



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

DRAFT MITIGATED NEGATIVE DECLARATION

WARD: 1

1. **Case Number:** PR-2022-001409 (Conditional Use Permit and Design Review)
2. **Project Title:** Palmyrita Avenue Warehouse Project
3. **Hearing Date:** July 20, 2023
4. **Lead Agency:** City of Riverside
Community and Economic Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522
5. **Contact Person:** Regine Kennedy
Phone Number: 951.826.5712
6. **Project Location:** 1151 Palmyrita Avenue Warehouse Project. APNs: 247-170-030 and -039
7. **Project Applicant/Project Sponsor's Name and Address:**
Benjamin Horning
Dedeaux Properties, LLC
100 Wilshire Boulevard, Suite 250
Santa Monica, CA 90401
8. **General Plan Designation:** B/OP–Business/Office Park
9. **Zoning:** BMP-SP–Business and Manufacturing Park and Specific Plan (Hunter Business Park) Overlay zones
10. **Description of Project:** The proposed Palmyrita Avenue Warehouse Project (proposed project) is located in the City of Riverside (City) in Riverside County, California (Exhibit 1). The City is surrounded by the City of Moreno Valley to the east, the City of Norco to the west, the census designated areas of Woodcrest and El Sobrante to the south, and the City of Colton in San Bernardino County to the north. The project site is located at the northeast corner of Palmyrita Avenue and Iowa Avenue and is bounded by Palmyrita Avenue to the south, Iowa Avenue to the west, railroad tracks to the east, and existing industrial development to the north (Exhibit 2). The proposed project involves clearing the project site of an existing 99,165-square-foot structure and 258,000 square feet of paved areas, and requires site grading and compaction, pouring of concrete and asphalt, and the construction of two new warehouse buildings (Building 1 and Building 2) on an approximately 13.60-acre site (Assessor's Parcel Number [APN]: 247-170-030 and -039).

The proposed project would include approximately 0.56-acre of off-site improvements, including a raised median island within Iowa Avenue (0.04 acre), as well as landscaping and sidewalks (0.47 acre), and driveways along the project frontages with Palmyrita and Iowa Avenues (0.05 acre). The proposed project would analyze

construction of the warehouse buildings under two scenarios: a 100 percent warehousing scenario (Scenario 1), and a 75 percent warehousing with 25 percent manufacturing scenario (Scenario 2).

Scenario 1

Under Scenario 1 (Exhibit 3a), Building 1 would total 139,667 square feet, and consist of a 132,667-square-foot warehouse, a 3,500-square-foot first floor office, and a 3,500-square-foot second floor office. Building 1 would include 125 standard parking stalls, four Americans with Disabilities Act (ADA) standard stalls, two ADA van stalls, one electric vehicle (EV) ADA standard stall, one EV ADA van stall, 16 EV standard stalls, three Clean Air/Vanpool/EV stalls, and 10 parallel parking stalls, for a total of 162 parking stalls.

Building 2 would total 126,091 square feet, and consist of a 116,691-square-foot warehouse, a 5,000-square-foot first floor office, and a 4,400-square-foot second floor office. Building 2 would include 126 standard parking stalls, four ADA standard stalls, two ADA van stalls, one EV ADA standard stall, one EV ADA van stall, 16 EV standard stalls, and five Clean Air/Vanpool/EV stalls, for a total of 155 stalls. The square footage of both buildings would total 265,758 square feet, with combined parking of 317 parking stalls. Scenario 1 would include 15 trailer parking stalls.

Scenario 2

Under Scenario 2 (Exhibit 3b), Building 1 would total 122,315 square feet, and consist of a 88,736-square-foot warehouse with 30,579 square feet of manufacturing uses and a 3,000-square-foot first floor office. Building 1 would include 168 standard parking stalls, four ADA, two ADA van stalls, one EV ADA standard stall, one EV ADA van stall, 16 EV standard stalls, and three Clean Air/Vanpool/EV stalls, for a total of 195 stalls.

Building 2 would total 122,127 square feet, and consist of an 88,595-square-foot warehouse with 30,532 square feet of manufacturing uses and a 3,000-square-foot first floor office. Building 2 would include 159 standard parking stalls, four ADA, two ADA van stalls, one EV ADA standard stall, one EV ADA van stall, 16 EV standard stalls, and five Clean Air/Vanpool/EV stalls, for a total of 188 stalls. The square footage of both buildings would total 244,442 square feet, with combined parking of 383 parking stalls.

Circulation

Access to the site would be provided via two driveways, one 40-foot driveway and one 30-foot driveway along Palmyrita Avenue, and one 35-foot driveway along Iowa Avenue.

The main freight truck entrance/exit to the proposed warehouse would be from Palmyrita Avenue; the main passenger vehicle entrance would be from Iowa Avenue. It is conservatively assumed the building would operate 24 hours a day, 7 days per week, with the exception of some holidays. The proposed project is anticipated to employ no more than 236 employees. The proposed project would include roadway and frontage improvements along Palmyrita Avenue and Iowa Avenue, as well as the construction of a raised median along Iowa Avenue. Improvements to Palmyrita Avenue and Iowa Avenue would total approximately 0.56 acre.

Water Quality Management Plan

The proposed project would include two Low Impact Development (LID) Best Management Practice (BMP), generally one each for Building 1 and Building 2, along with CDS[®] clarifiers for pre-treatment. Each bioretention/biotreatment system would be situated west of each building and would capture and treat runoff from the project site.

The proposed project would also implement source control BMPs to mitigate potential runoff pollutants from landscaping/outdoor pesticide use, refuse areas, condensate drain lines, and plazas, sidewalks, loading docks and parking lots. Proposed source control BMPs include permanent structural BMPs such as implementing landscaping which maximizes groundcover and promotes infiltration, minimizes use of fertilizers and utilizes plants that are tolerant of saturated soil conditions. Refuse areas will be maintained and emptied by a qualified

contracted waste management company, or the City. Equipment condensate lines would drain to the sanitary sewer. Operational source control BMPs include the proper disposal of green waste from landscaping maintenance and the provision of Pest Management Information, regular inspection and maintenance of refuse receptacles, and regular sweeping of plazas, sidewalks, and parking lots to prevent debris from entering the storm drain system.

Landscaping

The proposed project would include 84,581 square feet of landscaping under Scenario 1 and 104,694 square feet of landscaping under Scenario 2. Landscaped areas would occur around the perimeter of the site and throughout the parking areas. Landscaping would consist of a variety of trees, shrubs, and groundcover, including blue palo verde, desert willow, chitalpa, Canary Island pine, Chinese pistache, coast live oak, African sumac, Brisbane box, street trees, pineapple guava, dwarf bottle brush, silverleaf cassia, dwarf dianella, dianella, fortnight lily, Texas privet, rosemary, autumn sage, Mexican sage, coast rosemary, dwarf coast rosemary, blue flame agave, blue glow agave, coral aloe, red yucca, dwarf acacia, dwarf coyote bush, prostrate natal plum, and prostrate rosemary (Exhibit 5). Landscaping for the proposed project would be designed in accordance with the State mandated Assembly Bill (AB) 1881 Water Efficient Landscape Ordinance and the City of Riverside Municipal Code Chapter 19.570–Water Efficient Landscaping and Irrigation.^{1,2}

Building Elevations and Design

The maximum building height of the proposed buildings would be 42 feet for Scenario 1 and 41 feet for Scenario 2. Buildings would be composed of tilt-up concrete material, with blue glass, medal cladding, clear anodized mullions, and include muted earth tones such as bronze, white, gray, and beige (Exhibit 6a and Exhibit 6b). The design of the proposed project would be consistent with the Riverside Citywide Design Guidelines³ and Good Neighbor Guidelines for Industrial Facilities.⁴ Rooftop mechanical units, including heating, ventilation, and air conditioning (HVAC) systems, would be screened away from public view from adjacent streets.

Walls/Fences

The proposed project would include a retaining wall at the southwest, northwest, and southeast portions of the site, as well as within some portions of the site. This retaining wall would be 3 feet high when visible from the public right-of-way and 6 feet high when not visible from the public right-of-way. An 8-foot-high tubular steel fence is proposed along the northern portion of the site, which would screen the project from the existing railroad tracks adjacent to the site. a 14-foot-high tilt-up concrete screen wall is proposed at the northeast corner of the site, along with an 8-foot-high tilt-up concrete screen wall to the east, adjacent to the railroad tracks that abut the site to the east. In addition to the 8-foot high concrete screen wall, 14-foot-high landscaping would further screen the site from the adjacent railroad.

Additionally, 8-foot high metal gates would also be located within the site to provide controlled access to various areas of the project.

¹ California Department of Water Resources. 2023. Model Water Efficiency Landscape Ordinance. Website: <https://water.ca.gov/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Model-Water-Efficient-Landscape-Ordinance>. Accessed January 18, 2023.

² City of Riverside. 2022. City of Riverside Code of Ordinances, Chapter 19.570 Water Efficient Landscaping and Irrigation.

³ City of Riverside. 2019. Riverside Citywide Design Guidelines. Website: https://riversideca.gov/cedd/sites/riversideca.gov.icedd/files/pdf/planning/Citywide_Design_and_Sign_Guidelines_web%20version_Amended%2001-15-19_1.pdf. Accessed February 10, 2023.

⁴ City of Riverside. 2020. Good Neighbor Guidelines for Industrial Facilities. Website: <https://riversideca.gov/cedd/sites/riversideca.gov.icedd/files/pdf/planning/2021/Good%20Neighbor%20Guidelines.pdf>. Accessed February 10, 2023.

Outdoor Storage of Trucks and Screening

As mentioned above, a mix of fencing, walls, and landscaping would be located around the site perimeter to screen the proposed project from the adjacent roadways and railroad.

Construction and Phasing

The following construction schedule was assumed for the purposes of this environmental analysis. The proposed project would be constructed in a single phase beginning in the fourth quarter of 2023. Demolition and grading would occur within the first month of construction, and the proposed project is expected to be operational in the third quarter of 2024.

11. Surrounding land uses and setting: Briefly describe the project’s surroundings:

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Industrial	B/OP–Business/Office Park	Business and Manufacturing Park, Hunter Business Park Specific Plan
North	Industrial	B/OP–Business/Office Park	Business and Manufacturing Park, Hunter Business Park Specific Plan
East	Industrial	B/OP–Business/Office Park	Business and Manufacturing Park, Hunter Business Park Specific Plan–Garden Industrial District
South	Business/Commercial	B/OP–Business/Office Park	Business and Manufacturing Park, Hunter Business Park Specific Plan
West	Business/Commercial	B/OP–Business/Office Park	Business and Manufacturing Park, Hunter Business Park Specific Plan–Garden Industrial District

12. Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreement.):

N/A

13. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significant impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

AB 52 consultation letters were sent to nine affiliated California Native American tribes on February 3, 2023. The following California Native American tribes requested consultation with the City of Riverside pursuant to Public Resources Code 21080.3.1:

- a. Pechanga Band of Luiseño Indians
- b. Agua Caliente Band of Cahuilla Indians
- c. Rincon Band of Luiseño Indians
- d. Morongo Band of Mission Indians

14. The four Tribes met with the City of Riverside and reviewed the project plans and technical studies, which resulted in cultural mitigation measures outlined in this report. Other Environmental Reviews Incorporated by Reference in this Review:

- a. General Plan 2025.
- b. GP 2025 Final Program Environmental Impact Report (FPEIR).
- c. Air Quality, Greenhouse Gas Emission, and Energy Analysis Report, prepared by FirstCarbon Solutions (FCS), dated February 22, 2023.
- d. Biological Resources Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, prepared by FCS, dated February 22, 2023.
- e. Phase I Cultural Resources Assessment, prepared by FCS, dated March 24, 2023.
- f. Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc., dated May 2, 2022.
- g. Shallow Soils Assessment, prepared by Partner Engineering and Science, Inc., dated June 28, 2022.
- h. Geotechnical Investigation, Prepared by Sladden Engineering, dated June 13, 2022.
- i. Paleontological Records Search Results, prepared by Dr. Kenneth L. Finger, dated August 16, 2022.
- j. Water Quality Management Plan, prepared by Goodman & Associates, Inc., dated July 11, 2022.
- k. Vehicle Miles Traveled (VMT) Analysis, prepared by Urban Crossroads, Inc., dated October 21, 2022.
- l. Trip Generation Assessment, prepared by Urban Crossroads, Inc., dated February 7, 2023.

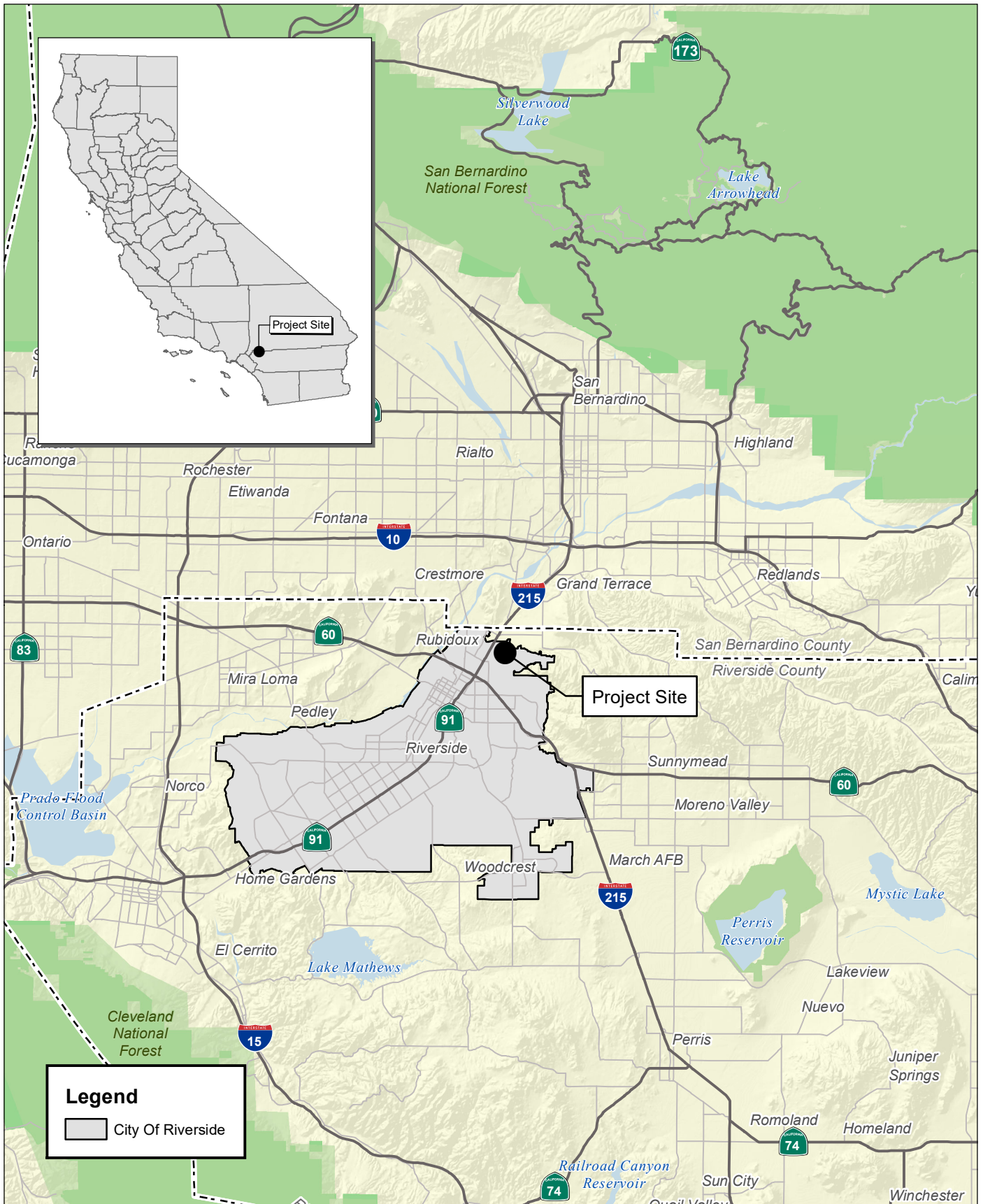
15. Acronyms

ACM	asbestos-containing material
ADA	Americans with Disabilities Act
AES	Athanor Environmental Services Inc.
AF	acre-feet
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	Best Management Practice
BMP-SP	Business and Manufacturing Park and Hunter Business Park Specific Plan Overlay
B/OP	Business/Office Park
BRA-MSHCP	Biological Resource Assessment and Western Riverside County Multiple Special Habitat Conservation Plan Consistency Analysis
CAL FIRE	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CRECS	Controlled Recognized Environmental Condition

DPR	California Department of Parks and Recreation
EIC	Eastern Information Center
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
EV	electric vehicle
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FPEIR	Final Program Environmental Impact Report
GIS	Geographic Information System
GHG	greenhouse gas
GP 2025	General Plan 2025
HBW	home-based work
HCP	Habitat Conservation Plan
HREC	Historic Recognized Environmental Condition
in/sec	inches per second
ITE	Institute of Transportation Engineers
LBP	lead-based paint
LDMF	Local Development Mitigation Fee
L _{eq}	equivalent continuous sound level
LID	Low Impact Development
LHMP	Local Hazard Mitigation Plan
L _{max}	maximum noise/sound level
LOS	Level of Service
mgd	million gallons per day
MRZ-2	Mineral Resource Zone 2
MRZ-4	Mineral Resource Zone 4
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
MT CO ₂ e	metric tons carbon dioxide equivalent
NESHAP	National Emissions Standard for Hazardous Air Pollutants
NPDES	National Pollutant Discharge Elimination System
O&M	Operations and Maintenance
OEM	Office of Emergency Services
OPR	Governor's Office of Planning and Research

PCE	Passenger Car Equivalent
PEIR	Program Environmental Impact Report
ppm	parts per million
PPV	peak particle velocity
PW	Public Works
RCA	Western Riverside County Regional Conservation Authority
RCALUCP	Riverside County Airport Land Use Compatibility Plan
REC	Recognized Environmental Condition
RFD	Riverside Fire Department
RIVCOM	Riverside County Model
RMC	Riverside Municipal Code
RPD	Riverside Police Department
RPU	Riverside Public Utilities
RRWQCP	Riverside Regional Water Quality Control Plant
RUSD	Riverside Unified School District
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SKR-HCP	Stephen's Kangaroo Rat-Habitat Conservation Plan
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas Company
SOI	Sphere of Influence
SRA	State Responsibility Area
SVOC	semi-volatile organic compound
SWPPP	Storm Water Pollution Prevention Plan
TPH-cc	Carbon Chain Total Petroleum Hydrocarbons
TRPH	total recoverable petroleum hydrocarbons
URS	URS Corporation
USDOT	United States Department of Transportation
USGS	United States Geologic Survey
USFWS	United States Fish and Wildlife Service
UWQMP	Urban Water Quality Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
WQMP	Water Quality Management Plan

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Legend
 [Grey Box] City Of Riverside

Source: Census 2000 Data, The California Information Library (CaSIL).

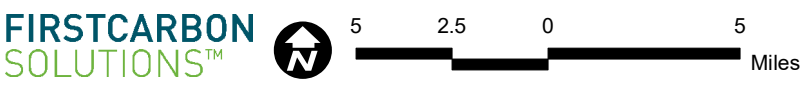


Exhibit 1
Regional Location Map

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Source: Bing Aerial Imagery.

FIRSTCARBON
SOLUTIONS™

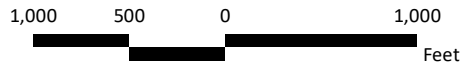
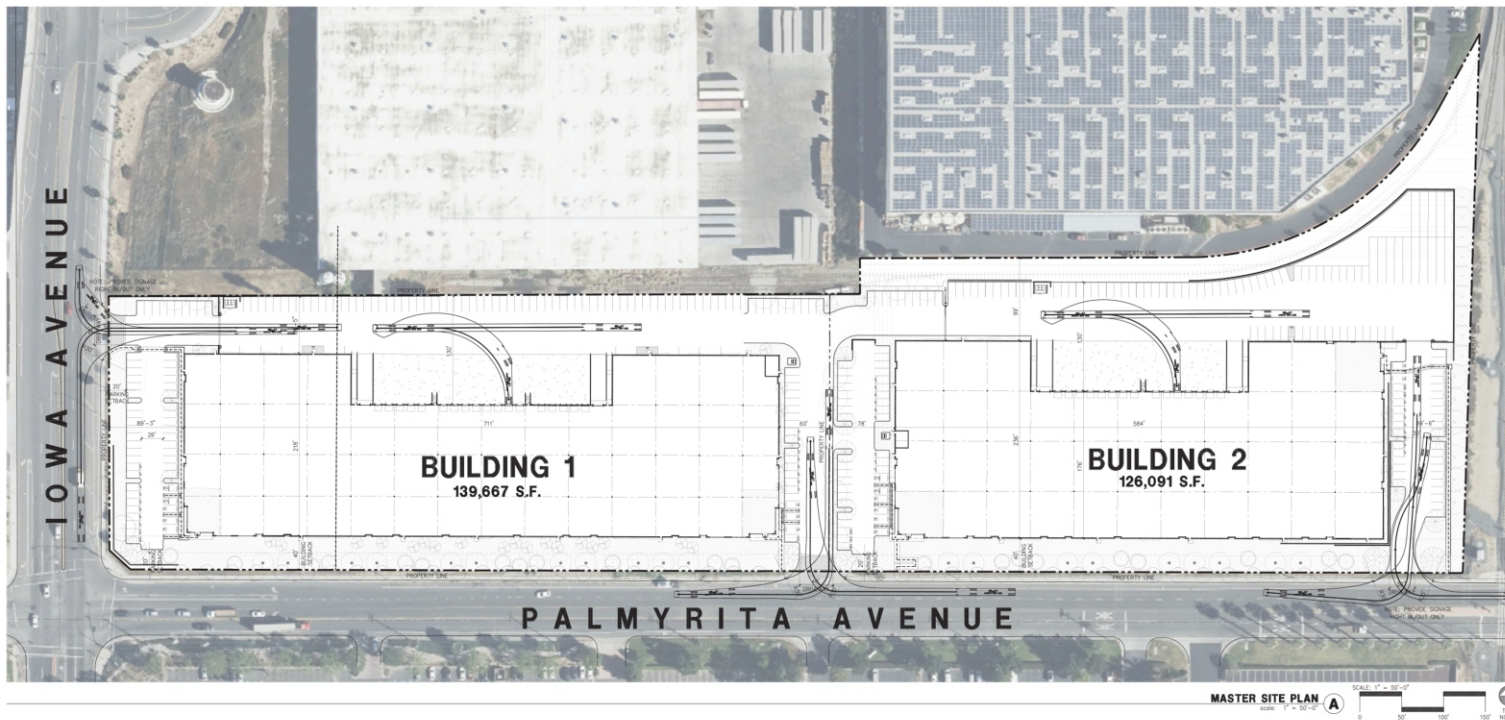


Exhibit 2 Local Vicinity Map

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TABULATION

	BUILD 1	BUILD 2	TOTAL
WELFARE			
Office	282,614	310,000	592,614 S.F.
Warehouse	6,500	7,700	14,200 S.F.
RETAIL/RETAIL			
Office - 1st Floor	4,500	6,000	10,500 S.F.
Office - 2nd Floor	5,500	4,400	9,900 S.F.
Warehouse	100,000	150,000	250,000 S.F.
TOTAL:	398,614	481,100	879,714 S.F.
CONCRETE	45,000	45,000	90,000 S.F.
ASPHALT/PAVING REQUIRED			
Office - 100% S.F.	30	30	60 S.F.
Warehouse - 100% S.F.	150	150	300 S.F.
TOTAL:	180	180	360 S.F.
ASPHALT/PAVING PROVIDED			
Standard (8' x 18')	105	105	210 S.F.
Handicap (5' x 8')	4	4	8 S.F.
Accessible (8' x 18')	2	2	4 S.F.
Office - 100% S.F.	1	1	2 S.F.
Warehouse - 100% S.F.	16	16	32 S.F.
Clear Area/Handicap	3	3	6 S.F.
TOTAL:	127	127	254 S.F.
TOTAL PAVING PROVIDED	127	127	254 S.F.
CONCRETE PROVIDED	9	9	18 S.F.

