

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 10-1
State and Local Energy Efficiency/Energy Conservation Plan Consistency**

PLANS, POLICIES, REGULATIONS	Remarks
shall be used to ensure that any changes needed to stay "on target" with stated goals are accomplished.	<p><i>The Project would not interfere with or obstruct County efforts to monitor sources and quantities of GHG emissions. Please refer also to EIR Section 4.3, Greenhouse Gas Emissions.</i></p> <p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 18.5.</i></p>
<p>Policy AQ 19.3: Require new development projects subject to County discretionary approval to achieve the GHG reduction targets established in the CAP either through:</p> <p>a. Garnishing 100 points through the Implementation Measures found in the County's CAP; or</p> <p>b. Requiring quantification of project-specific GHG emissions and reduction of GHG emissions to, at minimum, the applicable GHG reduction threshold established in the CAP.</p>	<p>Consistent: <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 18.2, AQ 18.4, et al.</i></p>
<p>Policy AQ 20.10: Reduce energy consumption of new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.</p>	<p>Consistent: <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 4.1, AQ 4.2, AQ 4.3, AQ 5.4, et al.</i></p>
<p>Policy AQ 20.11: Increase energy efficiency of new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy-efficient mechanical systems and equipment.</p>	<p>Consistent: <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 4.1, AQ 4.2, AQ 4.3, AQ 5.4, AQ 20.10, et al.</i></p>
<p>Policy AQ 20.18: Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).</p>	<p>Consistent: <i>Please refer to remarks above addressing Project consistency with General Plan Policies OS 11.2, OS 11.3, OS 11.4, OS 16.9, AQ 4.1, et al.</i></p>
<p>Policy AQ 23.2: For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future projects. County programs shall also be developed and implemented to address land use-related reductions for County operations and voluntary community efforts</p>	<p>Consistent: <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 18.1 – AQ 18.5, AQ 19.3, et al.</i></p> <p><i>The Project would not interfere with or obstruct County efforts to establish programs to address land use-related GHG emissions reductions for County operations and voluntary community efforts.</i></p> <p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 23.2.</i></p>
<p>Policy AQ 24.1: The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions achieved through improving energy efficiency and increasing energy conservation:</p> <p>a. Require new development (residential, commercial and industrial) to reduce energy consumption through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. Passive solar design addressed the innate heating and cooling effects achieved through building design, such as selective use of deep eaves for shading, operable windows for cross-ventilation, reflective surfaces for heat reduction and expanses of brick for thermal mass (passive radiant heating).</p>	<p>Consistent: <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 4.1 – AQ 4.3, AQ 5.2, AQ 5.4, AQ 18.1 – AQ 18.5, AQ 19.3, AQ 23.2, et al.</i></p> <p><i>The Project would not interfere with or obstruct County efforts to establish or support programs to assist in the retrofitting of older affordable housing units; actively seek out existing or develop new programs to achieve energy efficiency for existing structures; or balance costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.</i></p>

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**Table 10-1
State and Local Energy Efficiency/Energy Conservation Plan Consistency**

PLANS, POLICIES, REGULATIONS	Remarks
<p>b. Require new development (residential, commercial and industrial) to design energy efficiency into the project through efficient use of utilities (water, electricity, natural gas) and infrastructure design.</p> <p>c. Require new development (residential, commercial and industrial) to reduce energy consumption through use of energy efficient mechanical systems and equipment.</p> <p>d. Establish or support programs to assist in the retrofitting of older affordable housing units.</p> <p>e. Actively seek out existing or develop new programs to achieve energy efficiency for existing structures, particularly residential units built prior to 1978 when CCR Title 24 energy efficiency requirements went into effect.</p> <p>f. Balance additional upfront costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.</p>	<p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 24.1.</i></p>
<p>Policy AQ 24.2: For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. County programs shall also be developed and implemented to address energy efficiency and conservation efforts for County operations and the community.</p>	<p>Consistent: <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 18.1 – AQ 18.5, AQ 19.3, AQ 23.2, et al.</i></p> <p><i>The Project would not interfere with or obstruct County efforts to establish programs to address energy efficiency and conservation efforts for County operations and the community.</i></p> <p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 24.2.</i></p>
<p>Policy AQ 26.1: The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions derived from energy generation:</p> <p>a. Encourage the installation of solar panels and other energy-efficient improvements.</p> <p>b. Facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).</p> <p>c. Facilitate development of renewable energy facilities and transmission lines in appropriate locations.</p> <p>d. Facilitate renewable energy facilities and transmission line siting.</p> <p>e. Provide incentives for development of local green technology businesses and locally produced green products.</p> <p>f. Provide incentives for investment in residential and commercial energy efficiency improvements.</p> <p>g. Identify lands suitable for wind power generation or geothermal production and encourage development of these alternative energy sources.</p>	<p>Consistent: <i>Please refer to remarks above addressing Project consistency with General Plan Policies OS 11.2 – OS 11.4, et al.</i></p> <p><i>The Project would not interfere with or obstruct with County efforts to achieve County Objectives related to reducing greenhouse gas emissions derived from energy generation.</i></p> <p><i>Based on the preceding, the Project is consistent with General Plan Policy AQ 26.1.</i></p>
<p>Policy AQ 26.2: For discretionary actions, the objectives for greenhouse gas reduction through increased use of alternative energy sources shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. County programs shall also be developed and implemented to address use of alternative energy for County operations and within the community.</p>	<p>Consistent: <i>Please refer to remarks above addressing Project consistency with General Plan Policies AQ 4.1 – AQ 4.3, AQ 5.2, AQ 5.4, AQ 18.1 – AQ 18.5, AQ 19.3, AQ 23.2, AQ 24.2, et al.</i></p> <p><i>The Project would not interfere with or obstruct County efforts to address use of alternative energy for County operations and within the community.</i></p>

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**Table 10-1
State and Local Energy Efficiency/Energy Conservation Plan Consistency**

PLANS, POLICIES, REGULATIONS	Remarks
	<i>Based on the preceding, the Project is consistent with General Plan Policy AQ 26.2.</i>

Sources: CCR Title 24, Part 6: Energy Efficiency Standards; CCR, Title 24, Part 11: California Green Building Standards Code; County of Riverside General Plan; County of Riverside Climate Action Plan Update; Placentia Logistics Project Air Quality Impact Analysis, Placentia Logistics Project Greenhouse Gas Analysis; Remarks by Applied Planning, Inc.

Additionally, regulatory measures, standards, and policies directed at reducing air pollutant emissions and GHG emissions would also act to promote energy conservation and reduce Project energy consumption. Please refer to related discussions presented at Checklist Topics *Air Quality* and *Greenhouse Gas Emissions*.

Based on the preceding, the potential for the Project to conflict with or obstruct a State or Local plan for renewable energy or energy efficiency is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

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

Source(s): Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact*. There are no known active or potentially active faults traversing the Project site. The Project site is not located within an Alquist-Priolo Zone or an earthquake hazard zone, as mapped by the County (General Plan, Figures S-1 and S-2; MVAP, Figure 13). Available Riverside County GIS database information confirms the absence of earthquake fault zone or fault line hazards. The Project Geotechnical Investigation further substantiates that the Project site is not subject to potentially significant earthquake fault hazards (Project Geotechnical Investigation, p. 4).

Based on the preceding, the potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault; or be subject to rupture of a known earthquake fault is considered less-than-significant.

Mitigation: No mitigation is required.

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Monitoring: No monitoring is required.

12. Liquefaction Potential Zone

a) Be subject to seismic-related ground failure, including liquefaction?

Source(s): Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* Liquefaction susceptibility of the Project site is “low” (MVAP Figure 13, *Mead Valley Area Plan Seismic Hazards*; Riverside County GIS database). The Project Geotechnical Investigation confirms that the Project site is not subject to potentially significant liquefaction hazards (Project Geotechnical Investigation, p. 6). The Project Geotechnical Investigation does not otherwise indicate that the Project site is subject to potentially significant seismic-related ground failure hazards.

Based on the preceding, the potential for the Project to be subject to seismic-related ground failure, including liquefaction is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source(s): Riverside County General Plan; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* The Project Geotechnical Investigation indicates the Project site is subject to moderate to strong seismic shaking (Project Geotechnical Investigation, p. 9). The Project Geotechnical Investigation identifies design and construction standards addressing potential seismic shaking hazards affecting the Project site (Project Geotechnical Investigation Section 7.3, *Seismic Design Criteria*). Through established Site Plan, Building Permit, and Certificate of Occupancy requirements, the County would verify that required design and construction standards identified in the Project Geotechnical Investigation are incorporated throughout Project development and are functionally implemented in the completed structures and supporting facilities. Any site-specific geologic constraints that may be encountered during Project implementation would be addressed by compliance

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with the recommendations of the final Project Geotechnical Investigation, and existing County/California Building Code (CBC) seismic design regulations, standards, and policies.

Short of a catastrophic event, design of structures in accordance with the final Project Geotechnical Investigation(s), the CBC, and current seismic engineering practices is sufficient to reduce potential effects of ground shaking at the Project site below the level of significance.

Based on the preceding, the potential for the Project to be subject to strong seismic ground-shaking is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

14. Landslide Risk

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

Source(s): Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* The Project Geotechnical Investigation indicates that “landslides are not present at the property or at a location that could impact the subject site” (Project Geotechnical Investigation, p. 8). The Project site does not evidence substantial internal grade differentials or notable topographic features that would be subject to or result in landslides or landslide impacts. Properties adjacent to the Project site are not at substantially different elevations and do not evidence slopes that would be subject to landslides or that would result in landslide impacts. Additionally, the Project site is not located within a Slope Instability Area, as shown at MVAP Figure 15, *Mead Valley Area Plan Slope Instability*. The Project Geotechnical Investigation does not otherwise indicate that the Project site is subject to potentially significant hazards related to unstable geologic units, unstable soils, landslides, lateral spreading, collapse, or rockfall hazards.

Based on the preceding, the potential for the Project to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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15. Ground Subsidence

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

Source(s): Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* Riverside County GIS information indicates that the Project site is "susceptible" to subsidence. As a standard condition of Project approval, the Project would be required to comply with the site-specific recommendations contained in the Project Geotechnical Investigation, including recommendations related to site preparation and compaction, that would minimize potential subsidence hazards (see: Project Geotechnical Investigation Section 7, *Conclusions and Recommendations*). Design requirements and recommendations addressing any identified subsidence concerns would be implemented by the County through the Project Conditions of Approval and established building permit and certificate of occupancy application and review processes. Based on compliance with the Project Geotechnical Investigation recommendations, the potential for the Project to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project and potentially result in ground subsidence is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

Source(s): Preliminary Plans for the Placentia Logistics Project; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *No Impact.* The Project site is not located near any bodies of water or water storage facilities that would be considered susceptible to seiche. The Project site is not affected by mudflows. No volcanoes are located in proximity to the site. No seiche, mudflow, or volcanic hazards are identified in the Project Geotechnical Investigation; no seiche, mudflow, or volcanic hazards are identified in the Riverside County GIS database. The Project does not propose uses or activities that would contribute to or exacerbate seiche, mudflow, or volcanic hazards. On this basis, the Project would have no impact related to seiche, mudflow, or volcanic hazards.

Mitigation: No mitigation is required.

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Monitoring: No monitoring is required.

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

Source(s): Preliminary Plans for the Placentia Logistics Project; Riverside County GIS database; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

- a) *Less-Than-Significant Impact.* The Project site does not evidence substantial internal grade differentials or notable ground surface relief features. The Project site would be graded to provide suitable building pads and ensure adequate drainage. The Project does not propose or require substantial terrain alterations. On this basis, the potential for the Project to change topography or ground surface relief features is considered less-than-significant.
- b) *Less-Than-Significant Impact.* Based on the preliminary Project plans, cut and fill slopes would be 30 feet or less at inclinations no steeper than 2:1 (h:v) (Project Geotechnical Investigation, p. 8). Any slopes constructed as part of the Project would be required to conform to recommendations and requirements of the Project Geotechnical Investigation as well as County of Riverside Building and Safety Department requirements. On this basis, the potential for the Project to create cut or fill slopes that would result in adverse impacts is considered less-than-significant.
- c) *Less-Than-Significant Impact.* The westerly portion of the Project site is currently developed with four single-family residences. Any on-site supporting residential sewage conveyance lines would no longer be required, and would be demolished as part of the Project site preparation activities. The Project on-site wastewater conveyance lines would connect to the existing area-serving wastewater conveyance system. Project wastewater would be conveyed by the sanitary sewer system to area-serving wastewater treatment facilities. No subsurface sewage disposal systems are proposed or required as part of the Project. Based on the preceding, the potential for the Project to result in grading that affects or negates subsurface sewage disposal systems is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Preliminary Plans for the Placentia Logistics Project; *Geotechnical Investigation, Warehouse Development Northwest Corner of Harvill and Placentia Avenues, Mead Valley Area, Riverside County, California* (Geocon West, Inc.) November 27, 2019 (Project Geotechnical Investigation, IS/MND Appendix D).

Findings of Fact:

a) *Less-Than-Significant Impact.* Project construction activities would temporarily expose underlying soils, thereby temporarily increasing their susceptibility to erosion. Potential erosion impacts and construction-source stormwater pollutant discharges are addressed through mandated compliance with the National Pollutant Discharge Elimination System (NPDES). The NPDES program is administered by the State Water Resources Control Board (SWRCB) through the individual California Regional Water Quality Control Boards (RWQCBs). General Construction Activity Storm Water NPDES permits are issued for storm water discharges by the RWQCBs. Construction activities subject to this General Permit include clearing, grading, disturbances to the ground such as stockpiling, or excavation that results in soil disturbances. Stormwater pollution prevention plans (SWPPP) are required for issuance of a construction NPDES permit; these plans typically include both structural and non-structural Best Management Practices (BMPs) that minimize erosion potentials and reduce impacts. Prior to issuance of a grading permit, the Applicant would be required to demonstrate compliance with NPDES construction activity stormwater permit requirements.

Further, the Project as implemented would be required to implement and maintain stormwater management systems and facilities pursuant to an approved Water Quality Management Plan (WQMP). The implemented WQMP would effectively minimize or negate erosion potentials on a long-term basis.

Based on the preceding, the potential for the Project to result in substantial soil erosion or the loss of topsoil is considered less-than-significant.

b) *Less-Than-Significant Impact.* Expansive or otherwise unstable soils may adversely affect roadway subgrades, concrete slabs-on-grade, and building foundations. In the event of a severe earthquake in the vicinity, structural foundations and floors may be damaged if constructed in, or over, expansive or unstable soils.

Soil Expansion Index (EI) is defined by its potential to swell when wet or saturated. Based on testing conducted as part of the Project Geotechnical Investigation, the near surface site soils are generally expected to possess a "very low" expansion potential (EI of 20 or less) with test results showing expansion indices of 0 [zero] (Project Geotechnical Investigation, p. 7). Additionally, any site-specific geologic constraints which may be encountered during Project implementation will be addressed by

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compliance with the recommendations of the Project Geotechnical Investigation, and County/CBC seismic design regulations, standards, and policies.

Based on the 0 EI rating of on-site soils, compliance with the recommendations set forth within the Project Geotechnical Investigation, and conformance with County/CBC seismic design regulations, standards, and policies, the potential for the Project to be located on expansive soil, creating substantial risks to life or property is considered less-than-significant.

c) *No Impact.* Project wastewater would be conveyed by the existing sanitary sewer system to area-serving wastewater treatment facilities. No septic tanks or other alternative wastewater disposal systems are proposed. There is no potential for the Project to result adverse impacts due to soil limitations relative to septic tanks or alternative wastewater disposal systems.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

19. **Wind Erosion and Blowsand from project either on or off site.**

a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

Source(s): Riverside County General Plan; Ord. No. 460, Article XV & Ord. No. 484.

Findings of Fact:

a) *Less-Than-Significant Impact.* General Plan Figure S-8, *Wind Erosion Susceptibility Map*, indicates the Project site is located in an area with a moderate susceptibility to wind erosion. To preclude or minimize potential wind erosion and blowsand impacts, the Project would be required to comply with County Ordinances 460 (*Article XV Soil Erosion Control Due to Wind*) and 484 [*For the Control of Blowing Sand*]. Similarly, other land uses in the vicinity of the Project site are required to comply with County Ordinances 460 and 484. Compliance with existing Ordinance requirements would ensure impacts due to wind erosion and blowsand would be less-than-significant. On this basis, the potential for the Project to be impacted by or result in an increase in wind erosion and blowsand, either on or off site is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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GREENHOUSE GAS EMISSIONS Would the project:				
20. Greenhouse Gas Emissions				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan; Riverside County Climate Action Plan ("CAP"); *Placentia Logistics Greenhouse Gas Analysis, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020 (Project GHGA, IS/MND Appendix E); Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

General: Greenhouse gas (GHG) analyses presented here are based on and summarized from *Placentia Logistics Greenhouse Gas Analysis, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020 (Project GHGA, IS/MND Appendix E). Please refer to the refer to the Project GHGA for detailed analytic protocols and modeling outputs.

a) *Less-Than-Significant with Mitigation Incorporated.* An individual project cannot generate greenhouse gas (GHG) emissions sufficient to influence global climate change. A project participates in potential global climate change impacts through its incremental contribution, combined with the cumulative increase of all other sources of GHGs. Taken together, these effects may have a potentially significant impact on global climate change. The Project GHG emissions sources would include the following:

- Construction Sources (Amortized Over 30 Years)
- Area Sources
- Building Energy Consumption
- Mobile Sources (Passenger Cars)
- Mobile Sources (Trucks)
- On-site Equipment
- Solid Waste Management
- Water Supply

Annual Project GHG emissions are summarized at Table 20-1.

**Table 20-1
Annual Project GHG Emissions**

Emission Source	Emissions (metric tons /yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Construction-source Emissions (Amortized Over 30 Years)	16.58	0.00	0.00	16.65
Area Sources	0.02	4.00e-05	0.00	0.02
Building Energy Consumption	289.79	0.01	3.25e-03	291.01
Mobile Sources (Passenger Cars)	486.22	0.01	0.00	486.56

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**Table 20-1
Annual Project GHG Emissions**

Emission Source	Emissions (metric tons /yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Mobile Sources (Trucks)	1,911.05	0.02	0.00	1,911.60
On-site Equipment	50.84	0.02	0.00	51.25
Solid Waste Management	54.82	3.24	0.00	135.82
Water Supply	283.17	2.08	0.05	350.31
Total CO₂e (All Sources)	3,243.21			

Source: *Placentia Logistics Greenhouse Gas Analysis, County of Riverside (Urban Crossroads, Inc.) June 2, 2020.*
 Notes: Totals obtained from CalEEMod™ and may not total 100% due to rounding. Table results include scientific notation; e is used to represent times ten raised to the power of (which would be written as x 10^{bn}) and is followed by the value of the exponent.

