25 noise levels or expose persons to noise levels in excess of the standards
26 established by the County of Riverside General Plan.

- 27 2. Mitigation:
28

1 None required.

2 K. Public Services

3 1. Impacts:

4 The Project will not place a demand on parks and recreational facilities,
5 public education services and school facilities, or library services and
6 facilities because the Project would not directly generate a residential
7 population requiring these services. Nonetheless, the Project Applicant is
8 required to pay development impact fees pursuant to County Ordinance No.
9 659, under which fees are collected by the County from industrial projects
10 for two recreation components: regional parks and regional multipurpose
11 trails.

12 The Project will require a Heavy Urban I level of service as defined in the
13 Riverside County Fire Protection and Emergency Medical Aid Plan.
14 Because the Project site does not currently receive this level of service,
15 potential impacts are considered to be significant. This impact will be
16 lessened to below a level of significance with the application of the
17 mitigation measures listed below.

18 The Project will place additional demand on fire protection services and
19 sheriff services, which is regarded as a significant cumulative impact.
20 Compliance with Riverside County Ordinance No. 659 will reduce impacts
21 to below levels of significance.

22 2. Mitigation:

23 The Project has been modified to mitigate or avoid the potentially
24 significant impacts by the following mitigation measures, which are hereby
25 adopted and will be implemented as provided in the Mitigation, Monitoring,
26 and Reporting Program.
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- a. All water mains and fire hydrants shall be constructed in accordance with County Ordinance No. 460.
- b. Prior to final building inspection, the Applicant shall comply with the provisions of the County Development Impact Fee (DIF) Ordinance (Ord. 659), which requires a fee payment that the County applies to the funding of public facilities, including fire protection and sheriff facilities.
- c. Electrically operated gates shall be provided with Knox boxes per County Fire Department standards at each driveway.
- d. Prior to issuance of building permits, the Riverside County Fire Department shall verify that it can service the site with a Heavy Urban Category I level of service.

L. Transportation and Traffic

1. Impacts:

The Project is projected to generate a net total of approximately 8,943 vehicle trip-ends per day with 811 vehicles per hour during the AM peak hour and 847 vehicles per hour during the PM peak hour, resulting in potential impacts to local streets and surrounding roadways. These impacts will be lessened to below a level of significance with the application of the mitigation measures listed below.

2. Mitigation:

The Project has been modified to mitigate or avoid these potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

- a. The Project shall participate in funding of off-site improvements through the payment of Western Riverside County Transportation

1 Uniform Mitigation Fees (TUMF) and Development Impact Fees
2 (DIF) in accordance with the fee schedule in effect at the time of
3 final building inspection. The following study area improvement is
4 included in the TUMF Program: Oleander Avenue from the I-215
5 Freeway, east to Evans Road (4-lanes).

6 b. Old Oleander Avenue between Harvill Avenue westerly to the west
7 Project boundary is designated as an Industrial Collector and shall
8 be improved with 6-inch concrete curb and gutter and 6-foot
9 sidewalk adjacent to the curb line within a 60-foot part width
10 dedicated right-of-way (39-feet on Project side and 21-feet on
11 opposite side of the centerline) in accordance with County Standard
12 No. 111.

13 c. Harvill Avenue along the project boundary, between Old Oleander
14 Avenue and Oleander Avenue (new) is designated as a Major
15 Highway and shall be improved with 76-foot to 88-foot full-width
16 asphalt concrete pavement, 8-inch concrete curb and gutter, 5-foot
17 sidewalk, and match up asphalt concrete paving, reconstruction, or
18 resurfacing of existing paving as determined by the County
19 Transportation Department within the 109-foot full-width dedicated
20 right-of-way in accordance with County Standard No. 93 (modified)
21 (76' to 88'/118).

22 d. Harvill Avenue along the Project boundary, between Oleander
23 Avenue (new) and Nandina Avenue is designated as a Major
24 Highway and shall be improved with 76-foot full-width asphalt
25 concrete pavement, 8-inch concrete curb and gutter, 5-foot sidewalk,
26 and match up asphalt concrete paving, reconstruction, or resurfacing
27 of existing paving as determined by the Transportation Department
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1 within the 118-foot full-width dedicated right-of-way in accordance
2 with County Standard No. 93 (76'/118).

3 e. Oleander Avenue (new) between Blanding Way westerly to the west
4 project boundary is designated as an Urban Arterial Highway and
5 shall be improved with 8-inch concrete curb and gutter, 8-inch
6 curbed edge of pavement landscaped median within the 76-foot half-
7 width dedicated right-of-way in accordance with County Standard
8 No. 91 (55'/76').

9 f. Oleander Avenue (new) between Blanding Way easterly to Harvill
10 Avenue is designated as an Urban Arterial Highway and shall be
11 improved with 110 feet of asphalt concrete pavement, 8-inch curb
12 and gutter, 8-inch curbed edge of pavement landscaped median at
13 the centerline of the street, and match up asphalt concrete paving,
14 reconstruction, or resurfacing of existing paving as determined by
15 the County Transportation Department within the 152-foot full-
16 width dedicated right-of-way in accordance with County Standard
17 No. 91 (110'/152').

18 g. Oleander Avenue (new) between Harvill Avenue easterly to the east
19 Project boundary is a paved County maintained road designated as
20 an Urban Arterial Highway and shall be improved with 55-foot half-
21 width asphalt concrete pavement, 8-inch concrete curb and gutter, 8-
22 inch curbed edge of pavement landscaped median at the centerline
23 of the street, and match up asphalt concrete pavement,
24 reconstruction, or resurfacing of existing paving as determined by
25 the County Transportation Department within the 76-foot half-width
26 dedicated right-of-way in accordance with County Standard No. 91
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1 (55'/76'). Tapering for acceleration and deceleration lanes shall be
2 as approved by the County Transportation Department.

3 h. Nandina Avenue along the Project boundary is designated as an
4 Industrial Collector and shall be improved with 46-foot part-width
5 asphalt concrete pavement (28 feet on the project site and 18 feet on
6 the opposite side of the centerline), 6-inch concrete curb and gutter
7 and 6-foot sidewalk adjacent to the curb line within a 60-foot part
8 width dedicated right-of-way (39-feet on Project side and 21-feet on
9 opposite side of the centerline) in accordance with County Standard
10 No. 111.

11 i. Blanding Way along the Project boundary is designated as a
12 Frontage Collector and shall be improved with 36-foot full-width
13 asphalt concrete pavement (14 feet on the project site and 22 feet on
14 the opposite side of the centerline), 6-inch concrete curb and gutter
15 within a 45-foot part width dedicated right-of-way (15-feet on
16 Project side and 30-feet on opposite side of the centerline) in
17 accordance with County Standard No. 107 (modified).

18 j. Prior to final inspection of the first building, a sign shall be posted at
19 the intersection of Harvill Avenue and Nandina Avenue indicating
20 that U-turns are not permitted.

21 k. A signing and striping plan shall be prepared and shall be
22 implemented in conjunction with detailed construction plans for the
23 Project. Traffic signing and striping shall be performed by County
24 forces with all incurred costs borne by the Project Applicant, unless
25 otherwise approved by the County Traffic Engineer.

26 l. Concurrent with final grading, landscape and improvement plans,
27 sight distance at each Project access roadway shall be reviewed with
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1 respect to standard Caltrans and County of Riverside sight distance
2 standards.