LANDSCAPING/PAVING FOR CITY
BMP - Business and Manufacturing Park Zone
Standard New Concrete Zone (Industrial Business Park)

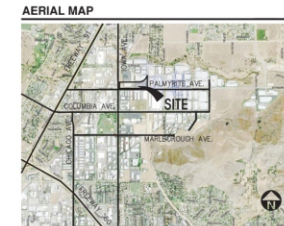
MAXIMUM BUILDING HEIGHT ALLOWED
All - 40'
Aerial - 42'

MAXIMUM SQUARE FOOTAGE
All - 1,000,000 S.F.

LANDSCAPING PROVIDED
50% of parking lot area

LANDSCAPING REQUIRED
A.T. 14,500 14,500 14,500
A.T. 45,000 45,000 45,000 S.F.

NOTES
1. Office - 100% S.F. (27,000 S.F. of area)
2. Warehouse - 100% S.F. (150,000 S.F. of area)
3. Landscaping - 100% S.F.



SITE LEGEND

- LANDSCAPED AREA
- AC. PAVING - SEE "C" DRAWING FOR THICKNESS
- CONCRETE PAVING FOR THICKNESS
- STANDARD PARKING STALL (8' X 18')
- HANDICAP PARKING STALL (5' X 8')
- CLEAR AREA/HANDICAP CONCRETE STALL FOR THICKNESS
- SEWER AND SANITATION RIGID CONDUIT STUD FOR COVER 12"
- SEWER AND SANITATION RIGID CONDUIT STUD FOR COVER 18"
- TRAILER PARKING (8' X 30')
- PROPERTY LINE
- 24" WIDE FIRE LANE FIRE DEPT STANDARD
- ACCESSIBLE PATH OF TRAVEL

PROPERTY OWNER
DEDEAUX PROPERTIES
100 WILTON BLVD. SUITE 200
SANTA MONICA, CA 90405
CONTACT: BENJAMIN HORNING
PHONE: 310-381-8228

ADDRESS OF THE PROPERTY
NORTHEAST CORNER OF IOWA AVE AND PALMYRITA AVENUE

ASSESSOR'S PARCEL NUMBER
024-170-030
0247-170-030

SCOPE OF WORK
(1) INDUSTRIAL BUILDING TOTALING APPROXIMATELY 260,754 SF ON APPROXIMATELY 13.83 ACRES OF LAND.

ZONING
BUSINESS AND MANUFACTURING PARK (BMP)

ADJACENT USES
BUSINESS AND MANUFACTURING PARK (BMP) ON ALL SIDES

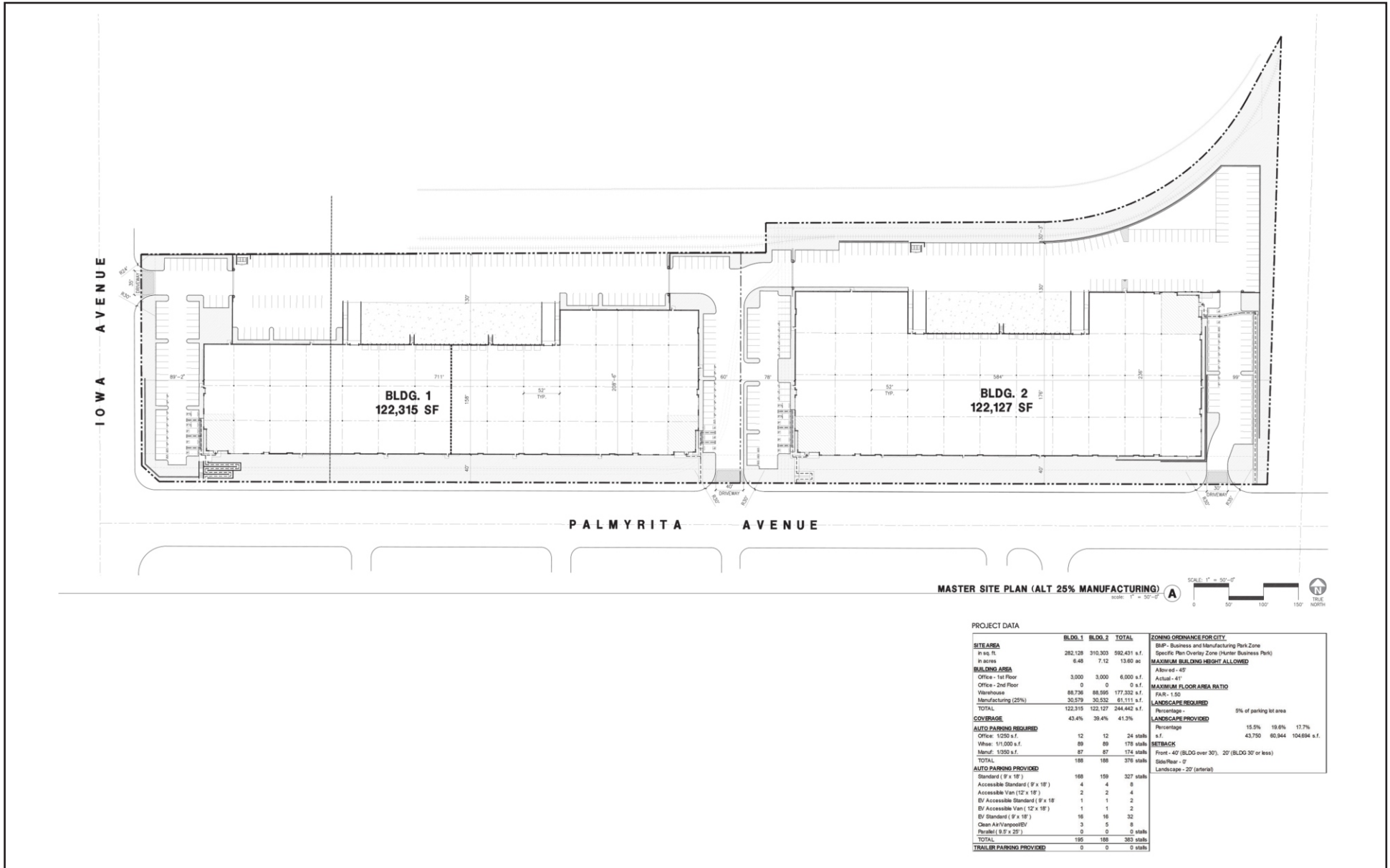
APPLICANT
DEDEAUX PROPERTIES
100 WILTON BLVD. SUITE 200
SANTA MONICA, CA 90405
CONTACT: BENJAMIN HORNING
PHONE: 310-381-8228

APPLICANT'S REPRESENTATIVE
HPA, Inc.
18251 BARDEN AVE. SUITE 100
REVUE, CA 92012
TEL: 949-853-1700
ATtn: BRUCE KIM

Source: HPA, Inc. 02/10/2023.



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PROJECT DATA			ZONING ORDINANCE FOR CITY			
SITE AREA	BLDG. 1	BLDG. 2	TOTAL	BMP - Business and Manufacturing Park Zone		
in sq. ft.	262,128	310,303	592,431 s.f.	Specific Plan Overlay Zone (Hansen Business Park)		
in acres	6.48	7.12	13.60 ac	MAXIMUM BUILDING HEIGHT ALLOWED		
BUILDING AREA				Allowed - 47'		
Office - 1st Floor	3,000	3,000	6,000 s.f.	Actual - 41'		
Office - 2nd Floor	0	0	0 s.f.	MAXIMUM FLOOR AREA RATIO		
Warehouse	88,736	88,595	177,332 s.f.	FAR - 1.50		
Manufacturing (25%)	30,576	30,532	61,111 s.f.	LANDSCAPE REQUIRED		
TOTAL	122,315	122,127	244,442 s.f.	Percentage -	LANDSCAPE PROVIDED	
COVERAGE	43.4%	39.4%	41.3%	Percentage -	9% of parking lot area	
AUTO PARKING REQUIRED				Percentage	15.5%	19.6%
Office - 1,250 s.f.	12	12	24 stalls			
Warehouse	89	89	178 stalls	SETBACK		
Manufact. - 1,500 s.f.	87	87	174 stalls	Front - 40' (BLDG over 30'), 20' (BLDG 30' or less)		
TOTAL	188	188	376 stalls	Side/Rear - 0'		
AUTO PARKING PROVIDED				Landscape - 20' (arterial)		
Standard (9' x 18')	168	159	327 stalls			
Accessible Standard (9' x 18')	4	4	8			
Accessible Van (12' x 16')	2	2	4			
EV Accessible Standard (9' x 18')	1	1	2			
EV Accessible Van (12' x 16')	1	1	2			
EV Standard (9' x 18')	16	16	32			
Clean Air/Vaporool/EV	3	5	8			
Portable (9' x 25')	0	0	0 stalls			
TOTAL	195	188	383 stalls			
TRAILER PARKING PROVIDED	0	0	0 stalls			

Source: HPA, Inc. 02/10/2023.

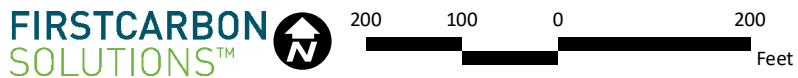


Exhibit 3b Scenario 2 Site Plan - 75% Warehouse and 25% Manufacturing

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Source: Bing Aerial Imagery. HPA, Inc., September 2022. Goodman & Associates, 10/01/2022.

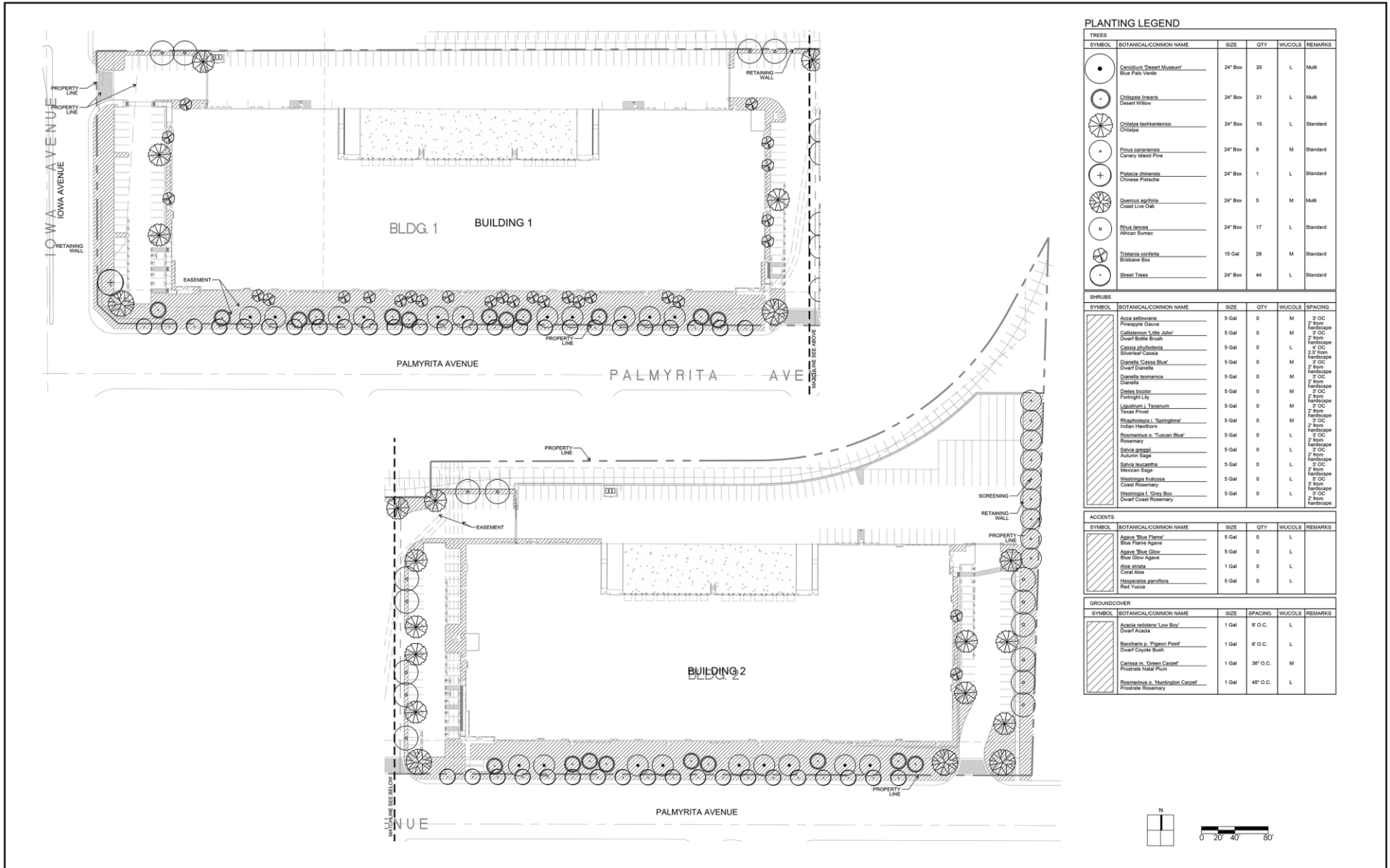


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Exhibit 4 Off-site Roadway and Frontage Improvements

DEDEAUX PROPERTIES, INC.
PALMYRITA AVENUE WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
●	Caradonna 'Desert Museum' Blue Palo Verde	24" Box	20	L	Multi
○	Chilopsis linearis Desert Willow	24" Box	21	L	Multi
⊗	Chilopsis leishanensis Ontario	24" Box	15	L	Standard
○	Pinus canariensis Canary Island Pine	24" Box	9	M	Standard
+	Ficus chinensis Chinese Fig	24" Box	1	L	Standard
⊗	Quercus agrifolia Coast Live Oak	24" Box	5	M	Multi
○	Rhus lancea African Sumac	24" Box	17	L	Standard
⊗	Taxodium canaliculata Brazilian Box	15 Gal	28	M	Standard
○	Street Trees	24" Box	44	L	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
▨	Acacia salicoides	5 Gal	0	M	3' OC
▨	Prosopis juliflora	5 Gal	0	M	2' from hardscape
▨	Calligonum 1.111e Johr'	5 Gal	0	M	3' OC
▨	Dwarf Bottle Brush	5 Gal	0	M	2' from hardscape
▨	Cassia alvifolia	5 Gal	0	L	2' from hardscape
▨	Shrubby Cassia	5 Gal	0	M	2' from hardscape
▨	Dianella 'Casta Blue'	5 Gal	0	M	2' from hardscape
▨	Dwarf Dianella	5 Gal	0	M	2' from hardscape
▨	Dianella lasiocarpa	5 Gal	0	M	2' from hardscape
▨	Dianella	5 Gal	0	M	2' from hardscape
▨	Quercus agrifolia	5 Gal	0	M	2' from hardscape
▨	Fortnight Lily	5 Gal	0	M	2' from hardscape
▨	Ligustrum 1.111e Johr'	5 Gal	0	M	2' from hardscape
▨	Texas Pine	5 Gal	0	M	2' from hardscape
▨	Rhaphidocarpus 1.111e Johr'	5 Gal	0	M	2' from hardscape
▨	Indian Hawthorn	5 Gal	0	M	2' from hardscape
▨	Rosemarinus s. 'Tuscan Blue'	5 Gal	0	L	2' from hardscape
▨	Rosemary	5 Gal	0	L	2' from hardscape
▨	Salvia greggii	5 Gal	0	L	2' from hardscape
▨	Artemisia	5 Gal	0	L	2' from hardscape
▨	Salvia leucantha	5 Gal	0	L	2' from hardscape
▨	Mexican Sage	5 Gal	0	L	2' from hardscape
▨	Washingtonia frutescens	5 Gal	0	L	2' from hardscape
▨	Coast Rosemary	5 Gal	0	L	2' from hardscape
▨	Washingtonia s. 'Gray Box'	5 Gal	0	L	2' from hardscape
▨	Dwarf Coast Rosemary	5 Gal	0	L	2' from hardscape

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
▨	Agave 'Blue Flame'	5 Gal	0	L	
▨	Blue Flame Agave	5 Gal	0	L	
▨	Agave 'Blue Glow'	5 Gal	0	L	
▨	Blue Glow Agave	5 Gal	0	L	
▨	Aloe striata	1 Gal	0	L	
▨	Conte Aloe	1 Gal	0	L	
▨	Hesperaloe parviflora	5 Gal	0	L	
▨	Red Yucca	5 Gal	0	L	

GROUND COVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
▨	Acacia retinorea 'Low Boy'	1 Gal	8' O.C.	L	
▨	Dwarf Palao	1 Gal	8' O.C.	L	
▨	Santhalia s. 'Pigeon Post'	1 Gal	6' O.C.	M	
▨	Dwarf Coyote Bush	1 Gal	36" O.C.	L	
▨	Cassia s. 'Green Carpet'	1 Gal	36" O.C.	M	
▨	Prostrate Natal Plum	1 Gal	48" O.C.	L	
▨	Rosemarinus s. 'Harrington Carpet'	1 Gal	48" O.C.	L	
▨	Prostrate Rosemary	1 Gal	48" O.C.	L	

Source: Hunter Landscape; 02/06/2023.



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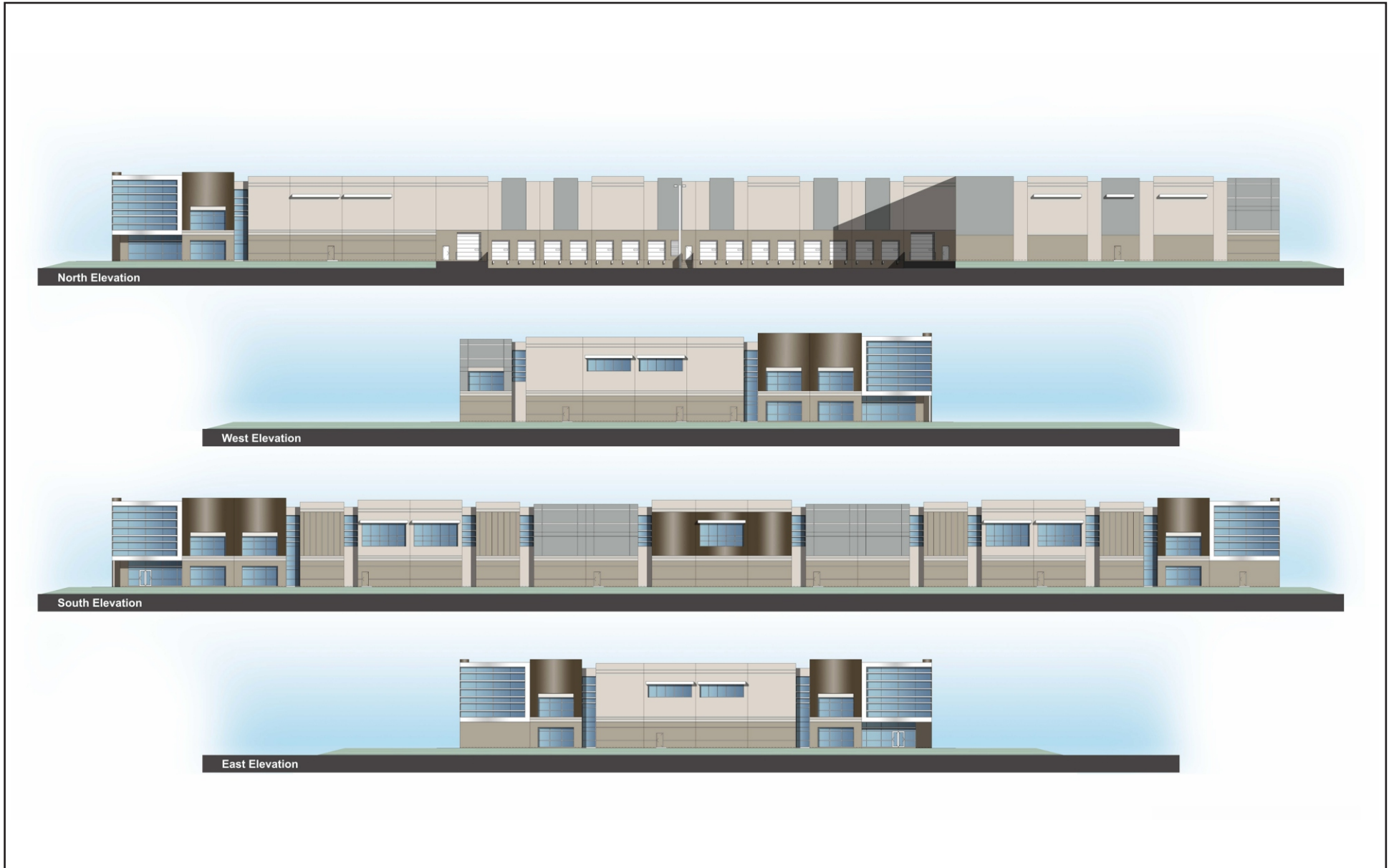


Source: HPA Architecture; 12/09/2022.



Exhibit 6a Building 1 Conceptual Elevations

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North Elevation

West Elevation

South Elevation

East Elevation

Source: HPA Architecture; 12/09/2022.