As indicated at Table 20-1, the Project would generate approximately 3,243.21 MTCO₂e/yr. Of this total, approximately 845.94 MTCO₂e/yr would be generated by construction sources, area sources, building energy consumption, on-site equipment, water supply, and solid waste management. An additional approximately 2,397.27 MTCO₂e/yr would be generated by Project mobile sources.

Significance Determination

The County of Riverside Climate Action Plan Update, November 2019 (CAP Update) provides guidance addressing analysis of GHG emissions and CEQA significance determination of GHG emissions impacts. To address State requirements to reduce GHG emissions, the CAP Update establishes County-wide GHG emissions reduction targets that would support and comply with near-term (2030) and long-term (2050) State GHG emissions targets. The CAP Update GHG emissions reduction targets are consistent with the State GHG emissions targets. Consistency of the County GHG emissions reduction targets with correlating State targets ensures that the County will be providing GHG reductions locally that will complement State efforts to reduce GHG emissions. Because the County's CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines. Compliance with the CAP Update fulfills the description of mitigation found in the *CEQA Guidelines*.

The CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 MTCO₂e/yr is used to determine if additional analysis is required. To demonstrate consistency with the CAP Update, and therefore support a determination of less-than-significant GHG emissions impacts, projects that exceed the 3,000 MTCO₂e/yr screening threshold must demonstrate attainment of at least 100 points through the implementation of CAP Update Screening Table features.

As indicated at Table 20-1, the Project would generate approximately 3,243.21 MTCO₂e/yr. Project GHG emissions would therefore exceed the County's screening threshold of 3,000 MTCO₂e/yr. On this basis, absent Project demonstrated attainment of at least 100 points through the implementation of CAP Update Screening Table features, the Project could generate direct or indirect GHG emissions that would result in a significant impact on the environment. This is a potentially significant impact. Mitigation Measures 20-1 and 20-2 would reduce this impact to levels that would be less-than-significant.

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b) *Less-Than-Significant with Mitigation Incorporated.* GHG emissions reduction plans, policies and regulations applicable to the Project include: AB 32, SB 32, (including related 2008/2017 ARB Scoping Plan Elements), and the CAP Update. Project consistency with AB 32, SB 32, (including related 2008/2017 ARB Scoping Plan Elements), and the CAP Update is evaluated in the following discussions.

2008 Scoping Plan Consistency

The 2008 Scoping Plan identifies measures to reduce California's greenhouse gas emissions in support of AB 32. Many of the measures identified in the Scoping Plan are not applicable at the project level and are state or regional responsibilities. Certain of the measures are applicable to, and are demonstrably supported by the Project. Other measures, while not directly applicable to the Project, would not be obstructed or impeded by Project implementation. Table 20-2 summarizes the Project's consistency with the State Scoping Plan measures. As indicated, the Project would not conflict with any of the provisions of the Scoping Plan and supports the Scoping Plan through energy efficiency, water conservation, resources recycling, and landscape carbon sequestration.

**Table 20-2
2008 Scoping Plan Consistency**

Action Category	Supporting Measures	Remarks
Cap-and-Trade Program	-	Consistent. These programs involve capping emissions from electricity generation and similar operations. The Project would not interfere with or obstruct cap-and-trade program measures or initiatives.
Light-Duty Vehicle Standards	T-1	Consistent. This is a statewide measure and is not within the purview of the Project. Vehicles accessing the Project would be required to comply with these standards as implemented. Electric Vehicle (EV) charging stations would be installed on site per 2019 Title 24 standards.
Energy Efficiency	E-1	Consistent. The Project would achieve building, water, and solid waste management efficiencies consistent with CALGreen requirements.
	E-2	
	CR-1	
	CR-2	
Renewables Portfolio Standard (RPS)	E-3	Consistent. Establishes the minimum statewide renewable energy mix. The Project would not interfere with or obstruct RPS program measures or initiatives.
Low Carbon Fuel Standard	T-2	Consistent. Establishes reduced carbon intensity (CI) of transportation fuels. The Project would not interfere with or obstruct transportation fuel CI program measures or initiatives.
Regional Transportation-Related GHG Targets	T-3	Consistent. This is a statewide measure and is not within the purview of the Project. The Project would not interfere with or obstruct transportation-related GHG target measures or initiatives.
Vehicle Efficiency Measures	T-4	Consistent. This is a statewide measure and is not within the purview of the Project. Vehicles accessing the Project would be required to comply with these measures as implemented. The Project would not interfere with or obstruct vehicle efficiency measures or initiatives.
Goods Movement	T-5	Consistent. This is a statewide measure and is not within the purview of the Project. Goods movement associated with the Project would be required to comply with these measures as
	T-6	

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

**Table 20-2
2008 Scoping Plan Consistency**

Action Category	Supporting Measures	Remarks
		implemented. The Project would not interfere with or obstruct goods movement measures or initiatives.
Million Solar Roofs (MSR) Program	E-4	Consistent. The MSR program sets a goal for use of solar systems throughout the state as a whole. The building designs incorporate PV solar panels.
Medium- & Heavy-Duty Vehicles	T-7	Consistent. This is a statewide measure and is not within the purview of the Project. Medium- & heavy-duty vehicles accessing the Project would be required to comply with these measures as implemented. The Project would not interfere with or obstruct medium- & heavy-duty vehicle measures or initiatives.
	T-8	
Industrial Emissions	I-1	Consistent. These measures are applicable to large industrial facilities (> 500,000 MTCO ₂ e/yr) and other intensive uses such as refineries. The Project would not interfere with or obstruct industrial emissions measures or initiatives.
	I-2	
	I-3	
	I-4	
	I-5	
High Speed Rail	T-9	Consistent. Supports increased mobility choice via provision of high speed rail. The Project would not interfere with or obstruct high speed rail measures or initiatives.
Green Building Strategy	GB-1	Consistent. The Project would implement building, water, and solid waste management efficiencies consistent with incumbent CALGreen requirements.
High Global Warming Potential (GWP) Gases	H-1	Consistent. The Project is not a substantial source of high GWP emissions. The Project would not interfere with or obstruct high GWP emissions measures or initiatives.
	H-2	
	H-3	
	H-4	
	H-5	
	H-6	
	H-7	
Recycling and Waste	RW-1	Consistent. The Project would comply with mandated State and County recycling and waste management measures.
	RW-2	
	RW-3	
Sustainable Forests	F-1	Consistent. The Project would promote carbon sequestration through provision of per the Project on-site landscaping.
Water	W-1	Consistent. The Project would provide low-flow fixtures and water-efficient landscaping per County and State requirements.
	W-2	
	W-3	
	W-4	
	W-5	

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20-2
2008 Scoping Plan Consistency**

Action Category	Supporting Measures	Remarks
	W-6	
Agriculture	A-1	Consistent. The Project is not an agricultural use. The Project would not interfere with or obstruct Scoping Plan agricultural measures or initiatives.

Source: *Placentia Logistics Greenhouse Gas Analysis, County of Riverside* (Urban Crossroads, Inc.) June 2, 2020.

SB 32/2017 Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. As summarized, at Table 20-3, the Project would support and would not conflict with SB 32/2017 Scoping Plan provisions.

**Table 20-3
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The Project would be designed and constructed to implement the energy efficiency measures for new commercial developments and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Consistent. The Project would be designed and constructed to implement energy efficiency measures acting to reduce electricity consumption. The Project includes energy efficient lighting and fixtures that meet the current Title 24 Standards. Further, the Project proposes contemporary industrial facilities that would incorporate energy efficient boilers, heaters, and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	CARB, California State Transportation	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20-3
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2025 targets. Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2 standards.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO _x standard.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NO _x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		Consistent. Location of the Project warehouse uses proximate to the interstate freeway system (I-215) facilitates access to the Project site and generally reduces VMT when compared to warehouse uses that are more remote from regional freeways. The Project would not obstruct or interfere with SB 275, SB 743 or related VMT reduction strategies.

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

**Table 20-3
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
By 2019, adjust performance measures used to select and design transportation facilities		
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Consistent. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Consistent. The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 20-3
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLPS and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	Consistent. The Project would implement waste reduction and recycling measures consistent with State and City requirements. The Project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLPS and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Consistent. The Project site is designated for industrial uses. The Project does not propose land conversion. The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		Consistent. The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		Consistent. Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan.		Consistent. The Project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.

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

**Table 20-3
SB32/2017 Scoping Plan Consistency**

Action	Responsibility	Remarks
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.	CARB	Consistent. The Project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments	Consistent. The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. The Project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Source: *Placentia Logistics Greenhouse Gas Analysis, County of Riverside (Urban Crossroads, Inc.) June 2, 2020.*

County of Riverside Climate Action Plan Update Consistency

The CAP Update establishes Screening Tables to aid in estimating GHG emissions reductions achieved through implementation of various project design features and operational programs. The Screening Tables also provide a basis for determining project consistency with the CAP Update. Projects that yield at least 100 Screening Table Points are determined to be consistent with the County GHG Technical Report GHG reduction targets, and consequently would be consistent with the CAP Update. Absent implementation of Screening Table Measures yielding 100 points, the Project would be considered inconsistent with the County CAP Update. This is a potentially significant impact.

Mitigation:

- 20-1 *The Project shall implement Screening Table Measures providing for a minimum 100 points per the County Screening Tables. The County shall verify incorporation of the identified Screening Table Measures within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable). The County shall verify implementation of the identified Screening Table Measures prior to the issuance of Certificate(s) of Occupancy.*
- 20-2 *The Project shall comply with CAP Update Measure R2-CE1. CAP Update Measure R2-CE1 requires that the Project provide on-site renewable energy production generation comprising at least 20% of the Project energy demand. The County shall verify implementation of CAP Update Measure R2-CE1 within the Project building plans and site designs prior to the issuance of building permit(s) and/or site plans (as applicable). The County shall verify implementation of CAP Update Measure R2-CE1 prior to the issuance of Certificate(s) of Occupancy.*

The implemented Screening Table Measures and compliance with CAP Update Measure R2-CE1 would achieve a minimum of 100 Screening Table Points, and would thereby ensure that the Project would achieve GHG emissions levels and GHG emissions reductions targets consistent with those

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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identified in the County CAP Update. Project GHG emissions that are consistent with and would not exceed GHG emissions levels and GHG emissions reductions targets identified in the CAP Update would not comprise a significant impact on the environment. On this basis, with application of mitigation, the potential for the Project to generate direct or indirect greenhouse gas emission that would result in a significant impact on the environment is considered less-than-significant. For informational purposes, a representative example of how the Project could achieve a minimum of 100 Screening Table Points through implementation of CAP Update Screening Table Measures is provided at Table 20-4. Implementation of CAP Update Measure R2-CE1 is reflected in the Project GHG emissions modeling.

**Table 20-4
Representative Implementation of CAP Update Screening Table Measures**

Feature	Description	Points
EE10.A.1 Insulation	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	11
EE10.A.2 Windows	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC)	7
EE10-A.3 Cool Roofs	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7
EE10.A.4 Air Infiltration	Blower Door HERS Verified Envelope Leakage of equivalent	6
EE10.B.1 Heating/Cooling Distribution System	Model Duct Insulation (R-6)	5
EE10.B.2 Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4
EE10B.4 Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)	10
EE10.B.5 Daylighting	All rooms daylighted	1
EE10.B.6 Artificial Lighting	High Efficiency Lights (50% of in-unit fixtures are high efficiency)	7
W2.E.2 Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	6
	Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	
W2.E.3 Faucets	Water Efficient faucets (1.28 gpm)	2
T4.B.1 Electric Vehicle Recharging	Install electric vehicle charging stations in garages/parking areas	40*
TOTAL		106

Source: *Placentia Logistics Greenhouse Gas Analysis, County of Riverside (Urban Crossroads, Inc.) June 2, 2020.*

Notes: * Under this example, the Project would include 5 electric vehicle charging stations. Per the Screening Tables, each station is 8 points.

Monitoring: Mitigation shall be monitored through the County Conditions of Approval clearance process concurrent with the review of Project development permits.

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

Source(s): Preliminary Plans for the Placentia Logistics Project; <https://www.envirostor.dtsc.ca.gov/public/>; Riverside County GIS database; *Phase II Environmental Site Assessment Northwest Corner of Harvill Avenue and Placentia Avenue Perris, Riverside County, California* (Stantec) October 16, 2019 (Project Phase II Assessment, IS/MND Appendix F).

Findings of Fact:

a, b) *Less-Than-Significant Impact.* During the normal course of construction activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. The Project is required to comply with Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials.

The Project does not propose uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies. Mandated compliance with existing regulations also reduces the potential for risk of accidental explosion or release of hazardous substances.

The Project Phase II Assessment (IS/MND Appendix F) substantiates that the Project site is not adversely affected by any recognized environmental conditions (RECs) (Project Phase II ESA, pp. i, ii).

Based on the preceding, the potential for the Project to create or result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or create or result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment is considered less-than-significant.

c) *Less-Than-Significant Impact.* The Project does not propose or require facilities or activities that would interfere with any identified emergency response or emergency evacuation plan. Temporary alterations to vehicle circulation routes associated with Project construction are addressed through the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project Construction Traffic Management Plan (please refer to IS/MND Section 2.0, *Project Description, Construction Traffic Management Plan*). Ongoing coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. The potential for the Project to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan is therefore considered less-than-significant.

d) *No Impact*. There are no existing schools within one-quarter mile of the Project site. No schools are proposed within one-quarter mile of the Project site. The school nearest the Project site is Val Verde Elementary, located approximately one-half mile southeasterly of the Project site. On this basis, the Project would have no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

e) *No Impact*. The Project Phase II ESA does not identify the Project site as being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The site is not listed as a hazardous material site within the California Department of Toxic Substances (DTSC) EnvirStor database, or within the County GIS database. On this basis, there is no potential for the Project to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan; GIS database.

Findings of Fact:

a) *Less-Than-Significant Impact*. The Project site is located approximately 2.5 miles south/southwesterly of March Air Reserve Base/Inland Port Airport (MARB/IPA). An Airport Master Plan has not yet been created for March Inland Port Airport. Absent an Airport Master Plan, the March Joint Powers Authority (JPA) General Plan establishes the long-term vision to guide the future development of properties located within the March JPA Planning Area. As shown at Figure II-1 of the March JPA

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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General Plan, the Project site is not located within the General Plan Planning Area, and as such is not subject to the provisions presented therein. The Project would therefore not conflict or obstruct implementation of the General Plan in any way.

It is assumed that any future Airport Master Plan for MARB/IPA would be developed consistent with the land uses and boundaries presented within the General Plan. As such, the potential for the Project to result in an inconsistency with an Airport Master Plan is considered less-than-significant.

b) *Less-Than-Significant Impact.* Prior to approval by the County, the Project Applicant would be required to document review and approval of the Project by the Airport Land Use Commission (ALUC). Any Project revisions or limitations required by the ALUC would be incorporated in the Project prior to approval by the County.

Based on the preceding, the potential for the Project to result in potentially significant hazards/hazardous impacts associated with review by the ALUC is considered less-than-significant.

c) *Less-Than-Significant Impact.* The Project site lies within the area regulated under the March ARB/IPA Airport Land Use Compatibility Plan (MARB/IPA ALUCP) and the 2018 March Air Reserve Base *Air Installation Compatibility Zones Study* (MARB AICUZ Study). The compatibility zones and associated criteria set forth in the MARB/IPA ALUCP provide noise and safety compatibility protection equivalent to or greater than correlating criteria presented in the 2018 MARB AICUZ Study (MARB/IPA ALUCP, p. 1). The analysis presented here reflects the more stringent criteria established under the MARB/IPA ALUCP.

When an ALUC establishes development standards in an ALUCP to prevent airport noise and safety hazards, they are indirectly setting development standards for local government because local government general and specific plans (and therefore their implementing standards) must be consistent with the ALUCP (Section 21670.1(c)(2)(D) and Government Code Section 65302.3(a)), unless the conclusion of the overrule process allows otherwise (*California Airport Land Use Planning Handbook*, p. viii).

Under the Riverside County ALUCP for MARB/IPA, the Project site is overlain by Compatibility Zone C2. Per the ALUCP *Basic Compatibility Criteria*, noise-sensitive outdoor residential uses and hazards to flight are prohibited within Zone C2. Also, children's schools are discouraged, airspace review is required for objects greater than 70 feet tall, and MARB must be notified of any land use having an electromagnetic radiation component. Zone C2 is identified as a flight zone corridor, which means that the site lies within a designated path of overhead aircraft. Within this compatibility zone, the ALUCP indicates that the maximum number of persons per acre should not exceed an average of 200, or a maximum of 500 persons on any given acre. The ALUCP also specifies certain review, notification, and disclosure requirements for new land uses within Zone C2.

Prior to issuance of development permits, the Applicant would be required to document review and approval of the Project by the ALUC. The Project would be required comply with all ALUC conditions and requirements established through the ALUC review process, including but not limited to compliance with applicable provisions of the MARB/IPA ALUCP. Consistency with the ALUCP demonstrates that the Project would not result in or create potentially significant safety hazards related to or affecting MARP/IPA facilities or operations. The Project does not otherwise propose or require facilities or uses that would potentially conflict with airport/airfield operations, or that would result in or contribute to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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airport/airfield hazards. There are no other airports or airfields that would affect or be affected by the Project.

Based on the preceding, the potential for the Project to result in a safety hazard for people residing or working in the Project area is considered less-than-significant.

d) *No Impact*. There are no known private airstrips or heliports located in the vicinity of the Project site. The Project would have no potential to result in or cause safety hazards related to private airstrips, helipads, or their operations.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:

23. Water Quality Impacts

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan; Riverside County Flood Control District Flood Hazard Report/Condition; GIS database; Mead Valley Area Plan; *Placentia Logistics Center – Preliminary Drainage Analysis* (Tory R. Walker Engineering, Inc.) December 20, 2019 (Project Drainage Study, IS/MND Appendix G); *Project Specific Water Quality Management Plan, Placentia Logistics Center*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(Tory R. Walker Engineering, Inc.) December 20, 2019 (Project WQMP, IS/MND Appendix G); Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a) *Less-Than-Significant Impact.* Buildout of the Project site would occur in compliance with erosion control measures, including grading and dust control measures imposed via County grading permit regulations. Project operations would comply with National Pollutant Discharge Elimination System (NPDES) permit requirements. NPDES requirements include, but are not limited to: minimizing stormwater pollutants of concern; containing properly designed outdoor material storage areas; containing properly designed trash storage areas; and providing proof of ongoing BMP maintenance.