3 m. The Project Proponent shall ensure (either through construction or
4 bond) the design and construction of a traffic signal at the
5 intersection of Harvill Avenue and Oleander Avenue, with fee credit
6 eligibility. The signal design shall be completed prior to final map
7 recordation and the signal shall be operational prior to final
8 inspection of the first building. The Project Proponent shall contact
9 the County Transportation Department and enter into an agreement
10 for signal mitigation fee credit or reimbursement prior to the start of
11 signal design and construction.

12 n. The Project Proponent shall ensure (either through construction or
13 bond) the design and construction of a traffic signal at the Harvill
14 Avenue and Driveway J intersection, with no fee credit given for
15 Traffic Signal Mitigation Fees. The signal design shall be
16 completed prior to final map recordation and the signal shall be
17 operational prior to final inspection of the first building.

18 o. Traffic volumes at the intersection of Western Way and Oleander
19 Avenue shall be monitored as required by the County Transportation
20 Department, and a traffic signal shall be installed when it is
21 warranted. The Project is not responsible for this improvement, but
22 will contribute to off-site signal needs through mandatory
23 compliance to the County's Traffic Signal Mitigation Fees.

24 p. Prior to the issuance of building permits, the County Department of
25 Building and Safety and the Transportation Department shall review
26 the locations of any proposed truck check in gates to ensure that
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adequate queue distance is available to minimize the potential for trucks stacking onto the public roadway system.

q. The intersection of Harvill Avenue and Old Oleander Avenue shall be improved to provide the following geometrics.

Northbound: One left turn lane, one through lane, one shared through/right turn lane.

Southbound: One left turn lane, two through lanes, one right turn lane.

Eastbound: One left turn lane, one shared through/right turn lane.

Westbound: One left turn lane, one shared through/right turn lane.

r. The intersection of Harvill Avenue and Oleander Avenue shall be improved to provide the following geometrics:

Northbound: One left turn lane, two through lanes, two right turn lanes with right turn overlap signal phase.

Southbound: Two left turn lanes, one shared through/right turn lane.

Eastbound: One left turn lane, one through lane, one shared through/right turn lane.

Westbound: Two left turn lanes, one through lane, one right turn lane.

s. The intersection of Old Oleander Avenue and Driveway B shall be improved to provide the following geometrics:

Northbound: N/A

Southbound: One left turn lane, one right turn lane.

Eastbound: One left turn lane, one through lane.

Westbound: One through lane, one right turn lane.

1 t. The intersection of East Project Driveway at Old Oleander Avenue
2 (located approximately 330 feet east of Driveway E) shall be
3 improved to provide the following geometrics:

4 Northbound: N/A

5 Southbound: One left turn lane, one right turn lane.

6 Eastbound: One through lane.

7 Westbound: One shared through right turn lane.

8 u. The intersection of Oleander Avenue and Driveway A shall be
9 improved to provide the following geometrics:

10 Northbound: One right turn lane.

11 Southbound: N/A

12 Eastbound: One shared through/right turn lane.

13 Westbound: One through lane.

14 v. The intersection of Oleander Avenue and Driveway C shall be
15 improved to provide the following geometrics:

16 Northbound: One right turn lane.

17 Southbound: N/A

18 Eastbound: One shared through/right turn lane.

19 Westbound: One through lane.

20 w. The intersections of East Project Driveway at Nandina Avenue and
21 West Project Driveway at Nandina Avenue shall be improved to
22 provide the following geometrics. Only right-turns into and out of
23 the East Project Driveway and West Project Driveway will be
24 allowed. Left-turns into and out of the East Project Driveway and
25 West Project Driveway will be prohibited.

26 Northbound: One right turn lane.

27 Southbound: N/A
28

1 Eastbound: One shared through/right turn lane.

2 Westbound: One through lane.

- 3 x. The intersection of Harvill Avenue and North Driveway F shall be
4 constructed with the following geometrics. Only right-turns into
5 and out of North Driveway F will be allowed. Left-turns into and
6 out of North Driveway F will be prohibited

7 Northbound: Two through lanes, one right turn lane.

8 Southbound: Two through lanes

9 Eastbound: N/A

10 Westbound: One right turn lane.

- 11 y. The intersection of Harvill Avenue and South Driveway F shall be
12 improved to provide the following geometrics. Only right-turns into
13 and out of South Driveway F will be allowed. Left-turns into and
14 out of South Driveway F will be prohibited.

15 Northbound: Two through lanes.

16 Southbound: Two through lanes, one right turn lane.

17 Eastbound: One right turn lane.

18 Westbound: N/A

- 19 z. The intersection of Harvill Avenue and Driveway G shall be
20 improved to provide the following geometrics:

21 Northbound: One left turn lane, one through lane, one shared
22 through/right turn lane.

23 Southbound: One left turn lane, one through lane, one shared
24 through/right turn lane.

25 Eastbound: One left turn lane, one shared through/right turn lane.

26 Westbound: One left turn lane, one shared through/right turn lane.
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1 aa. The intersection of Harvill Avenue and Driveway H shall be
2 improved to provide the following geometrics:

3 Northbound: Two through lanes, one right turn lane.

4 Southbound: One through lane, one shared through/right turn lane.

5 Eastbound: One right turn lane.

6 Westbound: One right-turn lane.

7 bb. The intersection of Harvill Avenue and Driveway I shall be
8 improved to provide the following geometrics:

9 Northbound: Two through lanes.

10 Southbound: Two through lanes, one right turn lane.

11 Eastbound: One right turn lane.

12 Westbound: N/A

13 cc. The intersection of Harvill Avenue and Driveway J shall be
14 improved to provide the following geometrics:

15 Northbound: One left turn lane, two through lanes.

16 Southbound: Two through lanes, one right turn lane.

17 Eastbound: One left turn lane, one right turn lane.

18 Westbound: N/A

19
20 M. Utility and Service Systems

21 1. Impacts:

22 Construction and operation of the Project will increase the amount of solid
23 waste generated in the area, contributing to the shortening life span of the
24 affected landfills. Also, increased demand will be placed upon waste
25 haulers. Cumulative impacts to landfill capacity will be reduced to below a
26 level of significance with the application of the mitigation measures listed
27 below.

28 2. Mitigation:

1 The Project has been modified to mitigate or avoid the potentially
2 significant impacts by the following mitigation measures, which are hereby
3 adopted and will be implemented as provided in the Mitigation, Monitoring,
4 and Reporting Program.

- 5 a. The Project Applicant shall participate in established Countywide
6 programs to reduce solid waste generation.
- 7 b. During construction activities, the Project Developer shall pursue
8 and implement any available and feasible source reduction programs
9 for the disposal of construction materials to the satisfaction of the
10 Riverside County Waste Management Department.
- 11 c. In accordance with the California Solid Waste Reuse and Recycling
12 Access Act of 1991, Cal Pub Resources Code § 42911, the Project
13 shall provide adequate areas for collecting and loading recyclable
14 materials where solid waste is collected. The collection areas are
15 required to be shown on construction drawings and shall be in place
16 before final building inspection.

17 N. Mineral Resources

18 1. Impacts:

19 The Project site is mapped by the State Mining and Geology Board as
20 Mineral Resource Zone 3 (MRZ-3), which indicates that the site is not
21 located within an area of known mineral resources. The Project site also is
22 not identified within an area of potential mineral resources as disclosed by
23 the County's General Plan Final EIR. Thus, no impact to mineral resources
24 would occur.

