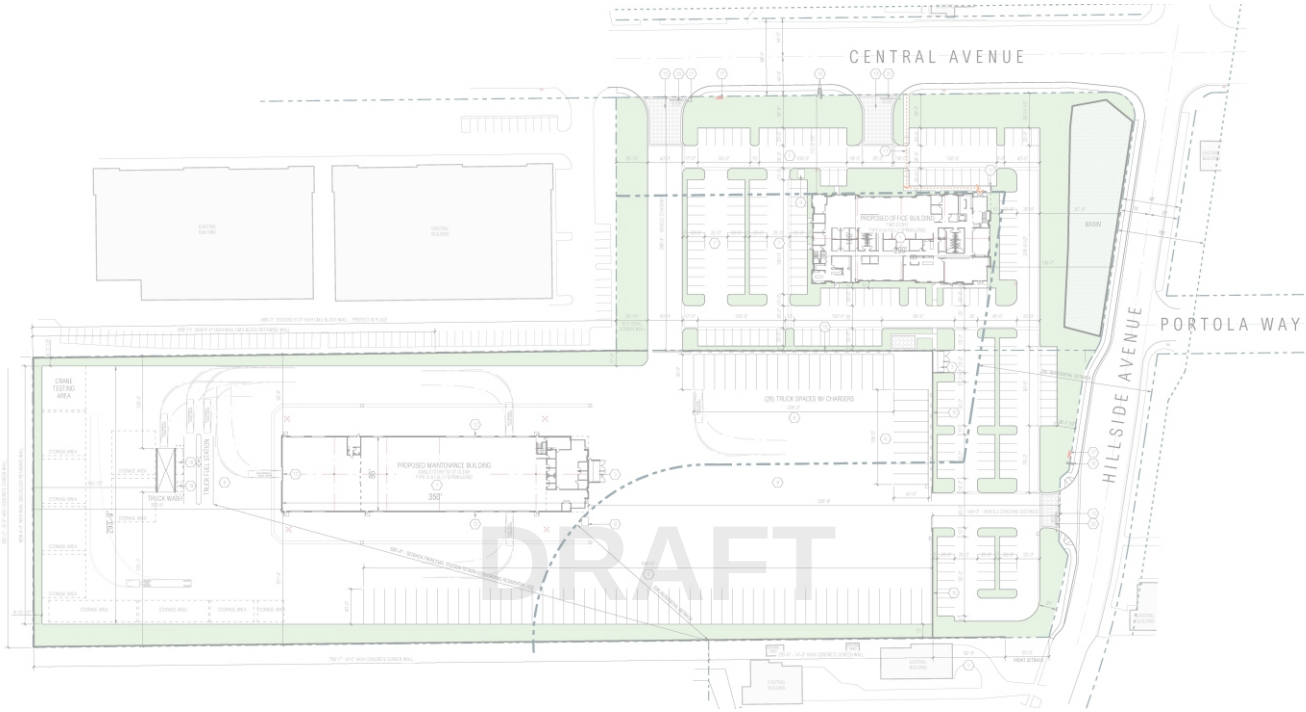
Raptor Court Quanta Project
Screencheck
Initial Study/Mitigated Negative Declaration



Prepared
for

CITY OF
RIVERSIDE

September 2022

appliedplanning
inc

Raptor Court Quanta Project

Screencheck

Initial Study and Mitigated Negative Declaration

Prepared for:

City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522

Prepared by:

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

September 15, 2022

Table of Contents

List of Figures

Figure **Page**

List of Tables

Table **Page**

1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study/Mitigated Negative Declaration (IS/MND) addresses potential environmental impacts associated with construction and operation of the proposed Raptor Court Quanta Project (Project). This IS/MND was prepared pursuant to *CEQA Guidelines* Section 15070 et seq. Although this IS/MND was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the IS/MND fully represent the independent judgment and position of the City of Riverside (City), acting as Lead Agency under CEQA. In accordance with the provisions of CEQA, as the Lead Agency, the City is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects.

CEQA Guidelines Article 6[1] discusses the Mitigated Negative Declaration Process, which is applicable to the Project. Article 6 states in pertinent part:

> "A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:
>
> (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

[1] Title 14. California Code of Regulations, Chapter 3. *Guidelines for Implementation of the California Environmental Quality Act*, Article 6. *Negative Declaration Process*.