The Project WQMP components would remove contaminants and sedimentation from stormwater runoff consistent with NPDES requirements. Preliminary WQMP concepts are presented at Project WQMP Appendix 1, *Maps and Site Plans*.

Based on the preceding, the Project's potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality is considered less-than-significant.

b) *Less-Than-Significant Impact.* The Project would be provided domestic water service by Eastern Municipal Water District (EMWD). The Project does not propose direct withdrawal of groundwater that would substantially deplete groundwater supplies. Nor does the Project propose facilities or activities affecting designated groundwater recharge areas. Further, construction proposed by the Project will not involve massive substructures at depths that would significantly impair or alter the direction or rate of flow of groundwater. Based on the preceding discussions, the Project's potential to substantially deplete groundwater supplies, or to substantially interfere with groundwater recharge capabilities is considered less-than-significant.

c) *Less-Than-Significant Impact.* The site's existing overall drainage pattern would be preserved. The site currently drains easterly via overland flow and shallow concentrated flow, where runoff is then intercepted by the Harvill Avenue curb and gutter.

Under post-development conditions, the site would drain in the same orientation, and utilize three bioretention basins to decrease the post-development peak flows. On-site drainage facilities have been sized to accommodate drainage for the 2-year, 5-year, and 10-year storms at the 1-hour, 3-hour, 6-hour, and 24-hour durations. Additionally, the proposed drainage facilities would safely convey the 100-year peak hour flow off-site (Project Drainage Study, p. 4).

Based on the preceding, the potential for the Project to substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site is considered less-than-significant.

d) *Less-Than-Significant Impact.* Project construction activities would temporarily expose underlying soils, thereby increasing their susceptibility to erosion. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a County-approved Storm Water Pollution Prevention Plan (SWPPP), as well as compliance with SCAQMD Rules that prohibit grading activities and site disturbance during high wind events.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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At Project completion, potential soil erosion impacts in the area will be resolved, as pavement, roads, buildings, and landscaping are established, overcovering previously exposed soils. The Project does not propose to significantly alter existing topography in a manner that would result in substantial soil erosion or siltation.

All Project development plans would be subject to review and approval by the County. As part of this review, the County would ensure that permanent slopes and slope protection would conform to County requirements, thereby minimizing the potential for soil erosion and related potential siltation concerns over the life of the Project. County review and approval of development plans would also ensure that stormwater management systems are incorporated that would minimize potential erosion and siltation from stormwater runoff, both on-site and off-site.

Based on the preceding, the potential for the Project to result in substantial erosion or siltation on- or off-site is considered less-than-significant.

e) *Less-Than-Significant Impact.* The existing overall site drainage patterns would be preserved. The site currently drains easterly via overland flow and shallow concentrated flow, where runoff is then intercepted by the Harvill Avenue curb and gutter. Under post-development conditions, the site would drain in the same orientation, and utilize three bioretention basins to decrease the post-development peak flows. On-site drainage facilities have been sized to accommodate drainage for the 2-year, 5-year, and 10-year storms at the 1-hour, 3-hour, 6-hour, and 24-hour durations. Additionally, the proposed drainage facilities would safely convey the 100-year peak hour flow off-site (Project Drainage Study, p. 4).

Based on the preceding, the potential for the Project to substantially alter the existing drainage pattern of the site or area, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site is considered less-than-significant.

f) *Less-Than-Significant Impact.* The Project would utilize a series of bioretention basins to remove contaminants and sedimentation from stormwater runoff. The basins would also attenuate post-development stormwater discharge volumes and rates. On-site drainage facilities have been sized to accommodate drainage for the 2-year, 5-year, and 10-year storms at the 1-hour, 3-hour, 6-hour, and 24-hour durations. Additionally, the proposed drainage facilities would safely convey the 100-year peak hour flow off-site (Project Drainage Study, p. 4)

Based on the preceding, the potential for the Project to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff is considered less-than-significant.

g) *No Impact.* The Project site is not located within any special flood hazard area (MVAP Figure 11, *Flood Hazards*). As such, the Project would not place any structures within a 100-year flood hazard area.

h) *Less-Than-Significant Impact.* The Project site is not located within any special flood hazard area (MVAP Figure 11, *Flood Hazards*). The Project site is not proximate to any water bodies susceptible to seiche. The Project site is not located proximate to any water bodies susceptible to tsunami. During potential minor localized flooding events potential release of pollutants is minimized through the location, orientation, and construction of Project facilities consistent with County Building

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Code requirements and implementation of the Project stormwater management system improvements described herein. Additionally, the Project uses would be required to develop and implement Hazardous Materials Release Response Plans and Inventory (Business Plans) that specifically address storage and use of hazardous materials so as to minimize their potential release, containment of hazardous materials and related pollutants that may be released under emergency conditions, and measures to reduce potential effects of hazardous materials and related pollutants if released.

Based on the preceding, the potential for release of pollutants due to project inundation under a flood, tsunami, or seiche event is determined to be less-than-significant.

i) *Less-Than-Significant Impact.* The Project would implement water quality control measures consistent with County and RWQCB requirements. The Project would there not result in potentially adverse water quality impacts and would not conflict with or obstruct implementation of a water quality control plan, in this instance, the Water Quality Control Plan for the Santa Ana Region. The Project does not propose or require direct withdrawal of groundwater. Neither would the Project adversely affect designated groundwater recharge areas or groundwater recharge facilities. To the extent practical, the Project would implement Low Impact Development (LID) measures facilitating infiltration of treated stormwaters to the groundwater table. Based on the preceding, the potential for the Project to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan is determined to be less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:

24. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan; GIS database; Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a) *Less-Than-Significant Impact.* The General Plan Land Use designation of the site is Business Park (BP). Existing Zoning designations of the Project site are: Light Agricultural (A-1-1), Rural Residential (R-R-1), and Manufacturing-Service Commercial (M-SC). To allow for the Project land uses, a Zone Change (ZC) is proposed, designating the entire Project site M-SC. The Project land uses and development concepts would be permitted or conditionally permitted under the proposed M-SC Zoning designation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Properties located to the north and east are zoned M-SC. To the south, across Placentia Avenue, properties are zoned M-SC and R-R-1. To the west, properties are zoned Industrial Park (I-P) and M-SC. The Project represents a logical continuation of existing vicinity land use designations.

With approval of the requested Zone Change, the Project would be consistent with applicable zoning regulations. Further, the Project would be compatible with existing surrounding zoning; would be compatible with existing and planned surrounding land uses; and would be consistent with the land use designations and policies of the General Plan. Potential impacts in these regards would be less-than-significant.

b) *No Impact.* Light industrial land uses, such as those proposed by the Project, have been anticipated for the site under applicable planning documents. Additionally, as previously stated above, the Project represents a logical continuation of the existing land use designations in the site vicinity. No established community would be disrupted or divided by development of the Project, and the Project would have no impact in this regard.

Based on the preceding, the potential for the Project to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan is determined to be less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:				
25. Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan; Mead Valley Area Plan; Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a-c) *No Impact.* The Project Site is located within the "MRZ-3" Mineral Resource Zone (General Plan Figure OS-6, *Mineral Resource Zones*). The MRZ-3[a] Mineral Resource Zone comprises "[a]reas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined" (General Plan, p. OS-37).

There are no known mineral resources within the Project site, nor does the site's existing zoning allow for the extraction of mineral resources. In addition, neither the County General Plan nor MVAP identify any locally-important mineral resource recovery sites on-site or within close proximity to the site. No

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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mines or quarries are proposed by the Project nor are any known to exist on the site or in the surrounding area. Due to the lack of mines in the Project vicinity, the Project would not expose people or property to hazards resulting from past or present mining activities, nor is the Project located adjacent to a State classified or designated area or existing surface mine. As such, the Project would have no impacts in these regards.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:

26. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan; County of Riverside Airport Facilities Map; Google Earth; March Air Reserve Base/Inland Airport Land Use Compatibility Plan.

Findings of Fact:

a) *Less-Than-Significant Impact.* The Project site is located within Compatibility Zone C2 of the MARB/IPA ALUCP. According to Table MA-1, *Compatibility Zone Factors*, of the ALUCP, Compatibility Zone C2 includes properties within the 60 dBA CNEL noise contour. Properties within Compatibility Zone C2 may be subject to single-noise events that are disruptive to noise-sensitive land uses. However, uses proposed by the Project are not considered noise-sensitive receptors. According to General Plan Table N-1, land uses such as the Project are considered "normally acceptable" at noise levels up to 75 dBA CNEL. Further, the Project does not propose or require uses or operations that would contribute substantially to existing airport noise levels. Based on the preceding, the potential for the Project to expose people residing or working in the project area to excessive airport-source noise would be less-than-significant.

b) *No Impact.* No private airstrips exist in the Project vicinity. The Project would have no potential to expose people residing or working in the project area to excessive private airstrip-source noise.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"); Preliminary Plans for the Placentia Logistics Project; *Placentia Logistics Noise Impact Analysis, County of Riverside* (Urban Crossroads, Inc.) April 15, 2020 (Project Noise Impact Analysis, IS/MND Appendix H).

Findings of Fact:

Overview

The Project Noise Impact Analysis evaluates all potential noise and vibration impacts that would result from the Project. The following discussions summarize findings and conclusion of the Project Noise Impact Analysis. The significance criteria presented at Table 27-1 were employed in evaluating the Project potential Noise/Vibration impacts. These significance criteria are based on available County standards. In instances where County standards do not exist, criteria reflect best management practices and standards of relevant state and federal noise impact analysis guidance. Please refer also to Project Noise Impact Analysis Section 4, *Significance Criteria*. Project noise levels exceeding the criteria presented at Table 27-1 would be considered potentially significant impacts.

**Table 27-1
Noise Impact Significance Criteria**

Analysis Scenario	Receiving Land Use	Condition(s)	Significance Criteria
Off-Site Traffic	Noise-Sensitive	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase
	Non-Noise-Sensitive	If ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase and the resulting noise level would exceed acceptable exterior noise standards
Operational	Noise-Sensitive	All	Received Project operational (stationary/area-source) noise levels exceed exterior 55 dBA Leq daytime or 45 dBA Leq nighttime (County of Riverside General Plan Municipal Code, Section 9.52.040).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 27-1
Noise Impact Significance Criteria**

Analysis Scenario	Receiving Land Use	Condition(s)	Significance Criteria
		If ambient is < 60 dBA Leq	≥ 5 dBA Leq Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is 60 - 65 dBA Leq	≥ 3 dBA Leq Project increase and the resulting noise level would exceed acceptable exterior noise standards
		If ambient is > 65 dBA (> 45 dBA Nighttime) Leq	≥ 1.5 dBA Leq Project increase
		Vibration Level Threshold	0.01 in/sec RMS
Construction	Noise-Sensitive	Noise Level Threshold	85 dBA Leq
		Vibration Level Threshold	0.01 in/sec RMS

Source: *Placentia Logistics Noise Impact Analysis, County of Riverside (Urban Crossroads, Inc.) April 15, 2020.*

a) **Less-Than-Significant Impact.** Project operational noise sources would include noise generated by on-site activities (stationary/area sources) and noise generated by Project traffic (vehicular sources). As discussed below, Project operational-source noise and Project vehicular-source have the potential to result in or cause an increase in ambient noise levels, would not otherwise result in substantial permanent noise increases. Project-source noise would result in less-than-significant impacts.

Vehicular-Source Noise Impacts

The Project Noise Impact Analysis evaluated vehicular-source impacts under the following scenarios:

Existing Without / With Project, Existing plus Ambient (EA) 2021 Without / With Project, Existing plus Ambient plus Cumulative (EAC) 2021 Without / With Project, and Horizon Year 2040 Without / With Project. Traffic volumes employed in the vehicular-source noise impact analysis were obtained from *Placentia Logistics Traffic Impact Analysis (Urban Crossroads, Inc.) December 3, 2019.*

As summarized below, the Project Noise Impact Analysis substantiates that under all scenarios, at potentially affected receptors, Project vehicular-source noise would not cause or result in an exceedance of the County exterior noise standard (55 dBA Leq). And further, that when the ambient condition already exceeds the County exterior noise standard, Project vehicular-source noise contributions would not exceed the incremental threshold of 3.0 dBA CNEL. In no instance would Project vehicular-source noise levels exceed thresholds presented at Table 27-1. Impacts would therefore be less-than-significant.

Existing Conditions with Project Scenario

Under the Existing Condition with Project scenario, Project traffic would generate a noise level increase of up to 11.2 dBA CNEL on the Study Area roadway segments. Project vehicular-source noise contributions would not cause acceptable exterior noise standards to be exceeded. Nor would Project vehicular-source noise result in unacceptable incremental increases when exterior noise standards are already exceeded (Project Noise Impact Analysis, p. 42). Based on the significance criteria at Table 27-1, the Project vehicular-source noise contributions would therefore be less-than-significant (Project Noise Impact Analysis, p. 42).

EA 2021 with Project Scenario

Under the EA 2021 with Project scenario, Project traffic would generate a noise level increase of up to 11.1 dBA CNEL on the Study Area roadway segments. Project vehicular-source noise contributions

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would not cause acceptable exterior noise standards to be exceeded. Nor would Project vehicular-source noise result in unacceptable incremental increases when exterior noise standards are already exceeded (Project Noise Impact Analysis, p. 42). Based on the significance criteria at Table 27-1, the Project vehicular-source noise contributions would therefore be less-than-significant.

EAC 2021 with Project Scenario

Under the EAC with Project Scenario, Project traffic would generate a noise level increase of up to 10.7 dBA CNEL on the Study Area roadway segments. Project vehicular-source noise contributions would not cause acceptable exterior noise standards to be exceeded. Nor would Project vehicular-source noise result in unacceptable incremental increases when exterior noise standards are already exceeded (Project Noise Impact Analysis, p. 43). Based on the significance criteria at Table 27-1, the Project vehicular-source noise contributions would therefore be less-than-significant.

Horizon Year 2040 with Project Scenario

Under the Horizon Year 2040 with Project Scenario, Project traffic would generate a noise level increase of up to 0.7 dBA CNEL on the Study Area roadway segments. Project vehicular-source noise contributions would not cause acceptable exterior noise standards to be exceeded. Nor would Project vehicular-source noise result in unacceptable incremental increases when exterior noise standards are already exceeded (Project Noise Impact Analysis, p. 43). Based on the significance criteria at Table 27-1, the Project vehicular-source noise contributions would therefore be less-than-significant.

Stationary/Area-Source Noise Impacts

Stationary area-source noise would be generated by loading dock activity, roof-top air conditioning units, and parking lot vehicle movements. The Project Noise Impact Analysis substantiates that at potentially affected receivers, Project stationary area-source noise levels would range from 38.5 to 43.3 dBA L_{eq} during the daytime and 38.2 to 42.1 dBA L_{eq} during the nighttime (Project Noise Impact Analysis, p. 54). The received noise levels would not cause or result in an exceedance of the County exterior noise standard (55 dBA L_{eq} daytime, 45 dBA L_{eq} nighttime).

The Project Noise Impact Analysis further substantiates that Project stationary area-source noise when added to ambient conditions would not cause or result in exceedance of applicable thresholds. Ambient daytime noise levels at certain potentially affected receivers already exceed the County daytime standard of 55 dBA L_{eq} , with a range from 51.8 dBA L_{eq} to 57.4 dBA L_{eq} (Project Noise Impact Analysis, p. 56). With the Project noise contributions added, the daytime noise levels would range from 52.4 dBA L_{eq} to 57.5 dBA L_{eq} . Under daytime conditions, incremental Project stationary/area-source noise contributions would not exceed the incremental threshold of 5 dBA L_{eq} (Project Noise Impact Analysis, p. 55).

The nighttime ambient condition at potentially affected receivers already exceeds the County 45 dBA L_{eq} nighttime exterior noise standard. More specifically, ambient nighttime noise levels at potentially affected receivers range from 50.9 dBA L_{eq} to 54.7 dBA L_{eq} (Project Noise Impact Analysis, p. 57). Under nighttime conditions, incremental Project stationary/area-source noise contributions would not exceed the incremental threshold of 5 dBA L_{eq} (Project Noise Impact Analysis, p. 57). In no instance would Project stationary/area-source noise contributions exceed thresholds presented at Table 27-1. Impacts would therefore be less-than-significant.

Construction-Source Noise Impacts

Project construction noise-generating activities would include: demolition, site preparation, grading, building construction, architectural coating and paving. Project construction-source noise has the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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potential to result in a substantial temporary or periodic increase in ambient noise levels. The Project would not otherwise result in sources of potentially substantial temporary or periodic noise.

The Project Noise Impact Analysis substantiates that at potentially affected receivers, the maximum Project construction-source noise levels would range from 51.8 dBA L_{eq} to 73.7 dBA L_{eq} (Project Noise Impact Analysis, p. 68). The received noise levels would not exceed the 85 dBA L_{eq} threshold condition identified at Table 27-1. Impacts would therefore be less-than-significant.

b) *Less-Than-Significant Impact.* Project construction activities could result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. The Project would not otherwise be a source of vibration.

The Project Noise Impact Analysis noise analysis substantiates that at potentially affected receivers, the maximum received Project construction-source vibration levels would range from 0.0002 RMS to 0.0080 RMS (Project Noise Impact Analysis, p. 69). The received vibration levels would not exceed the 0.01 in/sec RMS significance threshold identified at Table 27-1. Impacts would therefore be less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

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

Source(s): Riverside County General Plan; Paleontological Resource Impact Mitigation Program (“PRIMP”) Report; *Paleontological Resource Assessment and Impact Mitigation Program for Barker Logistics II Project, Perris, Riverside County, California* (Environmental Planning Group, LLC) December 2019 (Project Paleontological Resources Assessment, IS/MND Appendix L); Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a) *Less-Than-Significant with Mitigation Incorporated.* Per the Project Paleontological Resources Assessment, the Project site is covered by a sandy-silt which may overlay older Pleistocene deposits (Project Paleontological Resources Assessment, p. 8). The current grading plans are expected to result in grading up to 20 feet in depth, which could encounter older Pleistocene deposits. Since the geological units underlying the Project could include older Pleistocene deposits, and there is the presence of previously recorded fossils from similar deposits in Southern California, the Paleontological Resource Assessment recommended that monitoring for paleontological resources occur in areas where ground disturbance will be greater than 4 feet (Project Paleontological Resources Assessment, p. 8).