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Exhibit 6b Building 2 Conceptual Elevations

DEDEAUX PROPERTIES, INC.
PALMYRITA AVENUE WAREHOUSE PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation which reflects the independent judgment of the City of Riverside, it is recommended that:

The City of Riverside finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

The City of Riverside finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

The City of Riverside finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

The City of Riverside finds that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

The City of Riverside finds that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Regine Kennedy

Date 06/12/2023

Printed Name and Title Regine Kennedy/Senior Planner

For City of Riverside



ENVIRONMENTAL INITIAL STUDY

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) 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. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. **Earlier Analysis Used.** Identify and state where they are available for review.
 - b. **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measure which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- 8) The explanation of each issue should identify:
- a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1a. Response: <i>(Source: General Plan 2025–Open Space and Conservation Element, General Plan 2025 FP EIR Figure 5.1-1—Scenic and Special Boulevards and Parkways, and Table 5.1-A—Scenic and Special Boulevards)</i>				
<p>Less than significant impact. The Riverside General Plan 2025 (GP 2025) identifies a number of natural features and scenic resources which enhance the visual character of the City and offer benefits to the community. These scenic resources include the hillsides and ridgelines above the City, such as the La Sierra/Norco Hills, Sycamore Canyon Wilderness Park, Box Springs Park, and the peaks of Box Spring Mountain, Mt. Rubidoux, Arlington Mountain, and Alessandro Heights. The project site is approximately 0.67 mile northwest of the Box Springs Mountain Reserve, approximately 2.97 miles northeast of Mt. Rubidoux, approximately 3.56 miles northwest of Sycamore Canyon Wilderness Park, approximately 4.55 miles north of Alessandro Heights, and over 10 miles northeast of Arlington Mountain and the La Sierra/Norco Hills. Peaks, ridgelines, and hills of the of the Box Springs Mountain Reserve are partially visible from the project site. The GP 2025 EIR Figure 5.1-1—Scenic and Special Boulevards and Parkways and Table 5.1-A: Scenic and Special Boulevards identify Palmyrita Avenue, between La Cadena Drive and Mt. Vernon Avenue, as a special boulevard. However, there are no view restrictions or regulations associated with the special boulevard designation.</p> <p>The project involves the construction of two new warehouse buildings in the Hunter Business Park Specific Plan Overlay zone, analyzed under two scenarios. Scenario 1 would include warehouse space and first and second floor office space. Scenario 2 would include a mix of warehouse and manufacturing space, as well as first floor office space. The project site is in an urbanized, developed area and is surrounded by existing industrial and business park developments. The site currently contains an existing warehouse and paved parking areas. Under both scenarios, both proposed warehouse buildings would have a maximum height of 45 feet, which is comparable to existing buildings in the project site vicinity. As such, views of the Box Springs Mountain Reserve Park, which are partially obscured by existing development in the vicinity of the proposed project, would remain partially obscured. Finally, the GP 2025 contains objectives and policies designed to balance development interests with broader community preservation objectives, such as Objective OS-1 which includes the protection of the natural and visual character of the community, and Objective LU-3 which aims to preserve prominent ridgelines and hillsides as important community visual, recreational, and biological assets. Through compliance and implementation of General Plan Policies and Zoning Code requirements, as well as Hunter Business Specific Park development standards, impacts to scenic vistas would be less than significant under Scenario 1 and Scenario 2.</p>				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>1b. Response: <i>(Source: General Plan 2025 FPEIR Figure 5.1-1—Scenic and Special Boulevards and Parkways, California Department of Transportation [Caltrans]—California State Scenic Highway System Map)</i></p> <p>No impact. There are no State Scenic Highways in the City of Riverside. The proposed warehouses would be located at the northeastern corner of the intersection of Palmyrita Avenue and Iowa Avenue. Palmyrita Avenue between La Cadena Drive and Mt Vernon Avenue is classified as an 88-foot arterial special boulevard per Figure 5.1-1—Scenic and Special Boulevards and Parkways of the GP 2025 FPEIR; however, there are no special restrictions or regulations associated with the special boulevard designation. Further, there are no trees, rock outcroppings, or historic buildings located within or near the project site. Therefore, Scenario 1 and Scenario 2 of the proposed project would have no impact to a scenic resource direct, indirectly or cumulatively.</p>				
<p>c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site the site and its surroundings? (Public views are those that are experienced from a publicly-accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1c. Response: <i>(Source: General Plan 2025, General Plan 2025—Figure LU-10—Land Use Policy Map, Zoning Code, Citywide Design and Sign Guidelines, and Hunter Business Park Specific Plan)</i></p> <p>Less than significant impact. The proposed project involves the construction of two new warehouse buildings in the Hunter Business Park Specific Plan Overlay zone. Under Scenario 1, both buildings would consist of warehouse space and first and second floor office space. Under Scenario 2, both buildings would have a mix of warehouse and manufacturing space, as well as first floor office space. The project site is in an urbanized, developed area and is surrounded by existing industrial and business park developments. The project site currently contains an existing warehouse and paved parking areas. The proposed project would be consistent and aesthetically compatible to the surrounding business parks and industrial developments and would be subject to the Hunter Business Park Specific Plan development standards as well as the City’s <i>Citywide Design and Sign Guidelines</i>. Further, the project site has a GP 2025 land use designation of Business/Office Park (B/OP) and is zoned BMP-SP—Business and Manufacturing Park and Specific Plan (Hunter Business Park) Overlay Zones. Under both scenarios, the proposed project would be consistent with the General Plan, zoning</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>regulations and the Hunter Business Park Specific Plan. Therefore, under Scenario 1 and Scenario 2, the proposed project would not substantially degrade the existing visual character of the areas, or conflict with existing land use designations or zoning, and there would be a less than significant impact.</p>				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>1d. Response: <i>(Source: General Plan 2025 FPEIR Figure 5.1-2–Mount Palomar Lighting Area, Title 19–Article VIII–Chapter 19.556–Lighting, Citywide Design and Sign Guidelines, Title 19–Article VIII–Chapter 19.710–Design Review, Citywide Design and Sign Guidelines)</i></p> <p>Less than significant impact. The proposed project involves the construction of two new warehouse buildings, and it is conservatively assumed that the buildings would operate 24 hours a day, 7 days per week, with the exception of some holidays. Freight trucks and passenger vehicles entering and exiting the project site during business hours would act as a source of mobile light and glare. The proposed project would include exterior building lights at entrances, exits, walkways along the building perimeter, and loading areas and parking lot lighting. As the site contains an existing warehouse facility and is surrounded by similar business park and industrial developments, the proposed project would be consistent with the existing character of the area and any increase in light and glare would be incremental. Any exterior building materials would be constructed in accordance with Title 19, Article VIII, Chapter 19.710 (<i>Design Review</i>) of the Riverside Municipal Code (RMC), and in compliance with the <i>Citywide Design and Sign Guidelines</i>. Adherence to Title 19, Article VIII–Chapter 19.556 (<i>Lighting</i>) of the RMC would ensure impacts from light and glare from the proposed project would remain within acceptable levels. Further, according to GP 2025 FPEIR Figure 5.1-2–Mount Palomar Lighting Area, the project site is not located within a 45-mile radius of the Mount Palomar Observatory and would have no impact. Therefore, the impacts in regard to substantial light and glare which would adversely affect day or nighttime views in the area would be less than significant under both Scenario 1 and Scenario 2.</p>				
<p>2. AGRICULTURE AND FOREST RESOURCES:</p> <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?</p>				
<p>2a. Response: <i>(Source: General Plan 2025–Figure OS-2–Agricultural Suitability, California Department of Conservation Farmland Mapping and Monitoring Program–California Important Farmland Finder)</i></p> <p>No impact. The proposed project is located within an urbanized area. A review of Figure OS-2–Agricultural Suitability of the General Plan 2025 shows that the project site is designated as Urban and Built-Up Land, and is and is not adjacent to or in proximity to any land classified as, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Further, the project site is zoned BMP-SP–Business and Manufacturing Park and Specific Plan (Hunter Business Park) Overlay Zones. Therefore, the proposed project would have no impact to agricultural uses under both Scenario 1 and Scenario 2.</p>				
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2b. Response: <i>(Source: General Plan 2025 Open Space and Conservation Element, General Plan 2025–Figure OS-3–Williamson Act Preserves)</i></p> <p>No impact. The project site is located in a BMP-SP zone where agricultural uses are not allowed. The Williamson Act was adopted as a program to incentivize and encourage the preservation of the State’s agricultural lands through the establishment of a land contract that stabilizes taxes on qualifying lands in return for the landowner’s guarantee that the land will be kept in agricultural preserve status of a 10-year period. According to the General Plan 2025 Figure OS-3–Williamson Act Preserves, the project site is not located within a Williamson Act Preserve and Contracted Land Area or a Williamson Act Preserve area. Furthermore, the project site is not zoned for agricultural use and is not adjacent to land zoned for agricultural use. Therefore, the proposed project would have no impact under Scenario 1 and Scenario 2.</p>				
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12220(g) timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				
<p>2c. Response: (Source:, General Plan 2025–Figure LU-10–Land Use Policy Map)</p> <p>No impact. The City has no forest land, timberland, or timberland zoned Timberland Production as defined in Sections 12220(g) and 4526 of the California Public Resources Code. The project site is designated as B/OP Industrial and is zoned as BMP-SP and contains an existing structure and paving. Therefore, the proposed project would have no impacts on forest land, timberland, or land zoned Timberland Production.</p>				
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2d. Response: (Source: General Plan 2025–Figure LU-10–Land Use Policy Map)</p> <p>No impact. The City has no designated forest land that can support 10 percent native tree cover nor does it have any timberland, or land zoned Timberland Production. As previously discussed, the project site has a land use designation of B/OP – Business Office Park and is zoned as BMP-SP and contains an existing structure and paving. There is no forest land, timberland, or timberland zoned Timberland Production. Therefore, the proposed project would have no impacts on the loss of forest land or conversion of forest land to non-forest use under development Scenario 1 or Scenario 2.</p>				
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2e. Response: (Source: General Plan–Figure OS-2–Agricultural Suitability)</p> <p>No impact. The project site has a land use designation of B/OP – Business Office Park and zoned BMP-SP, and does not support agricultural resources or operations. The project site is located in an urbanized area of the City in the existing Hunter Business Park and would not result in the conversion of designated farmland to nonagricultural uses. Additionally, the site is identified in GP 2025 Figure OS-2 as Urban and Built-Up land and therefore does not support agricultural resources or operations. In addition, there are no agricultural resources or operations, including farmlands within proximity of the proposed project. Lastly, the City has no forest land that can support 10 percent native tree cover. The site contains an existing structure and paving, and does not contain forest land or timberland. Therefore, the proposed project would have no impact related to the conversion of Farmland to nonagricultural use or to the loss of forest land under Scenario 1 or Scenario 2.</p>				
<p>3. AIR QUALITY:</p> <p>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
<p>a. Conflict with or obstruct implementation of the applicable air quality plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>3a. Response: (Source: SCAQMD’s Final 2016 Air Quality Management Plan (AQMP), SCAQMD’s 1993 Handbook, General Plan 2025, SCAQMD’s 2008 Final Localized Significance Thresholds Methodology, Appendix A- Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report prepared by FirstCarbon Solutions (FCS) on November 8, 2022 (revised February 22, 2023))</p> <p>Less than significant impact. The proposed project is consistent with the GP 2025 Program “Typical Growth Scenario” in all aspects. The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SoCAB) sets forth a comprehensive program that will lead the SoCAB into compliance with all Federal and State air quality standards. The City is located within the Riverside County sub region of the Southern California Association of Governments (SCAG) projections. The GP 2025 FPEIR determined that implementation of the GP 2025 would generally meet attainment forecasts and attainment of the standards of the AQMP. The GP 2025 contains policies to promote mixed use, pedestrian-friendly communities that serve to reduce air pollutant emissions over time and this project is consistent with these policies. The proposed project site is zoned as BMP-SP, which allows for land uses such small-scale warehouses, light manufacturing; and support commercial. As a result, it is reasonable to anticipate that the proposed project’s Vehicle Miles Traveled (VMT), service population, and/or sources of air pollutants would have been analyzed in the 2016 AQMP. Therefore, the proposed project would not conflict or obstruct implementation of the applicable AQMP and therefore the proposed project would have no impact directly, indirectly or cumulatively to the implementation of an AQP.</p>				
<p>b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
applicable federal or State ambient air quality standard?				

3b. Response: *(SCAQMD’s Final 2016 Air Quality Management Plan (AQMP), SCAQMD’s 1993 Handbook, General Plan 2025, SCAQMD’s 2008 Final Localized Significance Thresholds Methodology, SCAQMD’s Air Quality Significance Thresholds, Appendix A- Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report by FirstCarbon Solutions (FCS) on November 8, 2022(revised February 22, 2023))*

Less than significant impact. Per the GP 2025 FPEIR, AQMP thresholds indicate future construction activities under the General Plan are projected to result in significant levels of nitrogen oxide (NO_x) and reactive organic gases (ROG), both ozone precursors, PM₁₀, PM_{2.5} and CO. The portion of the Basin within which the City is located is designated as a nonattainment area for ozone, PM₁₀ and PM_{2.5} under State standards, and as a nonattainment area for ozone, carbon monoxide, PM₁₀, and PM_{2.5} under federal standards. Although long-term emissions are expected to decrease by 2025, all criteria pollutants remain above the South Coast Air Quality Management District (SCAQMD) thresholds.

Mitigation Measures adopted in the GP 2025 FPEIR require individual development to employ construction approaches that minimize pollutant emissions⁵ (GP 2025 FPEIR Standard Design Measure [SDM] AIR 1 through SDM AIR 5, e.g., watering for dust control, tuning equipment, limiting truck idling times). As described in the Air Quality, GHG, and Energy Analysis Technical Report, the proposed project would not exceed SCAQMD regional pollutant emissions thresholds during construction or operation. In addition, consistent with GP 2025 FPEIR SDM AIR-7, a project-level analysis according to SCAQMD guidelines (Appendix A) was prepared for the proposed project. As a result, the proposed project does not result in any new significant impacts that were not previously evaluated and for which a statement of overriding considerations was adopted as part of the GP 2025 FPEIR. Therefore, cumulative air quality emissions impacts are **less than significant**.

Applicable General Plan EIR Standard Design Measures

SDM Air 1 To mitigate for potential adverse impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available Urban Emissions (URBEMIS) model, or other methods sanctioned by the South Coast Air Quality Management District (SCAQMD). The analysis of construction-related air quality impacts shall be included in the development project’s CEQA analysis, including recommended mitigation measures. Proposed mitigation measures may include extending the construction period as feasible in order to ensure air quality thresholds are not exceeded. The analysis shall address pollution levels near sensitive receptors and require mitigation to reduce emissions,

SDM Air-2 To mitigate for potential adverse impacts resulting from construction activities, development projects must abide by the South Coast Air Quality Management District (SCAQMD) Rule 403 concerning Best Management Practices (BMPs) for construction sites in order to reduce emissions during the construction phase. Measures may include:

- Development of a construction traffic management program that includes, but is not limited to, rerouting construction-related traffic off congested streets, consolidating truck

⁵ These mitigation measures, adopted pursuant to the certified GP 2025 FPEIR and approved General Plan, are required for projects in the City. As such, applicable measures are identified as Standard Design Measures in this IS/MND.

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	<p>deliveries, and providing temporary dedicated turn lanes for movement of construction traffic to and from site;</p> <ul style="list-style-type: none"> • Sweep streets at the end of the day if visible soil material is carried onto adjacent paved public roads; • Wash off trucks and other equipment leaving the site; • Replace ground cover in disturbed areas immediately after construction; • Keep disturbed/loose soil moist at all times; • Suspend all grading activities when wind speeds exceed 25 miles per hour; • Enforce a 15 mile per hour speed limit on unpaved portions of the construction site. 			
SDM Air 4	<p>To reduce diesel emissions associated with construction, construction contractors shall provide temporary electricity to the site to eliminate the need for diesel-powered electric generators, or provide evidence that electrical hook ups at construction sites are not cost effective or feasible.</p>			
SDM Air 5	<p>To reduce construction-related particulate matter air quality impacts of City projects, the following measures shall be required:</p> <ol style="list-style-type: none"> 1. the generation of dust shall be controlled as required by the South Coast Air Quality Management District (SCAQMD); 2. grading activities shall cease during periods of high winds (greater than 25 mph); 3. trucks hauling soil, dirt or other emissive materials shall have their loads covered with a tarp or other protective cover as determined by the City Engineer; and 4. the contractor shall prepare and maintain a traffic control plan, prepared, stamped and signed by either a licensed Traffic Engineer or a Civil Engineer. The preparation of the plan shall be in accordance with Chapter 5 of the latest edition of the Caltrans Traffic Manual and the State Standard Specifications. The plan shall be submitted for approval, by the Engineer, at the pre-construction meeting. Work shall not commence without an approved traffic control plan. <p>The following standard design measures shall be implemented to address long-term operational impacts:</p>			
SDM Air 7	<p>As part of the CEQA process, the City shall require proposed development projects with potential operational air quality impacts to identify and mitigate those impacts. To ensure proper characterization and mitigation of those impacts, regional impacts shall be analyzed using the latest available Urban Emissions (URBEMIS) model, or other analytical method determined in conjunction with the South Coast Air Quality Management District (SCAQMD). To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, carbon monoxide (CO) Hot Spot analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation. Mitigation should reduce identified impacts to the maximum extent feasible using, among others, measures identified in the Air Quality Element Policies of the General Plan and the most recent AQMP as well as mitigation from the most recent CEQA Air Quality Handbook available at the SCAQMD. Example topics include, but are not limited to, energy conservation, reduction of Vehicle Miles Traveled (VMT), overall trip reduction, and reduction of particulate matter.</p>			
c. Expose sensitive receptors to	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
substantial pollutant concentrations?				

3c. Response: *(Source: SCAQMD’s Final 2016 Air Quality Management Plan (AQMP), SCAQMD’s 1993 Handbook, General Plan 2025, SCAQMD’s 2008 Final Localized Significance Thresholds Methodology, SCAQMD’s Air Quality Significance Thresholds, Appendix A- Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report prepared by FirstCarbon Solutions (FCS) on November 8, 2022 (revised February 22, 2023))*

Less than significant impact. Short-term impacts associated with construction from GP 2025 typical buildout would result in increased air emissions from grading, earthmoving, and construction activities. Mitigation Measures of the GP 2025 FPEIR, incorporated into the project as standard design measures, require individual development to employ construction approaches that minimize pollutant emissions (SDM AIR 1 through SDM AIR 5, e.g., watering for dust control, tuning equipment, limiting truck idling times). As described in Impact AIR-3 of the Air Quality, GHG, and Energy Analysis Technical Report, the closest sensitive receptor (a single-family residence at 1027 East Citrus Street) would be located approximately 850 feet northwest of the project site. Although there are no sensitive receptors located directly adjacent to the project site, the proposed project’s emissions from construction activity and operations were assessed against the applicable criteria to determine potential localized impacts. In conformance with the GP 2025 FPEIR SDM AIR 1 and SDM AIR 7, CalEEMod Version 2020.4.0 was used to analyze short-term construction and long-term operational related impacts of the project; a review of the resulting emissions estimates shows that the proposed project would not exceed SCAQMD exceed localized significance thresholds for short-term construction and long-term operational impacts. In addition, the proposed project would not result in a carbon monoxide hotspot or result in significant toxic air contaminant emissions. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations and a **less than significant impact** would occur directly, indirectly or cumulatively for this project.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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3d. Response: *(Source: Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report prepared by FirstCarbon Solutions (FCS) on November 2022 (revised February 22, 2023))*

Less than significant impact. While exact quantification of objectionable odors cannot be determined due to the subjective nature of what is considered “objectionable,” the nature of the proposed project, which would include light industrial and/or manufacturing land uses, associated infrastructure and related off-site improvements present a potential for the generation of objectionable odors associated with construction activities and operations. The operation of light industrial and/or manufacturing land uses is not typically associated with the generation of objectionable odors, because these uses do not include land uses typically associated with odors (such as wastewater treatment facilities or transfer stations). Odors that are expected to be generated from operations of the proposed project would occur from diesel exhaust emissions, which are not expected to be noticeable beyond the project site’s boundary. However, the construction activities associated with the expected buildout of the project site would generate airborne odors like diesel exhaust emissions, architectural coating applications, and on- and off-site improvement installations. However, said emissions would occur only during daylight hours, be short-term in duration, and would be isolated to the immediate vicinity of the construction site. In addition, although the proposed project may potentially expose people to objectionable odors, industrial

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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uses that could generate objectionable odors are subject to SCAQMD Rule 402 governing odor emissions. Through compliance with SCAQMD Rule 402, the proposed project is not anticipated to cause objectionable odors affecting a substantial number of people. Therefore, the proposed project would not expose a substantial number of people to objectionable odors on a permanent basis. Therefore, the proposed project would not cause objectionable odors affecting a substantial number of people and a **less than significant impact** directly, indirectly and cumulatively will occur.

4. BIOLOGICAL RESOURCES:

Would the project:

<p>a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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4a. Response: *(Source: General Plan 2025–Figure OS-6–Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7–MSHCP Cores and Linkages, Figure OS-8–MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2–MSHCP Area Plans, Figure 5.4-4–MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6–MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7–MSHCP Criteria Area Species Survey Area, Figure 5.4-8–MSHCP Burrowing Owl Survey Area and Appendix B- Biological Resources Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (BRA-MSHCP) Consistency Analysis prepared by FirstCarbon Solutions (FCS) on October 21, 2022 (February 22, 2023))*

Less than significant impact with mitigation incorporated. The project site consists predominantly of developed lands containing a warehouse and paved parking lot. Portions of the project site on the east and west sides are undeveloped and support non-native grassland vegetation. The northern side of the project site is bound by railroad tracks and neighboring development and the eastern side is bound by railroad tracks. The southern and western sides of the project site are bound by Palmyrita Avenue and Iowa Avenue, respectively. The project site is surrounded by urbanized development, with the exception of a small, undeveloped area north of the western portion of the project site.

According to the Biological Resource Assessment (BRA) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Palmyrita Avenue Warehouse Project (BRA-

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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MSHCP), field surveys were conducted on the project site and surrounding 500-foot buffer. No sensitive plant species were identified to occur on-site, nor were they observed on-site. Development of the project site would result in the direct removal of non-native and ruderal plant species. Therefore, the proposed project would not adversely affect special-status plant species or sensitive plant species, resulting in a less than significant impact directly, indirectly, and cumulatively. No mitigation is required.

Development of the proposed project would result in the disruption and removal of disturbed habitats that may provide potential habitat for special-status wildlife species that are tolerant of anthropogenic disturbances. Special-status species were observed on-site. Most species with records in the project vicinity were assessed as having no or low potential to occur because the project site is outside of the known distributional range of the species or because the project site does not support suitable habitat. Three species, Cooper’s hawk (*Accipiter cooperii*), burrowing owl (*Athene cunicularia*), and California horned lark (*Eremophila alpestris actia*), were assessed as having moderate potential to occur on or adjacent to the project site.

The following measures are required to reduce potential project-related impacts to less than significant levels. These measures clarify, expand upon, and are consistent with measures required under the MSHCP.

MM BIO-1a Burrowing Owl Pre-Construction Survey

The project applicant shall retain a qualified Biologist to perform a pre-construction burrowing owl survey to determine whether burrowing owl are present on-site within 30 days prior to construction activities, according to the California Department of Fish and Wildlife (CDFW) guidelines and Multiple Species Habitat Conservation Plan (MSHCP) protocol. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. The pre-construction survey shall be completed on the project site and areas within 500 feet from the project boundary (where possible and appropriate based on habitat). All occupied burrows shall be mapped on an aerial photo. The applicant shall provide a burrowing owl survey report and mapping to the City at least 15 days prior to the expected start of any project-related ground disturbance activities, or restart of activities. If the survey is positive for burrowing owls, the project applicant shall implement MM BIO-1b. If no burrowing owls are detected during the pre-construction survey, no further action is necessary.

MM BIO-1b Burrowing Owl Mitigation Plan

If the pre-construction survey is positive for burrowing owl, the project proponent shall retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan. The Burrowing Owl Mitigation Plan shall contain the following elements (as outlined in the California Department of Fish and Wildlife [CDFW] 2012 guidelines) at a minimum:

- Avoidance of burrowing owl during construction, including establishment of a 160-foot radius around occupied burrows during the nonbreeding season (September 1 through February 14) or a 300-foot radius around occupied burrows during the breeding season (February 15 through August 31), within which construction activities may not occur until a qualified Biologist has determined that (1) nonbreeding season owl have dispersed from the area; or (2) breeding season owl have fledged their juveniles from the occupied burrows and the juveniles are foraging independently and are capable of independent survival or have dispersed from the area.
- A plan for implementing a passive relocation program for nonbreeding owls, should it be needed. The passive relocation techniques shall be consistent with CDFW 2012 guidelines, including installation of artificial burrows at an off-site location and use of one-way exclusion doors to ensure owls have left the burrow(s).