(b) The initial study identified potentially significant effects, but:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment."

As supported by the analysis presented here, the City has determined that the Project may result in or cause potentially significant effects. However, compliance with existing policies, plans and regulations, revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal would avoid the effects or mitigate the effects to levels that would be less-than-significant. The City has consequently determined that adoption of a Mitigated Negative Declaration is appropriate for the Project.

This IS/MND is an informational document, providing the City's decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from implementation of the Project.

1.2 PROJECT OVERVIEW

The Project site comprises approximately 12.84-acre (net) site, located at the southwest corner of Central Avenue and Hillside Avenue in the City of Riverside. Existing Project site Assessor Parcel Numbers are: 190-210-016, 190-210-017, and 190-210-005. The Project proposes facilities and site improvements that would support a regional hub for a national power and infrastructure construction company. To these ends, the Project proposes construction of the following primary components:

- An administrative office building of approximately 40,000 square feet.

- A maintenance building with attached ancillary tool storage area. The maintenance/tool storage building would total approximately 34,000 square feet. A private truck washing station of approximately 1,000 square feet. The truck washing station would serve only vehicles and equipment owned by, or otherwise under control of, the Applicant/owner.

- Aboveground storage tanks (ASTs) for storage of diesel fuel and gasoline, and a fueling island for Quanta vehicles. All Project ASTs would be required to conform with provisions of the Aboveground Petroleum Storage Act (see: https://riversideca.gov/fire/divisions/prevention/aboveground-petroleum-storage-act).

  The Project ASTs would also be required to conform with City of Riverside Zoning Code Chapter 19.480, which provides standards for private, above-ground fuel tanks and fuel systems. To comply with the City's Zoning Code, the Uniform Fire Code, and applicable Riverside County Airport Land Use Compatibility Plan (ALUCP) policies, above ground fuel tanks will be located within ALUCP Zone C. Fuel storage at the Project site would comprise one (1) 10,000-gallon double-walled fuel tank, and one (1) 2,000-gallon double-walled fuel tank.[2] Fuel tanks would be low-profile (less than 10 feet in height), steel-reinforced concrete vault designs. Project ASTs would include an advanced monitoring system for leak detection. All fueling on the site would be privately controlled by Quanta and exclusively for Quanta vehicles. No public fueling would be allowed.

[2] Although no manufacturer has been identified to date, a typical 10,000-gallon (double-walled) above ground storage tank is 28 feet long, 10 foot wide, 10 foot tall and weighs approximately 16,000 (dry weight) pounds. A typical 2,000-gallon (double-walled) above ground storage tank is 12 feet long, 5 feet wide, 5.5 feet tall and has a dry weight of 3,700 pounds.

The proposed fuel tank locations would comply with all the City's siting, sizing and fire protection requirements. As concrete vault fuel tanks within ALUCP Zone C, the Project AST designs would surpass the basic requirements for the risk of damage or upset during an aircraft collision. Therefore, the Project ASTs would be consistent with the safety and hazard protection policies and requirements associated with the Riverside Municipal Airport operations.

It is also anticipated that the Project would provide limited temporary storage of used oil and used antifreeze. Used oil and antifreeze would be temporarily stored on-site in 50-gallon drums and would be transported by a qualified professional third party vendor for recycling to designated licensed recycling facilities within the City of Riverside and/or County of Riverside.[3]

The Project fuel island would provide two (2) fuel points. As noted, this fuel facility would serve only vehicles and equipment owned by, or otherwise under control of, the Applicant [Quanta]. Based on information provided by the Applicant, fuel throughput at this facility would not exceed 1,000 gallons per day or 365,000 gallons per year. In context, fuel throughput for a typical commercial fuel station is expressed in terms of multiple millions of gallons per year.

- Areas of the Project site not occupied by structures or landscaping would be improved with pavement/asphalt surfaces. These areas would provide parking for the Project tenant uses; would allow generally for on-site movement of trucks and equipment; and would provide designated areas assigned to vehicle/construction equipment parking and material/equipment storage. Open/paved areas of the Project site would also accommodate periodic training exercises for deployment use and maintenance of construction equipment.