With the incorporation of Mitigation Measure 28-1, impacts to paleontological resources are considered less-than-significant.

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

28-1 Prior to any grading and/or other ground-disturbing activities, the Project Applicant will retain a qualified paleontological monitor to oversee any ground-altering activities. Monitoring for paleontological resources shall occur in areas where ground disturbance will be greater than 4 feet. All monitoring shall be conducted in accordance with the guidelines set forth within the Paleontological Resources Assessment and Impact Mitigation Plan (PRIMP) prepared for the Project (Project Paleontological Resources Assessment, pp. 8 – 10). If paleontological resources are discovered during development of the Project, work shall be halted or redirected elsewhere, and the guidelines for discovery as presented within the PRIMP shall be followed.

Monitoring: Mitigation shall be monitored through the County Conditions of Approval clearance process concurrent with the review of Project development permits.

POPULATION AND HOUSING Would the project:

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

Source(s): Preliminary Plans for the Placentia Logistics Project; GIS database; Riverside County General Plan Housing Element.

Findings of Fact:

a) *Less-Than-Significant Impact.* The four existing on-site single-family residential units have already been removed from the County's housing inventory and are under the control of the Applicant. The potential for the Project to displace substantial numbers of housing or people is considered less-than-significant.

b) *Less-Than-Significant Impact.* The Project does not propose uses that would result in substantial population growth, creating a demand for additional housing. Project-related employment demands would likely be filled by the existing County residents, and would not substantially affect County populations or the demand for housing within the area.

c) *Less-Than-Significant Impact.* The Project does not propose residential development, nor would the Project otherwise induce substantial population growth in the area, either directly or indirectly. In this latter regard, land uses and development intensities proposed by the Project are consistent with land uses and development intensities assumed under the General Plan. As such, growth resulting from buildout of the Project is consistent with, and reflected in, the growth projections assumed by the County. Further, supporting infrastructure for the Project is also a planned response to anticipated

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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growth of the area, not an inducement to growth. The potential for the Project to induce substantial population growth in the area, either directly or indirectly is therefore considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

30. Fire Services

Source(s): Riverside County General Plan Safety Element; Riverside County Fire Department.

Findings of Fact:

Less-Than-Significant Impact. Development of the Project could result in incremental increased demands for fire protection services. Primary fire protection services to the Project area are currently provided by the Riverside County Fire Department. The fire station nearest the Project site is the Mead Valley Fire Station No. 59, located at 21510 Pinewood Street, approximately 2 miles southwesterly of the Project site.

The Project is not of sufficient scale or scope to warrant or necessitate the construction or substantial expansion of fire protection facilities. That is, these facilities are master planned to serve the region as a whole, and to respond to area-wide growth and demographic trends, not in response to a single development proposal.

Permit and inspection fees; and tax revenues generated by the Project would provide funding that would be generally available to supplement existing fire protection service levels. Specifically, the Project would be required to comply with County Ordinance No. 695, which establishes development impact fees. Fees collected pursuant to Ordinance No. 695 would act to offset or exceed incremental Project-related fire protection services demands.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire protection facilities is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan

Findings of Fact:

Less-Than-Significant Impact. Development of the Project could result in incremental increased demands for police protection services. Police protection services to the Project area are currently provided by the Riverside County Sheriff Department. The police station serving the Mead Valley area is the Perris Station, located at 137 N. Perris Blvd, approximately 5.5 miles southeasterly of the Project site.

The Project is not of sufficient scale or scope to warrant or necessitate the construction or substantial expansion of police protection facilities. That is, these facilities are master planned to serve the region as a whole, and to respond to area-wide growth and demographic trends, not in response to a single development proposal.

Permit and inspection fees; and tax revenues generated by the Project would provide funding that would be generally available to supplement existing police protection service levels. Specifically, the Project would be required to comply with County Ordinance No. 659, which establishes Development Impact Fees (DIF). DIF collected pursuant to Ordinance No. 659 would act to offset or exceed incremental Project-related police protection services demands.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered police protection facilities is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Preliminary Plans for the Placentia Logistics Project; GIS database.

Findings of Fact:

Educational facilities and services are provided to the Project vicinity by the Val Verde Unified School District (District). Implementation of the Project's light industrial uses would not contribute directly to populations of school-aged children requiring public education, and would therefore not cause or contribute to a need to construct new or physically altered public school facilities. Additionally, the Project Applicant would pay mandatory school impact fees prior to issuance of the first Project building permit. Payment of fees in accordance with County and District requirements would ensure the Project's potential impacts to schools are less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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33. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan; Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

Less-Than-Significant Impact. Light industrial uses proposed by the Project would not introduce new residences to the area or otherwise create substantial additional demands for library facilities or services. As such, the potential for the Project to result in substantial adverse physical impacts associated with new or physically altered library facilities is therefore considered less-than-significant. To the extent the Project could be determined to create additional demands for library services, permit and inspection fees, and tax revenues generated by the Project would provide funding that would be generally available to supplement existing library services.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan; Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

Less-Than-Significant Impact. Light industrial uses proposed by the Project would not introduce new residences to the area or otherwise create substantial additional demands for health services. As such, the potential for the Project to result in substantial adverse physical impacts associated with new or physically altered health service facilities is therefore considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:				
35. Parks and Recreation				
a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): GIS database; Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ord. No. 659 (Establishing Development Impact Fees); Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a, b) *Less-Than-Significant Impact.* The Project does not propose elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. The Project would be required to pay DIF pursuant to Ordinance 659, acting to offset Project impacts to recreational resources. On this basis, the Project's potential to result in increased demands on neighborhood or regional parks or other recreational facilities is considered less-than-significant.

c) *No Impact.* The Project site is located within Community Service Area (CSA) 117. However, CSA 117 was established for street lighting services, and does not address recreational facilities. The Project site is not located in any recreation and parks district. As such, the Project would have no impact in this regard.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36. Recreational Trails

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

Source(s): Mead Valley Area Plan.

Findings of Fact:

a) *Less-Than-Significant Impact.* MVAP Figure 9, *Trails and Bikeway System*, identify designated Community Trails along Nandina Avenue, Decker Road, Oleander Avenue and Harley Knox Road. Implementation of the Project would not interfere with the use of any existing trails. Any future trails planned adjacent to the Project site would be implemented by the Project. Further, the Project would pay requisite DIF assigned to development of regional/multipurpose trails. As such, no significant impacts to recreational trails would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:

37. Transportation

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

b) Conflict with an applicable congestion management program, including, but not limited to level of

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan; *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019 (Project TIA, IS/MND Appendix I).

Findings of Fact:

a) *Less-Than-Significant with Mitigation Incorporated.* Potential transportation/traffic impacts of the Project are evaluated in detail in *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019 (Project TIA). Analysis and findings of the Project TIA are summarized below, and the TIA in its entirety is presented at IS/MND Appendix I. With implementation of recommended mitigation, the potential for the Project to conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system would be less-than-significant.

Overview

The Project would implement up to 274,190 square feet warehouse/light industrial uses within a single building. Of this total, approximately 233,062 square feet would comprise high-cube transload/short-term storage warehouse (without cold storage); 41,128 square feet would comprise general light industrial use. The Project would be constructed in a single phase. The Project Opening Year is 2021.

Proposed driveway access to the Project is summarized below and illustrated at Figure 37-1. Driveway access would include:

- Placentia Avenue via Driveway 1 – full access for passenger cars and trucks
- Placentia Avenue via Driveway 2 – right-in right-out access for passenger cars only
- Harvill Avenue via Driveway 3 – right-in right-out access for passenger cars and trucks³

³ The County has indicated concerns regarding potential queuing issues at the Project's northerly driveway access to Harvill Avenue. Preliminary Project site design concepts indicate that limited queuing would be provided between the Project's Harvill Avenue entrance and the internal site access gate at this location. As part of the Project final site design, and as provided for under the Project Conditions of Approval, the Project Applicant will coordinate with the County regarding on-site truck queuing requirements and any necessary site plan access revisions or refinements. In this latter regard, a subsequent analysis has been completed that evaluates potential LOS impacts in the Study Area assuming that access to the Project's northerly driveway access to Harvill Avenue is restricted to right-out only movements. The subsequent analysis substantiates that this change in Project access would not affect deficiency conclusions and improvement recommendations identified previously in the Project TIA. See also: *Placentia Logistics Traffic Assessment* (Urban Crossroads) June 26, 2020, provided at MND Appendix I.

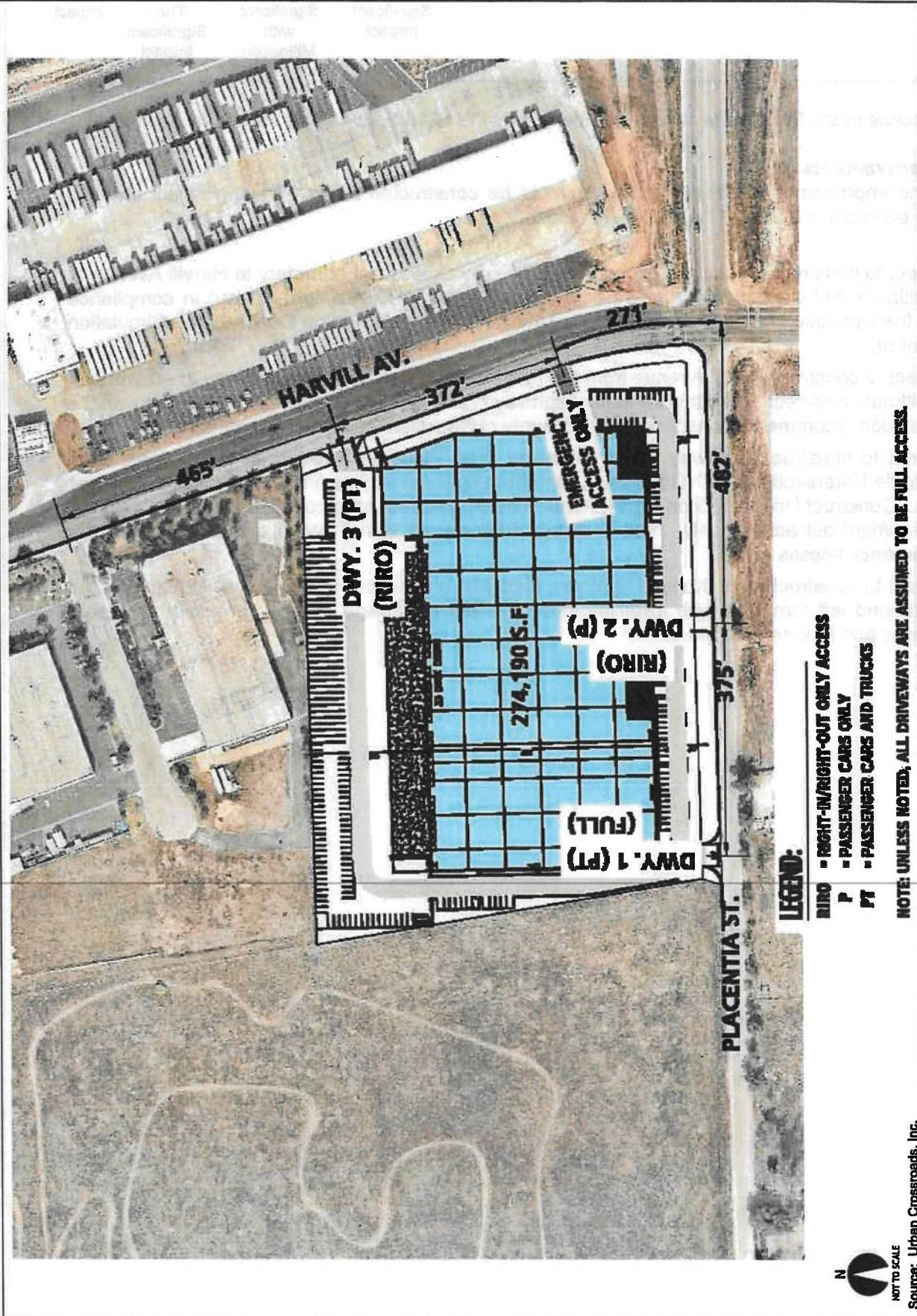
Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Regional access to the Project site would be provided by the I-215 Freeway via Placentia Avenue.

Project Improvements

The following improvements (design features) would be constructed as part of the Project and are assumed to be in place under all "With Project" scenarios:

- Project to construct Placentia Avenue from the Project's western boundary to Harvill Avenue at its ultimate half-section width as a Secondary Highway (100-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.
- Project to construct Harvill Avenue from the Project's northern boundary to Placentia Avenue at its ultimate half-section width as a Major Highway (118-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.
- Project to construct Driveway 1 and Driveway 2 on Placentia Avenue as cross-street stop-controlled intersections, with Driveway 2 as right-in/right-out access only serving only passenger cars. Construct Driveway 3 on Harvill Avenue as cross-street stop-controlled intersections with right-in/right-out access only. The southern driveway on Harvill Avenue is to be utilized for emergency access only.
- Project to construct a southbound right turn lane with a minimum of 100-feet of storage and an eastbound left turn lane with a minimum of 100-feet of storage at the intersection of Harvill Avenue and Placentia Avenue.



N

NOT TO SCALE

Source: Urban Crossroads, Inc.

LEGEND:

- RIRO** = RIGHT-IN/RIGHT-OUT ONLY ACCESS
- P** = PASSENGER CARS ONLY
- PT** = PASSENGER CARS AND TRUCKS

NOTE: UNLESS NOTED, ALL DRIVEWAYS ARE ASSUMED TO BE FULL ACCESS.

Figure 37-1
Driveway Access

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

In addition to the above, based on direction provided by the County, programmed and funded improvement of the I-215/Placentia Avenue Interchange is assumed to be completed by the Project Opening Year (2021).

Project Trip Generation

The Project would generate a total of approximately 748 passenger-car-equivalent (PCE) trip-ends per day on a typical weekday, with approximately 63 AM PCE peak hour trips and 65 PM PCE peak hour trips (Project TIA, p.3). Project trip generation characteristics are discussed in greater detail at Project TIA Section 4.1 *Project Trip Generation*. In terms of actual vehicles, the Project would generate a total of approximately 530 two-way vehicular trips per day. This total includes 149 two-way truck trips per day.

TIA Scenarios

Consistent with County of Riverside traffic study requirements, the Project TIA evaluated potential transportation/traffic impacts under the following scenarios:

- **Existing (2019) Conditions**
Information for Existing (2019) Conditions is disclosed to represent the baseline traffic conditions as they existed at the time the TIA was prepared.
- **Existing Plus Project Conditions**
The Existing Plus Project (E+P) Conditions analysis identifies potential circulation system deficiencies that would if Project traffic was imposed occur on the existing roadway system. This analysis scenario has been provided for informational purposes only.
- **Existing Plus Ambient Growth Plus Project (2021) Conditions**
The EAP (2021) Conditions analysis identifies potential circulation system deficiencies that would occur when considering cumulative effects of existing traffic, plus ambient traffic growth, plus Project traffic at the Project Opening Year. Consistent with direction provided by the County, an assumed ambient background traffic growth of 2% /yr over 2 years (4.04% total) is included for EAP (2021) traffic conditions.
- **Existing Plus Ambient Growth plus Project Plus Cumulative (2021) Conditions**
The EAPC (2021) Conditions identifies potential circulation system deficiencies that would occur when considering cumulative effects of existing traffic, plus ambient traffic growth, plus traffic from known or probable related projects, plus Project traffic at the Project Opening Year. As noted above, an assumed total ambient background traffic growth of 4.04% is included for EAP (2021) traffic conditions. Related projects were identified in consultation with the County. These related projects are at least in part already accounted for in the assumed 4.04% total ambient growth in traffic noted above; and some of these related projects would likely not be implemented and operational within the 2021 Opening Year time frame assumed for the Project. The resulting traffic growth rate utilized in the TIA (4.04% ambient growth plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic impacts under 2021 conditions.
- **Horizon Year (2040) Conditions**
Traffic projections for Horizon Year (2040) conditions were derived from the Riverside County Transportation Analysis Model (RivTAM). The Horizon Year (2040) Conditions analysis

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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substantiates whether improvements funded through adopted transportation mitigation fee programs can accommodate long-range cumulative traffic volumes at the target level of service (LOS) identified in the Riverside County General Plan.

- **Horizon Year (2040) With Project Conditions**

The Horizon Year (2040) With Project Conditions analysis substantiates whether improvements funded through adopted transportation mitigation fee programs can accommodate the long-range cumulative traffic volumes plus Project traffic at the target LOS identified in the Riverside County General Plan.

Study Area

The Project TIA Study Area (Study Area) was defined in consultation with County of Riverside Staff. Per the County of Riverside traffic study guidelines, the Study Area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips. The Study Area includes 4 intersections, listed at Table 37-1 and illustrated at Figure 37-2. No Congestion Management Program (CMP) facilities are located in the Study Area.

**Table 37-1
Study Area Intersections**

#	Intersection Location	Jurisdiction
1	Driveway 1 & Placentia Ave. – Future Intersection	County of Riverside
2	Driveway 2 & Placentia Ave. – Future Intersection	County of Riverside
3	Harvill Av. & Driveway 3 – Future Intersection	County of Riverside
4	Harvill Av. & Placentia Ave.	County of Riverside

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.

Minimum Level of Service (LOS) and Deficiency Criteria

The Project is located within the Mead Valley Area. Of relevance to the Project, Riverside County General Plan Policy C 2.1 states in pertinent part:

... LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, *Mead Valley* [emphasis added] and Temescal Canyon Area Plans (Riverside County General Plan, p. C-7).