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>MM BIO-2a Nesting Bird Pre-construction Surveys</p> <p>If ground-disturbing or vegetation-removing construction activities or tree removal is proposed during the breeding/nesting season for migratory birds (typically February 15 through August 31), a qualified Biologist shall conduct pre-construction surveys for special-status birds and other migratory birds within the construction area including a 300-foot survey buffer, no more than 3 days prior to the start of ground-disturbing activities in the construction area.</p>				
<p>MM BIO-2b Avoidance of Active Avian Nests</p> <p>If an active nest is located during pre-construction surveys or at any point during the construction phase of the project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 300 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) or alteration of the construction schedule.</p>				
<p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4b. Response: <i>(Source: General Plan 2025–Figure OS-6–Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7–MSHCP Cores and Linkages, Figure OS-8–MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2–MSHCP Area Plans, Figure 5.4-4–MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6–MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7–MSHCP Criteria Area Species Survey Area, Figure 5.4-8–MSHCP Burrowing Owl Survey Area, MSHCP Section 6.1.2–Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, and Appendix B–Biological Resources Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis prepared by FirstCarbon Solutions (FCS) on October 21, 2022 (revised February 22, 2023))</i></p> <p>No impact. The proposed project is located on a previously developed/improved site within an urbanized area where no riparian habitat or other sensitive natural community exists on-site or within proximity to the project site. Therefore, the proposed project would have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or United States Fish and Wildlife Service (USFWS) directly, indirectly and cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4c. Response: *(Source: City of Riverside GIS/CADME United States Geological Survey (USGS) Quad Map Layer, and Appendix B- Biological Resources Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis prepared by FirstCarbon Solutions (FCS) on October 21, 2022 (revised February 22, 2023))*

No impact. The proposed project is located within an urbanized area where no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist on-site or within proximity to the project site. The project site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include United States Army Corps of Engineers (USACE) jurisdictional drainages or wetlands. There are no waters or wetland features on the project site that would be considered potentially jurisdictional by USACE, nor any features that would be considered potentially jurisdictional by State regulatory agencies including the Regional Water Quality Control Board (RWQCB) and CDFW. Therefore, the proposed project would have **no impact** to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly and cumulatively.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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4d. Response: *(Source: MSHCP, General Plan 2025–Figure OS-7–MSHCP Cores and Linkage and Appendix B- Biological Resources Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis prepared by FirstCarbon Solutions (FCS) on October 21, 2022 (revised February 22, 2023))*

Less than significant impact with mitigation incorporated. The majority of the project site consists of developed lands, including an existing warehouse and paved parking area. The project site is also substantially surrounded by urbanized areas, roads, and highways that limits wildlife movement through the project site. The

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>area encompassing the project site and surrounding lands itself does not serve as a wildlife movement corridor and is not within an MSHCP linkage area. The site has a history of development and disturbances such that there is little chance that the proposed project would interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, a less than significant impact directly, indirectly and cumulatively will occur related to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites will occur with implementation of the proposed project.</p> <p>The site has the potential to support avian nests due to the undeveloped grassland areas and trees present on-site. Also, burrows present on-site may provide suitable burrowing owl habitat, but likely only for transient dispersal. Nesting activity typically occurs from February 15 to August 31. Disturbing or destroying active nests is a violation of the Migratory Bird Treaty Act (MBTA) (16 United States Code [USC] 703 <i>et seq.</i>). In addition, nests and eggs are protected under Fish and Wildlife Code Section 3503. As such, direct impacts to breeding birds (e.g., through nest removal) or indirect impacts (e.g., by noise causing abandonment of the nest) is considered a potentially significant impact. Compliance with the MBTA would reduce impacts to a less than significant level, as detailed in previously referenced MM BIO-1a and BIO-1b and MM BIO-2a and BIO-2b.</p>				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>4e. Response: <i>(Source: MSHCP, Title 16 Section 16.72.040–Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040–Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual, and Appendix B- Biological Resources Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis prepared by FirstCarbon Solutions (FCS) on October 21, 2022 (revised February 22, 2023))</i></p> <p>Less than significant impact. Projects under review by the City that propose planting of street trees or otherwise public trees within a public city right-of-way must follow the Urban Forest Tree Policy Manual, which provides guidelines for planting, pruning, preservation, and removal of trees in city rights-of-way. The proposed project design does not include removal of any public trees, nor planting of any trees within a city right-of-way, and therefore, there would be no impact.</p>				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Habitat Conservation Plan?				

4f. Response: (Source: MSHCP, General Plan 2025–Figure OS-6–Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Stephen’s Kangaroo Rat–Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)

Less than significant impact with mitigation incorporated. The proposed project is located within the MSHCP plan area but is not “within or adjacent to” a Criteria Cell or Conservation Area.

The project site is located in the following covered species survey area:

- Burrowing Owl Survey Area

The proposed project is therefore subject to survey requirements for burrowing owl. Initially, the project site would be subject to a burrowing owl habitat assessment on and adjacent (within 500 feet) to the proposed project site, per MSHCP protocol and per CDFW (2012) protocol. This habitat assessment was performed, as described in the BRA-MSHCP Consistency Analysis for the proposed project, which identified burrowing owl habitat in the undeveloped, grassland areas on and adjacent to the project area.

The project area is not located in any of the following covered species survey areas:

- Amphibians Survey Area
- Mammals Survey Area
- Narrow Endemic Plants Survey Area
- Delhi Sands Flower-loving Fly Survey Area
- Criteria Area Species

Additionally, the project site is not located within any Additional Needs Survey Areas. The proposed project is therefore not subject to these survey requirements under the MSHCP.

There is no Riparian Riverine Habitat on the project site or within 500 feet of the project site. The proposed project is therefore not subject to Riparian Riverine Requirements under the MSHCP. There is no Riparian Riverine Habitat on or adjacent to the project site and therefore no habitat for any riparian/riverine bird species, including least Bell’s vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), or western yellow-billed cuckoo (*Coccyzus americanus*). The proposed project is therefore not subject to riparian birds survey requirements. There are no vernal pools or features indicative of the historic presence of vernal pools on the project site or within 500 feet. The proposed project is not subject to Vernal Pool or Vernal Pool Species requirements under the MSHCP.

The proposed project is consistent with the guidelines of the MSHCP, including Section 6.1.4, Guidelines Pertaining to the Urban/Wildlife Interface and related policies in the GP 2025, including Policy LU-7.4.

Overall, the proposed project would not conflict with the relevant provisions of the MSHCP and a less than significant impact would occur in this regard with implementation of **MM BIO-1a and BIO-1b** and **MM BIO-2a and BIO-2b**, as well as the following **MM BIO-3** and **MM BIO-4**.

MM BIO-3 Implement MSHCP Best Management Practices

Project personnel shall implement the following standard Multiple Species Habitat Conservation Plan (MSHCP) Best Management Practices (BMPs) during the construction phase of the proposed project:

1. A condition shall be placed on grading permits requiring a qualified Biologist to conduct a training session (Worker Environmental Awareness Program [WEAP]) for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act and the Multiple Species Habitat Conservation Plan (MSHCP), the need to adhere to the provisions of the Endangered Species Act and the MSHCP, the penalties associated with violating the provisions of the Endangered Species Act, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries within which the proposed project activities must be accomplished.
2. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
3. The qualified project Biologist shall monitor construction activities for the duration of the proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.
4. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.
5. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.
6. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).
7. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the proposed project and shall be specified in the construction plans. Construction limits shall be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.
8. The City shall have the right to access and inspect the project site to determine its compliance with project approval conditions, including these BMPs.

MM BIO-4 Payment of MSHCP Local Development Mitigation Fee

The proposed project applicant will pay a Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fee (LDMF) of \$16,358 per acre for the proposed industrial development. The LDMF shall be paid to the Western Riverside County Regional Conservation Authority (RCA.)

In addition to the MSHCP, the proposed project is located in the Stephen's Kangaroo Rat-Habitat Conservation Plan (SKR-HCP) area and is subject to requirements of the plan. The SKR-HCP is a Section 10(a) take permit issued by the United States Fish and Wildlife Service (USFWS) that allows take of the species by public and private development projects with a payment of a SKR-HCP mitigation fee. The proposed project would not conflict with the relevant provisions of the SKR-HCP and a less than significant impact would occur in this regard with implementation of **MM BIO-5**.

MM BIO-5 Payment of SKR-HCP Mitigation Fee

The project applicant shall pay a SKR-HCP Mitigation Fee of \$500 per gross acre for the proposed industrial development. The mitigation fee shall be paid to the Riverside County Habitat Conservation Authority (RCA).

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. CULTURAL RESOURCES:

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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5a. Response: *(Source: Appendix C–Phase I Cultural Resources Assessment prepared by FirstCarbon Solutions (FCS) on October 21, 2022 (revised March 24, 2023))*

Less than significant impact with mitigation incorporated. Record search conducted at the Eastern Information Center (EIC) indicate that 97 historic resources were identified within the 1-mile search radius, one of which, P-33-016650, is within the project site. On September 9, 2022, FCS staff Archaeologists conducted a pedestrian survey of the project site. One potentially historic industrial structure was identified during the pedestrian survey. However, the industrial structure identified during the pedestrian survey was evaluated and found not eligible under all State and local designation criteria due to a lack of significant historic association or architectural merit and integrity. Although the industrial structure identified during the pedestrian survey was determined to be ineligible for historic inventories, subsurface activity as part of construction could unintentionally damage or destroy previously undiscovered historical resources, which may be a potentially significant impact. However, implementation of MM CUL-1, MM CUL-2, MM CUL-3 and MM CUL-4, would establish a procedure for handling historical resources that may be discovered prior to and during project construction. Therefore, impacts associated with historical resources would be less than significant with mitigation incorporated.

MM CUL-1 Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, Developer/Applicant, and consulting tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the Developer/Applicant shall make all attempts to avoid and/or preserve in place as many cultural resources as possible that are located on the project site if the site design and/or proposed grades should be revised. In the event of inadvertent discoveries of archaeological resources, work shall temporarily halt until agreements are executed with consulting tribe, to provide tribal monitoring for ground-disturbing activities.

MM CUL-2 **Archaeological Monitoring:** At least 30 days prior to the application for a grading permit, and before any grading, excavation and/or ground-disturbing activities take place, the /Developer/Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>1. The project Archaeologist, in consultation with consulting tribes, the Developer, and the City, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include:</p> <ul style="list-style-type: none"> a. Project grading and development scheduling; b. The development of a rotating or simultaneous schedule in coordination with the Developer/Applicant and the project Archaeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project Archaeologists; c. The protocols and stipulations that the applicant, tribes, and project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation; d. Treatment and final disposition of any cultural resources, sacred sites, and human remains if discovered on the project site; and e. The scheduling and timing of the cultural sensitivity training noted in MM CUL-4. 				
MM CUL-3	<p>Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <ul style="list-style-type: none"> 1. Consulting Tribes Notified: within 24 hours of discovery, the consulting tribe(s) shall be notified via email and phone. Consulting tribe(s) will be allowed access to the discovery, in order to assist with the significance evaluation. 2. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project Archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and 3. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ul style="list-style-type: none"> a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging and basic recordation have been completed; b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 Code of Federal Regulations Part 79 and therefore will be professionally curated and made available to other Archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be 			

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>curated at the Western Science Center or Riverside Metropolitan Museum by default; and</p> <p>d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the Archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center, and interested tribes.</p>				
<p>MM CUL-4</p>	<p>Worker’s Environmental Awareness Program (WEAP) Training: The Secretary of Interior Standards County certified Archaeologist and Native American monitors shall attend the pre-grading meeting with the Developer/permit holder’s contractors to conduct mandatory WEAP training to all construction grading personnel. The training shall include a brief review of the cultural sensitivity of the project and the surrounding area, summarize and show examples of the types of resources that could be identified during earthmoving activities and provide notification protocols to be followed in the event suspected cultural resources are identified. Safety protocols would also be discussed to ensure the safety of the monitors and the construction crew. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report</p>			
<p>b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>5b. Response: (Source: Phase I Cultural Resources Assessment prepared by FirstCarbon Solutions (FCS) on October 21, 2022 (revised March 24, 2023))</p> <p>Less than significant impact with mitigation incorporated. Records search results from the EIC indicate that 97 archaeological resources within the 1-mile search radius, one of which, P-33-016650, is within the project site. The pedestrian survey conducted by FCS Staff Archaeologists on September 9, 2022, failed to identify any archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. However, implementation of MM CUL-1, MM CUL-2, MM CUL-3, and MM CUL-4, would ensure that this potential impact is reduced to a less than significant level with mitigation incorporated.</p>				
<p>c. Disturb any human remains,</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
including those interred outside of formal cemeteries?				

5c. Response: *(Source: Phase I Cultural Resources Assessment prepared by FirstCarbon Solutions (FCS) on October 21, 2022 (revised March 24, 2023))*

Less than significant impact. No human remains or cemeteries are known to exist within or near the project site. While it is highly unlikely that the presence of human remains exists within or near the project site, there is always the possibility that subsurface construction activities associated with the proposed project, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, California Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed.

6. ENERGY:

Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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6a. Response: *(Source: Appendix A- Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report prepared by FirstCarbon Solutions (FCS) on November 8, 2022 (revised February 22, 2023)).*

Less than significant impact. The proposed project would impact energy resources due to construction activity and operations. Energy use consumed by the proposed project was estimated and includes natural gas, electricity, and fuel consumption for project construction and operation. Energy calculations are included as part of Appendix A.

Construction

The construction phase would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., demolition, site clearing, and grading), and the actual construction of the building. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks. In total, proposed project construction equipment would consume a total of 35,152 gallons of diesel fuel and construction vehicle trips would consume 68,695 gallons of gasoline over the entire construction duration for both Scenario 1 and Scenario 2. The overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, it is anticipated that the construction phase of the proposed project would not result in wasteful,

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>inefficient, and unnecessary consumption of energy. Construction-related energy impacts would be less than significant.</p> <p>Operation The proposed project would consume energy as part of building operations and transportation activities. As described in the Air Quality, Greenhouse Gas Emissions, and Energy Analysis Technical Report, Scenario 1 has slightly more mobile source energy use than that of Scenario 1 but consumes less natural gas and electricity than Scenario 2. The proposed project's building would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Building Energy Efficiency Standards. These are widely regarded as the most advanced building energy efficiency standards and compliance would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary. Therefore, impacts would be less than significant.</p>				
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>6b. Response: <i>(Source: Appendix A- Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report prepared by FirstCarbon Solutions (FCS) on November 8, 2022 (revised February 22, 2023))</i></p> <p>Less than significant impact. As stated in Energy Impact 6a, the proposed project would be designed and constructed in accordance with the City's Building Code requirements that are consistent with the California Green Building Standard. The proposed warehouse building would be designed in accordance with Title 24, California's Energy Efficiency Standards for Nonresidential Buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), and indoor and outdoor lighting. The incorporation of the Title 24 standards into the design of the proposed project would ensure that the proposed project would not result in the use of energy in a wasteful manner. In addition, the GP 2025 and Climate Action Plan (CAP) include policies related to energy conservation; the proposed project's consistency with these policies are discussed in GHG Impact 8b. Considering the above analysis, the proposed project would not result in the wasteful, inefficiency, or unnecessary consumption of energy resources and impacts would be less than significant.</p>				
<p>7. GEOLOGY AND SOILS: Would the project:</p>				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? Refer to Division of Mines and Geology Special Publication 42.				

7i. Response: (Source: General Plan 2025 Figure PS-1–Regional Fault Zones, Geotechnical Investigation prepared by Sladden Engineering on June 13, 2022)

Less than significant impact with mitigation incorporated. The entire Southern California region, including the project site, is considered to be seismically active. No known faults traverse the City but there are several faults in the region which have the potential to produce seismic impact within the City. There are no Alquist-Priolo Fault Zones in the City of Riverside, and the project site does not contain any known fault lines. The GP 2025 identifies three significant faults which pass within 20 miles of the City: the San Andreas Fault, the San Jacinto Fault, and the Elsinore Fault. The San Jacinto Fault is the nearest to the project site, located approximately 3.66 miles to the northeast. The San Andreas Fault is located approximately 13.05 miles to the northeast. The Geotechnical Investigation prepared for the proposed project concluded that risks associated with primary surface ground rupture at the project site are considered to be “low” with implementation of standard engineering protocols and all best practices outlined in the Project-Specific Geotechnical Investigation Report. Therefore, the potential for fault rupture at or near the project site is low and Scenario 1 and Scenario 2 would have a **less than significant impact** related to rupture of a known earthquake fault.

MM GEO-1 Implement Project-Specific Geotechnical Report Recommendations.
 Prior to issuance of grading permits, the applicant shall implement all methods and practices outlined in the Project-Specific Geotechnical Investigation Report prepared for the proposed project related to earthwork, construction, foundations, corrosivity, and pavement prior to obtaining a grading permit.

ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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7ii. Response: (Source: Appendix D–Geotechnical Investigation, prepared by Sladden Engineering on June 13, 2022)

Less than significant impact. As previously discussed, the entire Southern California region, including the City and the project area, is considered seismically active. Therefore, the project could be subject to ground shaking generated from activity on regional faults. The San Jacinto Fault and the San Andreas Fault are located

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>3.66 miles northeast and 13.05 miles northeast of the project site, respectively. Both faults have the potential to cause moderate to large earthquakes that would result in intense ground shaking. Scenario 1 and Scenario 2 are located within the same site and the proposed buildings under either scenario would be required to comply with the applicable California Building Standards Code (CBC) Title 24 regulations, which establish engineering standards appropriate for the potential seismic hazards of the project site. Compliance with Title 24 regulations as identified in the Geotechnical Investigation, would result in a structure designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life as a result of strong seismic ground shaking. Therefore, Scenario 1 and Scenario 2 would have less than significant impact related to seismic ground shaking.</p>				
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7iii. Response: (Source: General Plan 2025 Figure PS-2–Liquefaction Zones, Appendix D–Geotechnical Investigation, prepared by Sladden Engineering on June 13, 2022)</p> <p>Less than significant impact. According to the GP 2025 Figure PS-2–Liquefaction Zones Map, the project site is located in an area with low potential for liquefaction. Additionally, the Geotechnical Investigation concluded that due to the relatively dense nature of the underlying soil and the depth to groundwater at the project site, risks associated with liquefaction are considered “low.” With compliance with CBC regulations and implementation of standard engineering and construction protocols, Scenario 1 and Scenario 2 would have a less than significant impact related to seismic-related ground failure, including liquefaction.</p>				
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7iv. Response: (Source: General Plan 2025 FPEIR Figure 5.6-1–Areas Underlain by Steep Slope, Appendix D–Geotechnical Investigation prepared by Sladden Engineering on June 13, 2022)</p> <p>Less than significant impact. The project site itself has generally flat topography in an area not prone to landslides per Figure 5.6-1 of the GP 2025 FPEIR. The project site is approximately 0.67 mile northwest of the Box Springs Mountains, and the GP 2025 FPEIR states that seismically induced landslides and rockfalls could be expected in the northeastern area of the City associated with the Box Springs Mountain Reserve Park. However, the Geotechnical Investigation of the project site concluded that, because of the relatively level topography of the project site, the fact that it is not immediately adjacent to any slopes or hillsides, and that no signs of slope instability were observed, the risks associated with slope instability in the form of landslides is considered “negligible.” Therefore, Scenario 1 and Scenario 2 would have a less than significant impact related to landslides.</p>				
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7b. Response: (Source: General Plan 2025 FPEIR Figure 5.6-4–Soils, Table 5.6-B–Soil Types, Appendix D–Geotechnical Investigation prepared by Sladden Engineering on June 13, 2022)</p> <p>Less than significant impact. Soil erosion is the process by which soil particles are removed from a land surface by wind, water, or gravity. Most natural erosion occurs at slow rates; however, the rate of erosion increases when land is cleared or altered and left in a disturbed condition. Soil types on the project site include</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Buren and Greenfield, both of which have slight to moderate erosivity, according to Figure 5.6-4 and Table 5.6-B in the GP 2025 FPEIR. Construction activities may result in temporary erosion of topsoil during grading activities. However, upon project completion, the site would not contain any loose or exposed topsoil, and conditions that would cause long-term erosion would not be present. Combined with the relatively flat topography present at the project site, grading and development activities would not result in substantial soil erosion or loss of topsoil. Further, the Geotechnical Investigation did not observe any signs of erosion at the project site. Therefore, Scenario 1 and Scenario 2 would have a less than significant impact related to soil erosion or loss of topsoil.</p>				
<p>c. 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, subsidence, liquefaction or collapse?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7c. Response: <i>(Source: General Plan 2025 Figure PS-3–Soils with High Shrink-Swell Potential, General Plan 2025 FPEIR Table 5.6-B–Soil Types, and Appendix D–Geotechnical Report prepared by Sladden Engineering on June 13, 2022)</i></p> <p>Less than significant impact. The project site is generally flat, and the project site is not located in an area with soils that have high shrink-swell potential per the GP 2025 Figure PS-3. As previously discussed, soil type on the project site include Buren and Greenfield. The Buren soil type has moderate shrink-swell potential, while the Greenfield soil type has low shrink-swell potential. Further, the Geotechnical Investigation concluded that the soils underlying the project site have “very low” expansion potential. As described previously in this section, the project site is not considered susceptible to landslides or liquefaction, and the site is not located on an existing fault. Implementation of the proposed project would not cause the project site to become unstable. Therefore, Scenario 1 and Scenario 2 would have a less than significant impact on landslides, lateral spreading, subsidence, liquefaction or collapse.</p>				
<p>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>7d. Response: <i>(Source: General Plan 2025 Figure PS-3–Soils with High Shrink-Swell Potential, General Plan 2025 FPEIR Table 5.6-B–Soil Types, Figure 5.6-5–Soils, Appendix D–Geotechnical Investigation)</i></p> <p>Less than significant impact. Pursuant to Figure PS-3 of the GP 2025 and Table 5.6-B of the GP 2025 FPEIR, the project site does not contain expansive soils. Additionally, Expansion Index testing performed as part of the Geotechnical Investigation found that the materials underlying the project site are considered to have “very low” expansion potential. Therefore, the proposed project would have a less than significant impact resulting in substantial risks to life or property due to expansive soils.</p>				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7e. Response: <i>(Source: Site Plans)</i></p> <p>Less than significant impact. The proposed warehouse building would be served by the municipal sewer system and would not require the construction or use of septic tanks or alternative wastewater disposal systems. Therefore, Scenario 1 and Scenario 2 would have a less than significant impact related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.</p>				
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>7f. Response: <i>(Source: Appendix D–Geotechnical Investigation prepared by Sladden Engineering on June 13, 2022, Appendix D–Paleontological Records Search)</i></p> <p>Less than significant impact with mitigation incorporated. A significant adverse effect could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features that presently exist within the project site.</p> <p>The project site is located in an urbanized area and has been previously disturbed by past development activities, as is indicated by the existing structure and paved parking areas on-site. The Geotechnical Investigation completed for the proposed project recommends over-excavation and re-compaction throughout the building areas. All artificial fill soil and low density near-surface native soil shall be removed to competent native soil expected at depths of approximately 3 to 4 feet below the existing ground surface or to a minimum depth of 3 feet below the bottom of the footings, whichever is deeper. According to the paleontological records search conducted for the project, the project site consists mostly of young (late Pleistocene to Holocene) alluvial fan deposits (Qyf). Old alluvial fan deposits (Qof) appear to extend slightly into the northwest corner of the project</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>site and would present in the adjacent subsurface to the north of the project site. The surrounding 1-mile search area also includes other Pleistocene alluvial fan deposits (Qoa, Qvof) and the Cretaceous Box Springs Plutonic Complex (Kbxx). Pleistocene deposits adjacent to the project site likely extend into the project site's subsurface at shallow depths where they could be impacted by project-related earth-disturbing construction activities.</p> <p>The paleontological records search focused solely on the Pleistocene of Riverside and San Bernardino Counties. The records search revealed that two of Riverside County's 18 Pleistocene vertebrate localities are located within 10 miles of the project site. The first, V65248 (Riverside), is located approximately 3 miles southwest of the project site and yielded <i>Mammuthus</i> (mammoth). RV8601 (East Corona) is approximately 7 miles southwest of the project site and yielded 10 specimens. Because construction activities associated with implementation of the proposed project could impact Pleistocene deposits, and similar deposits at V65248 yielded mammoth remains, paleontological monitoring is recommended for all construction activities that impact previously undisturbed subsurface deposits. With the implementation of MM GEO-2 and MM GEO-3, the proposed project, under Scenario 1 and Scenario 2, would have a less than significant impact on a unique paleontological resource or site or a unique geological feature.</p> <p>MM GEO-2 Paleontological Monitoring Paleontological monitoring for all construction activities that impact previously undisturbed subsurface deposits shall be performed by a qualified Paleontologist or Paleontological Monitor. Paleontological Monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The Paleontological Monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner.</p> <p>MM GEO-3 Stop Construction Upon Encountering Paleontological Materials. If significant fossils (i.e., bones, teeth, or unusually abundant and well-preserved invertebrates or plants) are unearthed, the applicant shall be required to halt work within 100 feet of the find, and all construction-related activities will be diverted at least 15 feet away from the find until a professional paleontologist has assessed its significance and, if deemed appropriate, completed its salvage. The fossil(s) shall then be deposited at an appropriate repository where they will be properly curated and accessible for future study. Appropriate recipients include the Western Science Center in Hemet, California, or the University of California Museum of Paleontology (UCMP), which now houses UC Riverside's collection of more than 11,000 vertebrate specimens.</p>				
8. GREENHOUSE GAS EMISSIONS.				
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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8a. Response: *(Source: Air Quality, Greenhouse Gas Emissions, and Energy Analysis Technical Report prepared by FirstCarbon Solutions (FCS) on November 2022 (revised February 22, 2023))*

Less than significant impact. The project applicant proposes to construct two new warehouse buildings on an approximately 13.60-acre site that would result in two possible scenarios: Scenario 1—a 100 percent warehousing scenario, and Scenario 2—a 75 percent warehousing and 25 percent manufacturing scenario. Projects that are consistent with the projections of employment and population forecasts identified by the SCAG are considered consistent with the AQMP growth projections, since these forecast numbers were used by SCAG’s modeling section to forecast travel demand and air quality for planning activities such as the SCAQMD’s AQMP. As discussed previously under Impact Air Quality 3a, this project is consistent with the projections of employment and population forecasts identified by the SCAG that are consistent with the GP 2025 “Typical Growth Scenario.” However, due to the size and scope of the proposed project, an Air Quality, Greenhouse Gas Emissions, and Energy Analysis Technical Report was commissioned by the applicant to determine whether the project-related impacts (both construction and operational) would produce GHG emissions that would have a significant direct, indirect or cumulative impact on the environment.