[3] The storage, use, and disposal/recycling of fuel, oil, antifreeze and other hazardous or potentially hazardous materials are common activities within most urbanized communities. A stringent regulatory system has evolved around the gasoline dispensing and vehicle maintenance and repair facilities. The Applicant would comply with all local, regional, and state regulations addressing Project storage, use, and disposal/recycling of hazardous or potentially hazardous materials.

1.2.1 Project Construction Best Management Practices

Recognizing potential effects of construction activities on proximate residential uses, the following construction Best Management Practice(s) (BMPs) are incorporated as Project Conditions of Approval. To facilitate coordination and their effective implementation, the BMPs listed below shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

- All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications.
- Off-road diesel construction equipment shall comply with California Air Resources Board (CARB) performance standards as follows:
  - All equipment operating at >100 horsepower (hp) shall be CARB Tier III-Certified or better.
  - All equipment operating at <100 hp shall be CARB Tier IV Interim-Certified or better.

Further details regarding the Project are presented at IS/MND Section 2.0, *Project Description*, Section 2.4, *Development Concept.*

1.3 INTENDED USE OF THIS IS/MND

The City is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for consideration of Project discretionary actions and associated permitting. As the Lead Agency, the City is also responsible for analyzing the Project's potential environmental impacts.

The Lead Agency will use this IS/MND in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project. This IS/MND may also be used by various Responsible Agencies, e.g., Air Quality Management District(s), Regional Water Quality Control Board(s), *et al.*; as well as utilities and service providers when such entities issue discretionary permits necessary

to carry out the Project. For example, if this Project would require discretionary permits from the South Coast Air Quality Management District (SCAQMD), this IS/MND would serve as the environmental assessment for such permits (please refer to CEQA *Guidelines*, Section 15050).

In employing this IS/MND, the City and other agencies shall recognize that Project plans and development concepts identified herein are just that – plans and concepts that are subject to refinement as the Project is further defined. Acknowledging the potential for these future minor alterations to the Project, this IS/MND in all instances evaluates maximum impact scenarios that would likely account for these minor alterations. Should future development proposals differ substantially from the development concepts analyzed herein, the Lead Agency would comply with CEQA in consideration of those proposals.

1.4 DISPOSITION OF THIS DOCUMENT

This IS/MND will be circulated by the City for a minimum of 20 days, to allow for public and agency review. Comments received on the IS/MND will be considered by the City in their review of the Project. The public is encouraged to contact the City for questions regarding the CEQA process and the Project. Comments on the IS/MND may be sent to:

City of Riverside
Community & Economic Development Department
Planning Division
Attention: Regine Osorio, Associate Planner
3900 Main Street, 3rd Floor
Riverside, CA 92522

2.0 PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

The proposed Raptor Court Quanta Project (Project) would be implemented on an approximately 12.84-acre site, located at the southwest corner of Central Avenue and Hillside Avenue in the City of Riverside. Existing Project site Assessor Parcel Numbers are: 190-210-016, 190-210-017, and 190-210-005. Please refer to Figure 2.1-1, *Project Site Location*.

The Project proposes facilities and site improvements that would support a regional hub for a national power and infrastructure construction company. To these ends, the Project proposes construction of the following:

- An administrative office building of approximately 40,000 square feet.

- A maintenance building with attached ancillary tool storage area. The maintenance/tool storage building would total approximately 34,000 square feet.

- A private truck washing station of approximately 1,000 square feet. The truck washing station would serve only vehicles and equipment owned by, or otherwise under control of, the Applicant/owner.

N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

applied planning inc

Figure 2.1-1
Project Site Location

The Project ASTs would also be required to conform with City of Riverside Zoning Code Chapter 19.480, which provides standards for private, aboveground fuel tanks and fuel systems. To comply with the City's Zoning Code, the Uniform Fire Code, and applicable Riverside County Airport Land Use Compatibility Plan (ALUCP) policies, aboveground fuel tanks will be located within ALUCP Zone C. Fuel storage at the Project site would comprise one (1) 10,000-gallon double-walled fuel tank, and one (1) 2,000-gallon double-walled fuel tank.[1] Fuel tanks would be low-profile (less than 10 feet in height), steel-reinforced concrete vault designs. Project ASTs would include an advanced monitoring system for leak detection. All fueling on the site would be privately controlled by Quanta and exclusively for Quanta vehicles. No public fueling would be allowed.