For the purposes of this analysis, an intersection deficiency would occur if the pre-Project peak hour condition is at or better than LOS D (i.e., acceptable LOS), and the addition of Project traffic would result in unacceptable intersection peak hour LOS (i.e., LOS E or F). For intersections currently operating at unacceptable peak hour LOS (LOS E or F), a deficiency would occur if the Project contributes 50 or more peak hour trips to pre-Project traffic conditions.

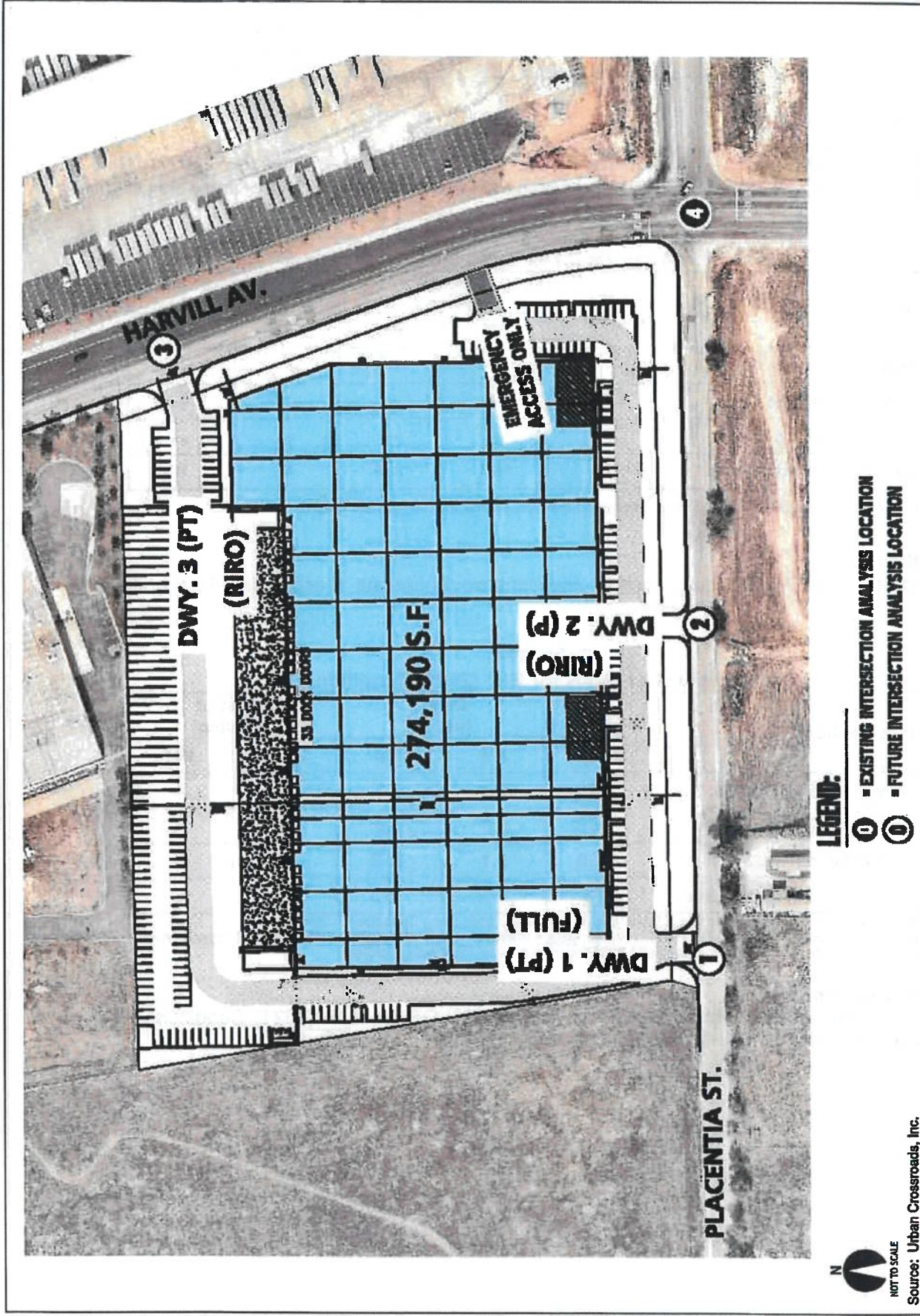


Figure 37-2
TIA Study Area

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

TIA Findings Summary

Existing (2019) Conditions:

As indicated at Table 37-2, all Study Area intersections are currently operating at acceptable LOS.

**Table 37-2
Intersection Analysis for Existing (2019) Conditions**

#	Intersection	Traffic Control	Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	—	—	—	—	—
2	Dwy. 2 & Placentia Ave.	—	—	—	—	—
3	Harvill Av. & Dwy. 3	—	—	—	—	—
4	Harvill Av. & Placentia Ave.	AWS	15.7	13.9	C	B

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.

E+P Conditions:

As indicated at Table 37-3, all Study Area intersections would operate at acceptable LOS under E+P Conditions.

**Table 37-3
Intersection Analysis for E+P (2021) Conditions**

#	Intersection	Traffic Control	Delay (secs.)		Level of Service	
			AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	<u>CSS</u>	8.8	8.8	A	A
2	Dwy. 2 & Placentia Ave.	<u>CSS</u>	0.0	0.0	A	A
3	Harvill Av. & Dwy. 3	<u>CSS</u>	9.1	10.3	A	B
4	Harvill Av. & Placentia Ave.	<u>TS</u>	16.2	15.2	C	C

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.

Notes: CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement; Traffic signal at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

EAP (2021) Conditions:

All Study Area intersections would operate at acceptable LOS for EAP (2021) Conditions. Project impacts would therefore be less-than-significant under EAP (2021) Conditions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 37-4
Intersection Analysis for EAP (2021) Conditions**

#	Intersection	Traffic Control	Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	<u>CSS</u>	8.8	8.8	A	A
2	Dwy. 2 & Placentia Ave.	<u>CSS</u>	0.0	0.0	A	A
3	Harvill Av. & Dwy. 3	<u>CSS</u>	10.2	11.9	A	B
4	Harvill Av. & Placentia Ave.	<u>TS</u>	36.4	45.8	D	D

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.
Notes: CSS = Cross-street Stop; TS = Traffic Signal; CSS = Improvement; Traffic signal at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

EAPC (2021) Conditions:
EAPC Conditions at Study Area intersections are summarized at Table 37-5.

**Table 37-5
Intersection Analysis for EAPC (2021) Conditions**

#	Intersection	Traffic Control	Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	<u>CSS</u>	9.3	9.6	A	A
2	Dwy. 2 & Placentia Ave.	<u>CSS</u>	0.0	0.0	A	A
3	Harvill Av. & Dwy. 3	<u>CSS</u>	11.5	13.0	B	B
4	Harvill Av. & Placentia Ave.	<u>TS</u>	47.2	79.0	D	E

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.
Notes: BOLD = Deficiency; AWS = All-Way Stop; CSS = Cross-street Stop; CSS = Improvement; Traffic signal at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

As indicated at Table 37-5, under EAPC (2021) Conditions, Project traffic would contribute to delay and/or LOS deficiencies at Harvill Avenue & Placentia Avenue. These are potentially significant cumulative impacts. However, automobile delay (as measured solely by roadway capacity or traffic congestion) can no longer constitute a significant environmental impact under CEQA. Public Resources Code § 21099(b)(2) provides that “[u]pon certification of the guidelines by Secretary of the Natural Resources Agency . . . , automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA], except in locations specifically identified in the guidelines, if any.” The corresponding CEQA Guidelines provisions, contained in CEQA *Guidelines* Section 15064.3(a) – (c), were certified by the Secretary of the Natural Resources Agency before being approved by the Office of Administrative Law on December 28, 2018.

Notwithstanding the preceding considerations, per current County roadway system performance standards, the Project Applicant would be obligated to comply with Mitigation Measures 37-1 and 37-2 (below) to account for potential cumulative LOS impacts at Harvill Avenue & Placentia Avenue.

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

Recommended improvements that would provide acceptable LOS conditions at Harvill Avenue & Placentia Avenue under EAPC Conditions are listed below.

- Install a traffic signal.
- Add a 2nd southbound left turn lane.
- Add a southbound right turn lane (Project design feature).
- Add an eastbound left turn lane (Project design feature).
- Add a westbound left turn lane.
- Modify the traffic signal to implement overlap phasing for the westbound right turn lane and protected left-turn phasing for all approaches.

Intersection operating conditions at Harvill Avenue & Placentia Avenue without and with the above improvements is summarized at Table 37-6.

Table 37-6
Intersection Analysis for EAPC (2021) Conditions Without and With Improvements

#	Intersection	Traffic Control	Intersection Approach Lanes ¹												Delay (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
4	Harvill Av. & Placentia Ave.																	
	Without Improvements	TS	1	2	0	1	2	1	1	1	0	1	1	1>	47.2	79.0	D	E
	With Improvements	TS	1	2	0	2	2	1	1	1	0	1	1	1>	38.4	28.5	D	C

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.
Notes: **BOLD** = Deficiency; **TS** = Improvement; Traffic signal and improvements to the westbound intersection approach at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

As indicated at Table 37-6, with implementation of recommended improvements, Harvill Avenue & Placentia Avenue would operate at acceptable LOS under EAPC (2021) Conditions.

Horizon Year (2040) Without and With Project Conditions

Horizon Year (2040) Without and With Project Conditions at Study Area intersections are summarized at Table 37-7.

Table 37-7
Intersection Analysis for Horizon Year (2040) Conditions

#	Intersection	Traffic Control	2040 Without Project				2040 With Project			
			Delay (secs.)		LOS		Delay (secs.)		LOS	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Dwy. 1 & Placentia Ave.	CSS	Project Improvement				11.7	17.7	B	C
2	Dwy. 2 & Placentia Ave.	CSS	Project Improvement				0.0	0.0	A	A
3	Harvill Av. & Dwy. 3	CSS	Project Improvement				11.6	17.8	B	C
4	Harvill Av. & Placentia Ave.	TS	81.1	>200.0	F	F	85.3	185.1	F	F

Source: *Placentia Logistics Traffic Impact Analysis* (Urban Crossroads, Inc.) December 3, 2019.
Notes: **BOLD** = Deficiency; **AWS** = All-Way Stop; **CSS** = Cross-street Stop; **CSS** = Improvement; Traffic signal at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As indicated at Table 37-7, under Horizon Year (2040) With Project Conditions, Project traffic would contribute to LOS deficiencies at Harvill Avenue & Placentia Avenue. **These are potentially significant cumulative impacts.**

Recommended improvements that would provide acceptable LOS conditions at Harvill Avenue & Placentia Avenue under Horizon Year with Project Conditions are listed below.

- Install a traffic signal.
- Add a 2nd northbound left turn lane.
- Add a northbound right turn lane.
- Add a 2nd southbound left turn lane.
- Add a southbound right turn lane (Project design feature).
- Add an eastbound left turn lane (Project design feature).
- Add a 2nd eastbound through lane.
- Add an eastbound right turn lane.
- Add dual westbound left turn lanes.
- Add a 2nd westbound through lane.
- Modify the traffic signal to implement overlap phasing for the westbound right turn lane and protected left-turn phasing for all approaches.

Intersection operating conditions at Harvill Avenue & Placentia Avenue without and with the above improvements is summarized at Table 37-8.

**Table 37-8
Intersection Analysis for Horizon Year (2040) With Project Conditions Without and With Improvements**

#	Intersection	Traffic Control	Intersection Approach Lanes												Delay (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
4	Harvill Av. & Placentia Ave.																	
	Without Improvements	<u>IS</u>	<u>2</u>	2	<u>1</u>	<u>2</u>	2	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>1</u>	38.8	20.9	D	C
	With Improvements	<u>IS</u>	<u>2</u>	2	<u>1</u>	<u>2</u>	2	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>1</u>	38.9	33.5	D	C

Source: Placentia Logistics Traffic Impact Analysis (Urban Crossroads, Inc.) December 3, 2019.

Notes: BOLD = Deficiency; IS = Improvement; Traffic signal and improvements to the westbound intersection approach at Harvill Av. & Placentia Ave. to be constructed as part of the programmed I-215/Placentia Avenue interchange project.

As indicated at Table 37-8, with implementation of recommended improvements, Harvill Avenue & Placentia Avenue would operate at acceptable LOS under Horizon Year (2040) With Project Conditions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) *Less-Than-Significant Impact.* No designated congestion management program (CMP) facilities exist within the Study Area. The Project does not propose or require uses that would otherwise substantially affect CMP facilities. On this basis, the potential for the Project to conflict with an applicable congestion management program is considered less-than-significant.

c) *Less-Than-Significant Impact.* The final design of the Project site plan and all Project traffic improvements would be subject to review and approval by the County, thereby ensuring conformance of the Project improvements with County design and safety standards. In addition, representatives of the County Sheriff Department and County Fire Department would review the Project's plans to ensure that emergency access is provided consistent with Department(s) requirements. Efficient and safe access within, and access to, the Project is provided by the site plan design concept, site access improvements, and site adjacent roadway improvements included as components of the Project. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the Project. Sight distance at each Project access point would be reviewed to ensure conformance with County sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

Based on the preceding, the implemented Project would not substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

The County has indicated concerns regarding potential queuing issues at the Project's northerly driveway access to Harvill Avenue. Preliminary Project site design concepts indicate that limited queueing would be provided between the Project's Harvill Avenue entrance and the internal site access gate at this location. As part of the Project final site design, and as provided for under the Project Conditions of Approval, the Project Applicant will coordinate with the County regarding on-site truck queuing requirements and any necessary site plan access revisions or refinements. In this latter regard, a subsequent analysis has been completed that evaluates potential LOS impacts in the Study Area assuming that access to the Project's northerly driveway access to Harvill Avenue is restricted to right-out only movements. The subsequent analysis substantiates that this change in Project access would not affect deficiency conclusions and improvement recommendations identified previously in the Project TIA. See also: *Placentia Logistics Traffic Assessment (Urban Crossroads)* June 26, 2020, provided at MND Appendix I.

It is also recognized that temporary and short-term traffic detours and traffic disruption could result during Project construction activities. Management and control of construction traffic would be addressed through the preparation of a construction area traffic management plan to be submitted to the County prior to or concurrent with Project building plan review(s). The Project Construction Traffic Management Plan (Plan), summarized within the IS/MND Project Description, would identify traffic controls for any street closures, detours, or other potential disruptions to traffic circulation during Project construction. The Plan would also be required to identify construction vehicle access routes, and hours of construction traffic.

As supported by the preceding discussions and information presented in the IS/MND Project Description, the potential for the Project to substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access is considered less-than-significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) *Less-Than-Significant Impact.* The Project would implement recommended roadway system improvements identified in this Section and any additional/alternative improvements that may be required pursuant to the Project Conditions of Approval. All proposed improvements would be designed and constructed consistent with County engineering standards and requirements. The County would review and inspect all roads constructed as part of the Project prior to their acceptance for maintenance, thereby minimizing potential roadway maintenance requirements.

Roadways in the Study Area generally would require routine, intermittent maintenance. Periodic maintenance of the Study Area roadway system is a function of the County. Such maintenance activities would not result in any new or substantially different impacts beyond those identified and addressed in this IS/MND.

The Project would generate fees and tax revenues that the County may direct to the repair and maintenance of Study Area roads.

Based on the preceding, the potential for the Project to cause an effect upon, or a need for new or altered maintenance of roads would be less-than-significant.

e) *Less-Than-Significant Impact.* Temporary alterations to vehicle circulation routes associated with Project construction are addressed through the Project Construction Traffic Management Plan (please refer to IS/MND Section 2.0, *Project Description*, Subsection 2.4.2.3, *Construction Traffic Management Plan*). With the implementation of this Plan, the Project's potential to cause an effect upon circulation during construction is considered less-than-significant.

f) *Less-Than-Significant Impact.* The Project would not affect any local area roadways that serve as emergency access routes during construction or operations. The Project's design would be reviewed to ensure adequate access for emergency vehicles. With required adherence to Riverside County requirements for emergency vehicle access, impacts in this regard are considered less-than-significant.

Mitigation:

Mitigation Measures 37-1 and, 37-2 (below) would fulfill the Project Applicant's mitigation responsibilities for potential cumulative LOS impacts at Harvill Avenue & Placentia Avenue. Implementation of Mitigation Measures 37-1 and 37-2, would reduce Project LOS impacts at Harvill Avenue & Placentia Avenue to levels that would be less-than-significant.

37-1 *Prior to issuance of a building permit, the Project Applicant shall make a fair share monetary contribution to the County of Riverside for all improvements related to the Harvill Avenue & Placentia Avenue Intersection (Study Area Intersection No. 4) identified in the TIA.*

37-2 *Prior to the issuance of a building permit, the Project Applicant shall comply with the Transportation Uniform Mitigation Fee (TUMF) program as administered by the County of Riverside, which requires the Project Applicant to pay a fee that is used to fund regional transportation improvements.*

Monitoring: Prior to the issuance of a building permit, the County shall verify payment of fees pursuant to Mitigation Measures 37-1 and 37-2.

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

a) Include the construction or expansion of a bike system or bike lanes?

Source(s): Mead Valley Area Plan.

Findings of Fact:

a) *Less-Than-Significant Impact.* MVAP Figure 9, *Trails and Bikeway System*, indicates that no designated bike trails exist adjacent to the Project site. The nearest bike trail is located along Cajalco Road, approximately 1.5 miles to the south of the Project site. Implementation of the Project would not interfere with the use of this trail; no potentially significant impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

39. Tribal Cultural Resources

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

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

Source(s): *Phase I Cultural Resources Assessment, Barker East Project, Unincorporated Riverside County, California* (BCR Consulting, LLC) December 17, 2019 (Project Cultural Resources Assessment, IS/MND Appendix K); Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a, b) *Less-Than-Significant with Mitigation Incorporated.* As part of the Project Cultural Resources Assessment, a sacred lands search request was sent to the Native American Heritage Commission (NAHC). The Sacred Lands File search conducted by the NAHC had negative results.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In response to information received from the NAHC, letters were sent to 17 tribes on November 5, 2019. Follow-up e-mails were sent on December 12, 2019. The following summarizes the responses that have been received to date:

**Table 39-1
Tribal Responses**

Tribe	Response
Aqua Caliente Band of Cahuilla Indians	The Tribe requested a copy of the records search, and any cultural resources documentation.
Cabazon Band of Mission Indians	The Tribe stated that the Project may be considered a traditional use area, but that they have no information indicating traditional cultural value.
Morongo Band of Mission Indians	The Tribe stated that they would not be providing comments, but that they might provide information to the lead agency during the AB52 process.
Soboba Band of Luiseno Indians	The Tribe requested further consultation with the Project proponents and lead agency. The letter states that the Project site is near known sites and is within Soboba Tribal Traditional Use Area. Other requests include tribal construction monitoring, and procedures for the treatment and disposition of human remains.