25 2. Mitigation:

26 None required.
27
28

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that all applicable regulatory
2 requirements and feasible mitigation measures to reduce environmental impacts have been considered and
3 are applied as conditions of the Project approval, yet the following impacts resulting from the Project's
4 approval cannot be fully mitigated and will be only partially avoided or lessened by the mitigation
5 measures hereinafter specified; a statement of overriding findings is therefore included herein:

6 A. Circulation and Traffic – Cumulative Impacts on Freeway Mainline Segments and Ramps

7 1. Impact:

8 The Project is projected to generate a net total of approximately 8,943
9 vehicle trip-ends per day with 811 vehicles per hour during the AM peak
10 hour and 847 vehicles per hour during the PM peak hour, resulting in a
11 significant cumulative impact to I-215 freeway segments under the
12 authority of Caltrans that are projected to operate at unacceptable levels of
13 service.

14 2. Mitigation:

15 The Project has been modified to mitigate or avoid this potentially
16 significant impact by the following mitigation measure, which is hereby
17 adopted and will be implemented as provided in the Mitigation, Monitoring,
18 and Reporting Program.

19 The Project shall participate in funding of off-site improvements through
20 the payment of Western Riverside County Transportation Uniform
21 Mitigation Fees (TUMF) and Development Impact Fees (DIF) in
22 accordance with the fee schedule in effect at the time of final building
23 inspection. The following study area improvement is included in the
24 TUMF Program: Oleander Avenue from the I-215 Freeway, east to Evans
25 Road (4-lanes).
26

27 Notwithstanding the foregoing, the implementation of the mitigation
28 measure described above will not be sufficient to mitigate impacts to the

1 freeway system. The freeway system is under the authority of Caltrans.
2 There is no mechanism available for payment of fair share contributions to
3 Caltrans to mitigate freeway impacts.

4 The RCTC has plans to improve I-215. According to the RCTC Fact Sheet
5 (June 2008), The RCTC proposes to widen I-215 215 from the junction of I-
6 15/I-215 in Temecula to State Route 60 in Riverside. The widening will
7 cover 29.25 miles and is designed to relieve traffic congestion and improve
8 freeway operation. However, until physical improvements are completed
9 and acceptable levels of service are maintained, the Project's cumulative
10 impact will remain significant.

11 The significant and unavoidable cumulative impacts to freeway segments
12 and ramps may be further reduced under the No Project/Agriculture
13 Alternative, Reduced Project Alternative, and Jurisdictional Drainage
14 Avoidance Alternative discussed in the Final EIR, but the EIR identifies no
15 other mitigation measures or alternatives that would reduce this cumulative
16 impact until the I-215 improvements planned by RCTC are physically
17 constructed. The County finds that specific economic, legal, social,
18 technological, or other considerations make infeasible the No
19 Project/Agriculture Alternative, Reduced Project Alternative, and
20 Jurisdictional Drainage Avoidance Alternative described more fully in the
21 EIR and these Findings. The No Project/Agriculture Alternative, Reduced
22 Project Alternative, and Jurisdictional Drainage Avoidance Alternative will
23 not allow the County to achieve the goals and objectives of the Project, as
24 provided on page 3-1 of the Draft EIR. In particular, the economic
25 opportunities provided by the Project justify these impacts and render the
26 No Project/Agriculture Alternative, Reduced Project Alternative, and
27 Jurisdictional Drainage Avoidance Alternative infeasible and unacceptable.
28

1 The cumulative impact to freeway segments and ramps are determined to be
2 acceptable due to the overriding social, economic, environmental, or other
3 benefits of the Project, as more fully set forth in the Statement of
4 Overriding Considerations set forth below.

5 B. Air Quality – Project-Specific and Cumulative

6 1. Impacts:

7 The Project would exceed Localized Significance Thresholds (LST's) for
8 particulate matter emissions (PM₁₀ and PM_{2.5}) during construction and PM₁₀
9 during Project operation. Also, the Project would exceed SCAQMD
10 thresholds of significance for VOC, NO_x, CO, and PM₁₀ during Project
11 construction and for VOC, NO_x, CO, PM₁₀, and PM_{2.5} during Project
12 operation.

13 2. Mitigation:

14 The Project has been modified to mitigate or avoid these potentially
15 significant impacts by the following mitigation measures, which are hereby
16 adopted and will be implemented as provided in the Mitigation, Monitoring,
17 and Reporting Program.

18 a. During grading and construction activities, the Applicant/Builder
19 shall comply with the requirements of SCAQMD Rule 403, Fugitive
20 Dust, as amended on June 3, 2005. Applicable Rule 403 measures
21 consist of the following:

- 22 1. Apply nontoxic chemical soil stabilizers according to the
23 manufacturer's specifications to all inactive construction areas
24 (previously graded areas inactive for ten days or more).
- 25 2. All trucks hauling dirt, sand, soil, or other loose materials are to
26 be covered or shall maintain at least two feet of freeboard (i.e.,
27 minimum vertical distance between top of the load and the top of
28

1 the trailer) in accordance with the requirements of California
2 Vehicle Code Section 23114.

3 3. Construction access roads shall be paved at least 100 feet onto
4 the site from the main road.

5 4. Traffic speeds on all unpaved roads shall be reduced to 15 mph
6 or less.

7 b. In accordance with SCAQMD Rules 431.1 and 431.2, ultra-low
8 sulfur fuel diesel shall be used for stationary construction
9 equipment.

10 c. Construction contractors shall adhere to the commercial idling
11 restrictions as set forth in Air Resources Board (ARB) Section 2485,
12 Airborne Toxic Control Measure to Limit Diesel Fueled Motor
13 Vehicle Idling.

14 d. During grading and construction activities, the Project shall comply
15 with the following dust control measures as specified in the
16 SCAQMD CEQA Air Quality Handbook:

17 1. All disturbed areas shall be revegetated as quickly as possible.

18 2. Soil disturbing activities, including excavating and grading
19 operations, shall be suspended when wind speeds exceed 25 mph
20 (measured as instantaneous gusts) and make dust control
21 difficult.

22 3. Disturbed areas shall be revegetated as quickly as possible.

23 4. All streets shall be swept once a day if visible soil materials are
24 carried to adjacent streets (recommend water sweepers with
25 reclaimed water).
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1 5. "Spill-over" effects shall be minimized by washing dirt from
2 vehicles or installing wheel washers where vehicles enter and
3 exit unpaved roads onto paved roads.

4 e. The construction contractor shall select the construction equipment
5 used on site based on low emission factors and high energy
6 efficiency.

7 f. Concurrent with construction activities, lean NO_x catalyst for off-
8 road construction vehicles/equipment shall be used, if such
9 technology is available for use at the time of construction.

10 g. During construction, the contractor shall use electricity from power
11 poles when feasible instead of using portable diesel or gasoline
12 powered generators.

13 h. The construction contractor shall use "Zero-VOC" paints (no more
14 than 100 gram/liter of VOC) and/or High Pressure Low Volume
15 (HPLV) applications consistent with SCAQMD Rule 1113.
16 Alternatively, the construction contractor shall consider using
17 materials that do not require painting or are pre-painted.

18 i. Prior to construction commencement and throughout Project
19 buildout, on-site equipment emissions shall be controlled through
20 regularly scheduled engine maintenance and low-emissions tune-
21 ups. Construction grading plans shall include a statement that all
22 construction equipment shall be tuned and maintained in accordance
23 with manufactures specifications.