The proposed fuel tank locations would comply with all the City's siting, sizing and fire protection requirements. As concrete vault fuel tanks within ALUCP Zone C, the Project AST designs would surpass the basic requirements for the risk of damage or upset during an aircraft collision. Therefore, the Project ASTs would be consistent with the safety and hazard protection policies and requirements associated with the Riverside Municipal Airport operations.

It is also anticipated that the Project would provide limited temporary storage of used oil and used antifreeze. Used oil and antifreeze would be temporarily stored on-site in 50-gallon drums and would be transported by a qualified professional third party vendor for recycling to designated licensed recycling facilities within the City of Riverside and/or County of Riverside.[2]

[1] Although no manufacturer has been identified to date, a typical 10,000-gallon (double-walled) above ground storage tank is 28 feet long, 10 foot wide, 10 foot tall and weighs approximately 16,000 (dry weight) pounds. A typical 2,000-gallon (double-walled) above ground storage tank is 12 feet long, 5 feet wide, 5.5 feet tall and has a dry weight of 3,700 pounds.

[2] The storage, use, and disposal/recycling of fuel, oil, antifreeze and other hazardous or potentially hazardous materials are common activities within most urbanized communities. A stringent regulatory system has evolved around the gasoline dispensing and vehicle maintenance and repair facilities. The Applicant would comply with all local, regional, and state regulations addressing Project storage, use, and disposal/recycling of hazardous or potentially hazardous materials.

The Project fuel island would provide two (2) fuel points. As noted, this fuel facility would serve only vehicles and equipment owned by, or otherwise under control of, the Applicant [Quanta]. Based on information provided by the Applicant, fuel throughput at this facility would not exceed 1,000 gallons per day or 365,000 gallons per year. In context, fuel throughput for a typical commercial fuel station is expressed in terms of multiple millions of gallons per year.

- Areas of the Project site not occupied by structures or landscaping would be improved with pavement/asphalt surfaces. These areas would provide parking for the Project tenant uses; would allow generally for on-site movement of trucks and equipment; and would provide designated areas assigned to vehicle/construction equipment parking and material/equipment storage. Open/paved areas of the Project site would also accommodate periodic training exercises for deployment use and maintenance of construction equipment.

Project Construction Best Management Practices

Recognizing potential effects of construction activities on proximate residential uses, the following construction Best Management Practice(s) (BMPs) are incorporated as Project Conditions of Approval. To facilitate coordination and their effective implementation, the BMPs listed below shall appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations shall be verified by the City prior to issuance of first development permit.

- All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications.

- Off-road diesel construction equipment shall comply with California Air Resources Board (CARB) performance standards as follows:
  - All equipment operating at >100 horsepower (hp) shall be CARB Tier III-Certified or better.
  - All equipment operating at <100 hp shall be CARB Tier IV Interim-Certified or better.

Further details regarding the Project are presented at Section 2.4, *Development Concept*.