Construction Emissions

The proposed project would result in short-term emissions of greenhouse gas (GHG) emissions during construction. The proposed project would generate GHG emissions due to the use of diesel-powered construction equipment, haul trucks, and construction worker vehicles. The following table lists the estimated GHG emissions associated with construction of the proposed project.

Emission Source	Emissions (Metric Tons CO ₂ e/Year)
Scenario 1	
Demolition + Frontage Construction 2023	80
Grading 2023	141
Building Construction 2023	36
Building Construction 2024	664
Paving 2023	22
Architectural Coating 2024	8
Scenario 1 Total	951
Scenario 1 Annualized Over Project Lifetime	32
Scenario 2	
Demolition + Frontage Construction 2023	80
Grading 2023	141
Building Construction 2023	35
Building Construction 2024	659
Paving 2023	22
Architectural Coating 2024	8
Scenario 2 Total	945
Scenario 2 Annualized Over Project Lifetime	32

Operational Emissions

The proposed project would result in direct annual emissions of greenhouse gases at buildout. Direct emissions of carbon dioxide equivalent (CO₂e) emitted from operation of the project are primarily due to natural gas

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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consumption, stationary sources (such as emergency diesel fire pumps), and mobile source emissions (e.g., motor vehicles). The proposed project would also result in indirect greenhouse emissions due to the electricity demands, wastewater treatment needs and solid waste handling. The following table lists estimated GHG emissions associated with operation of the proposed project.

Operational Emissions Source	GHG Emissions (MT CO ₂ e/year)*
Scenario 1	
Operational (Mobile) Sources	3,672
Area Sources	<1
Electrical Consumption	175
Solid Waste and Wastewater Generation	126
Water	231
Stationary	5
Scenario 1 Annualized Construction	32
Scenario 1 Total	4,241
Scenario 2	
Operational (Mobile) Sources	3,293
Area Sources	<1
Electrical Consumption	333
Solid Waste and Wastewater Generation	125
Water	214
Stationary	5
Scenario 2 Annualized Construction	32
Scenario 2 Total	4,002
*MT CO ₂ e= metric tons of carbon dioxide equivalent	

The results of the Air Quality, Greenhouse Gas Emissions, and Energy Analysis Technical Report indicate that the proposed project would result in a net increase in 4,241 metric tons per year of CO₂e during Scenario 1 and 4,002 metric tons per year of CO₂e during Scenario 2. The City has not adopted a threshold of significance for GHG emissions. Regional air districts have developed thresholds that may be relevant to the project. The SCAQMD has not formally adopted a significance threshold for nonresidential projects, but has drafted a threshold of 10,000 MT CO₂e for industrial projects that can be used as an indicator of a project's significance under CEQA.

As shown in the above tables, the proposed project would result in GHG emissions of 4,241 under Scenario 1 and 4,002 under Scenario 2, which would be far less than the SCAQMD threshold for industrial projects. The proposed project would also comply with the GP 2025 and CAP policies and State Building Code provisions designed to reduce GHGs. Those policies include expanding bicycle parking, encouraging non-motorized transportation modes and pedestrian infrastructure, including transportation demand management strategies, and providing electric vehicle charging infrastructure. Moreover, as discussed in GHG Impact 8b, the proposed project would include MM GHG-2. MM GHG-2 would require the use of zero-emission service equipment, which would further reduce operational GHG emissions. It should be noted that MM GHG-2 would not be required for GHG Impact 8a because the proposed project would not exceed applicable SCAQMD GHG thresholds. Finally, the Air Quality, Greenhouse Gas Emissions, and Energy Analysis Technical Report demonstrates that the proposed project would not interfere with the State's goals of reducing GHG emissions

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05.</p> <p>Based on the above analysis, the proposed project's GHG emissions would be less than significant impact directly, indirectly and cumulatively.</p>				
<p>b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>8b. Response: <i>(Source: City of Riverside Climate Action Plan (CAP), California Air Resources Board 2017 Scoping Plan, Air Quality, Greenhouse Gas Emissions, and Energy Analysis Technical Report prepared by FirstCarbon Solutions (FCS) on November 2022 (revised February 22, 2023))</i></p> <p>Less than significant impact with mitigation incorporated. The SCAQMD supports State, federal and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules and has established an interim greenhouse gas (GHG) emissions threshold. As indicated in GHG Impact 8a, above, the proposed project would comply with the City's General Plan and CAP policies and State Building Code provisions designed to reduce GHG emissions. Furthermore, as discussed in the Air Quality, Greenhouse Gas Emissions, and Energy Analysis Technical Report, the proposed project would be consistent with the SB 32 2017 Scoping Plan update reduction measures with implementation of MM GHG-2. In addition, the proposed project would comply with all SCAQMD applicable rules and regulations during construction of the proposed light industrial warehouse land uses and, as demonstrated in the Air Quality, Greenhouse Gas Emissions, and Energy Analysis Technical Report, will not interfere with the State's goals of reducing GHG emission to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Based upon the prepared Air Quality, Greenhouse Gas Emissions, and Energy Analysis Technical Report for this project and the discussion above, the proposed project would not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GHG and thus a less than significant impact with mitigation incorporated would occur directly, indirectly and cumulatively in this regard.</p> <p>MM GHG-2 Zero-Emission Service Equipment Prior to issuance of construction permit the project applicant shall demonstrate to the City that all on-site off-road and on-road service equipment would utilize zero-emission technology. Additionally, the project applicant shall provide documentation to the City that all proposed buildings would be designed to include electric outlets to support the use of all-electric or zero-emission on-site service equipment.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS and HAZARDOUS MATERIALS:				
Would the project:				
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"/>
<p>9a. Response: <i>(Source: Appendix E.1- Phase I Environmental Site Assessment Report (Phase I ESA) prepared by Partner Engineering and Science, Inc. in 2022.</i></p> <p>Less than significant impact. The proposed project has the potential to create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. During typical construction operations, the routine use of fuels, oils, greases, solvents, and other similar hazardous materials would be required. However, these materials would be contained within vehicles, or would be stored in adequate containers to ensure releases to the environment do not occur. Furthermore, based on the limited term of construction, the small quantities of these substances, and the presence of regulatory oversight, the potential for releases to the environment is minimal. No disposal of hazardous materials on the project site is expected to occur under either scenario. Additionally, hazardous substances utilized for the construction phase of this development would be maintained in compliance with local and State regulations. If a release were to occur, compliance with these local regulations would ensure impacts to the environment under Scenario 1 and Scenario 2 would be less than significant.</p> <p>The proposed project consists of the construction of two warehouse buildings under both scenarios. During operation, the proposed project would typically include the storage and use of small quantities of hazardous materials such as fuels, oils, solvents, pesticides, and other materials. The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations, and implemented by Title 13 of the California Code of Regulations. Through compliance with all applicable Federal and State laws, and the submittal of a business plan to the City's Fire Department and related to the transportation, storage and disposal of hazardous materials, the likelihood and severity of accidents would be reduced to below a level of significance. Therefore, Scenario 1 and Scenario 2 would have less than significant impact and no mitigation is required.</p>				
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"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>9b. Response: (<i>Source: Appendix E.1- Phase I Environmental Site Assessment Report (Phase I ESA) and Appendix E.2- Shallow Soils Assessment prepared by Partner Engineering and Science, Inc. in 2022</i>)</p> <p>Less than significant impact. The project site is currently occupied by BaretteWood USA and Barette Outdoor Living. The eastern portion is improved with a single-story metal warehouse distribution building, three railroad spurs, and landscaped areas surrounded by a fence. According to the Phase I prepared for the project, the site was developed for agricultural purposes between 1931 to at least 1974. The current structure has been on-site since 1975. By 2003, the eastern portion of the subject property was developed with the current parking areas and two railroad spurs. The western portion of the subject property remained agriculturally developed until at least the early 2000s when the orchards were removed, leaving a vacant parcel. No agricultural activity has occurred on-site since circa 1975.</p> <p>The Phase I Environmental Site Assessment (Phase I ESA) identified one Recognized Environmental Condition (REC) on the site. Based on the historical information review and site reconnaissance, railroad spurs are located in the northeastern portion of the subject property, north of the subject building. These structures have the potential to have been impacted throughout the use and transportation of hydrocarbon, creosote, metals, and poly aromatic hydrocarbons. Additionally, potential contamination from the previous use of the railroad spurs was observed. During the field reconnaissance, surficial staining at the western-most portion of the railroad spurs was observed. The staining materials were reported and observed to be consistent with petroleum hydrocarbons, specifically motor oils. Based on the length of use and observed staining, the on-site railroad spurs are considered a REC.</p> <p>An assessment of the railroad spur and associated stained soils prior to redevelopment was recommended to assess the presence or absence of soil contamination.</p> <p>Partner did not identify any Controlled Recognized Environmental Conditions (CRECs) or Historic Recognized Environmental Conditions (HRECs) at the site.</p> <p>Furthermore, Partner identified one environmental concern on-site that did not qualify as a REC. Because of the age of the subject property building, there is potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. Readily visible suspect ACMs and painted surfaces were observed in good condition and do not pose a health and safety concern to the occupants of the subject property at this time. Should these materials be removed, the identified suspect ACMs would need to be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants.</p> <p>Implementation of an Operations and Maintenance (O&M) Program in order to safely manage the suspected ACMs and LBP located at the site, as described under SDM HAZ-1, and SDM HAZ-2 requiring surveys for ACM and LBP, would reduce impacts to below a level of significance.</p> <p>In response to the soil staining observed on-site, Partner conducted a shallow soils assessment of the REC and railroad spur by collecting near-surface soil samples from 2 feet below ground surface (bgs) at 10 locations. Partner analyzed the soil samples for Carbon Chain Total Petroleum Hydrocarbons (TPH-cc), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs) and metals. Soils from the 10 borings generally consisted of coarse railroad ballast rock over finer grained silty sands and clays to two feet bgs. All borings terminated in the silts and clays, with no readings greater than 20 parts per million (ppm) on the photo ionization detector (PID), and no record of oil staining on the samples. Concentrations of all analytes were either non-detect (VOCs and SVOCs), less than residential and commercial/industrial soil screening levels (TPH-cc) or within background concentrations for metals, barium, cobalt, chromium, copper, nickel, lead, vanadium and zinc. Based on the field observations of the area, and detailed observation of soil and laboratory analysis results, this shallow soil assessment has determined the stained soil to be the result of <i>de minimis</i> surface spillage of motor oil range</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>constituents. Additionally, contaminant impacts along the railroad spur were not identified. No additional assessment is recommended, and the staining is no longer considered a REC.</p> <p>With the implementation of SDM HAZ-1 and SDM HAZ-2, which require surveys for ACM and LBP, Scenario 1 and Scenario 2 would have a less than significant impact directly, indirectly or cumulatively.</p> <p>SDM HAZ-1 Conduct a Lead-Based Paint Survey Prior to Demolition. Prior to any activity that could disturb potential lead-based paint (LBP), an LBP survey shall be conducted of all structures on-site. Should any LBP be found, the project applicant shall adhere to all recommendations included in the report for remediation of such materials.</p> <p>SDM HAZ-2 Conduct an Asbestos-Containing Materials Survey Prior to Demolition. Prior to disturbance, demolition, or removal of existing buildings on-site, the applicant shall conduct an asbestos-containing materials (ACM) survey in accordance with local and federal regulations to determine the presence of ACM. In the event that ACM is detected, the applicant shall facilitate the proper removal and disposal of materials identified prior to any activities with the potential to disturb them compliant with, United States Environmental Protection Agency (EPA) National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations.</p>				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9c. Response: <i>(Source: General Plan 2025 Public Safety and Education Elements, GP 2025 FPEIR Table 5.7-D–CalARP RMP Facilities in the Project Area, Figure 5.13-2–RUSD Boundaries)</i></p> <p>No impact. The nearest school to the project site is Highgrove Elementary School, is located at 700 Highlander Drive, Riverside, CA 92507, approximately 0.68 mile northeast of the project site. Therefore, the proposed project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. Therefore, Scenario 1 and Scenario 2 would have no impact directly, indirectly or cumulatively and no mitigation is required.</p>				
d. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
significant hazard to the public or the environment?				
<p>9d. Response: <i>(Source: General Plan 2025 Figure PS-5–Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A–CERCLIS Facility Information, Appendix E.1- Phase I Environmental Site Assessment Report (Phase I ESA) prepared by Partner Engineering and Science, Inc. in 2022)</i></p> <p>Less than significant impact. A review of hazardous materials sites conducted as part of the Phase I ESA prepared for the proposed project found that the project site, identified as Ancon Marine, is identified on the HazNet database from 2001. However, no items, chemicals, or details were provided. The responsible party is identified as Ancon Marine, and based on this regulatory status, this listing does not represent a significant environmental concern. The project site is not listed on any other hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, Scenario 1 and Scenario 2 would not create a significant hazard to the public or the environment and impacts would be less than significant directly, indirectly, or cumulatively and no mitigation is required.</p>				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9e. Response: <i>(Source: General Plan 2025 Figure PS-6–Airport Safety Zones and Influence Areas, Riverside County Airport Land Use Compatibility Plan (RCALUCP) and March Air Reserve Base/March Inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).</i></p> <p>No impact. The nearest airport to the project site is Flabob Airport, approximately 3.9 miles southeast of the site. The project site is not located within any airport land use plan area or compatibility zone. Therefore, the proposed project would have no impact resulting in a safety hazard for people residing or working in the project area directly, indirectly or cumulatively.</p>				
f. Impair implementation of or physically interfere with an adopted emergency response plan or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
emergency evacuation plan?				

9f. Response: (Source: GP 2025 FPEIR Chapter 7.5.7–Hazards and Hazardous Materials, City of Riverside’s EOP, 2002 and Riverside Operational Area–Multi-Jurisdictional LHMP, 2004 Part 1, and OEM’s Strategic Plan)

No impact. The City of Riverside Office of Emergency Management (OEM) administers a comprehensive all-hazards community based emergency management program. The OEM coordinated the 2018 updated of the Local Hazard Mitigation Plan (LHMP), which was reviewed by the California Governor's Office of Emergency Operations prior to submittal to, and approval by, the Federal Emergency Management Agency (FEMA). The purpose of the LHMP is to evaluate and assess the risks identified hazards pose to the City, assess past disasters and set goals to mitigate or eliminate risks posed by identified hazards. The proposed project would comply with the OEM and the LHMP do not identify emergency evacuation routes. The Riverside County Emergency Operations Plan does not identify emergency evacuation routes. Nevertheless, the proposed project is located within 0.5 mile of Interstate 215 (I-215) which provides regional access to the project site and could be used if evacuation from the immediate area was necessary. The proposed project would be served by existing streets Iowa Avenue and Palmyrita Avenue, and access to the project site would be provided via two driveways on Palmyrita Avenue and one driveway on Iowa Avenue. The width of these driveways would be adequate for emergency vehicle access and maneuvering. Furthermore, the proposed project would be reviewed by the Riverside Fire Department (RFD) to ensure that the project site is accessible by emergency vehicle and equipment. Therefore, **no impact**, either directly, indirectly or cumulatively to an emergency response or evacuation plan would occur.

g. 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"/>
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9g. Response: (Source: General Plan 2025 Figure PS-7–Fire Hazard Areas, California Department of Fire and Forestry Protection (CAL FIRE) Fire Hazard Severity Zone Viewer, CAL FIRE Incidents Archive, City of Riverside’s EOP, 2002 http://intranet/Portal/uploads/Riv_City_EOP_complete.pdf, Riverside Operational Area–Multi-Jurisdictional LHMP, 2004 Part 1/Part 2 and OEM’s Strategic Plan)

Less than significant impact. The proposed project is located in an urbanized area where no wildlands exist and the proposed project is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) or adjacent to wildland areas or a VHFHSZ. The nearest VHFHSZ is located approximately 0.46 mile southeast of the project site near the intersection of Marlborough Avenue and Northgate Street. Furthermore, the proposed project would be required to comply with the 2019 California Fire Code and 2019 CBC to ensure that the proposed buildings are constructed in a way that would reduce hazards associated with wildfire. Furthermore, there is no history of wildland fires occurring within 5 miles of the project site within the last 3 years. The most recent wildfire incident cataloged by CAL FIRE that occurred within 5 miles of the project site was an October 2019 wildfire within Rancho Jurupa Regional Park approximately 3.92 miles southwest of the project site. With adherence to the California Fire Code and CBC, Scenario 1 and Scenario 2 would have a **less than significant impact**, either directly, indirectly, or cumulatively related to exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires.

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY:				
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10a. Response: <i>(Source: Appendix F–Project-Specific Water Quality Management Plan prepared by Goodman & Associates, Inc. on July 11, 2022)</i></p> <p>Less than significant impact. The proposed project includes two development scenarios for the construction of two buildings and associated parking on approximately 13.60 acres. The project site is a partially vacant parcel with an existing warehouse building, paving and some existing ephemeral vegetation. The proposed project would clear the existing site. The proposed project would include site grading and compaction, pouring of concrete and asphalt, and construction of two structures. The project site clearing and grading phases would disturb existing vegetation and surface soils, which may cause minor erosion and sedimentation. Since the proposed project would include ground disturbance activities greater than one acre in area, the proposed project would be subject to National Pollutant Discharge Elimination System (NPDES) requirements, administered by the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB). In accordance with provisions for construction site inspections and new development per the NPDES applicable to the City (Order No. R8-2010-0033, NPDES No. CAS 618033), any contaminated water would be treated prior to discharge or disposed of at an appropriate disposal facility or wastewater treatment plant. Per the NPDES permit, the proposed project must implement a Storm Water Pollution Prevention Plan (SWPPP). Implementation of site-specific BMPs as established by the SWPPP, such as site watering, would limit impacts related to erosion and sedimentation from ground disturbance under both project scenarios.</p> <p>A Preliminary Project-Specific Water Quality Management Plan (WQMP) was prepared for the proposed project. The Preliminary WQMP identifies two proposed Low Impact Development (LID) BMP, generally one for each building. The two bioretention/biotreatment BMPs would capture and treat runoff, in addition to 64,126 square feet of ornamental landscaping that would act as a self-treating area. Overflows in excess of water quality capture volume requirements would be conveyed off-site to Palmyrita Avenue.</p> <p>During the construction phase, a final approved WQMP would be required for the proposed project, as well as coverage under the State’s General Permit for Construction Activities, to be administered by the Santa Ana RWQCB. Stormwater management measures will be required to be implemented to effectively control erosion and sedimentation and other construction-related pollutants during construction. With compliance and implementation of all applicable local, State, and federal laws regulating surface water quality, both Scenario 1 and Scenario 2 of the proposed project would result in a less than significant impact to any water quality standards or waste discharge.</p>				
b. Substantially decrease groundwater supplies or interfere substantially with	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
groundwater recharge such that the project may impede sustainable groundwater management of the basin?				
<p>10b. Response: <i>(Source: Riverside Public Utilities 2020 Urban Water Quality Management Plan [UWQMP]; Appendix F–Preliminary Project-Specific Water Quality Management Plan prepared by Goodman & Associates, Inc. on July 11, 2022)</i></p> <p>Less than significant impact. The project site is located within the Riverside South Water Basin. The project site is a partially vacant parcel with an existing warehouse building, paving, and some existing ephemeral vegetation. According to the Preliminary WQMP prepared for the proposed project, there is a total of 351,000 square feet of existing impervious surfaces. The proposed project would have approximately 528,321 square feet of impervious surfaces under both Scenario 1 and Scenario 2. Two bioretention/biotreatment BMPs are proposed for the project site to capture and treat runoff, as well as 64,126 square feet of ornamental landscaping that would act as a self-treating area. The project site generally slopes from east to west at approximately 2 percent, with existing drainage sheet flows across the site. The proposed project would not alter the existing drainage pattern of the project site.</p> <p>The Riverside Public Utilities (RPU) primary source of water supply is local groundwater, with production totaling 81,676 acre-feet (AF) in 2020 (2020 UWQMP). Local groundwater basins are recharged from natural runoff, treated wastewater, and imported water. Runoff from local rainfall is the main source of recharge for the smaller basins. Domestic demand for potable and nonpotable water in the City is expected to increase from 81,338 AF per year in 2020 to 90,712 AF per year in 2025, and RPU anticipates a water supply of 114,923 AF per year in the year 2025 with a projected water surplus of approximately 24,211 AF. During single dry year conditions and multiple dry year conditions, supply is expected to exceed demand by 24,211 AF in 2025. According to the General Plan 2025 and the General Plan 2025 FPEIR, safe yield will be maintained in RPU’s groundwater basins and development under the GP 2025 would have impacts that are considered less than significant. The proposed land uses would be consistent with the GP 2025 and zoning ordinance, and would not induce population growth above that which is forecast for the City since there are no dwelling units that would be built as part of the project. The proposed project would remain consistent with the typical growth scenario expected under the GP 2025, where future water supply was determined to be adequate.</p> <p>Furthermore, the proposed project would be required to comply with all NPDES requirements, which would further ensure the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, Scenario 1 and Scenario 2 of the proposed project would have a less than significant impact to groundwater supplies and recharge.</p>				
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				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on-or-off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

10i. Response: *(Source: Appendix F–Preliminary Project-Specific Water Quality Management Plan prepared by Goodman & Associates, Inc. on July 11, 2022)*

Less than significant impact. Implementation of the proposed project would involve clearing the project site of existing structures and paving, and require site grading and compaction, pouring of concrete and asphalt, and construction of two structures. The project is subject to NPDES requirements; areas of one acre or more of disturbance are subject to preparing and implementing a SWPPP for the prevention of runoff during construction. Erosion, siltation, and other possible pollutants associated with long-term implementation of projects are addressed as part of the WQMP and grading permit process. A preliminary project-specific WQMP was prepared for the proposed project which describes the existing drainage pattern and proposed LID BMP for runoff from the project site. There are two proposed bioretention/biotreatment BMPs proposed, generally one for each building, situated to the west of each building. Overflows in excess of water quality capture volume requirements will be conveyed off-site to Palmyrita Avenue. Further, the Preliminary WQMP concluded that the proposed project maintains the existing drainage patterns on the site. Therefore, Scenario 1 and Scenario 2 of the proposed project would have a **less than significant impact** to existing drainage patterns or erosion or siltation on- or-off-site.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or-off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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10ii. Response: *(Source: General Plan Public Safety Element Figure PS-4 Flood Hazard Areas; Federal Emergency Management Agency (FEMA) Flood Map Service Center. Appendix F–Preliminary Project-Specific Water Quality Management Plan prepared by Goodman & Associates, Inc. on July 11, 2022)*

Less than significant impact. The project site is not located in or near a flood hazard area as depicted on Figure PS-4 of the General Plan and the FEMA Flood Insurance Rate Map (FIRM). The project site is not located in an area subject to dam inundation, according to Figure PS-4. Underground storm drains and streets are designed to accommodate the 10-year storm flow from curb to curb, while 100-year storms are accommodated within street right-of-way. There is an existing storm drain in Iowa Avenue. Further, the runoff from the project site in a developed condition has been studied and it was determined that the proposed project would maintain the existing drainage pattern of the project site. According to the Preliminary WQMP, some of the runoff from the project site would drain to nearby landscaping areas and the remainder of the project site is designed to flow to the proposed bioretention/biotreatment BMPs. Stormwater would be directed to these