24 j. Where feasible, aqueous or emulsified diesel fuel shall be used for
25 all construction equipment. Aqueous diesel formulations have
26 received interim verification by CARB and show a reduction of 16%
27 in NO_x, and 60% in PM₁₀ from diesel exhaust.
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- 1 k. Construction grading plans shall include a statement that work crews
2 shall shut off equipment when not in use. During all phases of
3 construction, all contractors shall limit idling time to five minutes or
4 less per hour.
- 5 l. The construction contractor shall schedule construction activities so
6 as not to interfere with peak hour traffic and minimize obstruction of
7 through traffic lanes adjacent to the site. If necessary, a flag person
8 shall be retained by the construction supervisor to maintain safety
9 adjacent to existing roadways.
- 10 m. The construction contractor shall support and encourage ridesharing
11 and transit incentives for the construction crew.
- 12 n. During clearing, grading, earthmoving, excavation, or transportation
13 of cut or fill materials, water trucks or sprinkler systems shall be
14 used to prevent dust from leaving the site and to create a crust after
15 each day's activities cease.
- 16 o. During construction, water trucks or sprinkler systems shall be used
17 to keep all areas of vehicle movement damp enough to prevent dust
18 from leaving the site. At a minimum, this includes wetting down
19 such areas in the late morning, after work is completed for the day,
20 and whenever wind exceeds 15 mph.
- 21 p. Immediately after clearing, grading, earthmoving or excavation is
22 completed, the entire area of disturbed soil shall be treated until the
23 area is paved, landscaped or otherwise developed to reduce dust
24 generation.
- 25 q. Soil stockpiled for more than two days shall be covered, kept moist,
26 or treated with soil binders to prevent dust generation.
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- 1 r. Trucks transporting soil, sand, cut or fill materials and/or
2 construction debris to or from the site shall be tarped from point of
3 origin.
- 4 s. Electrical hook-ups shall be installed in loading bay areas to
5 eliminate unnecessary idling of main and auxiliary truck engines.
- 6 t. Signs shall be posted on the site in loading bay areas to identify
7 applicable CARB anti-idling regulations and request that truck
8 drivers turn off engines when not in use. The locations of such signs
9 shall be indicated on construction drawings and buildings plans, and
10 approved by the County Department of Building and Safety.
- 11 u. Warehouse/distribution uses that accommodate transport
12 refrigeration unit (TRUs) shall not be permitted in the southwestern
13 corner of Building C, within 300 meters of any off-site sensitive
14 receptor (residential home, school, day-care center, outdoor park or
15 public playground, hospital or health facility). Prior to approval of
16 Plot Plans, Site Plans and/or building permits, the County of
17 Riverside Planning Department shall review the configuration of
18 Building C and the location of loading docks to ensure that loading
19 bays that accommodate transport refrigeration units (TRUs) are sited
20 at least 300 meters from the nearest off-site sensitive receptor.
- 21 v. Prior to final inspection of the first building, a truck routing plan
22 shall be prepared for the Project that directs truck traffic directly to
23 I-215. Signs shall be posted at the Project's primary exit points
24 directing traffic to I-215. The locations of such signs shall be
25 indicated on construction drawings.
- 26 w. Prior to the issuance of building permits, the County Department of
27 Building and Safety shall review construction drawings to ensure
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1 that on-site truck parking areas are adequate and allow for overnight
2 parking to eliminate trucks parking on streets outside the Project
3 boundary.

4 Notwithstanding the foregoing, the implementation of the mitigation
5 measures described above will not be sufficient to mitigate impacts to air
6 quality to below levels of significance. Even with implementation of all
7 feasible mitigation measures, the Project would exceed localized
8 significance thresholds for PM₁₀ and PM_{2.5} during construction and PM₁₀
9 during Project operation. Also, the Project would exceed SCAQMD
10 thresholds of significance for VOC, NO_x, CO, and PM₁₀ during Project
11 construction and for VOC, NO_x, CO, PM₁₀, and PM_{2.5} during Project
12 operation.

13 The significant and unavoidable air quality impacts may be further reduced
14 under the No Project/Agriculture Alternative, Reduced Project Alternative,
15 and Jurisdictional Drainage Avoidance Alternative discussed in the Final
16 EIR, but the EIR identifies no other mitigation measures or alternatives that
17 would reduce these impacts to a level of less than significant. The County
18 finds that specific economic, legal, social, technological, or other
19 considerations make infeasible the No Project/Agriculture Alternative,
20 Reduced Project Alternative, and Jurisdictional Drainage Avoidance
21 Alternative, that would reduce these impacts, as described more fully in the
22 EIR and these Findings. The No Project/Agriculture Alternative, Reduced
23 Project Alternative, and Jurisdictional Drainage Avoidance Alternative will
24 not allow the County to achieve the goals and objectives of the Project, as
25 provided on page 3-1 of the Draft EIR. In particular, the economic
26 opportunities provided by the Project justify these impacts and render the
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1 No Project/Agriculture Alternative, Reduced Project Alternative, and
2 Jurisdictional Drainage Avoidance Alternative infeasible and unacceptable.
3 Any remaining air quality impacts are determined to be acceptable due to
4 the overriding social, economic, environmental, or other benefits of the
5 Project, as more fully set forth in the Statement of Overriding
6 Considerations set forth below.

7 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered the following
8 alternatives identified in EIR No. 485 in light of the environmental impacts which cannot be fully
9 mitigated, avoided or substantially lessened and has rejected those alternatives as infeasible for the
10 reasons hereinafter stated:

11 A. No Project/Agriculture/Agriculture Alternative

- 12 1. Under Section 15126.6(e)(2) of the CEQA Guidelines, the "No Project"
13 Alternative should consider what would be reasonably expected to occur in
14 the foreseeable future if the proposed Project were not approved, based
15 upon the site's existing zoning, General Plan designation of Industrial Park,
16 and ability to be served with available community services. The No
17 Project/Agriculture Alternative assumes that no development would occur
18 on the site. The property would remain vacant and undeveloped land. Non-
19 irrigated row crop farming would continue to occur as it does under existing
20 conditions, which is the most realistic result if the proposed project is not
21 approved.
- 22 2. The No Project/Agriculture Alternative would fail to implement the
23 Riverside County General Plan and Mead Valley Area Plan, which
24 designate the site for development with Light Industrial (LI) (0.25-0.60
25 Floor Area Ratio) land uses. Frontage improvements to Harvill Avenue,
26 Old Oleander Avenue, Blanding Way, and Nandina Avenue would not
27 occur, nor would any other infrastructure improvements occur. However,
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1 Oleander Avenue could be improved through the site by the County in
2 accordance with the County's General Plan Circulation Element, as TUMF
3 funding becomes available for its improvement.

4 3. The No Project/Agriculture Alternative would fail to provide additional
5 employment opportunities for nearby residents. The Riverside County
6 General Plan Program EIR No. 441 concluded that Riverside County is
7 "rich in housing and poor in jobs." Furthermore, Riverside County General
8 Plan Program EIR No. 441 states, "this means that residents of Riverside
9 County are traveling to surrounding counties to work, which, in turn equates
10 to longer commute times, increased air quality impacts, and a lower quality
11 of life."

12 4. Emissions of PM₁₀ from farming operations (resulting from tilling and
13 preparing soils) have the potential to exceed SCAQMD thresholds, and no
14 mitigation would be required of the agricultural operator. Long-term PM₁₀
15 impacts would be potentially significant and unavoidable under the No
16 Project/Agriculture Alternative and would be greater than the Project.

17 5. Potential impacts to burrowing owl and nesting raptors could occur if either
18 species moves onto the site prior to tilling and other ground-disturbing
19 activities associated with the agricultural operations. Also, no mitigation
20 for potential impacts to burrowing owl and nesting raptors would be
21 required under this Alternative, whereas potential impacts to both species
22 associated with the Project would be fully mitigated.