Source: *Phase I Cultural Resources Assessment, Barker East Project, Unincorporated Riverside County, California* (BCR Consulting, LLC) December 17, 2019.

The County will conduct consultation and coordination with any/all requesting tribes. To these ends, the County initiated AB 52 consultation with the following Tribes on June 23, 2020:

- Pechanga Band of Luiseño Indians (Pechanga);
- Rincon Band of Luiseño Indians (Rincon);
- Colorado River Indian Tribes (CRIT);
- Cahuilla Band of Indians (Cahuilla);
- Soboba Band of Luiseño Indians (Soboba);
- Pala Band of Mission Indians (Pala); and
- Morongo of Band Mission Indians (Morongo)

The County has received letters from the Soboba, Rincon, Pechanga, and Pala Tribes requesting AB 52 consultation. Consultation requests from other Tribes are pending, and response(s) timing is subject to AB 52 procedural requirements. Tribal consultation will continue through the MND process and no MND adoption shall occur until AB 52 consultation efforts are concluded. Based on the responses received through the notification process, a Native American representative shall assist in the monitoring of all ground-disturbing activities on-site. Additionally, the Native American representative shall participate in the preparation a Cultural Resources Monitoring Plan, presenting the methodology and protocols to be used during the monitoring program, including the disposition of artifacts. With the incorporation of Mitigation Measures 39-1 through 39-4 below, potential impacts to tribal resources are considered less-than-significant.

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

39-1 (Native American Monitor): Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

39-2 (Artifact Disposition): Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

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

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

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

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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39-3 (Human Remains): *If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.*

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 50.97.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Evidence of compliance with this condition, if human remains are found, shall be provided to the County of Riverside upon the completion of a treatment plan and final report detailing the significance and treatment of the finding.

39-4 (Tribal Cultural Sensitivity Training): *Prior to ground disturbance, the Project Archaeologist and, if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A copy of the agreement and a copy of the sign-in sheet shall be submitted to the County Archaeologist to ensure compliance with this condition of approval.*

Monitoring: Mitigation shall be monitored through the County Conditions of Approval clearance process concurrent with the review of Project development permits.

UTILITIES AND SERVICE SYSTEMS Would the project:				
40. Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a, b) *Less-Than-Significant Impact.* No additional or non-standard water treatment is required to meet the Project's water demands. Water service to the Project would be provided by the Eastern Municipal

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Water District (EMWD). The Project would connect to existing EMWD water system lines located in adjacent rights-of-way.

A conditional water service Will-Serve letter has been provided by EMWD, indicating the District's willingness to supply the Project (see IS/MND Appendix J). Provision of water service by EMWD is contingent on the Applicant's compliance with EMWD rules and regulations. Additional EMWD requirements for water service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

Additionally, the Project would be required to pay applicable water connection and service fees, which act to fund water supply system improvement plans, operations, and maintenance.

Based on the preceding discussion, the potential for the Project to require the construction of new water treatment facilities, or expanded water supply entitlements is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

41. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a, b) *Less-Than-Significant Impact.* Wastewater conveyance services for the Project would be provided by EMWD. The Project would connect to existing EMWD sanitary sewer system lines located in adjacent rights-of-way.

Wastewater generated by the Project would be conveyed to and treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). A conditional sewer service Will-Serve letter has been provided by EMWD, indicating the District's willingness to serve the Project (see IS/MND Appendix J). Provision of sewer service by EMWD is contingent on the Applicant's compliance with EMWD rules and regulations. Additional EMWD requirements for sewer service may include plan check review and approval, facility construction, inspection, jurisdictional annexation, and payment of financial participation charges.

Additionally, the Project would be required to pay applicable sewer connection and service fees, which act to fund wastewater conveyance and treatment system improvement plans, operations, and maintenance.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on the preceding discussion, the potential for the Project to require the construction of new wastewater treatment facilities, or result in inadequate capacity of current facilities is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Solid Waste

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Source(s): Riverside County General Plan; Riverside County General Plan EIR.

Findings of Fact:

a) *Less-Than-Significant Impact.* The Riverside County Department of Waste Resources operates several landfills within the County. Additionally, Waste Management, Inc. operates the El Sobrante Landfill, which is open to the public. All Riverside County landfills are Class III disposal sites permitted to receive non-hazardous municipal solid waste such as would be generated by the Project.

The projected capacity of landfills to serve existing and proposed developed is based on buildout of the County, consistent with existing General Plan Land Use designations. The Project proposes development consistent with the existing General Plan Land Use designations, as envisioned by the Riverside County General Plan. Further the EIR prepared by the General Plan concluded, "... the proposed General Plan would not create demands for waste management services that exceed the capabilities of the County's waste management system and impacts to solid waste facilities associated with future build out of the General Plan are less than significant."

Compliance with State and County waste reduction and recycling mandates would decrease the Project's solid waste disposal requirements by a minimum of 50%, further reducing potential impacts at serving landfills.

Based on the preceding discussion, the Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. The potential for the Project to exceed the permitted capacity of serving landfills is considered to be less-than-significant.

b) *Less-Than-Significant Impact.* The Project would be implemented and operated in compliance with applicable County General Plan Goals and Policies, and would comply with County Zoning regulations. Specifically, the Project would comply with local, state and federal initiatives and directives acting to reduce and divert solid waste from landfill waste streams.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In these regards, the California Integrated Waste Management Act under the Public Resources Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The County remains committed to continuing its existing waste reduction and minimization efforts with the programs that are available through the County. Additionally, beginning July 1, 2012, the State of California required that all businesses that generate 4 cubic yards or more of refuse per week implement a recycling program. This requirement is set forth in Assembly Bill 341, which was passed by the California legislation in October 2011. The Project would comply with the California Integrated Waste Management Act and AB 341 as implemented by the County.

Light industrial uses proposed by the Project, and solid waste generated by those uses would not otherwise conflict with federal, state, and local statutes and regulations related to solid waste. Based on the preceding, the potential for the Project to conflict with or obstruct federal, state, and local statutes and regulations related to solid waste is considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

43. Utilities

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

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Preliminary Plans for the Placentia Logistics Project.

Findings of Fact:

a-f) *Less-Than-Significant Impact.* Development of the Project site would require the construction of a variety of utilities on- and/or off-site, including electrical, natural gas, communications systems, street lighting, and other facilities.

All utilities currently exist with the immediate vicinity of the Project site. All modification of, and connection to, existing services would be accomplished consistent with County and purveyor requirements. Impacts associated with providing utilities to the Project site are considered less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
44. Wildfire Impacts				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan; Mead Valley Area Plan; Riverside County GIS Database; Preliminary Plans for the Placentia Logistics Project; California Building Code; California Government Code Section 51182; County Ordinance No. 787; County Ordinance No. 695.

Findings of Fact:

a – e) *Less-Than-Significant Impact.* MVAP Figure 12, *Wildfire Susceptibility*, indicates the Project site is not located within a designated Fire Hazard Severity Zone. Riverside County GIS database information supports the determination that the Project site is not subject to wildland fire hazards.

Properties westerly of the Project site are designated as very high fire hazard areas. These properties are either developed or are proposed for development, and would be/are subject to wildfire policies and regulations summarized below.

County of Riverside General Plan

The County of Riverside General Plan Safety Element establishes policies addressing wildfire hazards. Policies implemented by the County through its General Plan support prevention and education measures acting to minimize the occurrence and effects of wildfires; and include measures to ensure the County is able to respond appropriately to wildfires.

Mead Valley Area Plan

Area Plans within Riverside County establish focused policies and land use plans responding to specific aspects and attributes of localized County regions. The Project site is located in the Mead Valley Area Plan (MVAP). Broadly, MVAP policies act to "[p]rotect life and property through adherence to the Fire Hazards section of the General Plan Safety Element" (MVAP, p. 52).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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California Building Code: Wildland – Urban Interface

The California Building Commission Wildland-Urban Interface Codes (WUI Codes) include provisions for ignition-resistant construction standards in WUI areas. The WUI Codes apply to new building applications in three specific areas:

- All State Responsibility Areas (any Fire Hazard Severity Zone);
- Local Responsibility Areas (only the Very High Fire Hazard Severity Zone);
- Any wildland-urban interface fire area designated by the enforcing agency (i.e., County of Riverside).

See also: https://rctlma.org/Portals/5/Handouts/Residential/284-010_Wildland_Urban_Fire_Area_Guide_04-2016.pdf

California Government Code Section 51182: Defensible Space

GC Section 51182 requires creation and maintenance of fire-defensible spaces in areas adjacent to occupied structures located in a very high fire hazard severity zones. Generally, defensible spaces are required to extend a minimum of 100 feet from each side and from the and rear of affected structures.

See also:

https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=51182.

County Ordinance No. 787: Adopting the California Fire Code as Amended

County Ordinance No. 78 implements the California Fire Code and establishes regulations and requirements (including amendments to the California Fire Code) tailored to meet the specific fire hazard protection needs of the County. The purpose of the Ordinance is to adopt California Fire Code, to govern the safeguarding of life and property from fire, explosion hazards and hazardous conditions and to regulate the issuance of permits and collection of fees (Ordinance 787, Section 2).

See also: <https://www.rivcocob.org/ords/700/787.pdf>

County Ordinance No. 695: Abatement of Hazardous Vegetation

County Ordinance 695 requires affected property owners to reduce fire danger through mowing and other fuel modification methods. The purpose of the Ordinance is to establish a hazardous vegetation abatement program that protects the lives and property of the citizens of Riverside County, while protecting rare and sensitive plant and animal species and the environment (Ordinance 695, p. 1).

See also: <http://www.rvcfire.org/stationsAndFunctions/HazardReduction/Documents/695.pdf>

Compliance with wildfire hazard minimization and protection protocols stipulated under existing policies and regulations reduces potential wildfire hazards affecting adjacent off-site properties to levels that would be less-than-significant.

Based on the preceding, the potential for the Project to substantially impair an adopted emergency response or evacuation plan, expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, involve infrastructure that may exacerbate fire risk, result in significant post-fire risks, or expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires is considered less-than-significant.

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

Monitoring: No monitoring is required

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

45. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Analysis presented in the preceding checklist.

Findings of Fact:

Less Than Significant with Mitigation Incorporated. The Project would incorporate mitigation reducing potential impacts to biological resources and cultural resources to levels that would be less-than-significant. The Project does not otherwise propose or require facilities or operations that would affect off-site biological or cultural resources. On this basis, with incorporation of mitigation, the potential for the Project to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory is considered less-than-significant.

46. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Analysis presented in the preceding checklist.

Findings of Fact:

Less-Than-Significant Impact. No significant and unmitigable long-term environmental effects of the proposed Project have been identified. As such, the Project is not considered to have impacts that are individually limited; nor are the cumulative impacts of the Project considered to be significant.

47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Analysis presented in the preceding checklist.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

Less Than Significant with Mitigation Incorporated. As supported by the preceding environmental evaluation, development of the Project would not cause substantial adverse effects on human beings. Under each environmental consideration addressed herein, the proposed Project is considered to have either no impact, or potential effects of the proposal are substantiated at, or are mitigated to, levels that are less-than-significant.

EARLIER ANALYSES

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

Earlier Analyses Used, if any: n/a

Location Where Earlier Analyses, if used, are available for review:

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

Revised: 6/29/2020 12:59 PM
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**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Juan C. Perez
Agency Director



08/27/20, 8:22 am

PPT200002

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT200002. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PPT200002) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

PLOT PLAN NO. 200002 is a proposal to construct a 255,685 square foot, concrete tilt up building with a maximum height of 48'-3" for a tilt-up warehousing facility on 11.28 acres. Approximately 10,000 square feet of office space is proposed at ground level and on a mezzanine in the southerly corner of the building. In addition, a gated truck and dock area is proposed along the east and west area of the site that would provide access to thirty-three (33) loading docks on the northerly side of the building. A total of 163 parking stalls, and 27 trailer parking stalls are proposed at APN: 317-240-017, 317-240-019, 317-240-020, 317-240-021, 317-240-041, 317-240-028, 317-240-029, 317-240-039.

Advisory Notification. 3 AND - EIR Mitigation Measures

Mitigation Measures from the project's Initial Study/Mitigated Negative Declaration have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the project's Initial Study/Mitigated Negative Declaration.

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

- Exhibit A (Site Plan, Details), Sheet 1 - 2, dated 8/11/20.
- Exhibit B (Elevations, Material Board), sheets 1-3, dated 4/21/20.
- Exhibit C (Floor Plans), Sheets 1, dated 4/21/20.
- Exhibit D (Photometric Plans), Sheet 1, dated 4/20/2020
- Exhibit L (Conceptual Landscaping and Irrigation Plans), Sheet L-1 through L-3, dated 8/13/20.
- Exhibit G (Conceptual Grading Plan), Sheets 1-3, dated 8/13/20.

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
 - National Pollutant Discharge Elimination System (NPDES)
 - Clean Water Act
 - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
 - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
 - Government Code Section 66020 (90 Days to Protest)
 - Government Code Section 66499.37 (Hold Harmless)
 - State Subdivision Map Act
 - Native American Cultural Resources, and Human Remains (Inadvertent Find)
 - School District Impact Compliance

3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 457 (Building Requirements)
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
 - Ord. No. 460 (Division of Land)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)
 - Ord. No. 625 (Right to Farm)
 - Ord. No. 630 (Regulating Dogs and Cats)
 - Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
 - Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
 - Ord. No. 878 (Regarding Noisy Animals)
 - Ord. No. 655 (Regulating Light Pollution)
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise)
 - Ord. No. 857 (Business Licensing)
 - Ord. No. 859 (Water Efficient Landscape Requirements)
 - Ord. No. 915 (Regulating Outdoor Lighting)
 - Ord. No. 916 (Cottage Food Operations)
 - Ord. No. 927 (Regulating Short Term Rentals)
 - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances
 - Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

- Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
- Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 6 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the Plot Plan, or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the Plot Plan, including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

ADVISORY NOTIFICATION DOCUMENT

BS-Grade

BS-Grade. 1

PAR - GRADING COMMENTS

CORRECTIONS: PAR190050

DATE: 12/18/2019

Contact person: Sam Gonzalez

PH: (951) 955-1866

EMAIL: sdgonzal@rivco.org

The Grading Division has reviewed the submitted exhibit for PAR190050. The review was performed on electronic submittal using Bluebeam software. For Grading Division Comments, please see Bluebeam Session ID: 947-364-970. In order to review the comments Bluebeam software is required. A viewer version of Bluebeam is available as a free download here:

<http://www.bluebeam.com/us/products/free-viewer/>

Please request an "Invite" from your "County Planner"

Grading Comments:

- 1) Provide a conceptual grading and drainage plan.
- 2) Include pad and finish floor elevation.
- 3) Provide existing topography.
- 4) All manufactured slopes shall be shown as YYYY with the top of Y indicating top of slope and single leg of Y as toe of slope.
- 5) Provide Spot Elevations (proposed finish surface elevations) sufficient to demonstrate the streets, driveways, parking lots, valley drains and drainage grades meet minimum requirements. Spot elevations should be provided at street intersections; cul-de-sac ends; beginning and end of driveways; parking lot extremities, entrances and exits and all grade breaks.
- 6) Indicate whether the parking lots are asphalt or concrete. Keep in mind minimum surface grades are .35% for concrete and 1% for all other surface types.
- 7) If a Water Quality Management Plan (WQMP) is required, please show location of all water quality BMPs and point of discharge per WQMP.

BS-Plan Check

BS-Plan Check. 1

Gen - Custom

NOTIFICATIONS:

ALLOWABLE AREA:

The building must be surrounded by 60' clear yard to be qualified for unlimited area. Reduced yard for 40' is permitted if all the conditions per 507.2.1 are met. (This will apply to west side of building only).

ACCESSIBLE PATH OF TRAVEL:

1- Please provide a revised site plan to indicate the required continuous accessible paved path of travel.

The accessible path of travel details shall include;

1. Accessible path construction type (Asphalt or concrete).
2. Accessible path width.
3. Accessible path directional slope % and cross slope %.
4. All accessible ramp and curb cut-out locations and details where applicable.

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1

Gen - Custom (cont.)

The Accessible path of travel shall:

1. Connect to the public R.O.W.
2. Connect to all building(s).
3. Connect to all accessible parking loading/unloading areas.
4. Connect to accessible sanitary facilities.
5. Connect to areas of public accommodation.

Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittal. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review.

2- Relocate the ADA parking to comply with the following:

Parking spaces complying with 11B- 502 (Parking Spaces) that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance

3-Where parking serves more than one accessible entrance, parking spaces complying with 11B-502 (Parking Spaces) shall be dispersed and located on the shortest accessible route to the accessible entrances.

EV PARKING:

Revise the site plan to show the required designated EV parking per CGC.

DISABLED ACCESS GUIDELINE:

EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1.

Required Number of Accessible EVCS

Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

Total Number of EVCS at a Facility1 Minimum Number (by type) of Accessible EVCS Required

1 to 4: Van Accessible – 1; Standard Accessible – 0; Ambulatory - 0

5 to 25: Van Accessible – 1; Standard Accessible – 1; Ambulatory - 0

26 to 50: Van Accessible – 1; Standard Accessible - 1; Ambulatory - 1

51 to 75: Van Accessible – 1; Standard Accessible - 2; Ambulatory - 2

76 to 100: Van Accessible – 1; Standard Accessible – 3; Ambulatory – 3

101 and over 1, plus 1 for each 300, or fraction thereof, over 100 3, plus 1 for each 60, or fraction thereof, over 100 3, plus 1 for each 50, or fraction thereof, over 100.

EV PARKING:

Revise the site plan to show the required designated EV parking per CGC.

DISABLED ACCESS:

EVCS are not considered parking spaces by the code. In addition, the required accessible parking spaces shall not double as required EVCS. 11B-208.1.