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>BMPs with minimal use of inlets and pipes, which is nearly equivalent to dispersing runoff to various pervious areas around the project. Therefore, there will be less than significant impact to the rate or amount of surface runoff that it will not result in flooding on- or off-site under both Scenarios 1 and 2 of the proposed project.</p>				
<p>iii. 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; or</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10iii. Response: (Source: <i>Appendix F–Preliminary Project-Specific Water Quality Management Plan prepared by Goodman & Associates, Inc. on July 11, 2022</i>)</p> <p>Less than significant impact. The project site is approximately 13.60 acres. Because the proposed project is over 1 acre in size it is required to have coverage under the State’s General Permit for Construction Activities and implement a SWPPP. As previously discussed in Hydrology and Water Quality Impact 10ii, following construction the proposed project would maintain the existing drainage pattern of the project site. According to the Preliminary WQMP, some of the runoff from the project site would drain to nearby landscaping areas and the remainder of the project site is designed to flow to the proposed bioretention/biotreatment BMPs. Stormwater would be directed to these BMPs with minimal use of inlets and pipes, which is nearly equivalent to dispersing runoff to various pervious areas around the project. The implementation of the BMPs identified in the Preliminary WQMP would reduce/eliminate adverse water quality impacts resulting from development. Therefore, the proposed project under Scenarios 1 and 2 would have a less than significant impact regarding surface runoff.</p>				
<p>iv. Impede or redirect flood flows?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10iv. Response: (Source: <i>General Plan Public Safety Element Figure PS-4 Flood Hazard Areas; Federal Emergency Management Agency (FEMA) Flood Map Service Center; Definitions of FEMA Flood Zone Designations</i>)</p> <p>No impact. The project site is located in a relatively flat area. According to the GP 2025 Figure PS-4 Flood Hazard Areas, the proposed project is not located within a flood hazard area or a dam inundation area. The nearest flood hazard area is approximately 0.26 mile to the north of the project site and is identified by the GP 2025 as an area with 1 percent annual chance of flood. Furthermore, according to the FEMA FIRMs for the City, the project site is located in Zone X, an area of minimal flood hazard which is typically above the 500-year flood level. Therefore, development Scenario 1 and Scenario 2 would have no impact on flood flows.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. In floor hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10d. Response: <i>(Source: GP 2025 FPEIR Chapter 7.5.8–Hydrology and Water Quality Appendix D–Geotechnical Investigation prepared by Sladden Engineering on June 13, 2022)</i></p> <p>No impact. Tsunamis are large waves that occur in coastal areas. The City is not located in a coastal area; the project site is nearly 65 miles east of the coastline. The project site has relatively flat topography and there are no bodies of water in the immediate vicinity of the project site; the Santa Ana River is approximately 1.94 miles west of the project site. Additionally, as discussed above in Hydrology and Water Quality Impact 10iv, the project site is located in a minimal flood hazard area. Furthermore, the Geotechnical Investigation completed for the proposed project concluded that because the project site is situated at an elevated location and is not immediately adjacent to any impounded bodies of water, the risk associated with tsunamis and seiches is considered “negligible.” Therefore, Scenarios 1 and 2 would have no impact related to inundation by seiche, tsunami, or mudflow is expected to occur at the project site.</p>				
e. 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"/>
<p>10e. Response: <i>(Source: Riverside Municipal Cod Chapter 14.12 Discharge of Wastes into the Public Sewer and Pollutants into the Storm Drain Systems; Appendix F–Preliminary Project-Specific Water Quality Management Plan prepared by Goodman & Associates, Inc. on July 11, 2022)</i></p> <p>Less than significant impact. As previously discussed in Hydrology and Water Quality Impact 10a, the proposed project would be subject to NPDES and Municipal Separate Storm Sewer System (MS4) stormwater runoff requirements. Chapter 14.12–Discharge of Wastes into the Public Sewer and Pollutants into the Storm Drain Systems, of the RMC provides for the regulation of wastewater discharges in accordance with these federal regulations. A Preliminary Project-Specific WQMP has been prepared for the proposed project, and the proposed project would implement the BMP’s identified in the WQMP. Construction and operation of the proposed project would not interfere with the implementation of a water quality control plan or sustainable groundwater management plan. Therefore, development Scenario 1 and Scenario 2 would have a less than significant impact.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING:				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

11a. Response: (Source: General Plan 2025 Land Use and Urban Design Element)

Less than significant impact. The proposed project involves the construction of two warehouse buildings under Scenario 1 and Scenario 2.

The project site is located in the Hunter Business Park Specific Plan Overlay zone and under both development scenarios the proposed project would be consistent with surrounding land uses, which consist of office and light industrial uses, and would not divide an established community. Finally, the proposed project does not involve the removal or alteration of existing roadways or the construction of any features which would reduce connectivity. Therefore, the proposed project would have a **less than significant impact**.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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11b. Response: (Source: General Plan 2025 Figure LU-10–Land Use Policy Map, Hunter Business Park Specific Plan)

Less than significant impact. The project site has a GP 2025 land use designation of B/OP and is zoned as BMP-SP–Business and Manufacturing Park and Specific Plan (Hunter Business Park) Overlay Zones. The proposed project consists of the construction of two warehouses, Building 1 and Building 2. As discussed above in Land Use and Planning Impact 11a, there are two possible development scenarios. Under both Scenario 1 and Scenario 2, the proposed project would be consistent with the General Plan, zoning regulations, and the Hunter Park Specific Plan. The proposed project, under both scenarios, would be consistent with existing land uses surrounding the project site, which consist of industrial and commercial/business uses.

Table 1: General Plan 2025 Consistency Analysis

General Plan 2025 Policies	Consistent?
Land Use and Urban Design Element	
Policy LU-25.4: Identify opportunities to redevelop older, underutilized properties.	Consistent: The proposed project would redevelop the project site, demolishing the existing structure and constructing two new warehouse buildings.

Circulation and Community Mobility Element			
Policy CCM-13.1: Ensure that new development provides adequate parking.		Consistent: Under Scenario 1 the proposed project would provide 313 stalls of auto parking and 15 stalls of trailer parking. Scenario 2 would provide 383 stalls of auto parking. Both scenarios meet the minimum parking as required by Riverside Municipal Code (RMC) Chapter 19.580.060.	
Policy CCM-12.2: Ensure that new development projects provide adequate truck loading and unloading facilities.		Consistent: Building 1 would feature 18 dock high doors and Building 2 would feature 15 dock high doors. Furthermore, Scenario 1 would provide 15 trailer parking stalls.	
Noise Element			
Policy N-2.1: Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.		Consistent: Section 13, Noise, of this Mitigated Negative Declaration (MND) concluded that the proposed project would not conflict with the City's Noise/Land Use Noise Compatibility Criteria. The nearest airport is Flabob Airport, approximately 3.9 miles southwest of the project site. The proposed project is not located within an airport land use plan or within 2 miles of a public airport of public use airport.	
Open Space and Conservation Element			
Policy OS-8.2: Require incorporation of energy conservation features in the design of all new construction and substantial rehabilitation projects pursuant to Title 24 and encourage the installation of conservation devices in existing developments.		Consistent: The proposed project would comply with CBC Title 24 measures.	
Policy OS-8.5: Require all new development to incorporate energy-efficient lighting, heating, and cooling systems pursuant to the Uniform Building Code and Title 24.			
Public Facilities and Infrastructure Element			
Policy PF-1.3: Continue to require that new development fund fair-share costs associated with the provision of water service		Consistent: The project applicant would be required to pay the appropriate water service connection fees as determined by the Building and Safety Division and the Public Utilities Division.	
Policy PF-3.2: Continue to require than new development fund fair-share costs associated with the provision of wastewater service.		Consistent: The project applicant would be required to pay the appropriate sewer connection fees, consistent with RMC Section 14.08.080.	
Table 2: Hunter Business Park Specific Plan Consistency Analysis			
Development Standards	Minimum/Maximum	Proposed Project	Consistent?
Lot Standards			
Lot Area	5 acres minimum	13.60 acres	Yes

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Lot Width	300 feet minimum	1620.12 feet		Yes
Site Coverage	50 percent maximum	Scenario 1: 44.8% Scenario 2: 41.3%		Yes
Building Height	45 feet maximum	Scenario 1: 42 feet Scenario 2: 41 feet		Yes
Setbacks	20 feet minimum, side and rear	Scenario 1: 40-foot Building Setback, 20-foot Parking Setback Scenario 2: 40-foot Building Setback		Yes
Access				
One access point per 300 feet of frontage	–	Scenario 1: 3 access points Scenario 2: 3 access points		Yes
Parking (Riverside Municipal Code Section 19.580.060)				
Warehousing and Wholesale Distribution Centers One space per 1,000 square feet floor area, plus one space per 250 square feet office area	–	Scenario 1: 313 parking stalls Scenario 2: 383 parking stalls		Yes

Table 3: Riverside Municipal Code Zoning Consistency Analysis

Development Standards	Minimum/Maximum	Proposed Project	Consistent?
Floor-Area-Ratio	1.5 maximum	0.46	Yes
Lot Area	40,000 square feet minimum	592,431 square feet	Yes
Lot Width	140 feet minimum	1620.12 feet	Yes
Lot Depth	100 feet minimum	328.18 feet	Yes
Building Height	45 feet maximum	Scenario 1: 42 feet Scenario 2: 41 feet	Yes
Front Yard Setback Buildings over 30 feet in height Along arterial street	50 feet minimum 40 feet minimum	Scenario 1: 40-foot Building Setback, 20-foot Parking Setback Scenario 2: 40-foot Building Setback	Yes

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Side Yard Setbacks Interior Side Adjacent to Street or Alley	0 feet minimum 0 feet minimum		Side/Rear Setback: zero	Yes
Rear Yard Setback Adjacent to Streets Same as Front Yard	0 feet minimum 40 feet minimum		Side/Rear Setback: zero	Yes
Landscape Setback	20 feet minimum		20 feet on Iowa Avenue 40 feet on Palmyrita Avenue	Yes

12. MINERAL RESOURCES:

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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12a. Response: *(Source: General Plan 2025 FPEIR Figure 5.10-1 Mineral Resources)*

Less than significant impact. As previously discussed, the proposed project involves the construction of two new warehouse buildings. There are two development scenarios, with Scenario 1 being a 100 percent warehousing scenario and Scenario 2 being a mix of 75 percent warehousing and 25 percent manufacturing. Neither scenario would involve extraction of mineral resources. GP 2025 Figure OS-1 identifies the area in which the project site is located as Mineral Resource Zone (MRZ) 4, indicating that the area contains known or inferred mineral occurrences of undetermined mineral resource significance. The GP 2025 does not identify any land use designation related to mining or mineral resource extraction, and provides specific policies regarding areas designated as MRZ-4. Therefore, Scenario 1 and Scenario 2 of the proposed project would have a **less than significant impact** on known mineral resources of value.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
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12b. Response: *(Source: General Plan 2025 Open Space and Conservation Element; General Plan 2025 FPEIR Figure 5.10-1, Mineral Resources)*

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Less than significant impact. As discussed above in Impact 11a, the proposed project is located in an area designated as MRZ-4 according to Figure 5.10-1 of the GP 2025 FPEIR. The GP 2025 states that, historically, the quarrying of granite rock was a significant industry in the City but that these operations have been inactive for decades and most extraction sites now fall outside of the urban periphery. The area between Market Street and Mission Boulevard between the Santa Ana River and Lake Evans is a State-classified MRZ, MRZ-2. This area is approximately 0.87 mile northwest of the project site. The proposed project is consistent with the General Plan 2025. Therefore, Scenario 1 and Scenario 2 of the proposed project would have a less than significant impact.</p>				
<p>13. NOISE: Would the project result in:</p>				
<p>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 or noise ordinance, or applicable standards of other agencies?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>13a. Response: <i>(Source: General Plan Figure N-1–2003 Roadway Noise, Figure N-3–2003 Railway Noise, Figure N-5–2025 Roadway Noise, Figure N-7–2025 Railroad Noise, Figure N-8–Riverside and Flabob Airport Noise Contours, Figure N-10–Noise/Land Use Noise Compatibility Criteria, Appendix G–Noise Supporting Information, Title 7–Noise Code)</i></p> <p>Less than significant impact. Per Implementation Tool N-1 of the GP 2025 Noise Element, the proposed project has been reviewed to ensure that noise standards and compatibility issues have been addressed. The following acoustical analysis was prepared for the project by FCS. The acoustical analysis concludes that the proposed project would meet the City’s noise standards as set forth in Title 7 of the Municipal Code and is compliant with the Noise/Land Use Noise Compatibility Criteria Matrix (Figure N-10) of the Noise Element. Therefore, based on the evidence of this acoustical analysis, impacts are less than significant on the exposure of persons to or the generation of noise levels in excess of established City standards either directly, indirectly or cumulatively.</p> <p>Land Use/Noise Compatibility The proposed project is an industrial warehouse land use development. According to Figure N-7 of the Noise Element of GP 2025, the both the western and eastern boundaries of the project site lie just within the 70 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) railroad noise contours. These modeled noise contours do not consider site-specific conditions or shielding. Therefore, a site-specific ambient noise monitoring effort was conducted on the project site. The noise measurement data sheets are included in</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Appendix G. The noise measurement results show that the project site’s existing ambient noise environment (from all noise sources) experiences daytime hourly average noise levels up to 68.8 dBA equivalent continuous sound level (L_{eq}), and 24-hour average noise levels of up to 66.9 dBA CNEL. These measured noise levels demonstrate that the existing ambient noise environment is below 70 dBA CNEL. The City considers these noise levels as normally acceptable for new industrial land use development. Therefore, the proposed project would not conflict with the City’s Noise/Land Use Noise Compatibility Criteria and this impact would be less than significant.

Construction Noise Impacts

According to Section 7.35.020 of the Municipal Code, noise sources associated with construction or grading of any real property is exempt from the noise performance standards of the Municipal Code provided the construction activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, and at any time on Sunday or a federal holiday.

The site preparation phase of construction of the project is expected to require the use of scrapers, dozers, and graders, with the maximum noise level generated by each assumed to be 85 dBA maximum noise/sound level (L_{max}) at 50 feet from this equipment. The closest noise-sensitive receptors to the project site is a single-family residential home located northwest of the project site, approximately 900 feet from the acoustic center of construction activity. At this distance, due to distance attenuation and assuming minimal shielding from existing structures, worst-case construction noise levels from multiple pieces of heavy construction equipment all operating simultaneously for a full hour at the nearest project boundary would result in noise levels of up to 57 dBA L_{max} , intermittently, and could have a reasonable worst-case hourly average of up to 45 dBA L_{eq} , at the façade of the nearest residential receptor. These noise level calculations are provided in Appendix G. These noise levels would not exceed even the City’s night noise performance threshold of 45 dBA L_{eq} . As such, they would not be considered a substantial temporary increase in ambient noise levels compared to noise levels existing without the project. Therefore, project construction noise levels would be less than significant and no mitigation would be required.

Traffic Noise Impacts

A characteristic of noise is that an increase of 3 dBA is the lowest change that can be perceptible to the human ear in outdoor environments. Therefore, for purposes of this analysis, an increase of more than 3 dBA would be considered a permanent substantial noise increase in ambient noise levels.

According to the VMT Analysis prepared by Urban Crossroads, Inc. for the project dated October 21, 2022, the proposed facility would generate between 456 and 598 daily vehicle trips depending on the scenario chosen. The current project site land uses generate 474 average daily vehicle trips. Thus, the actual project increase in average daily trips generated by the proposed project would be -18 daily trips for Scenario 1 or 124 daily trips for Scenario 2. Therefore, project trips would not result in a doubling of existing traffic volumes along adjacent roadway segments, and project traffic would not result in a substantial increase of more than 3 dBA above existing noise levels. In fact, implementation of the proposed project would result in less than a 1 dBA increase in traffic noise levels on any of the local roadways in the project vicinity.

Therefore, project-related traffic noise would not result in as substantial permanent increase in ambient noise levels above established standards and the impact would be less than significant and no mitigation would be required.

Stationary Source Noise Impacts

The proposed project would include new stationary noise sources such as mechanical ventilation equipment operation and truck loading activities. Potential noise impacts from these sources are analyzed below.

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Mechanical Equipment Operations</i></p> <p>Noise levels from current market available commercial grade mechanical ventilation equipment range from 40 dBA to 60 dBA Leq at a distance of approximately 25 feet. The nearest sensitive receptor to proposed rooftop mechanical ventilation systems are single-family residences, located approximately 900 feet from the nearest proposed mechanical ventilation systems. At this distance, noise generated by proposed mechanical ventilation equipment would attenuate to less than 29 dBA Leq at this nearest sensitive receptor. These noise levels would not exceed even the City’s night noise performance threshold of 45 dBA Leq. Therefore, proposed project mechanical equipment operations would not result in as substantial permanent increase in ambient noise levels above established standards and the impact would be less than significant and no mitigation would be required.</p>				
<p><i>Truck Loading Activities</i></p> <p>Noise would be generated by loading and unloading activities at the loading zones of the proposed warehouse. Typical noise levels from truck loading and unloading activity can range from 70 dBA to 80 dBA L_{max} as measured at 50 feet. Proposed loading docks would be located over 1,190 feet from the nearest residential land use, the single-family residence located northeast of the project site on East Citrus Street. At this distance, due to distance attenuation and assuming minimal shielding from existing structures, reasonable worst-case truck loading/unloading activity would attenuate to below 39 dBA L_{max} and below 35 dBA Leq at the nearest noise-sensitive receptor. These loading/unloading activity noise level calculations are provided in Appendix G. These noise levels would not exceed even the City’s night noise performance threshold of 45 dBA Leq. Therefore, project truck loading/unloading activities would not result in as substantial permanent increase in ambient noise levels above established standards and the impact would be less than significant and no mitigation would be required.</p>				
<p><i>Conclusion</i></p> <p>Therefore, implementation of the proposed project would not result in a substantial temporary or permanent increase in ambient noise levels in excess of established standards and this impact would be less than significant and no mitigation would be required.</p>				
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>13b. Response: <i>(Source: General Plan Figure N-1–2003 Roadway Noise, Figure N-2–2003 Freeway Noise, Figure N-3–2003 Railway Noise, Figure N-5–2025 Roadway Noise, Figure N-6–2025 Freeway Noise, Figure N-7–2025 Railroad Noise, Figure N-8–Riverside and Flabob Airport Noise Contours, Figure N-9–March ARB Noise Contours, FPEIR Table 5.11-G–Vibration Source Levels For Construction Equipment, Appendix G–Noise Supporting Information, Federal Transit Administration (FTA), 2018. Transit Noise and Vibration Impact Assessment Manual, Table 7-5. September.)</i></p> <p>Less than significant impact. Construction-related activities, although short term, are the most common source of groundborne noise and vibration that could affect occupants of neighboring uses. While intermittent, train vibration is also a significant source of groundborne noise and vibration. The following acoustical analysis has assessed the potential for noise and groundborne vibration impacts related to noise land use compatibility, construction-related noise per GP 2025 FPEIR, Table 5.11-G, Vibration Source Levels for Construction Equipment, on-site stationary noise sources, and vehicular-related noise. The following analysis finds the project to be in compliance with the City’s noise and vibration standards and found impacts related to</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>groundborne vibration and groundborne noise levels as a result of the project to be less than significant directly, indirectly and cumulatively based on the following analysis.</p> <p><i>Short-term Construction Vibration Impacts</i></p> <p>In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. In general, if groundborne vibration levels do not exceed levels considered to be perceptible, then groundborne noise levels would not be perceptible in most interior environments. Therefore, this analysis focuses on determining exceedances of groundborne vibration levels.</p> <p>Of the variety of equipment used during construction, the large vibratory rollers that could be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Small vibratory rollers produce groundborne vibration levels ranging up to 0.201 inch per second (in/sec) peak particle velocity (PPV) at 25 feet from the operating equipment. The nearest off-site structure to the proposed project construction footprint is a concrete tilt-up light industrial building, located to the north of the proposed project site. The façade of this building would be located approximately 35 feet from the nearest construction footprint where the heaviest construction equipment would potentially operate. At this distance, groundborne vibration levels would range up to 0.12 PPV from operation of the types of equipment that would produce the highest vibration levels. This is below the FTA’s Table 7-5: Construction Vibration Impact Criteria of 0.3 PPV for this type of structure, a building of engineered concrete and masonry construction. The FTA has established industry accepted standards for vibration impact assessment in its Transit Noise and Vibration Impact Assessment Manual (September 2018).</p> <p>Therefore, proposed project construction activities would not generate groundborne vibration levels in excess of the FTA’s criteria, and impacts would be considered less than significant as measured at the nearest receiving structures in the project vicinity. Project construction-related groundborne vibration impacts would be less than significant and no mitigation would be required.</p> <p><i>Operational Vibration Impacts</i></p> <p>A significant impact would occur if the proposed project would generate excessive groundborne vibration levels at sensitive receptors in the project vicinity. Implementation of the proposed project would not include any permanent sources that would generate groundborne vibration levels that could be noticeable without instruments at the lot line of the project site. The only major sources of groundborne vibration in the project vicinity is railroad activity along the rail line that travels through the City and is located approximately 150 feet east of the nearest proposed structure on the project site. This distance is greater than the FTA’s screening distance for potential impact for industrial land use development. The FTA has established industry accepted screening criteria for vibration impact assessment in its Transit Noise and Vibration Impact Assessment Manual (September 2018). Therefore, operational groundborne vibration impacts would be less than significant.</p> <p><i>Conclusion</i></p> <p>Therefore, implementation of the proposed project’s groundborne vibration or noise impacts would be less than significant and no mitigation would be required.</p>				
<p>c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				

13c. Response: (Source: General Plan 2025 Figure N-8–Riverside and Flabob Airport Noise Contours, Figure N-9–March ARB Noise Contour, Figure N-10–Noise/Land Use Noise Compatibility Criteria, RCALUCP, March Air Reserve Base/March inland Port Comprehensive Land Use Plan (1999), Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005))

No impact. The proposed project is not located within an airport land use plan or within 2 miles of a public airport of public use airport and as such will have **no impact** on people residing or working in the project area to excessive noise levels either directly, indirectly or cumulatively. In addition, per the GP 2025 Program FPEIR, there are no private airstrips within the City that would expose people working or residing in the City to excessive noise levels. Because the proposed project consists of development anticipated under the General Plan 2025, is not located within proximity of a private airstrip, and does not propose a private airstrip, the proposed project would not expose people residing or working in the City to excessive noise levels related to a private airstrip and would have **no impact** directly, indirectly or cumulatively. This finding is supported by the following site-specific analysis.

This specific project site is not located within the vicinity of a private airstrip. The nearest airport to the project site is the Flabob Airport, located approximately 3.9 miles southwest of the project site. The next closest airport to the project site is the Riverside Municipal Airport, located approximately 6.6 miles southwest of the project site. Because of the distance from these airports and the orientation of the airport runways, the project site is located outside of the 65 dBA CNEL airport noise contours. No impact would occur.

Conclusion

Therefore, implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels related to airport activity and there would be no impact and no mitigation would be required.