23 6. Because no discretionary action would be required to farm the site, MSHCP
24 fee payment per County Ordinance No. 810 would not be required.

25 7. The No Project/Agriculture Alternative would not be consistent with the
26 County Redevelopment Agency's I-215 Corridor Project Area. The
27 Redevelopment Area identifies 9,720 acres of property along I-215 as an
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1 area targeted for redevelopment and job growth. The No Project/Agriculture
2 Alternative also would not meet the objectives of the Southern California
3 Association of Governments' Comprehensive Plan and Guide and Regional
4 Transportation Plan, which by Policy 3.13 encourages developments in and
5 around activity centers, transportation corridors, infrastructure systems, and
6 areas needing recycling and redevelopment. The Project site is located in a
7 redevelopment area and selection of the No Project/Agriculture Alternative
8 would not provide for reuse of a vacant site in an area of the County that has
9 been identified for redevelopment adjacent to a transportation corridor.

10 8. The No Project/Agriculture Alternative would meet none of the basic
11 Project objectives because it would not provide for warehousing and
12 distribution development on the site, would not provide facilities that will
13 attract new business and employment opportunities, and will not contribute
14 to meeting the industrial development needs of Riverside County. General
15 Plan Policies LU 2.1 and LU 3.1 specify that land use development be
16 accommodated in accordance with the patterns and distribution of use and
17 density depicted on the General Plan Land Use Map. Also, Policy LU 6.1
18 requires land uses to develop in accordance with the General Plan and Area
19 Plans to ensure land use compatibility. The No Project/Agriculture
20 Alternative would retain the site in a vacant agricultural condition and
21 would not result in development on the site in accordance with the General
22 Plan's Light Industrial (LI) land use designation.

23 9. The No Project/Agriculture Alternative would not meet the County's land
24 use and economic development objectives. The County's General Plan
25 Land Use Element Policies LU 7.1 and LU 7.2 promote a balance of land
26 uses and stable employment uses that enhance fiscal viability. Policy LU
27 7.12 encourages the maintenance of a balance between jobs and housing
28

1 within the County and the County's jobs/housing balance is addressed
2 through implementation of the land use designations assigned by the
3 County's General Plan and Area Plan land use maps. The No
4 Project/Agriculture Alternative would not implement the site's Light
5 Industrial (LI) land use designation and, therefore, would not meet the
6 County's objectives to enhance fiscal viability and improve the County's
7 jobs/housing balance.

- 8 10. The No Project/Agriculture Alternative would not meet the County's
9 General Plan Policy C.1.1 to design a transportation system in accordance
10 with the County's Circulation Plan. Namely, Circulation Element road
11 improvements to Old Oleander Avenue, Nandina Avenue, Harvill Avenue,
12 and Oleander Avenue (new), would not occur within the site or along the
13 site's frontage under the No Project/Agriculture Alternative. Additionally,
14 the No Project/Agriculture Alternative would not advance the construction
15 of a community trail on the site as called for by the Mead Valley Area
16 Plan's Trails and Bikeway Systems map.

17 B. Reduced Project Alternative

- 18 1. The Reduced Project Alternative considers the construction of three (3)
19 distribution warehouse buildings on the site instead of five (5) buildings as
20 approved under the Project. Maximum square footage would be 1,000,000
21 square feet. Improvements to Oleander Avenue, Old Oleander Avenue,
22 Harvill Avenue, Blanding Way, and Nandina Avenue would occur as they
23 would under the Project.
- 24 2. The Reduced Project Alternative would provide fewer job opportunities for
25 nearby residents. The Riverside County General Plan Program EIR No. 441
26 concluded that Riverside County is "rich in housing and poor in jobs."
27 Furthermore, Riverside County General Plan Program EIR No. 441 states,
28

1 "this means that residents of Riverside County are traveling to surrounding
2 counties to work which, in turn equates to longer commute times, increase
3 air quality impacts, and a lower quality of life."

4 3. The Reduced Project Alternative reduces many of the Project's
5 environmental impacts, especially in the areas of air quality and traffic, due
6 to the decreased amount of maximum amount of square footage of building
7 area allowed for development. However, this Alternative does not eliminate
8 the Project's direct and cumulative air quality impacts and cumulative
9 freeway ramp and mainline impacts that cannot be reduced to a level below
10 significance with feasible mitigation.

11 4. Traffic and circulation impacts associated with this Alternative are
12 estimated to generate 6,200 ADT. The total number of ADT would be
13 1,248 trips less than would be generated by the Project (7,448 ADT). Even
14 with the reduction in the number of traffic trips, cumulative impacts
15 associated with the contribution of traffic to the freeway mainline system
16 (which is under the authority of Caltrans) would remain significant and not
17 mitigated, because no program exists to which Development Impact Fees
18 for freeway impacts may be paid. Until physical improvements planned for
19 I-215 are completed and acceptable levels of service are maintained, the
20 cumulative impact will remain significant.

21 5. The Reduced Project Alternative does not promote an efficient use of land
22 because a substantial portion of the site would be left vacant. The Reduced
23 Project Alternative would be inconsistent with the County's General Plan
24 Land Use Element states that "land must be used wisely and efficiently."
25 Land Use Policy 7.4 also directs the County to reevaluate the
26 appropriateness of employment land use designations that are inefficient;
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1 therefore, the development of an inefficient site design as would occur
2 under the Reduced Project Alternative is not appropriate.

3 6. The Reduced Project Alternative would not meet the Project objectives to
4 the same extent as the proposed Project because it would provide for less
5 warehousing and distribution development on the site and provide fewer
6 new business and employment opportunities, while not eliminating the
7 significant direct and cumulative air quality impacts and cumulative
8 freeway ramp and mainline segment impacts, which are unavoidable
9 impacts of the Project.

10 7. The Reduced Project Alternative would result in a substantial portion of the
11 site being left vacant. This would not meet the County's economic
12 development objectives to stimulate industrial/business-type clusters,
13 promote the development of focused employment centers, and enhance the
14 County's fiscal viability (General Plan Land Use Policies LU 7.1, LU 7.2,
15 LU 7.3, and LU 7.8).

16 C. Mini Storage and Business Park Alternative

17 1. Under the Mini Storage and Business Park Alternative, the area of the site
18 located east of Harvill Avenue would be developed with mini-storage
19 buildings. The area of the site located west of Harvill Avenue would be
20 developed with employee-intensive office buildings such as a technology
21 center or corporate office park. Maximum square footage of the mini-
22 storage buildings would be 200,000 square feet and maximum square
23 footage of the business park uses would be 1,500,000 square feet.

24 2. The business park portion of the Mini Storage and Business Park
25 Alternative would not be consistent with the County of Riverside General
26 Plan and the Mead Valley Area Plan, which designate the site for the
27 development of light industrial land uses. General Plan Policies LU 2.1 and
28

1 LU 3.1 specify that land use development be accommodated in accordance
2 with the patterns and distribution of use and density depicted on the General
3 Plan Land Use Map. Also, Policy LU 6.1 requires land uses to develop in
4 accordance with the General Plan and Area Plans to ensure land use
5 compatibility. The Mini Storage and Business Park Alternative would be in
6 conflict with the General Plan's Light Industrial (LI) land use designation.