Required Number of Accessible EVCS

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

Where EVCS are provided for public use or common use, accessible EVCS shall be provided in accordance with the table below. (11B-228.3.1) (11B-228.3.2) (11B-228.3.2.1)

Electric Vehicle Charging Stations for Public Use and Common Use

EVCS Locations

Accessible EVCS that serve a particular building or facility shall be located on an accessible route to an accessible entrance. (11B-812.5.1) (11B-812.5.1)

Where EVCS do not serve a particular building or facility, accessible EVCS shall be located on an accessible route to an accessible pedestrian entrance of the EV charging facility. (11B-812.5.1) (11B-812.5.1)

Vehicle spaces and access aisles shall be designed so that persons using them are not required to travel behind vehicle spaces or parking spaces other than the vehicle space in which their vehicle has been left to charge. (11B-812.5.4)

CODE/ORDINANCE REQUIREMENTS:

The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply.

NOTE: The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s).

PERMIT ISSUANCE:

Per section 105.1 (2019 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.

The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.

The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure.

At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.

E Health

E Health. 1 DEH ECP COMMENTS

Based on the information provided in the environmental assessment documents submitted for this project and with the provision that the information was accurate and representative of site conditions,

ADVISORY NOTIFICATION DOCUMENT

E Health

E Health. 1 DEH ECP COMMENTS (cont.)

RCDEH-ECP (Riverside County Department of Environmental Health – Environmental Cleanup Program) concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

E Health. 2 DEH OMMMENTS

Prior to official submittal, provide water and sewer will serve letter. List the water and sewer purveyor on the exhibit.

E Health. 3 EMWD WATER AND SEWER

PPT200002 is proposing to receive potable water service and sanitary sewer service from Eastern Municipal Water District (EMWD). It is the responsibility of the developer to ensure that all requirements to obtain water and sewer service are met with EMWD as well as all other applicable agencies.

Fire

Fire. 1 Fire - Advisory

Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

WATER

Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

FIRE CONSTRUCTION PERMITS REQUIRED

Submittal to the Office of the Fire Marshal for development, construction, installation and operational use permitting will be required.

Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

Flood

Flood. 1 Flood Haz. Report

6/18/2020

ADVISORY NOTIFICATION DOCUMENT**Flood****Flood. 1 Flood Haz. Report (cont.)**

Plot Plan (PP) 200002 is a proposal to construct a 245,127-sf warehouse with 179 parking stalls and 25 trailer parking stalls on a 11.8-acre in the Perris area. The project site is located in the northwest corner of Placentia Street and Harvill Avenue. A total of eight parcels are included in the site (APNs 317-240-017, 019, 020, 021, 028, 029, 039, and 041). This project is being processed concurrently with Change of Zone (CZ) 2000006. The area east of Sharon Ann Lane is within CFD 87-1 and was previously reviewed under PP18908 and PM34924. The project was also previously reviewed under PAR190050.

The site is within a FEMA Unshaded Zone X per FIRM (2014) 06065C1430H. Unshaded Zone X is defined as a 500-year flood hazard area. The topography of the site is a mild west-to-easterly slope. The project site is subject to sheet flow type runoff from a tributary area of approximately 60-acre from the southwest. There is a lack of drainage infrastructure in the area to provide flood protection to the site from tributary stormwater runoff. The site is within the Perris Valley Master Drainage Plan (MDP) and District proposed Lateral H-10.1 drainage system would provide flood protection to the site from offsite runoffs. Lateral H-10.1 begins east of the Placentia and Patterson Avenue intersection, and continues along Placentia Avenue to the intersection of Placentia Street and Harvill Avenue.

The District has reviewed the submitted preliminary grading plan and Preliminary Drainage Report dated May 26, 2020.

The project proposes to construct a portion of H-10.1 in Placentia Ave. from the west of the site to Lateral H-10 (Proj. No. 4-0-00499, Dwg. 4-1124) connection located at the intersection of Placentia Street and Harvill Avenue. This portion of H-10.1 will be comprised of 30-in, 36-in and 66-in RCP underground pipes. H-10.1 should be designed for adequate collection of all tributary offsite flows and must conform to District design, maintenance and operation standards. Additionally, written permission from the affected property owner(s) allowing proposed grading and construction of facilities outside of the project boundaries may be necessary.

The entire onsite runoffs will be collected via proposed curb and gutter and be treated in a proposed bio-retention system. This bio-retention system consists of three separated bio-retention basins with two basins located at northeast corner of the site and the third basin at east end of the proposed building. All three basins have the same finished grade elevation and connected to each other through PVC/HDPE pipes. The connection pipes of the three basins are underground and one of the pipes is under driveway, which could be a challenge during maintenance. If the pipes are clogged, at least one basin will become dysfunctional or a dead storage, which is not allowed. The proposed connection pipe will need to be at least 18" to prevent clogage. Additionally, backwater effect is not allowed between basins and the interior side slope of the basins adjacent to down-gradient external property lines, roadways sidewalks and trail are 4:1 or flatter. The treated onsite flow will be discharged to Lateral H-11 (Dwg. 4-1124) in Harvill Avenue via a proposed 18-in pipe. The alignment for Lateral H-11 runs from north of the project down to the intersection of Placentia Street and Harvill Avenue to join H-10.1. An encroachment permit will be required for PP200002 to tie into Lateral H-11. The discharge from the basins shall not induce negative impact to the downstream facilities or properties. An encroachment permit will be required for any performed work within District right-of-way or involving District facilities.

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Haz. Report (cont.)

Per the Preliminary Drainage Report, the applicant proposes to mitigate increased runoff peak flows for 1-hour, 3-hour, 6-hour and 24-hour duration precipitation events for the 2-year, 5-year and 10-year return frequencies. This analysis is sufficient for entitlement, however the final analysis and calculations supporting the adequacy of the mitigation feature shall be submitted to the District for review and approval during final design.

The site is located within the bounds of the PERRIS VALLEY Area Drainage Plan (ADP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP/mitigation fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be based on the fee in effect at the time of payment. The fee is payable to the Flood Control District by cashier's check or money order only. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued.

Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal, additional public safety and health issues are discovered, the District reserves the right to bring such issues to the attention of the hearing body.

Any questions pertaining to this project may be directed to Han Yang at 951-955-1348 or hyang@RIVCO.org.

Flood. 1 Flood Haz. Report

Flood. 2 Flood Increased Runoff Criteria

Flood. 2 Flood Increased Runoff Criteria

A complete drainage study including, but not limited to, hydrologic and hydraulic calculations for the proposed detention basin shall be submitted to the District for review and approval. The applicant's engineer shall analyze the 1-hour, 3-hour, 6-hour and 24-hour duration precipitation events for the 2-year, 5-year and 10-year return frequencies. The detention basin(s) volume and outlet(s) sizing shall ensure that none of the above referenced storm events has a higher peak discharge in the post-development condition than in the pre-development condition. For the 2-year and 5-year events the loss rate will be determined using an AMC I condition. For the 10-year event, AMC II shall be used. Constant loss rates shall be used for the 1-hour, 3-hour and 6-hour events. A variable loss rate shall be used for the 24-hour events.

Low Loss rates will be determined using the following:

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 2 Flood Increased Runoff Criteria (cont.)

1. Undeveloped Condition --> LOW LOSS = 90%
2. Developed Condition --> LOW LOSS = .9 - (.8 X % IMPERVIOUS)
3. Basin Site --> LOW LOSS = 10%

Where possible and feasible, the on-site flows should be mitigated before combining with off-site flows to minimize the size of the detention facility required. If it is necessary to combine off-site and on-site flows into a detention facility two separate conditions should be evaluated for each duration/return period/before-after development combination studied; the first for the total tributary area (off-site plus on-site), and the second for the area to be developed alone (on-site). It must be clearly demonstrated that there is no increase in peak flow rates under either condition (total tributary area or on-site alone), for each of the return period/duration combinations required to be evaluated. A single plot showing the pre-developed, post-developed and routed hydrographs for each storm considered, shall be included with the submittal of the hydrology study.

No outlet pipe(s) shall be less than 18" in diameter. Where necessary an orifice plate may be used to restrict outflow rates. Appropriate trash racks shall be provided for all outlets less than 48" in diameter.

The basin(s) and outlet structure(s) must be capable of passing the 100-year storm without damage to the facility. Embankment shall be avoided in all cases unless site constraints or topography make embankment unavoidable in the judgment of the General Manager-Chief Engineer.

Mitigation basins should be designed for joint use and be incorporated into open space or park areas. Side slopes should be no steeper than 4:1 and depths should be minimized where public access is uncontrolled.

A viable maintenance mechanism, acceptable to both the County and the District, should be provided for detention facilities. Generally, this would mean a CSA, landscape district, parks agency or commercial property owners association.

Preliminary sizing may be based on the difference in runoff hydrograph volume between the "developed" condition and the "pre-developed" condition for the 24-hour duration event for the 10-year return frequency. Final design of the basin, including a complete hydrology study will not be required until the improvement plan stage of this development. The project may need modifications at the plan check stage in order to comply with the increased runoff criteria.

Planning

Planning. 1 ALUC General Conditions

On May 14, 2020, the Riverside County Airport Land Use Commission (ALUC) found Riverside County Case No. PPT200002 (Plot Plan) CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1

ALUC General Conditions (cont.)

Use Compatibility Plan, subject to the following conditions:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low ("green") level.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:
Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
6. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1

ALUC General Conditions (cont.)

8. This project proposes a total of 259,127 square feet of building area, which includes 245,127 square feet of manufacturing area, 7,000 square feet of first floor office area, and 7,000 square feet of second floor mezzanine office area. Any increase in building area or change in use other than for office, manufacturing, and/or warehousing uses will require an amended review by the Airport Land Use Commission.
9. Solar panels shall incorporate anti-reflective coating and shall be fixed with no rotation. The rooftop solar panels shall have a tilt of 10 degrees and orientation of 180 degrees and shall be limited to 37,500 square feet.
10. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
11. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create "yellow" or "red" level glare, and require ALUC review.
12. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
13. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

Planning. 2

Causes for Revocation

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 Causes for Revocation (cont.)

In the event the use hereby permitted under this permit,

- a) is found to be in violation of the terms and conditions of this permit,
- b) is found to have been obtained by fraud or perjured testimony, or
- c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 3 Construction Traffic Control

Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site.

Planning. 4 Expiration Date Use Case

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 5 Fugitive Dust

The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
- The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 6 Industrial Occupant Change (cont.)

Planning. 6 Industrial Occupant Change

Prior to initial occupancy, upon tenant/occupant change, or upon change in industrial use, the permit holder shall provide a letter from the Planning Department to Building & Safety verifying no need for further environmental, hazardous materials or air quality review as a result of the change.

Planning. 7 Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
- 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:

- 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
- 2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
- 3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 8 Lease Agreement - No Refrigerated Warehouse or TRUs

The lease agreements with tenants shall include contractual language that prohibits tenants from operating refrigerated warehouse space or operating transport refrigeration units (TRUs) from the project.

Planning. 9 Logistics/Warehouse – General/Operational Measures

The following measures shall be complied with generally through design/permitting of the project and through continued operation of the project.

1. On-site speed bumps shall not be allowed. Truck loading bays and drive aisles shall be designed to minimize truck noise.
2. Facility operators shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 9

Logistics/Warehouse – General/Operational Measures (cont.)

3. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.
4. Facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks (“MHDT”) and Heavy-Heavy Duty (“HHD”) trucks with a gross vehicle weight rating greater than 19,500 pounds accessing the site use year CARB compliant 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the County.
5. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
6. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
7. Facility operators shall establish specific truck routes between the facility and regular destinations, identifying the most direct routes to the nearest highway/freeway and avoid traveling near sensitive receptors.
8. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.
9. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
10. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operations, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
11. Facility Operation shall comply with the exterior noise decibel levels as required by Ord. 847 (Noise Ordinance), which includes a maximum exterior decibel level of 55 dba (between 7:00 a.m. and 10:00 p.m.) and 45 dba (between 10:00 p.m. and 7:00 a.m.) as measured on adjacent occupied residences, or as modified by the most current version of Ordinance No. 847.
12. Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 9 Logistics/Warehouse – General/Operational Measures (cont.)

13. On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

Planning. 10 No Outdoor Advertising

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

Planning. 11 No Resident Occupancy

No permanent occupancy shall be permitted within the property approved under this plot plan as a principal place of residence. No person, shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

Planning. 12 Noise Monitoring Reports

The permit holder may be required to submit periodic noise monitoring reports as determined by the Department of Building and Safety as part of a code enforcement action. Upon written notice from the Department of Building and Safety requiring such a report, the permittee or the permittee's successor-in-interest shall prepare and submit an approved report within thirty (30) calendar days to the Department of Building and Safety, unless more time is allowed through written agreement by the Department of Building and Safety. The noise monitoring report shall be approved by the Office of Industrial Hygiene of the Health Service Agency (the permittee or the permittee's successor-in-interest shall be required to place on deposit sufficient funds to cover the costs of this approval prior to commencing the required report).

Planning. 13 Reclaimed Water

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning-CUL

Planning-CUL. 1 AB52 CONSULTATION

Pursuant to Assembly Bill No. 52 (AB 52), this development shall comply with the requirement for (Government to Government) tribal consultation and all other requirements of AB 52.

Tribal consultation, if requested by a tribe, must begin prior to release of a negative declaration, mitigated negative declaration, or environmental impact report for a project as provided in Public Resources Code Section 21080.3.1. Information provided through tribal consultation may inform the lead agency's assessment as to whether tribal cultural resources are present, and the significance of any potential impacts to such resources.

Planning-CUL. 2 ARTIFACT DISPOSITION

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all tribal cultural

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 2

ARTIFACT DISPOSITION (cont.)

resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

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

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

- a. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
- b. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.
- c. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

Planning-CUL. 3

HUMAN REMAINS

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 50.97.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Evidence of compliance with this condition, if human remains are found, shall be provided to the County of Riverside upon the completion of a treatment plan and final report detailing the significance and treatment of the finding.

Planning-CUL. 4

PHASE I CULTURAL RESOURCES SURVEY

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 4

PHASE I CULTURAL RESOURCES SURVEY (cont.)

Prior to scheduling this project for a public hearing/action, the following cultural resources (archaeological) study shall be submitted and approved by the County Archaeologist:

A Phase I Cultural Resources/Archaeological Study is required for the CEQA review of this project. The report shall meet current Riverside County standards for such reports (Investigations Standard Scopes of Work:

http://rctlma.org/planning/content/devproc/culture/arch_survey_standards_phase1_2_3_4.pdf)

and be prepared by a County approved professional archaeologist currently listed on the County's Cultural Resources Consultant List posted on the TLMA – Planning website:

http://rctlma.org/planning/content/devproc/consult_lists/culture_consult_list.pdf

The consultant must conduct a systematic intensive pedestrian survey of the entire subject property. The Phase I study must include a records search table/exhibit, documentary evidence of NAHC contact and tribal scoping, a project plan/site exhibit/grading exhibit, and a completed and signed Level of Significance Checklist. The consultant must send a confidential appendix including all site records within the record search area to the County Archaeologist. The consultant must abide by all the requirements in the MOU with the County.

Submittal of older Phase I reports previously prepared for the project site may need to be updated to meet current requirements and to provide current information about any cultural resources identified on the property (including any potentially significant historical structures). The County Archaeologist will determine if older Phase I reports are sufficient or if they need updating.

The report shall be submitted digitally in a document with the ability to track changes and insert comments within the document. Upon review of the draft Phase I study, the County Archaeologist will determine the adequacy of the report and if accepted will clear the condition. Upon acceptance of the report, the consultant shall send one signed certified bound hard copy of the report and confidential appendixes and one digital copy in PDF format of the same. The County Archaeologist will determine if further work or studies are required based on the information contained within the Phase I study.

Planning-CUL. 5

Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

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

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

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

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

** If not already employed by the project developer, a County approved archaeologist shall be employed

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 5 Unanticipated Resources (cont.)

by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-CUL. 5 UNANTICIPATED RESOURCES

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

* Unique cultural resources are defined, for this condition, as being a feature and/or multiple artifacts in close association with each other.

i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.

ii. At the meeting, the significance of the discoveries shall be discussed with the tribal representative(s) and the archaeologist. A decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

iii. Grading or further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. Work shall be allowed to continue outside of the buffer area and monitoring will continue if needed.

iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance.

v. The applicant and the Project Archaeologist, with input from the Tribe(s) shall develop a Preservation Plan for the long term care and maintenance of the cultural resource(s). The plan shall indicate at minimum, the specific areas to be included in and excluded from long-term maintenance, prohibited activities, methods of preservation to be employed, the party responsible for the long term maintenance, appropriate protocols, monitoring and necessary emergency protocols.

Planning-EPD

Planning-EPD. 1 MSHCP Consistency Analysis - EPD

MSHCP Consistency Analysis

12/18/19

This case falls within the Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP). This case is required to provide documentation to comply with the WRMSHCP requirements listed below prior to scheduling this case for any public hearing.

A habitat suitability assessment(s) and potentially focused survey(s) for the following species are required

ADVISORY NOTIFICATION DOCUMENT

Planning-EPD

Planning-EPD. 1 MSHCP Consistency Analysis - EPD (cont.)

for all areas impacted (on and off site) to complete WRMSHCP review:

Riparian/Riverine Area and Vernal Pool Species (WRMSHCP, Section 6.1.2)

An assessment onsite pursuant to Section 6.1.2 shall include the identification and mapping of all Riparian/Riverine and Vernal Pool features and a description of the functions and values of the mapped areas with respect to the species listed under the "Purpose." Factors to be considered include hydrologic regime, flood storage and flood flow modification, nutrient retention and transformation, sediment trapping and transport, toxicant trapping, public use, wildlife Habitat, and aquatic Habitat. The functions and values assessment will identify areas that should be considered for priority acquisition for the MSHCP Conservation Area, as well as those that affect downstream values related to Conservation of Covered Species.

If the mapping required in Section 6.1.2 identifies suitable habitat for any of the six species listed below and the proposed project design does not incorporate avoidance of the identified habitat, focused surveys shall be required.

- Least Bell's vireo (*Vireo bellii pusillus*)
- Southwestern willow flycatcher (*Empidonax traillii extimus*)
- Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
- Riverside fairy shrimp (*Streptocephalus woottoni*)
- Santa Rosa Plateau fairy Shrimp (*Linderiella santarosae*)
- Vernal Pool fairy shrimp (*Branchinecta lynchi*)

All Riparian/Riverine, Vernal Pools and other species' suitable habitat identified onsite shall be delineated on the proposed project exhibit submitted through the Planning Department application process.