14. POPULATION AND HOUSING:

Would the project:

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
extension of roads or other infrastructure)?				
<p>14a. Response: <i>(Source: General Plan 2025 Table LU-3–Land Use Designations; General Plan 2025 FPEIR Table 5.12-A–SCAG Population and Households Forecast, Table 5.12-D–General Plan Housing Projections 2025; Housing Element Sixth Cycle 2021-2029; U.S. Census Bureau; Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy; Iowa and Palmyrita Warehouse Vehicle Miles Traveled (VMT) Analysis prepared by Urban Crossroads on October 21, 2022; State of California Employment Development Department)</i></p> <p>Less than significant impact. The current population of the City is 314,998, and is forecast to increase to 386,600 by 2040. According to the GP 2025 FPEIR, the City has a projected population of 386,600 at buildout. The proposed project consists of constructing two warehouse buildings in an existing light industrial area. There are two possible development scenarios. Under Scenario 1 both Building 1 and Building 2 would consist of warehouse and office space. Under Scenario 2, both Building 1 and Building 2 would consist of a mix of warehouse and manufacturing uses, as well as associated office space. Scenario 2 is anticipated to have 236 employees. According to the State of California Employment Development Department, the City had an annual labor force average of 156,300 with an employed population of 145,800 in 2021. The proposed project is anticipated to employ no more than 236 employees. Therefore, the project is anticipated to draw upon employees from Riverside and regional Riverside area. Therefore, neither Scenario 1 or Scenario 2 of the proposed project would result in substantial population growth in the project area that would require new housing, roads, or other infrastructure. Therefore, the proposed project would have a less than significant impact.</p>				
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>14b. Response: <i>(Source: General Plan 2025 Table LU-3 Land Use Designations, General Plan 2025 FPEIR Table 5.12-D–General Plan Housing Projections-2025)</i></p> <p>No impact. The project site contains an existing structure and paving, and there are no existing housing units or people occupying the site. The proposed project is located in the Hunter Business Park Specific Plan Overlay zone, an area that is designated as B/OP and is zoned as BMP-SP. The Hunter Business Park Specific Plan Overlay zone envisions light industrial uses, research and development facilities (including laboratories), administration facilities, limited types of warehousing, and wholesale operations. The proposed project involves the construction of two warehouse buildings. Implementation of the project, either construction Scenario 1 or Scenario 2, would not displace any existing housing or require the construction of replacement housing, nor would it displace a substantial number of people that would trigger the need for replacement housing. As discussed above, the proposed project is anticipated to employ no more than 236 employees and is anticipated to draw upon employees from Riverside and regional Riverside area. Therefore, the proposed project would not provide new jobs that would result in substantial population growth in the project area. The GP 2025 housing projections through 2025 would be sufficient in meeting the nominal potential increase in housing demand as a result of the proposed project. Therefore, Scenario 1 and Scenario 2 of the proposed project would have no impact on existing housing.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. PUBLIC SERVICES:

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services:

a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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15a. Response: *(Source: General Plan 2025 FPEIR Table 5.13-B–Fire Station Locations, Table 5.13-C–Riverside Fire Department Statistics, Riverside Code of Ordinances)*

Less than significant impact. The RFD provides fire protection services to the City and the project site. The closest fire station, Station 6 Northside, is located at 1077 Orange Street, located approximately 0.98 mile west of the project site. The average on-site response time is 5 minutes and 30 seconds, according to the GP 2025 FPEIR. The RFD’s goal is to maintain a five-minute response time for the first arriving units 90 percent of the time for all emergency medical services and fire-related incidents.

The project site is located in a developed area in the Hunter Business Park Specific Plan Overlay zone and consists of the construction of two warehouse buildings, Building 1 and Building 1. As previously discussed, there are two possible development scenarios. Under both construction scenarios, the proposed buildings would be constructed pursuant to the 2019 California Fire Code as adopted and amended by the City of Riverside. The buildings would include installation of an automatic fire sprinkler system in accordance with City Ordinance 16.32.080 (Fire Prevention) and would be subject to inspection and approval by the City Fire Department prior to occupancy. Since the project entails office and warehouse, or manufacturing, uses and no residential uses, the project site would not be continuously occupied by the maximum number of possible individuals. Therefore, both Scenario 1 and Scenario 2 of the proposed project would have a **less than significant impact** on the demand for fire department facilities and services.

b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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15b. Response: *(Source: General Plan 2025 FPEIR Figure 5.13-1 Policing Centers, General Plan 2025 DPEIR–Public Services)*

Less than significant impact. The Riverside Police Department (RPD) provides police protection services to the City and the project site. The two nearest RPD stations are located at 4102 Orange Street and 3775 Fairmount Boulevard, 3.7 miles southwest of the project site. The RPD operating standard for response times for priority calls is within 7 minutes, and within 12 minutes for second priority calls, according to the GP 2025 FPEIR.

The project site is located in an urbanized area, in an area currently served by the RPD. The proposed land use is conservatively assumed to operate 24 hours a day, 7 days a week, with the exception of some holidays and is anticipated to employ up to 236 employees. The proposed project would cause an incremental increase in the need for police protection services in an area already served by the RPD. However, it would not create the need for new or altered police services as new employees associated with the proposed project are expected to be generated from the existing workforce within the City of Riverside and surrounding areas. Furthermore, the proposed project would include crime reduction features such as adequate nighttime lighting and gated access throughout the site, which would further reduce the need for police services. Therefore, Scenario 1 and 2 of the proposed project would have a **less than significant impact** on the demand for police department facilities and services.

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>15c. Response: <i>(Source: General Plan 2025 Figure LU-8–Community Facilities, RUSD Attendance Boundary Map Middle Schools 2017-2018, RUSD Attendance Boundary Map Elementary Schools 2017-2018)</i></p> <p>Less than significant impact. The project site is located within the boundaries of the Riverside Unified School District (RUSD). The project site is also within the attendance boundaries of Highgrove Elementary School, at 690 Center Drive approximately 0.72 mile northeast of the project site, and University Heights Middle School, 1155 Massachusetts Avenue, approximately 1.03 miles south. The proposed project does not include residential development and would not increase the population of school age children in the area. Therefore, Scenario 1 and Scenario 2 of the proposed project would have a less than significant impact on the demand for additional school facilities or services.</p>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>15d. Response: <i>(Source: General Plan 2025 Figure PR-1–Parks, Open Spaces and Trails, Table PR-1–Park and Recreation Facilities)</i></p> <p>Less than significant impact. According to the GP 2025, Hunter Park, the park nearest the project site, is located approximately 0.28 mile south at 1401 Iowa Avenue. Hunter Park is a 32.34-acre community park featuring amenities such as softball fields, picnic facilities, playgrounds, and miniature steam locomotives. The proposed project does not include residential development that would permanently increase the population. The City’s adopted standard for developed park acreage of 3 acres per 1,000 residents would not be adversely affected with implementation of the proposed building. In accordance with RMC Sections 16.60 and 16.44, a Local Park Development Fee and a Regional Park and Reserve Park Development Fee is imposed on the construction or placement of all nonresidential units.</p> <p>Therefore, both Scenario 1 and 2 of the proposed project would have a less than significant impact on the demand for additional park facilities or services.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>15e. Response: <i>(Source: General Plan 2025 Figure LU-8–Community Facilities)</i></p> <p>Less than significant impact. The Highgrove Library, managed under the Riverside County Library System, is located at 530 Center Street, approximately 0.89 mile northeast of the project site. The Ruth Lewis Community Center is located approximately 0.87 mile west of the project site. The proposed project does not include residential development that would permanently increase the population and would not substantially increase the demand for other public services in the City. Therefore, Scenario 1 and 2 of the proposed project would have a less than significant impact on other public facilities.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION:				
a. Would the project increase the use of existing neighborhood and 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"/>
<p>16a. Response: <i>(Source: General Plan 2025 Figure PR-1–Parks, Open Spaces and Trails, Table PR-4–Park and Recreation Facilities, Riverside Municipal Code Chapter 16.60–Local Park Development Fees, Bicycle Master Plan May 2007)</i></p> <p>Less than significant impact. The northwestern portion of Box Springs Mountain Reserve Park, managed by Riverside County Parks, is approximately 0.67 mile southwest of the project site. Hunter Park, managed by the City’s Parks, Recreation and Community Services Department, is located 0.28 mile south of the project site. The proposed warehouse project, in either of the two possible construction scenarios, does not include residential development that would permanently increase the population. The proposed project is anticipated to employ no more than 236 employees. Individuals who are already present in the local labor force typically fill the kinds of labor skills required for the construction and operation of the project. Employees are not anticipated to use recreation facilities in the vicinity of the proposed project during business hours. The City’s adopted standard for developed park acreage of 3 acres per 1,000 residents would not be adversely affected with implementation of the proposed project. Additionally, in accordance with RMC Sections 16.60 and 16.44, the Developer would pay the necessary Local Park Development Fee and a Regional Park and Reserve Park Development Fee imposed on the construction or placement of all nonresidential units. Therefore, Scenario 1 and Scenario 2 of the proposed project would have a less than significant impact on existing neighborhood and regional parks.</p>				
b. Does the project 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"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16b. Response: (Source: Project Description)				
<p>Less than significant impact. The project does not include new recreational facilities or require the construction or expansion of recreational facilities. The proposed building would be used for office and warehouse operations, or a mix of warehouse and manufacturing operations with associated offices, with no residential dwellings that would permanently increase the population. Therefore, because the construction or expansion of recreational facilities is not necessary without an increase in population, Scenarios 1 and 2 of the proposed project would have a less than significant impact.</p>				
17. TRANSPORTATION:				
Would the project result in:				
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17a. Response: (Source: General Plan 2025, Appendix H–Urban Crossroads Palmyrita Warehouse Project Trip Generation Assessment)				
<p>Less than significant impact. Urban Crossroads prepared a Trip Generation Assessment for the proposed project February 7, 2023. The assessment was prepared in accordance with the City’s Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020) (City Guidelines). The City’s adopted vehicle Level of Service (LOS) policies set a standard at which roadways and intersections within the City must remain. The City’s Guidelines indicated that any use which can demonstrate, based on the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) or other approved trip generation data, trip generation of less than 100 vehicle trips during peak hours are generally exempt from Traffic Analysis requirements as the proposed project would contribute less than 50 peak-hour trips to any off-site intersection.</p> <p>The Trip Generation Assessment performed for the proposed project concluded that the proposed project is anticipated to generate fewer than 50 net new peak-hour trips for both Scenario 1 and Scenario 2. As shown in Table 4 below, Scenario 1 is anticipated to generate 96 net new two-way trips per day with a net reduction of 23 AM peak-hour trips and 22 PM peak-hour trips. Scenario 2, as summarized in Table 4 below, is anticipated to generate 212 net new two-way trips per day with a net increase of 6 AM peak-hour trips and 6 PM peak-hour trips. The trip generation summary for Scenario 1 and 2 are shown as Passenger Car Equivalent (PCE) trips. PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit. The PCE factors are consistent with the recommended PCE factors are consistent with the recommended PCE factors in the City Guidelines. Because the proposed project is not anticipated to generate more than 50 net new peak-hour trips, under either Scenario, additional traffic analysis, such as an LOS assessment, is not required. Therefore, both Scenario 1 and 2 of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and the proposed project would have a less than significant impact.</p>				

Table 4: Trip Generation Comparison (Existing vs. Scenario 1)

Land Use	AM Peak-hour			PM Peak-hour			Daily
	In	Out	Total	In	Out	Total	
<i>Proposed Project</i>							
Passenger Cars:	32	8	40	10	31	41	296
Total Truck Trips (Actual Vehicles)	3	3	6	5	4	9	160
Total Truck Trips (PCE)	6	5	11	9	8	17	320
Total Trips (Actual Vehicles)¹	35	11	46	15	35	50	456
Total Trips (PCE)¹	38	13	51	19	39	58	616
<i>Existing Use</i>							
Passenger Cars	50	15	65	22	49	71	428
Total Truck Trips (Actual Vehicles)	4	3	7	3	4	7	46
Total Truck Trips (PCE)	5	4	9	4	5	9	92
Total Trips (Actual Vehicles)¹	54	18	72	25	53	78	474
Total Trips (PCE)¹	55	19	74	26	54	80	520
<i>Variance</i>							
Passenger Cars	-18	-7	-25	-12	-18	-30	-132
Total Truck Trips (Actual Vehicles)	-1	0	-1	2	0	2	114
Total Truck Trips (PCE)	1	1	2	5	3	8	228
Total Trips (Actual Vehicles)¹	-19	-7	-26	-10	-18	-28	-18
Total Net Trips (PCE)¹	-17	-6	-23	-7	-15	-22	96
Notes:							
¹ Total Trips = Passenger Cars + Truck Trips							
Source: Urban Crossroads. Palmyrita Warehouse Project Trip Generation Assessment. February 7, 2023.							

Table 5: Trip Generation Comparison (Existing vs. Scenario 2)

Land Use	AM Peak-hour			PM Peak-hour			Daily
	In	Out	Total	In	Out	Total	
<i>Proposed Project</i>							
Passenger Cars:	53	15	68	20	51	71	462
Total Truck Trips (Actual Vehicles)	3	3	6	4	4	8	136
Total Truck Trips (PCE)	6	6	12	8	7	15	270
Total Trips (Actual Vehicles)¹	56	18	74	24	55	79	598

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated		Less Than Significant Impact			No Impact	
Total Trips (PCE)¹	59	21	80	28	58	86	732	
<i>Existing Use</i>								
Passenger Cars	50	15	65	22	49	71	428	
Total Truck Trips (Actual Vehicles)	4	3	7	3	4	7	46	
Total Truck Trips (PCE)	5	4	9	4	5	9	92	
Total Trips (Actual Vehicles)¹	54	18	72	25	53	78	474	
Total Trips (PCE)¹	55	19	74	26	54	80	520	
<i>Variance</i>								
Passenger Cars	3	0	3	-2	2	0	34	
Total Truck Trips (Actual Vehicles)	-1	0	-1	1	0	1	90	
Total Truck Trips (PCE)	1	2	3	4	2	6	187	
Total Trips (Actual Vehicles)¹	2	0	2	-1	2	1	124	
Total Net Trips (PCE)¹	4	2	6	2	4	6	212	
Notes: ¹ Total Trips = Passenger Cars + Truck Trips Source: Urban Crossroads. Palmyrita Warehouse Project Trip Generation Assessment. February 7, 2023.								

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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17b. Response: *(Source: Appendix H–Urban Crossroads Palmyrita Warehouse Project Trip Generation Assessment; Urban Crossroads Iowa and Palmyrita Warehouses Vehicle Miles Traveled (VMT) Analysis)*

No impact. CEQA Guidelines Section 15064.3 specifies that VMT is the most appropriate way to measure the impacts of a proposed project on transportation. Based on the City Guidelines, a project would have a significant impact on VMT if the proposed project would result in VMT per employee that exceeds 15 percent below the current jurisdictional baseline VMT per employee. According to the Trip Generation Assessment performed for the proposed project, Scenario 1 will result in fewer than 110 net new daily trips. It has thus been screened out from a VMT analysis.

As described above in Table 5, Scenario 2 will result in 212 net new daily trips. A VMT analysis has been prepared for Scenario 2. City Guidelines identify the Riverside County Model (RIVCOM) as the appropriate tool for conducting VMT analysis for land use projects in the City of Riverside. RIVCOM was released in June 2021 and it the most current cub-regional modeling tool for Western Riverside County. The City Guidelines further

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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state that for industrial land use projects in the City a VMT metric of VMT per employee shall be used as measurement in a VMT analysis. As stated above, for office and industrial projects a project would have a significant impact if the baseline or cumulative project-generated VMT per employee exceeds 15 percent below the current jurisdictional baseline VMT per employee. The baseline citywide average VMT per employee is 32.15 and 15 percent below the citywide average is 27.33 VMT per employee.

As mentioned previously, RIVCOM was used to calculate projected VMT for the industrial land uses. Project VMT was then divided by the employment estimates of 236 employees. Table 6 below presents home-based work (HBW) VMT, the number of project’s employees, and project VMT per employee.

Table 6: Project Generated VMT Per Employee

	Base Year	Cumulative	Baseline
Project HBW VMT	6,109	6,340	6,143
Project Employees	236	236	156,266
Project VMT per Employee	25.88	26.86	26.03

Source: Urban Crossroads. Palmyrita Warehouse Vehicle Miles Traveled (VMT) Analysis. October 21, 2022.

Table 7 below further summarizes the comparison between the proposed project generated VMT per employee in the baseline and cumulative conditions and the baseline Citywide average. As detailed below, Scenario 2 of the proposed project would not exceed the City’s threshold for either Baseline or Cumulative project conditions. Therefore, the proposed project’s VMT impact is considered less than significant. Therefore the proposed project, under both Scenario 1 and Scenario 2, would have **no impact** with respect to project-related VMT and CEQA Guidelines Section 15064.3 subdivision (b).

Table 7: Project VMT Per Employee Comparison

	Baseline	Cumulative
Impact Threshold	27.33	27.33
Project VMT per SP	26.03	26.86
Percent Below Threshold	-4.76%	-1.72%
Potentially Significant?	No	No

Source: Palmyrita Warehouse Vehicle Miles Traveled (VMT) Analysis, Urban Crossroads, October 21, 2022.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>17c. Response: <i>(Source: Appendix H–Urban Crossroads Palmyrita Warehouse Project Trip Generation Assessment)</i></p> <p>Less than significant impact with mitigation incorporated. Access to the project site would be identical under Scenario 1 and Scenario 2. Building 1 is proposed to have a right-in/right-out access to Iowa Avenue and Building 2 is proposed to have right-in/right-out access on Palmyrita Avenue at the eastern end of the site with a shared-full access driveway located mid-point on the site frontage on Palmyrita Avenue which would serve both buildings.</p> <p>In order to determine appropriate curb radii and to ensure that trucks will have sufficient space to execute turning maneuvers when accessing the project site, the Trip Generation Assessment prepared a truck turning template to overlay each applicable project driveway anticipated to be utilized by heavy trucks. The Trip Generation Assessment recommends that Driveway 1 (Iowa Avenue) should be widened by 5 feet and a minimum curb radius of 40 feet should be accommodated on the northeast and southeast corners to accommodate ingress and egress of heavy trucks (right-in/right-out only). Additional recommendations include implementation of 40-foot curb radius on the northwest corner and a 50-foot curb radius on the northeast corner of Driveway 2 (Palmyrita Avenue) to accommodate the ingress and egress of heavy duty trucks. Lastly, it is recommended that Driveway 3 (mid-point on Palmyrita Avenue) be straightened and widened by 20 feet with a minimum curb radius of 40 feet on the northwest and northeast corners to accommodate the ingress and egress of heavy duty trucks. With the implementation of these recommendations, the proposed project’s access driveways would safely and effectively accommodate both vehicles and heavy duty trucks. Therefore, with the implementation of MM TRANS-1, the proposed project would have a less than significant impact under both Scenario 1 and Scenario 2.</p> <p>MM TRANS-1 Implement Driveway Improvements to Accommodate Truck Access</p> <p>The recommended improvements shall be implemented at each applicable project driveway anticipated to be utilized by heavy trucks in order to accommodate appropriate curb radii and to ensure trucks will have sufficient space to execute turning maneuvers. These improvements are as follows:</p> <ul style="list-style-type: none"> • Driveway 1: Driveway 1 should be widened by 5-feet and a minimum curb radius of 40-feet should be accommodated on the northeast and southeast corners to accommodate the ingress and egress of heavy trucks (right-in/right-out only). • Driveway 2: Driveway 2 should accommodate a 40-foot curb radius on the northwest corner and a 50-foot curb radius on the northeast corner in order to accommodate the ingress and egress of heavy trucks. • Driveway 3: Driveway 3 should be straightened and widened by 20-feet with a minimum curb radius of 40-feet on the northwest and northeast corners in order to accommodate the ingress and egress of heavy trucks. 				
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17d. Response: <i>(Source: Appendix H–Urban Crossroads Palmyrita Warehouse Project Trip Generation Assessment; California Code of Regulations, Title 24, Pat 9, California Fire Code [2007])</i></p> <p>No impact. The project has been developed in compliance with Title 18, Section 18.210.030 and the City’s Fire Code Section 503. Furthermore, access to the project site would be provided via three driveways. Therefore, there will be no impact to emergency access under Scenario 1 or Scenario 2 of the proposed project.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>18. TRIBAL CULTURAL RESOURCES:</p> <p>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, 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:</p>				
<p>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), or</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>18a. Response: (Source: AB52 Consultation)</p> <p>Less than significant impact with mitigation incorporated. The records search conducted at the EIC, which included a search of the CRHR, did not identify any listed or eligible Tribal Cultural Resources (TCRs) that would be adversely affected by the proposed project. Additionally, the pedestrian survey conducted by FCS staff Archaeologist on September 9, 2022, failed to identify any TCRs. However, the NAHC’s SLF produced a positive result for TCRs in the project vicinity. To ensure that all Native American knowledge and concerns over potential TCRs that may be affected by implementation of the proposed project are addressed, a letter containing project information and requesting additional information was sent to each tribal representative on September 15, 2022. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1, MM CUL-2, MM CUL-3 and MM CUL-4, would reduce potential impacts to a less than significant level.</p>				
<p>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</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

18b. Response: (Source: AB52 Consultation)

Less than significant with mitigation incorporated. On February 3, 2023, the City of Riverside sent AB 52 consultation letters to nine affiliated California Native American tribes. Four tribes (Pechanga Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, Rincon Band of Luiseño Indians, and the Morongo Band of Mission Indians) requested consultation with the City of Riverside pursuant to Public Resources Code 21080.3.1. All four tribes met with the City and reviewed the project plans and associated technical studies. Tribal consultation efforts conducted by the City of Riverside pursuant to AB 52 identified the potential to impact significant TCRs, which resulted in cultural mitigation measures provided by the consulting California Native American tribes.

Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1, MM CUL-2, MM CUL-3, and MMCUL-4 would reduce potential impacts to a less than significant level.

19. UTILITIES AND SYSTEM SERVICES:

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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19a. Response: (Source: GP 2025 Figure PF-1–Water Service Areas; Figure PF-2–Sewer Facilities Map, City of Riverside Public Utilities 2020 Urban Water Management Plan; General Plan 2025 DPEIR Figure 5.16-2–Drainage Facilities; City of Riverside Public Utilities Update of the Integrated Master Plan for the Wastewater Collection and Treatment Facilities, Volume 2 Basis of Planning, 2019)

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than significant impact. According to GP 2025 Figure PF-1–Water Service Areas, the project site is located within the RPU service area. The RPU water supply system consists of local groundwater wells for domestic water production, irrigation wells, reservoirs and pumping stations. The 2020 Urban Water Management Plan (UWMP) prepared by the RPU indicates that available water supply would exceed demand during a normal year, a single dry year, and multiple dry years through 2045. Therefore, implementation of the proposed project, under either construction Scenario 1 or 2, would not require the construction of new or expanded water facilities and the impact would be less than significant.

The Riverside Public Works Department operates a comprehensive wastewater collection, treatment and disposal system that serves most of the City, including the project site. According to Figure PF-2–Sewer Facilities Map of the GP 2025, a Riverside Public Works (PW) Department sewer line runs along the southern boundary of the project site along Palmyrita Avenue. The City of Riverside PW Department would collect, treat, and dispose wastewater from the project site through the Riverside Regional Water Quality Control Plant (RRWQCP), and complies with State and federal requirements governing the treatment and discharge of wastewater. According to the 2020 UWMP, RRWQCP’s plant capacity was expanded to 46 million gallons per day (mgd). In 2020 the RRWQCP collected 28,345 AF of water from the UWMP service area, which equates to approximately 25.3 mgd, well within the plant’s expanded capacity of 46 mgd. Wastewater flows associated with the proposed project would consist of substances typically generated by office, manufacturing, and warehousing uses. Based on wastewater generation rates by land use type provided by the Riverside PW Department’s Master Plan for the Wastewater Collection and Treatment Facilities the project is anticipated to generate approximately 9,112 gallons of waste water per day,⁶ which is roughly 0.019 percent of the RRWQCPs 46 mgd capacity. The General Plan 2025 states that the City has adequate planned capacity to meet the wastewater treatment needs of all future City residents and businesses. Thus, the proposed project would not require the construction of new or expanded wastewater facilities. Furthermore, sewer connection fees would be determined per RMC Section 14.08.080. Therefore, Scenario 1 and 2 would have a less than significant impact on existing wastewater facilities and would not require the expansion of existing facilities.