7 3. Implementation of the Mini Storage and Business Park Alternative would
8 result in the construction of office buildings on a portion of the site, with the
9 potential to produce glare and block views of scenic hillsides to the east.
10 The potential for view blockage is considered a significant impact requiring
11 mitigation. Also, mitigation would be required to restrict building materials
12 to non-reflective surfaces.

13 4. Construction activities associated with development of the Mini Storage and
14 Business Park Alternative would result in emissions of CO, VOCs, NO_x,
15 SO_x, PM₁₀ and PM_{2.5}. Emissions associated with site preparation and
16 grading would be similar to those of the Project, while emissions associated
17 with building construction would be greater due to the need to construct
18 more square footage of building space. Operational activities associated
19 with the Mini Storage and Business Park Alternative would result in
20 emissions of ROG, NO_x, CO, PM₁₀, PM_{2.5} and SO_x; furthermore,
21 operational emissions levels for VOC, NO_x, CO, PM₁₀, and PM_{2.5} would
22 exceed the thresholds set forth by SCAQMD to a greater degree than would
23 occur under the Project.

24 5. The generation of vehicle traffic by this Alternative would cause an
25 incremental increase in area-wide noise levels throughout the project area
26 on local roadways. Because traffic under the Mini Storage and Business
27 Park Alternative would be greater than that generated by the Project, there
28

1 would be a corresponding increase in vehicular noise generation. Off-site
2 impacts have the potential to be significant and unavoidable.

3 6. Traffic and circulation impacts associated with this Alternative are
4 estimated to generate 14,132 ADT, which represents a 47% increase as
5 compared to the Project's ADT of 7,448. The increase in traffic trips would
6 result in greater impacts to the local circulation network. To mitigate for
7 the contribution to area-wide traffic, the Developer would be required
8 participate in funding the construction of off-site improvements through
9 payment of Transportation Uniform Mitigation Fees (TUMF), reducing
10 cumulative impacts to the local roadway network to less than significant.
11 However, cumulative impacts associated with the contribution of traffic to
12 the freeway mainline system (which is under the authority of Caltrans)
13 would remain significant and not mitigated, because no program exists to
14 which Development Impact Fees for freeway impacts may be paid. Until
15 physical improvements planned for I-215 are completed and acceptable
16 levels of service are maintained, the cumulative impact will remain
17 significant.

18 7. The Mini-Storage and Business Park Alternative would not meet the Project
19 objective to provide warehousing and distribution development on the site
20 in accordance with the County's Light Industrial (LI) land use designation,
21 nor the Project objective to contribute to meeting the industrial development
22 needs in Riverside County. The County's General Plan Land Use Policy
23 7.2 promotes a diversity of employment opportunities in accordance with
24 the General Plan's Land Use Map. Because the Mini-Storage and Business
25 Park Alternative would not implement the site's Light Industrial (LI) land
26 use designation, it would be inconsistent with the County's long-range plan
27 for employment diversity.
28

- 1 8. The Mini-Storage and Business Park Alternative would not eliminate the
2 significant and unavoidable direct and cumulative air quality impacts and
3 cumulative freeway ramp and mainline segment impacts of the Project and
4 create greater impacts to air quality, noise, and transportation and traffic.

5 D. Jurisdictional Drainage Avoidance Alternative

- 6 1. The Jurisdictional Drainage Avoidance Alternative would avoid impacting
7 the three jurisdictional drainages by relocating portions of Old Oleander
8 Avenue off site, constructing Oleander Avenue as terminating in a cul-de-
9 sac, eliminating the Project's proposed Building D, and reducing the overall
10 square footage of proposed Building C.
- 11 2. The Jurisdictional Drainage Avoidance Alternative would provide fewer job
12 opportunities for nearby residents. The Riverside County General Plan
13 Program EIR No. 441 concluded that Riverside County is "rich in housing
14 and poor in jobs." Furthermore, Riverside County General Plan Program
15 EIR No. 441 states, "this means that residents of Riverside County are
16 traveling to surrounding counties to work which, in turn equates to longer
17 commute times, increase air quality impacts, and a lower quality of life."
- 18 3. Due to the reduction of development footprint, emissions associated with
19 site preparation, grading, and construction would be slightly reduced under
20 this Alternative; however, this Alternative would not avoid the significant
21 direct and cumulative short-term construction-related impacts from VOC,
22 NO_x PM₁₀ and PM_{2.5} emissions, as defined by the daily emissions
23 thresholds set forth by the SCAQMD. Operational activities associated
24 with the Jurisdictional Drainage Avoidance Alternative would result in
25 emissions of ROG, NO_x, CO, PM₁₀, PM_{2.5} and SO_x. Because this
26 Alternative proposes less square feet of building area, fewer employees and
27 consumers would visit the site on a daily basis, which would subsequently
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1 reduce traffic-related air quality impacts; however, the impact would still be
2 significant.

3 4. Traffic and circulation impacts associated with this Alternative are
4 estimated to generate 5,522 ADT. The total number of ADT would be
5 1,926 trips less than would be generated by the Project (7,448 ADT). Even
6 with the reduction in the number of traffic trips, cumulative impacts
7 associated with the contribution of traffic to the freeway mainline system
8 (which is under the authority of Caltrans) would remain significant and not
9 mitigated, because no program exists to which Development Impact Fees
10 for freeway impacts may be paid. Until physical improvements planned for
11 I-215 are completed and acceptable levels of service are maintained, the
12 cumulative impact will remain significant.

13 5. Although the amount of traffic generated by this Alternative is less than the
14 Project, an inefficient on-site traffic circulation system would occur. This
15 Alternative would result in the creation of an inefficient cul-de-sac at
16 Oleander Avenue, result in off-site impacts relating to the relocation of a
17 segment of Old Oleander Avenue, and result in an inefficient and
18 incomplete internal roadway network. Additionally, segments of Old
19 Oleander Avenue would be relocated slightly south and off-site in order to
20 avoid impacting Drainage 3. This would result in an off-site impact to the
21 property south of the Project site.

22 6. The Jurisdictional Drainage Avoidance Alternative would provide fewer job
23 opportunities for nearby residents. The Riverside County General Plan
24 Program EIR No. 441 concluded that Riverside County is "rich in housing
25 and poor in jobs." Furthermore, Riverside County General Plan Program
26 EIR No. 441 states, "this means that residents of Riverside County are
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1 traveling to surrounding counties to work which, in turn equates to longer
2 commute times, increase air quality impacts, and a lower quality of life.”

3 7. The Jurisdictional Drainage Avoidance Alternative does not promote an
4 efficient use of land because a substantial portion of the site would be left
5 vacant. The Jurisdictional Drainage Avoidance Alternative would be
6 inconsistent with the County’s General Plan Land Use Element states that
7 “land must be used wisely and efficiently.” Land Use Policy 7.4 also
8 directs the County to reevaluate the appropriateness of employment land use
9 designations that are inefficient; therefore, the development of an inefficient
10 site design as would occur under the Jurisdictional Drainage Avoidance
11 Alternative is not appropriate.

12 9. The Jurisdictional Drainage Avoidance Alternative would result in a
13 substantial portion of the site being left vacant. This would not meet the
14 County’s economic development objectives to stimulate industrial/business-
15 type clusters, promote the development of focused employment centers, and
16 enhance the County’s fiscal viability (General Plan Land Use Policies LU
17 7.1, LU 7.2, LU 7.3 and LU 7.8).