Narrow Endemic Plant Species (WRMSHCP, Section 6.1.3)

None

Criteria Area Species with Additional Survey Requirements (WRMSHCP, Section 6.3.2)

burrowing owl (*Athene cunicularia*)

-- Focused surveys for the plant species listed above may only be undertaken during the blooming period during years with at least normal rainfall (WRMSHCP, Section 6.1.3, page 6-31).

Each specific species account should be reviewed in the WRMSHCP Volume 2 Reference Document, Section B, for specific species conservation objectives.

Urban Wildlands Interface Guidelines (WRMSHCP, Section 6.1.4)

If the proposed project is located in proximity to a WRMSHCP Conservation Area which may result in Edge Effects that would adversely affect biological resources, an Urban/Wildlands Interface analysis will need to be prepared. (See WRMSHCP - Section 6.1.4, pages 6-42 through 6-46). Edge effects associated with existing and future land uses in proximity to the MSHCP Conservation Area shall address:

ADVISORY NOTIFICATION DOCUMENT

Planning-EPD

Planning-EPD. 1

MSHCP Consistency Analysis - EPD (cont.)

- Drainage
- Toxics
- Lighting
- Noise
- Invasive landscape species
- Barriers
- Grading/Land Development

Please refer to the draft Biological Procedures located at <http://rctlma.org/Portals/1/EPD/consultant/BiologicalPoliciesProcedures.pdf> for report guidelines. To view the WRMSHCP online go to <http://rctlma.org/Portals/0/mshcp/index.html>. The EPD requires biological consultants to have a Memorandum of Understanding (MOU) on file with the County prior to any work being performed for an applicant.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Melissa Manzo at melmanzo@rivco.org for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.

Planning-PAL

Planning-PAL. 1

PRIMP

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS:

1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
 1. A corresponding County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
 2. Description of the proposed site and planned grading operations.
 3. Description of the level of monitoring required for all earth-moving activities in the project area.
 4. Identification and qualifications of the qualified paleontological monitor to be employed for grading

ADVISORY NOTIFICATION DOCUMENT

Planning-PAL

Planning-PAL. 1

PRIMP (cont.)

operations monitoring.

5. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.

6. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.

7. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

8. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

9. Procedures and protocol for collecting and processing of samples and specimens.

10. Fossil identification and curation procedures to be employed.

11. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

12. All pertinent exhibits, maps and references.

13. Procedures for reporting of findings.

14. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

15. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

Transportation. 1

RCTD - GENERAL CONDITIONS

1. With respect to the conditions of approval for the referenced tentative exhibit, it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD - GENERAL CONDITIONS (cont.)

2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.
3. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.
4. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.
5. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.
6. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.
7. All corner cutbacks shall be applied per Standard 805, Ordinance 461.
8. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
9. The project shall comply with the most current ADA requirements. Curb ramps shall be provided at all intersections, including T-intersections. Curb ramps and accessible paths shall be individually designed, and included in the improvement plans, in accordance with Ordinance 461 and Riverside County Improvement Plan Check Policies and Guidelines.
10. The Project shall obtain approval of street improvement plans from the Transportation Department. Street Improvement Plans shall comply with Ordinance 460, 461, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online <http://rctlma.org/trans>.
11. Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955 6527.

Transportation. 2 RCTD - TS/CONDITIONS

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 RCTD - TS/CONDITIONS (cont.)

Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Project Driveway No. 1 (NS) at:
Placentia Street (EW)

Project Driveway No. 2 (NS) at:
Placentia Street (EW)

Harvill Avenue (NS) at:
Project Driveway No. 3 (EW)

Harvill Avenue (NS) at:
Placentia Street (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate the recommendation identified in the traffic study, which are necessary to achieve or maintain the required level of service.

Transportation. 3 TRANS GENERAL COMMENTS

DAC Comments

This is a PAR case. When you make your formal submittal, please address each of the following comments.

1. You may visit the Transportation Department Web site for additional information, standards, ordinances, and policies at <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.
2. Provide the complete legal description with the Township, Range, and Section (T4S, R4W, Section 13).
3. Provide a traffic study for this project. The guidelines and submittal forms are available on the Transportation Department web site at www.rctlma.org/trans.
4. Provide a vicinity map showing the site's relationship to major highways and cities.
5. The exhibit needs to identify the location and size (in kV) of all existing power poles. Should the existing facilities be 33.6 kV or less, the power lines will be required to be underground. If greater than 33.6 kV the

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 3

TRANS GENERAL COMMENTS (cont.)

- poles will need to be relocated when street improvements are being proposed.
6. A Trail is designated along Placentia Street outside of the road right-of-way. Please coordinate with the Planning Department.
 7. Provide overall dimensions of the property and location of adjoining lot lines and streets.
 8. Provide corner cutback per Riverside County Standard No. 805.
 9. List all easements of record by map or instrument number. If no easements exist, state so on the map.
 10. Centerline intersections of streets and driveways shall be at 90 degrees.
 11. Provide 50' tangent between flowline of adjacent street and beginning of curve.
 12. Provide the centerline radii on all proposed/existing streets per Standard 114, Ordinance 461.
 13. Placentia Street is a General Plan Highway designated as a SECONDARY HIGHWAY. Show and label existing and proposed part-width improvements and right-of-way per Riverside County Standard No. 94, Ordinance 461, 47' pavement (32' pavement on project side and 15' pavement on opposite side of the centerline), on 70' part-width dedicated right-of-way (50' right-of-way on project side and minimum 20' right-of-way on opposite side of the centerline). Provide a typical section to reflect the improvements and right-of-way. Please coordinate with Barker Distribution project PPT190008.
 14. Harvill Avenue is a General Plan Highway designated as a MAJOR HIGHWAY. Show and label existing and proposed 38'-55' half-width AC pavement improvements on 59'-76' half-width dedicated right-of-way per Riverside County Standard No. 93, Ordinance 461, Page (1 of 2) and (2 of 2), Ordinance 461. Provide a typical section to reflect the improvements and right-of-way. Please coordinate with PP26220.
 15. The engineer/applicant is responsible to show all existing and proposed driveway(s) along the project frontage, adjacent to the project, and on the opposite side of street. If you fail to show the existing driveways as requested above, the Transportation Department reserves the right to request a revised map and change the conditions based on the new information at any time during the approval process.
 16. The proposed gate off Harvill Avenue is extremely too close to the public road and causes queuing on Harvill Ave., please redesign the site plan and access points.
 17. The southerly driveway on Harvill Avenue is located inside the right turn lane, please refer Standard No. 93, page (2 of 2), Ordinance 461.
 18. Show and label the proposed/existing location of the ramps at four-way intersection and you will be condition to reconstruct the existing ramp if they are do not meet the most current ADA requirements. Provide a typical section per draft Std. No. 403 of Ordinance 461.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 3

TRANS GENERAL COMMENTS (cont.)

19. Provide net and gross acreage on Site/Grading Plan.
 20. Show all existing and proposed drainage facilities that will handle the storm water of the site and its adjacent street(s). Provide Q10 and Q100 for those facilities.
 21. Show street slope, contours, elevations and direction of flow.
 22. Provide proposed Comprehensive Landscaping Plan along the road right-of-way to the Transportation Department. For landscaping guidelines, please go to <http://rctlma.org/trans/Land-Development/LLMD89-1-C>.
 23. Show and label project number when you make your formal submittal.
 24. Show existing street lights and indicate the Improvement Plan (IP) number and Plan/Profile file number under which those street lights were designed and installed.
 25. Provide a truck turning template showing how delivery trucks will circulate throughout the site.
 26. Please provide a transition AC pavement tapering lane along the west project boundary on Placentia Street per 50 m/h design speed limit.
 27. Queuing analysis is required.
 28. Please coordinate with PP26220 and PPT190008.
 29. Additional truck turning AC pavement lane maybe required.
 30. Please refer Bluebeam for important additional comments.
 31. This is a preliminary comments and additional comments maybe issue when you make your formal submittal.
- Should you have any questions, please contact Tesfu Tadesse at (951) 955-3789. Our fax number is (951) 955-0049.

Waste Resources

Waste Resources. 1

Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1 Waste - General (cont.)

determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:

www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:

- Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
- Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Waste Resources. 2 Waste - PAR

In order to address potential solid waste impacts and help the County comply with AB 939 (Integrated Waste Management Act) and the California Green Building Standards, through diverting solid waste from landfill disposal, the Riverside County Department of Waste Resources (RCDWR) recommends the following standard conditions be applied to the future project:

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

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Waste Resources

Waste Resources. 2

Waste - PAR (cont.)

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:

www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:

- Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
- Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Waste Recycling Plan (WRP): Prior to building permit issuance, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record-keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

Recycling Collection Plan: Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources (found at <http://www.rcwaste.org/business/planning/design>) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash and recyclable materials and have the adequate signage indicating the location of each bin in the trash enclosure. The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

Waste Reporting Form: Prior to building final inspection, evidence (i.e., receipts or other types of

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Waste Resources

Waste Resources. 2

Waste - PAR (cont.)

verification) to demonstrate project compliance with the approved Waste Reporting Plan (WRP) shall be presented by the project proponent to the Planning Division of the Riverside County Department of Waste Resources. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.

Recyclables Collection and Loading Area Inspection: Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and verified through inspection by the Riverside County Department of Waste Resources.

Recycling and Organics Compliance: Prior to final inspection, the applicant shall complete a Mandatory Commercial Recycling and Organics Recycling Compliance form (Form D). Form D requires applicants to identify programs or plans that address commercial and organics recycling, in compliance with State legislation/regulation. Once completed, Form D shall be submitted to the Recycling Section of the Department of Waste Resources for approval. For more information go to: www.rcwaste.org/business/planning/applications. To obtain Form D, please contact the Recycling Section at 951-486-3200, or email to: Waste-CompostingRecycling@rivco.org.

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60. Prior To Grading Permit Issuance

Flood

060 - Flood. 1 6 Items to Accept Facility (cont.) Not Satisfied

3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.

4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).

6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

060 - Flood. 2 Encroachment Permit Required Not Satisfied

An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or involving District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

060 - Flood. 3 Mitharge - Use Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area pursuant to Ordinance No. 460 Section 10.25.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

060 - Flood. 4 Off-site Easement or Redesign Not Satisfied

Whenever offsite drainage improvements are required, the facilities shall be located within dedicated drainage easements obtained from the affected property owner(s). Document(s) shall be recorded and a copy submitted to the District prior to recordation of the Final Map or issuance of grading or building permits. If the Applicant cannot obtain such rights, the map shall be redesigned to eliminate the need for the easement(s).

060 - Flood. 5 Submit Plans Not Satisfied

Submit storm drain plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site

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60. Prior To Grading Permit Issuance

Flood

060 - Flood. 5 Submit Plans (cont.) Not Satisfied

plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, federal and state permits). The storm drain plans and the hydrologic and hydraulic report must receive District approval prior to the grading final inspection or building permit whichever occurs first. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, found on the District's website, and a plan check fee deposit.

Planning

060 - Planning. 1 Gen - Parcel Merger Not Satisfied

Prior to grading permit issuance the applicant, in accordance with Ordinance No. 460, shall obtain an approved Parcel Merger establishing the whole project site as one parcel. Documentation showing the recordation of the Parcel Merger shall be submitted to the Planning Department prior to the issuance of the grading permit for PPT200002. The proposed parcel shall comply with all applicable development standards for the parcel's zone classification as provided in Ordinance No. 348.

060 - Planning. 2 Logistics/Warehouse – Grading Plan Notes Not Satisfied

Prior to grading permit issuance, the following measures shall be noted on grading plans and shall be complied with during grading operations:

1. During construction of the warehouse/distribution facility, all heavy duty haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.
2. All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar "off-road" construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site, Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.
3. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.
4. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers' standards.
5. Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.
6. The surrounding streets shall be swept on a regular basis, to remove any construction related debris and dirt.
7. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.
8. Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with the items above, shall be kept onsite and furnished to the County upon request.

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 2 Logistics/Warehouse – Grading Plan Notes (cont.) Not Satisfied

9. Construction Contractors shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.

10. During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.

11. Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 ("Noise Ordinance").

060 - Planning. 3 Logistics/Warehouse – Grading Traffic Control Plan Not Satisfied

Prior to grading permit issuance, a "Traffic Control Plan" shall be prepared, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

Planning-CUL

060 - Planning-CUL. 1 CULTURAL SENSITIVITY TRAINING Not Satisfied

Prior to ground disturbance, the Project Archaeologist and, if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A copy of the agreement and a copy of the sign-in sheet shall be submitted to the County Archaeologist to ensure compliance with this condition of approval.

060 - Planning-CUL. 2 NATIVE AMERICAN MONITOR Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.
The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.
The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the County Archaeologist shall clear this condition.
This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 3 PROJECT ARCHAEOLOGIST Not Satisfied

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60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 3 PROJECT ARCHAEOLOGIST (cont.) Not Satisfied

Prior to issuance of grading permits; The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist

Planning-EPD

060 - Planning-EPD. 1 30-Day Burrowing Owl Preconstruction Survey - EPD Not Satisfied

Pursuant to Objectives of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a rough grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (February 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. A grading permit may be issued once the species has been relocated.

~~When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Rigo Caballero at rcaballero@rivco.org for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.~~

060 - Planning-EPD. 2 30-Day Burrowing Owl Preconstruction Surveys - EPD Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a rough grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (February 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. A grading permit may be issued once the species has been relocated.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 2 30-Day Burrowing Owl Preconstruction Surveys - EPD (cont Not Satisfied
with the process for uploading biological documents to the FTP site, please contact Matthew
Poonamallee at mpoonama@rivco.org and Melissa Manzo at melmanzo@rivco.org for instructions.
Biological reports not uploaded to the FTP site may result in delayed review and approval.

060 - Planning-EPD. 3 MBTA Nesting Bird Survey - EPD Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted.

Prior to issuance of a permit for rough grading, the project's consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a rough grading permit.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Melissa Manzo at melmanzo@rivco.org for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.

060 - Planning-EPD. 4 MBTA Nesting Bird Survey - EPD Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted.

Prior to issuance of a permit for rough grading, the project's consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a rough grading permit.

When the requested documents/studies are completed and ready for EPD review, please upload them to our Secure File Transfer server to ensure prompt response and review. If you are unfamiliar with the process for uploading biological documents to the FTP site, please contact Matthew Poonamallee at mpoonama@rivco.org and Rigo Caballero at rcaballero@rivco.org for instructions. Biological reports not uploaded to the FTP site may result in delayed review and approval.

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 4 MBTA Nesting Bird Survey - EPD (cont.) Not Satisfied

Planning-PAL

060 - Planning-PAL. 1 PRIMP Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS:

1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
 1. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
 2. Description of the proposed site and planned grading operations.
 3. Description of the level of monitoring required for all earth-moving activities in the project area.
 4. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
 5. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
 6. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
 7. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
 8. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
 9. Procedures and protocol for collecting and processing of samples and specimens.
 10. Fossil identification and curation procedures to be employed.
 11. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
 12. All pertinent exhibits, maps and references.
 13. Procedures for reporting of findings.
 14. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.
 15. All reports shall be signed by the project paleontologist and all other professionals responsible for

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60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied

the report's content (eg. PG), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1 RCTD - FILE L&LMD APPLICATION Not Satisfied

File an application with the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951) 955-6748.

060 - Transportation. 2 RCTD - SUBMIT GRADING PLANS Not Satisfied

The project proponent shall submit two sets of grading plans (24x36 inches) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The Standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

060 - Transportation. 3 RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP REQUIII Not Satisfied

The project is located in the Santa Ana watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at <https://rctlma.org/trans/Land-Development/WQMP>. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, and 10-year return periods from the project are mitigated. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

Upon completion of the implementation phase, the landowner(s) shall relinquish ownership of all cultural resources, (with the exception of sacred items, burial goods, and Human Remains) and Provide evidence to the satisfaction of the County

Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through one of the following methods.

1. A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe(s) or band(s). This shall include measures and provisions to protect the reburial area from any

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70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition (cont.) Not Satisfied

future impacts. Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be included in the Phase IV Report.

2. Curation at a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

If more than one Native American Group is involved with the project and cannot come to a consensus as to the disposition of cultural resources, the landowner(s) shall then proceed with curation at the Western Science Center.

070 - Planning-CUL. 2 PHASE IV REPORT Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

TCR-1 Native American Monitor:

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the County Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure.

Planning-PAL

070 - Planning-PAL. 1 PALEO MONITORING REPORT Not Satisfied

PRIOR TO GRADING FINAL:

The applicant shall submit to the County Geologist one wet-signed copy of the Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally-qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall contain a report of findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum

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70. Prior To Grading Final Inspection

Planning-PAL

070 - Planning-PAL. 1 PALEO MONITORING REPORT (cont.) Not Satisfied
repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:

1. Submitting a "Wet Signed" copy of the Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by the County Inspector prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

Fire

080 - Fire. 1 Prior to permit Not Satisfied

Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given. Per this submittal the minimum fire flow will be 4000 gpm at 20 psi for 4 hours. Subsequent design changes may increase or decrease the required fire flow.

080 - Fire. 2 Prior to permit Not Satisfied

The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. . A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 1/2" x 2 1/2") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3) Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water

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80. Prior To Building Permit Issuance

Fire
080 - Fire. 2 Prior to permit (cont.) Not Satisfied

system plans to the Office of the Fire Marshal for review and approval. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

080 - Fire. 3 Prior to permit Not Satisfied

Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5) Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3) The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4)

Fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

080 - Fire. 4 Prior to permit Not Satisfied

Emergency access only lanes shall be utilized for emergency vehicles ONLY. They will be secured by a swing arm or automatic gate, which is locked with the appropriate KNOX device. A gate diagram or plan will be required at the time of building plan submittal.

Flood

080 - Flood. 1 6 Items to Accept Facility Not Satisfied

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST REQUEST IN WRITING THAT ONE OF THESE AGENCIES ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE. The Applicant's request shall note the project number, location, briefly describe the system (sizes and lengths) and include an exhibit that shows the proposed alignment(s). The request to the District shall be addressed to the General Manager-Chief Engineer, Attn: Chief of the Planning Division. In event the District is willing to maintain the proposed facility(ies), the following six (6) items must be accomplished prior to the issuance of a grading permit or starting construction of the drainage facility(ies) whichever comes first:

- 1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.
- 2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the