Stormwater facilities in the City are maintained and operated by the Riverside County Flood Control and Water Conservation District. Stormwater runoff flows directly into the City’s storm drain system and discharges into the Santa Ana River flood control channel. Eleven principal drainage basins in Riverside feed the river including University, Box Springs, Central Riverside, Monroe, La Sierra, Southwest Riverside, Home Gardens, Moreno Valley West End, Norco, Perris Valley and Mead Valley. Implementation of the project, under construction Scenario 1 or 2, would increase the amount of impervious surface areas at the project site. The GP 2025 FPEIR Figure 5.16-2–Drainage Facilities shows existing City-owned and county owned storm drains which abut the southwest and southeast corners of the project site at Palmyrita Avenue. Policy PF-4.1 of the GP 2025 Public Facilities and Infrastructure Element is to continue to fund and undertake storm drain improvement projects as identified in the City of Riverside Capital Improvement Plan, and Policy PF-4.3 to continue to routinely monitor and evaluate the effectiveness of the storm drain system and make adjustments as needed. Implementation of these policies would ensure that the City is adequately served by drainage systems. Furthermore, the proposed project would connect to existing infrastructure near the site. Therefore, the proposed project would have a less than significant impact on existing stormwater drainage facilities and would not require the expansion of existing facilities

Electrical service in most of the City is provided by the City-owned Public Utilities Department, which also owns and operates an extensive fiber optic communications system. Southern California Gas Company (SoCalGas) provides natural gas service to residential, commercial, and industrial customers. According to the GP 2025 FPEIR, SoCalGas will continue to extend its service to accommodate development and supply necessary gas lines to meet the needs of new commercial and residential developments in Southern California. The proposed project would connect to existing electrical and natural gas lines near the project site. Therefore,

⁶ 13.60 acres * 680gpd/acre = 9,112 gpd

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Scenario 1 and 2 would have a less than significant impact on existing electricity and natural gas facilities and would not require the expansion of existing facilities.				
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"/>
<p>19b. Response: <i>(Source: City of Riverside Public Utilities 2020 Urban Water Management Plan)</i></p> <p>Less than significant impact. The project site is served by RPU, which had a total supply volume of 86,324 AF (28,128 million gallons) of potable and nonpotable water within its service area in 2020. Drinking water demand for Commercial/Institutional use type 12,067 AF of water in 2020. The RPU Department’s 2020 Urban Water Management Plan details a projected supply of 129,693 AF per year (42,260 million gallons) of water by 2045 to meet increasing demand. Furthermore, according to the water service reliability assessment detailed in the 2020 UWMP, the RPU supply totals exceed demand in normal year, single dry year, and multiple dry year scenarios through 2045. Therefore, RPU has adequate water supply to serve the project from existing entitlements, and the proposed project would have a less than significant impact.</p>				
c. Result in a determination by the wastewater treatment provider which serves or may serve 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"/>
<p>19c. Response: <i>(Source: General Plan 2025 FPEIR Table 5.16-K–Estimated Future Wastewater Generation for the City of Riverside’s Sewer Service Area, City of Riverside Public Utilities 2020 Urban Water Management Plan)</i></p> <p>Less than significant impact. As previously discussed, the City of Riverside PW Department would collect, treat, and dispose wastewater from the project site through the RRWQCP, and complies with State and federal requirements governing the treatment and discharge of wastewater. According to the 2020 UWMP, RRWQCP’s plant capacity was expanded to 46 million gallons per day mgd). In 2020 the RRWQCP collected 28,345 AF of water from the UWMP service area, which equates to approximately 25.3 mgd, well within the plant’s expanded</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>capacity of 46 mgd. The proposed project would not exceed wastewater treatment requirements of the Santa Ana RWQCB. The proposed project is consistent with the GP 2025 Typical Growth Scenario where future wastewater generation was determined to be adequate (see Table 5.16-K of the GP 2025 FPEIR). Therefore, the proposed project would have a less than significant impact with respect to wastewater treatment capacity under Scenario 1 and 2.</p>				
d. 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"/>
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>19d, e. Response: <i>(Source: General Plan 2025–Public Facilities and Infrastructure Element, California Department of Resources Recycling and Recovery [CalRecycle] Estimated Solid Waste Generation Rates)</i></p> <p>Less than significant impact. The City of Riverside PW Department collects trash from 70 percent of Riverside households and the remainder is collected by private contractors. According to Public Resources Code Section 41780, the City must divert at least 50 percent of the waste generated from landfills. GP Policy PF-5.1 states waste should be diverted from landfills and that the City should achieve 100 percent recycling citywide for both residential and nonresidential development. All solid waste collected is tipped at the Robert A. Nelson Transfer Station, which is owned by the County of Riverside. The waste is then transferred to either the Badlands Sanitary Landfill in Moreno Valley, the El Sobrante Landfill located east of Interstate 15 south of the City of Corona or the Lamb Canyon Landfill located between the City of Beaumont and the City of San Jacinto for disposal. The Badlands Sanitary Landfill has a permitted daily capacity of 4,800 tons, a total permitted capacity of 34,400,000 cubic yards, and a remaining capacity of 7,800,000 cubic yards as of December 2020. The El Sobrante Landfill has a permitted daily capacity of 16,054 tons, a permitted total capacity of 209,910,000 tons, and a remaining capacity of 143,977,170 tons as of April 2018. The Lamb Canyon Landfill has a permitted daily capacity of 5,000 tons, a total permitted capacity of 39,681,513 cubic yards, and remaining capacity of 19,242,950 cubic yards as of January 2018.</p> <p>According to the California Department of Resources Recycling and Recovery (CalRecycle) estimated solid waste generation rates for the industrial sector, the proposed project could generate up to 1,736 pounds of solid waste per day.⁷ The amount of solid waste generated by the proposed project would be negligible, and the</p>				

⁷ 122,315 square feet * 1.42 lb/100 sf/day = 1,736 lb/day

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Badlands Sanitary Landfill, the El Sobrante Landfill and the Lamb Canyon Landfill have adequate capacity to accommodate project-generated waste. Therefore, the proposed project would have a less than significant impact under Scenarios 1 and 2.</p>				
<p>20. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</p>				
<p>a. Substantially impair an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>20a. Response: <i>(Source: General Plan 2025–Public Safety Element, Figure PS 8.1–Evacuation Routes, CALFIRE FHSZ Viewer)</i></p> <p>Less than significant impact. The project site is not located in a State Responsibility Area (SRA) or a VHFHSZ. However, the nearest SRA is approximately 0.63 mile to the southeast of the project area, and the nearest VHFHSZ is approximately 0.39 mile to the south. The GP 2025 identifies areas of dense, dry vegetation, particularly in canyon areas and on hillsides, as posing the greatest potential for wildfire risks. Major urban/rural interfaces with high fire risk in the City includes the Box Springs Mountains, approximately 0.67 mile southwest of the project site. The GP 2025 Public Safety Element identifies several local plans related to the City’s emergency response including the Office of Emergency Management (OEM) Strategic Plan, the Riverside Operational Area–Multi-Jurisdictional LHMP, the Emergency Operations Plan, and the Hazardous Materials Response Plan. GP 2025 Figure PS-8.1 shows evacuation routes within the City and its Sphere of Influence (SOI). Implementation of the proposed project would not alter or otherwise interfere with public right-of-way and, therefore, would not interfere with an emergency response or evacuation plan. The proposed project would be required to comply with applicable California Fire Code (Title 24, California Code of Regulations [CCR], § 9) requirements. Therefore, the impact would be less than significant under Scenario 1 and Scenario 2 of the proposed project.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>20b. Response: <i>(Source: General Plan 2025 FPEIR Figure 5.6-1–Areas Underlain By Steep Slope)</i></p> <p>Less than significant impact. As previously discussed, the project site is not located in a SRA or a VHFHSZ. The nearest SRA is approximately 0.63 mile to the southeast of the project area, and the nearest VHFHSZ is</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>approximately 0.39 mile to the south. Within the City, most natural slopes are very flat. The project site itself has generally flat topography with slopes of less than 10 percent, according to GP 2025 FPEIR Figure 5.6-1–Areas Underlain By Steep Slope. According to averaged hourly wind speed measurements recorded at the SCAQMD’s Rubidoux monitoring station, located approximately 4.33 miles west of the site at 5888 Mission Boulevard, wind speeds did not exceed 9 mph between October 2021 and October 2022., Thus, the proposed project would not be exposed to wind conditions that exacerbate wildfire risk Therefore, Scenarios 1 and 2 of the proposed project would have a less than significant impact.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>20c. Response: <i>(Source: Project Description, Engineering Plans)</i></p> <p>Less than significant impact. The proposed warehouse buildings, in both construction Scenarios 1 and 2, would not include any infrastructure or other features that would have the potential to exacerbate fire risk or result in temporary or ongoing impacts to the environment. The proposed project would provide access with adjoining uses and suitable access for emergency vehicles. The project area will include emergency access compliant with RFD requirements for adequate access. Emergency access to the site would be maintained during construction. Therefore, the proposed project would have a less than significant impact under both Scenario 1 and 2.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>20d. Response: <i>(Source: General Plan 2025–Public Safety Element, Figure PS-4 Flood Hazard Areas)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than significant impact. As discussed previously, the project site is not in a fire hazard zone. Additionally, the project site is flat and is 0.67 mile northwest of the slopes of the Box Springs Mountain Reserve. According to the GP 2025, the project site is not located in a flood hazard area. The nearest flood zone is located approximately 0.22 mile north of the project site, and is an area identified as having a 1 percent chance of annual flood. Therefore, because the project site does not have slopes and is not in a flood hazard area, the project site would not be at risk of downstream or downslope flooding or landslides and slope instability. **Impacts would be less than significant** under both Scenario 1 and Scenario 2.

21. MANDATORY FINDINGS OF SIGNIFICANCE:

<p>a. Does the project 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 an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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21a. Response: *(Source: General Plan 2025–Figure OS-6–Stephen’s Kangaroo Rat (SKR) Core Reserve and Other Habitat Conservation Plans (HCP), Figure OS-7–MSHCP Cores and Linkages, Figure OS-8–MSHCP Cell Areas, General Plan 2025 FPEIR Figure 5.4-2–MSHCP Area Plans, Figure–4-4–MSHCP Criteria Cells and Subunit Areas, Figure 5.4-6–MSHCP Narrow Endemic Plant Species Survey Area, Figure 5.4-7–MSHCP Criteria Area Species Survey Area, Figure 5.4-8–MSHCP Burrowing Owl Survey Area and Biological Resources*

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Assessment and Western Riverside County Multiple Species Habitat Conservation Plan BRA-MSHCP Consistency Analysis prepared by FirstCarbon Solutions (FCS) on October 21, 2022, Stephen's Kangaroo Rat–Habitat Conservation Plan, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan, and El Sobrante Landfill Habitat Conservation Plan)</i></p>				
<p>Less than significant with mitigation incorporated. Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section of this Initial Study, and were all found to be less than significant with mitigation incorporated, specifically with the implementation of MM BIO-1a, MM BIO-1b, MM BIO-2a, MM BIO-2b, MM BIO-3, MM BIO-4, MM BIO-5, MM CUL-1, MM CUL-2, MM CUL-3, and MM CUL-4. Additionally, potential impacts to cultural, archaeological and paleontological resources related to major periods of California and the City of Riverside’s history or prehistory were discussed in the Cultural Resources Section and the Geology and Soil Section of this Initial Study, and were found to be less than significant with mitigation incorporated.</p>				
<p>b. Does the project have impacts that 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, the effects of other current projects, and the effects of probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>21b. Response: <i>(Source: FPEIR Section 6–Long-Term Effects/ Cumulative Impacts for the General Plan 2025 Program)</i></p> <p>Less than significant impact. The significance of all potential environmental impacts (direct, indirect, and cumulative) as a result of the implementation of the proposed project, under both Scenario 1 and Scenario 2, were determined to be no impact, less than significant impact, or less than significant impact with mitigation incorporated. Furthermore, the proposed project would be consistent with the GP 2025 and the GP 2025 FPEIR. The proposed project would have no new cumulative impacts beyond those already considered in the certified GP 2025 FPEIR and would therefore have a less than significant impact.</p> <p><i>Note: If there are some cumulative impacts they should be listed here along with how they are being addressed to have no impact or a less than significant impact.</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which 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"/>
<p>21c. Response: (Source:)</p> <p>Less than significant impact with mitigation incorporated. Effects on human beings were evaluated as part of the aesthetics, air quality, hydrology and water quality, noise, population and housing, public facilities, hazards and hazardous materials, recreation, and transportation traffic sections of this Initial Study. Project impacts related to transportation are potentially significant, however can be mitigated to a less than significant level with the implementation of MM TRAN-1. Based on the analysis and conclusions in this Initial Study, the proposed project, with mitigation, would not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed project are less than significant with mitigation incorporated.</p>				

Note: Authority cited: Sections 21083 and 21087, Public Resources Code. Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, 202 Cal.App.3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal.App.3d 1337 (1990).

Staff Recommended Mitigation Measures

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
Biological Resources	<p>MM BIO-1a: Burrowing Owl Pre-Construction Survey The project applicant shall retain a qualified Biologist to perform a pre-construction burrowing owl survey to determine whether burrowing owl are present on-site within 30 days prior to construction activities, according to the California Department of Fish and Wildlife (CDFW) guidelines and MSHCP protocol. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. The pre-construction survey shall be completed on the project site and areas within 500 feet from the project boundary (where possible and appropriate based on habitat). All occupied burrows shall be mapped on an aerial photo. The applicant shall provide a burrowing owl survey report and mapping to the City at least 15 days prior to the expected start of any project-related ground disturbance activities, or restart of activities. If the survey is positive for burrowing owls, the project applicant shall implement MM BIO-1b. If no burrowing owls are detected during the pre-construction survey, no further action is necessary.</p>	Within 30 days prior to commencement of grading and construction activities	Community and Economic Development Department–Planning Division ; CDFW	Pre-construction surveys by a qualified Biologist; submittal of survey documents
	<p>MM BIO-1b: Burrowing Owl Mitigation Plan If the pre-construction survey is positive for burrowing owl, the project proponent shall retain a qualified Biologist to develop and implement a Burrowing Owl Mitigation Plan. The Burrowing Owl Mitigation Plan shall contain the following elements (as outlined in the California Department of Fish and Wildlife [CDFW] 2012 guidelines) at a minimum:</p>	Prior to construction of the proposed project	Community and Economic Development Department–Planning Division; CDFW	Development and implementation of a Burrowing Owl Mitigation Plan by a qualified Biologist

⁸ All agencies are City of Riverside Departments/Divisions unless otherwise noted.

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	<ul style="list-style-type: none"> Avoidance of burrowing owl during construction, including establishment of a 160-foot radius around occupied burrows during the nonbreeding season (September 1 through February 14) or a 300-foot radius around occupied burrows during the breeding season (February 15 through August 31), within which construction activities may not occur until a qualified Biologist has determined that (1) nonbreeding season owl have dispersed from the area; or (2) breeding season owl have fledged their juveniles from the occupied burrows and the juveniles are foraging independently and are capable of independent survival or have dispersed from the area. A plan for implementing a passive relocation program for nonbreeding owls, should it be needed. The passive relocation techniques should be consistent with CDFW 2012 guidelines, including installation of artificial burrows at an off-site location and use of one-way exclusion doors to ensure owls have left the burrow(s). 			
	<p>MM BIO-2a: Nesting Bird Pre-construction Surveys If ground-disturbing or vegetation-removing construction activities or tree removal is proposed during the breeding/nesting season for migratory birds (typically February 15 through August 31), a qualified Biologist shall conduct pre-construction surveys for special-status birds and other migratory birds within the construction area including a 300-foot survey buffer, no more than 3 days prior to the start of ground-disturbing activities in the construction area.</p>	No more than 3 days prior to the start of ground-disturbing activities	City of Riverside Community and Economic Development Department–Planning Division; CDFW	Pre-construction surveys by a qualified Biologist; submittal of survey documents
	<p>MM BIO-2b: Avoidance of Active Avian Nests If an active nest is located during pre-construction surveys or at any point during the construction phase</p>	Prior to construction activities; during the construction phase of the proposed project	City of Riverside Community and Economic Development Department–Planning Division; CDFW/USFWS	Submittal of survey documents to CDFW/USFWS, if an active nest is located; restriction of construction activities

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	<p>of the project, the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or a qualified Biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 300 feet around an active raptor nest and a 50-foot radius around an active migratory bird nest) or alteration of the construction schedule.</p>			
	<p>MM BIO-3: Implement MSHCP Best Management Practices Project personnel shall implement the following standard MSHCP Best Management Practices (BMPs) during the construction phase of the proposed project:</p> <ol style="list-style-type: none"> 1. A condition shall be placed on grading permits requiring a qualified Biologist to conduct a training session (Worker Environmental Awareness Program [WEAP]) for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act and the Multiple Species Habitat Conservation Plan (MSHCP), the need to adhere to the provisions of the Endangered Species Act and the MSHCP, the penalties associated with violating the provisions of the Endangered Species Act, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries within which the proposed project activities must be accomplished. 	<p>Prior to issuance of building permits; During construction phase of the proposed project</p>	<p>City of Riverside Community and economic Development Department–Planning Division</p>	<p>Implementation of MSHCP BMPs; include in project plans</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	<ol style="list-style-type: none"> 2. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible. 3. The qualified project Biologist shall monitor construction activities for the duration of the proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint. 4. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species. 5. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible. 6. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s). 7. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the proposed project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas. 8. The City shall have the right to access and inspect the project site to determine its 			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	compliance with project approval conditions, including these BMPs.			
	<p>MM BIO-4: Payment of MSHCP Local Development Mitigation Fee The proposed project applicant will pay a MSHCP Local Development Mitigation Fee (LDMF) of \$16,358 per acre for the proposed industrial development. The LDMF will be paid to the RCA.</p>	Prior to the issuance of grading permits	Riverside County Habitat Conservation Authority	Payment of MSHCP Local Development Mitigation Fee
	<p>MM BIO-5: Payment of SKR-HCP Mitigation Fee The proposed project applicant will pay a SKR-HCP Mitigation Fee of \$500 per gross acre for the proposed industrial development. The mitigation fee will be paid to the Riverside County Habitat Conservation Authority.</p>	Prior to the issuance of grading permits	Riverside County Habitat Conservation Authority	Payment of SKR-HCP Mitigation Fee
Cultural Resources	<p>MM CUL-1: Prior to grading permit issuance, if there are any changes to project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, Developer/Applicant, and consulting tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the Developer/Applicant shall make all attempts to avoid and/or preserve in place as many cultural resources as possible that are located on the project site if the site design and/or proposed grades should be revised. In the event of inadvertent discoveries of archaeological resources, work shall temporarily halt until agreements are executed with consulting tribe, to provide tribal monitoring for ground-disturbing activities.</p>	Prior to the issuance of a grading permit	City of Riverside Community and Economic Development Department–Planning Division; Public Works Department	notification of the City by the Applicant
	<p>MM CUL-2 Archaeological Monitoring: At least 30 days prior to the application for a grading permit, and before any grading, excavation and/or</p>	at least 30 days prior to the application for a grading permit; before grading,	City of Riverside Community and economic Development	Submission of an Archaeological Monitoring Plan

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	<p>ground-disturbing activities take place, the Developer/Applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <p>1. The project Archaeologist, in consultation with consulting tribes, the Developer, and the City, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include:</p> <ul style="list-style-type: none"> a. Project grading and development scheduling; b. The development of a rotating or simultaneous schedule in coordination with the Developer/Applicant and the project Archaeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project Archaeologists; c. The protocols and stipulations that the applicant, tribes, and project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation; d. Treatment and final disposition of any cultural resources, sacred sites, and human remains if discovered on the project site; and e. The scheduling and timing of the cultural sensitivity training noted in MM CUL-4. 	excavation, and/or ground-disturbing activities take place	Department–Planning Division and Public Works Department	

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	<p>MM CUL-3: Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:</p> <ol style="list-style-type: none"> 1. Consulting Tribes Notified: within 24 hours of discovery, the consulting tribe(s) shall be notified via email and phone. Consulting tribe(s) will be allowed access to the discovery, in order to assist with the significance evaluation. 2. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project Archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and 3. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: <ol style="list-style-type: none"> a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging and basic recordation have been completed; 	During construction	City of Riverside Community and Economic Development Department–Planning Division;	Submission of a Phase IV Monitoring Report

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	<ul style="list-style-type: none"> b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other Archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default; and d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the Archaeologist. All reports produced will be submitted to the City of 			

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	<p>Riverside, Eastern Information Center, and interested tribes.</p> <p>MM CUL-4: Worker’s Environmental Awareness Program (WEAP) Training: The Secretary of Interior Standards County certified Archaeologist and Native American monitors shall attend the pre-grading meeting with the Developer/permit holder’s contractors to conduct mandatory WEAP training to all construction grading personnel. The training shall include a brief review of the cultural sensitivity of the project and the surrounding area, summarize and show examples of the types of resources that could be identified during earthmoving activities and provide notification protocols to be followed in the event suspected cultural resources are identified. Safety protocols would also be discussed to ensure the safety of the monitors and the construction crew. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.</p>	<p>Prior to the issuance of a grading permit</p>	<p>City of Riverside Community and Economic Development Department–Planning Division; Building and Safety Division; Public Works Department</p>	<p>Submission of a Phase IV Monitoring Report</p>
<p>Geology and Soils</p>	<p>MM GEO-1: Implement Project-Specific Geotechnical Report Recommendations. Prior to issuance of grading permits, the applicant shall implement all methods and practices outlined in the Project-Specific Geotechnical Investigation Report prepared for the proposed project related to earthwork, construction, foundations, corrosivity, pavement, and percolation testing prior to obtaining a grading permit.</p>	<p>Prior to the issuance of grading permits</p>	<p>City of Riverside Community and economic Development Department–Planning Division</p>	<p>Approval of final grading and foundation plans by the City of Riverside Community and Economic Development Department–Planning Division</p>
	<p>MM GEO-2: Paleontological Monitoring. Paleontological monitoring for all construction activities that impact previously undisturbed subsurface deposits shall be performed by a qualified Paleontologist or Paleontological Monitor. Paleontological Monitors shall be equipped to</p>	<p>Prior to any ground-disturbing activities; during construction phase of the proposed project</p>	<p>City of Riverside Community and economic Development Department–Planning Division</p>	<p>Retention of a qualified Paleontologist or Paleontological Monitor</p>

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	<p>salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The Paleontological Monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner.</p> <p>MM GEO-3: Stop Construction Upon Encountering Paleontological Materials. If significant fossils (i.e., bones, teeth, or unusually abundant and well-preserved invertebrates or plants) are unearthed, the applicant shall be required to halt work in the immediate area of the find, and all construction-related activities should be diverted at least 15 feet away from the find until a professional paleontologist has assessed its significance and, if deemed appropriate, completed its salvage. The fossil(s) should then be deposited at an appropriate repository where they will be properly curated and accessible for future study. Appropriate recipients include the Western Science Center in Hemet, California, or the UCMP, which now houses UC Riverside’s collection of more than 11,000 vertebrate specimens.</p>	During construction phase of the proposed project	City of Riverside Community and Economic Development Department–Planning Division	Assessment by a professional paleontologist; submittal of findings to appropriate recipients
Greenhouse Gas Emissions	MM GHG-2: Zero-Emission Service Equipment. Prior to issuance of construction permit the project applicant shall demonstrate to the City that all on-site off-road and on-road service equipment would utilize zero-emissions technology. Additionally, the project applicant shall provide documentation to the City that all proposed buildings would be designed to include electric outlets to support the use of all-electric or zero-emission on-site service equipment.	Prior to the issuance of construction permit	City of Riverside Community and Economic Development Department–Planning Division	Incorporation of all-electric or zero-emission supporting electric outlets in design plans, incorporation of zero-emission technology on-site service equipment; on-site inspection
Transportation	MM TRANS-1: Implement Driveway Improvements to Accommodate Truck Access The recommended improvements shall be implemented at each applicable project driveway	Prior to the issuance of construction permit	City of Riverside Community and Economic Development Department–Planning Division	Incorporation of recommended improvements in project plans

Impact Category	Mitigation Measures	Implementation Timing	Responsible Monitoring Party ⁸	Monitoring/Reporting Method
	<p>anticipated to be utilized by heavy trucks in order to accommodate appropriate curb radii and to ensure trucks will have sufficient space to execute turning maneuvers. These improvements are as follows:</p> <ul style="list-style-type: none"> • Driveway 1: Driveway 1 should be widened by 5-feet and a minimum curb radius of 40-feet should be accommodated on the northeast and southeast corners to accommodate the ingress and egress of heavy trucks (right-in/right-out only). • Driveway 2: Driveway 2 should accommodate a 40-foot curb radius on the northwest corner and a 50-foot curb radius on the northeast corner in order to accommodate the ingress and egress of heavy trucks. • Driveway 3: Driveway 3 should be straightened and widened by 20-feet with a minimum curb radius of 40-feet on the northwest and northeast corners in order to accommodate the ingress and egress of heavy trucks. 			

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