18 10. The Jurisdictional Drainage Avoidance Alternative would not meet the
19 Project objectives to the extent as the proposed Project because it would
20 provide for less warehousing and distribution development on the site and
21 provide fewer new business and employment opportunities, while not
22 eliminating any of the significant and unavoidable impacts of the Project.
23

24 E. Alternative Sites

25 1. CEQA Guidelines Section 15126.6(f)(2) requires that an EIR identify
26 alternatives to the project, but does not expressly require that it discuss
27 alternative locations for the Project.
28

- 1 2. The Project's light industrial land use is consistent with the Light Industrial
2 (LI) land use designation assigned to the property by the Mead Valley Area
3 Plan. The property is generally flat and is highly disturbed due to past
4 agriculture uses. The vegetation on the site consists of non-native and
5 invasive plant species. The site is not located within an MSHCP Criteria
6 Area and does not contain state or federally-listed plant or wildlife species;
7 therefore impacts to biological resources is limited.
- 8 3. Few other properties in Western Riverside County would offer less
9 developmental and environmental constraints, or fewer environmental
10 impacts than the Project site.
- 11 4. Development in an alternate location in Western Riverside County would
12 also result in freeway mainline impacts and long-term cumulative air
13 quality impacts. Therefore, there is no environmental benefit to considering
14 development of the Project at an alternate location.

15 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has balanced the benefits of
16 the Project against the unavoidable adverse environmental effects thereof, and has determined that the
17 following benefits outweigh and render acceptable those environmental effects:

- 18 A. The Project provides development on the site that is consistent with the Mead Valley Area
19 Plan's land use designation of Light Industrial (LI) (0.25-0.60 Floor Area Ratio).
- 20 B. The Project proposes to develop seven (7) parcels with approximately 1,206,710 square
21 feet of industrial development, which would have the potential to foster economic growth
22 in the surrounding area. Business development is identified as a critical factor in
23 improving air quality and reducing traffic congestion. Increasing employment
24 opportunities within the County will allow residents to obtain jobs locally and reduce
25 commute times. "The objective of the jobs-to-housing ratio concept is to reduce Vehicle
26 Miles Traveled (VMT) by locating jobs and housing closer together," according to the
27 Riverside County General Plan (page AQ-19). In this context, the Project assists the
28

1 County in achieving its air quality goals by providing business and employment
2 opportunities.

- 3 C. The Project will attract new businesses that can provide jobs in Western Riverside County
4 to assist in providing a better jobs/housing balance and reduce the need for the local
5 workforce to commute to adjacent counties.
- 6 D. The Project will provide an employment area near the I-215 corridor, where multiple
7 transportation modes converge.
- 8 E. The Project provides public roadway improvements on and adjacent to the site to facilitate
9 safe vehicular travel to, from, and within the site.
- 10 F. The Project will assist in implementing the County Redevelopment Agency's I-215
11 Corridor Project Area, which was formed to encourage redevelopment and economic
12 growth in the I-215 corridor area.
- 13 G. The Project will make monetary contributions to Riverside County's Transportation
14 Uniform Mitigation Fee (TUMF) to assist in the construction of regional transportation
15 improvements.
- 16 H. The Project will make monetary contributions to the Western Riverside County MSHCP to
17 assist in property acquisition and maintenance of habitat core and linkage areas.
- 18 I. The Project will incorporate multiple design features to reduce operational energy
19 consumption.
20

21 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the State CEQA Guidelines
22 (Section 15126 (g)) require an EIR to discuss how a proposed project could directly or indirectly lead to
23 economic, population, or housing growth. A project may be growth inducing if it removes obstacles to
24 growth, taxes community service facilities or encourages other activities which cause significant
25 environmental effects. The discussion is as follows:

26 A. Economic, Population, or Housing Growth

27 Tentative Parcel Map No. 33942 contains seven (7) parcels with approximately
28 1,206,710 square feet of industrial development that would have the potential to

1 foster economic growth in the surrounding environment. Development of the
2 Project would occur consistent with planned growth identified in the Riverside
3 County General Plan, the Mead Valley Area Plan, and the Southern California
4 Association of Governments (SCAG) Regional Comprehensive Plan. An extensive
5 analysis of the balance of jobs and housing was conducted as part of the Housing
6 Element of the County's General Plan. Because the Project would be consistent
7 with the General Plan Land Use Plan and the land use designations assigned to the
8 property by the Mead Valley Area Plan, implementation of the Project would be
9 consistent with growth forecasts and would not create an imbalance between jobs
10 and housing in the Project vicinity. The Project site is currently undeveloped and is
11 used for non-irrigated agricultural row crop production. Areas surrounding the
12 Project site contain a mixture of vacant land, light industrial uses, manufacturing
13 land uses, a wastewater treatment plant, and very low density residential uses.
14 Development is occurring in accordance with the Mead Valley Area Plan and in a
15 phased manner with a logical extension of utility and infrastructure improvements.
16 Implementation of the Project would not stimulate growth in the area beyond that
17 anticipated by the General Plan and the Mead Valley Area Plan.

18 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the Project will implement
19 applicable elements of the Riverside County General Plan as follows:
20

21 A. Land Use Element

22 Development of the site with warehouse/distribution center land uses is permitted
23 by the Riverside County's "Industrial Park (I-P)" zoning designation. The Project
24 is therefore consistent with the *Land Use Element* in that the property would be
25 developed in accordance with the Community Development Foundation
26 Component land use designations applied to the site by the General Plan, and in
27 accordance with the Light Industrial (LI) (0.25-0.60 Floor Area Ratio) land use
28 designations applied to the site by the Mead Valley Area Plan.

1 B. Circulation Element

2 As part of Tentative Parcel Map No. 33942, construction of improvements to Old
3 Oleander Avenue, Nandina Avenue, Harvill Avenue, and Oleander Avenue would
4 provide consistency with the designations assigned to these roadways by the
5 County General Plan Circulation Plan. The Project's technical traffic report
6 concludes that implementation of the Project, in conjunction with planned
7 improvements, would not degrade the level of service of any existing or
8 intersection below an acceptable level; however, the contribution of traffic to
9 freeway mainlines and ramps would be significant and unavoidable, because no
10 program exists to which Development Impact Fees for freeway impacts may be
11 paid. The Project is consistent with the General Plan Land Use Plan, and is
12 thereby consistent with the traffic volumes envisioned by the General Plan Land
13 use Plan. All required improvements that are directly attributable to the Project
14 would be constructed as part of Tentative Parcel Map No. 33942 and fair share
15 costs would be contributed for improvements to affected off-site roadways through
16 payment of the Transportation Uniform Mitigation Fees (TUMF) and
17 Development Impact Fees (DIF).

18 The General Plan identifies a Community Trail adjacent to Oleander Avenue in the
19 central portion of the Project and along the southern half of the Project site's
20 western limits between Oleander Avenue and Old Oleander Avenue. The Project
21 includes the construction of a 14-foot trail along Old Oleander Avenue from the
22 site's western boundary to Harvill Avenue and along Harvill Avenue between Old
23 Oleander Avenue and Oleander Avenue (new), in compliance with the General
24 Plan.

25
26 C. Multipurpose Open Space Element

27 The Project site is not identified for open space preservation by the General Plan or
28 the MSHCP. The General Plan designates the site as a Community Development

1 area for Light Industrial (LI) (0.25-0.60 Floor Area Ratio) uses. Vegetation on the
2 Project site is highly disturbed due to past agricultural uses and is dominated by
3 non-native and invasive plant species. No state or federally listed plant or wildlife
4 species exist on the site. The State Farmland Mapping and Monitoring Program
5 (FMMP) identifies the site as containing Farmland of Local Importance, which is
6 not a farmland designation of concern for conversion to a non-agricultural land
7 use. The site has been completely disturbed by past agricultural activities and, as
8 such, is not environmentally sensitive. No known archaeological or paleontological
9 resources are present; however, the potential exists for the discovery of
10 archaeological or paleontological resources during grading and construction and
11 mitigation measures are presented in EIR No. 485, Section 4.6 to reduce impacts to
12 below a level of significance. Additionally, the Project site is not located within or
13 adjacent to any identified scenic corridors nor is it mapped within a valuable
14 mineral resource area.

15 D. Safety Element

16 Any structures designated for development subsequent to the approval of Tentative
17 Parcel Map No. 33942 would be constructed in accordance with the California
18 Building Code (CBC) and any site-specific conditions imposed by the County
19 Geologist; thus insuring geologic safety. The Project site is not located within a
20 blowsand area, is not located within a dam inundation area, and would not conflict
21 with any disaster preparedness plan. Compliance with the requirements of the
22 Riverside County Fire Department, and the required payment of mitigation fees
23 pursuant to Ordinance 659.6 would insure fire safety. Lastly, the Project does not
24 include the use of or creation of hazardous materials with the exception of building
25 materials and products that are not hazardous in small concentrations. EIR No.
26 485, Section 4.8 addresses remediation of potential hazardous wastes present on
27 the site.
28

1 E. Noise Element

2 As indicated in Section 4.10 of EIR No. 485, impacts associated with noise are
3 anticipated to be less than significant during construction and during operation of
4 the Project.

5 F. Housing Element

6 The General Plan Land Use designation for the Project site is Light Industrial (LI)
7 (0.25-0.60 Floor Area Ratio). Tentative Parcel Map No. 33942 is consistent with
8 the land use designations. The site does not currently contain housing, is not
9 designated by the General Plan to provide housing, and the Project does not
10 propose housing; therefore, the Housing Element is not applicable to the Project
11 site. The Project would not displace any existing housing because no housing units
12 are located on the property. The Project also would not disrupt or divide any
13 established community because the site is currently vacant and is planned to be
14 developed in accord with the land use designations assigned to the site by the
15 General Plan.

16 G. Air Quality Element

17 As disclosed in Section 4.4 of EIR No. 485, the Project Applicant would be
18 required to implement mitigation measures intended to reduce direct air quality
19 impacts to the greatest feasible extent. Implementation of the mitigation measures
20 would ensure consistency with the Air Quality Element. Not unlike other
21 development Projects in Riverside County, and as disclosed in the EIR prepared for
22 the County General Plan (SCH No. 2002051143), direct and cumulative air quality
23 impacts would remain significant and unmitigable. Although the Project's
24 contribution to air quality impacts is cumulatively significant, the mitigation
25 measures presented in Section 4.4 of EIR No. 485 would reduce those impacts to
26 the greatest extent possible, in conformance with SCAQMD, EPA, and CARB
27 requirements. Also through mitigation measures, the Project would comply with
28

1 the Good Neighbor Guidelines published by WRCOG's Regional Air Quality
2 Taskforce for the siting of warehouse buildings.

3 H. Administration Element

4 The Administration Element contains information regarding the structure of the
5 General Plan as well as general planning principles and a statement regarding the
6 vision for Riverside County. No policy directives are included in this Element.

7 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the Project is in conformance
8 with the conservation requirements of the Western Riverside County Multiple Species Conservation Plan
9 (MSHCP) in that:

10 A. The Project site is not located within the MSHCP Criteria Area and as such is not
11 designated for open space conservation by the MSHCP. Thus, the Project would
12 not conflict with Reserve Assembly, because the Project site is not identified for
13 conservation.

14 B. Pursuant to Section 6.1.2 of the MSHCP, an assessment of potentially significant
15 effects on Riparian/Riverine Areas and Vernal Pools, which includes identification
16 and mapping of such areas located on the Project site, is required if such resources
17 are identified on the Project site. The property contains three (3) on-site drainages
18 that are considered jurisdictional waters. Jurisdictional delineations were
19 performed on the Project site on July 29, 2005 and February 7, 2006. With
20 implementation of the mitigation measures contained in Section 4.5 of EIR No.
21 485, impacts to jurisdictional drainages would be reduced to a level below
22 significance.

23 C. Pursuant to Section 6.1.3 of the MSHCP, habitat assessments and/or focused
24 surveys for certain Narrow Endemic plant species are required for properties within
25 mapped survey areas. Narrow endemic species surveys were conducted on June
26 27, 28, 29, and 30 of 2005 for Many-stemmed dudleya, San Diego ambrosia,
27 California Orcutt grass, Spreading navarretia, and Wright's trichocoronis. Because
28

1 of the heavily disturbed nature of the site, and the absence of other sensitive plant
2 species, the potential for narrow endemic species to occur is very low and impacts
3 are less than significant.

4 D. Pursuant to Section 6.1.4 of the MSHCP, projects in close proximity to the MSHCP
5 Conservation Area are required to incorporate mechanisms to address indirect
6 effects to the MSHCP Conservation Area. The Project site is not located adjacent
7 to the MSHCP Criteria Area or any MSHCP Preserve; thus, the Project has no
8 potential to result in secondary edge effect impacts on the MSHCP Preserve.

9 E. Pursuant to Section 6.3.2 of the MSHCP, habitat assessments and/or focused
10 surveys for certain additional plant and animal species are required for properties
11 within mapped survey areas. The MSHCP identifies wildlife species survey
12 requirements on the site for burrowing owl. A Focused Survey for the burrowing
13 owl was conducted on February 24 and 25, 2005 and the results were negative.
14 With implementation of the mitigation measures contained in Section 4.5 of EIR
15 No. 485, potential impacts to this species would be reduced to a level below
16 significance.

17 F. Pursuant to Section 6.4 of the MSHCP, fuel management is required to be
18 considered. Because the Project site is not located adjacent to the MSHCP
19 Conservation Area, impacts of fuel management would not affect the Conservation
20 Area.
21

22 **BE IT FURTHER RESOLVED** by the Board of Supervisors of the County of Riverside that it
23 has reviewed and considered EIR No. 485 in evaluating the Project, that EIR No. 485 is an accurate and
24 objective statement that complies with the California Environmental Quality Act and reflects the County's
25 independent judgment, and that EIR No. 485 is incorporated herein by this reference.

26 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES** EIR No. 485
27 and **ADOPTS** the Mitigation Monitoring Plan specified therein.
28

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Tentative Parcel Map No.
2 33942, on file with the Clerk of the Board, including the final conditions of approval and exhibits, are
3 hereby approved for the real property described and shown on the map, and said real property shall be
4 developed substantially in accordance with Tentative Parcel Map No. 33942, unless the map is amended
5 pursuant to County Ordinance No. 460 procedures.

6 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Plot Plan No. 20699 is
7 consistent with the County of Riverside General Plan as adopted by the Riverside County Board of
8 Supervisors on October 7, 2003.

9 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of the Project shall
10 placed on file in the Office of the Clerk of the Board, in the Office of the Planning Director, and in the
11 Office of the Building and Safety Director, and that no applications for other development approvals shall
12 be accepted for the real property described and shown in the Project, unless such applications are
13 substantially in accordance herewith.

14 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodians of the
15 documents upon which this decision is based are the Clerk of the Board of Supervisors and the County
16 Planning Department and that such documents are located at 4080 Lemon Street, Riverside, California.
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22 MPC:mdk
23 08/29/08
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