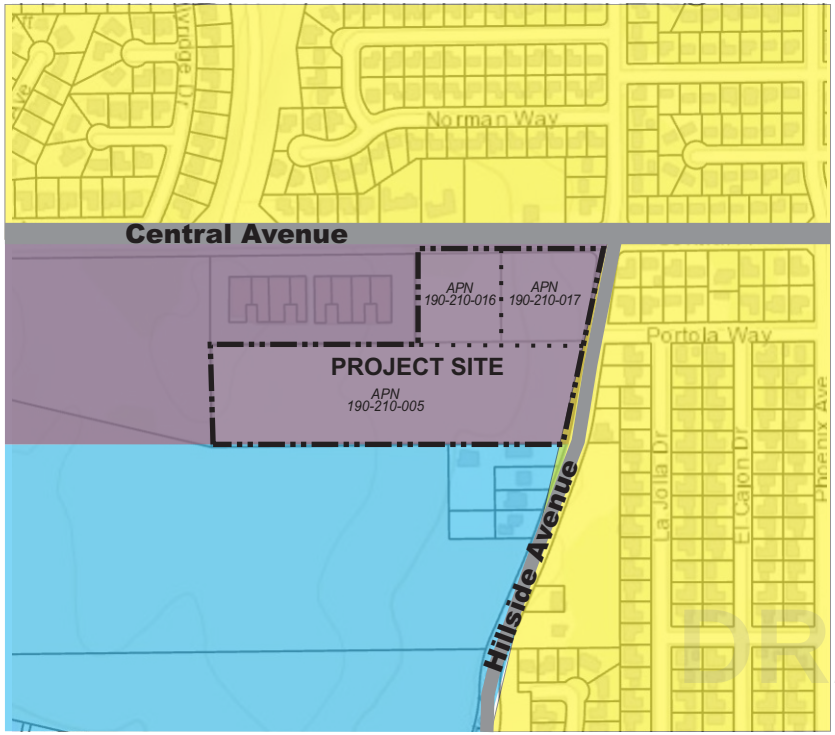
2.2 EXISTING LAND USE DESIGNATIONS

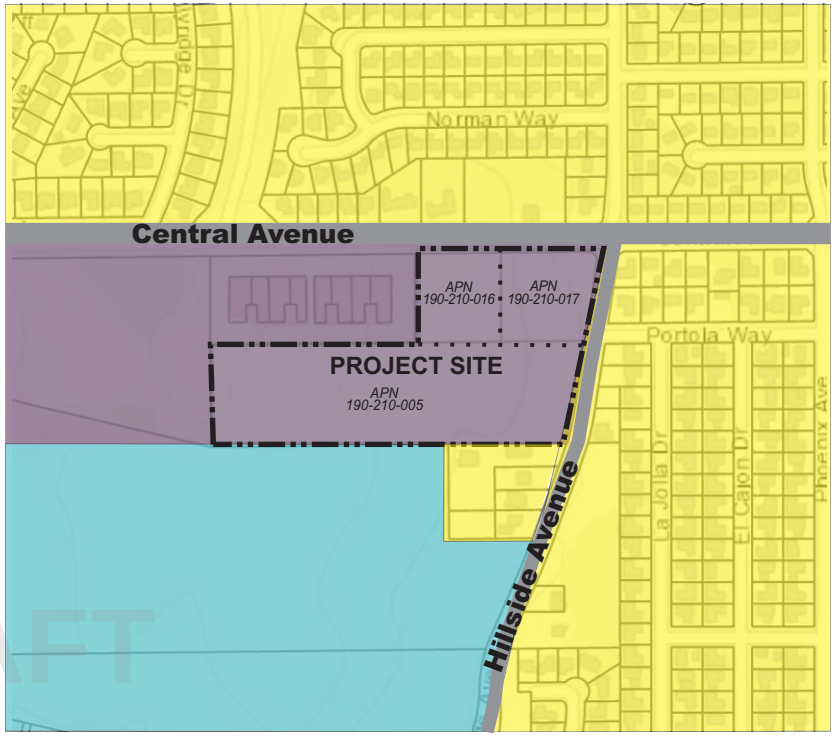
General Plan Land Use and Zoning designations of the Project site and surrounding properties are described below, and illustrated at Figure 2.2-1.

2.2.1 Project Site

The existing General Plan Land Use designation of the Project site is B/OP (Business/Office Park). The Project site is zoned BMP (Business and Manufacturing Park).

The Project uses are allowed under the site's current General Plan Land Use designation. The Project uses are permitted or are conditionally permitted under the site's current Zoning designation. The Project does not propose or require amendment of the site's existing General Plan Land Use or Zoning designations.





General Plan Designations:

- **MDR - Medium Density Residential**
- **B/OP - Business/Office Park**
- **PF - Public Facilities/Institutional**

Zoning Designations:

- **R-1-7000 - Single Family Residential**
- **BMP - Business and Manufacturing Park**
- **PF - Public Facilities**

N

NOT TO SCALE

Source: City of Riverside General Plan and Zoning Maps; Riverside County Assessor; Applied Planning, Inc.

applied planning inc

Figure 2.2-1
Existing Land Use Designations

2.2.2 Surrounding Properties

General Plan Land Use designations and Zoning designations of surrounding properties are listed below:

North (across Central Avenue)
General Plan Land Use: MDR - Medium Density Residential
Zoning: R-1-7000 - Single Family Residential

South
General Plan Land Use: PF - Public Facilities/Institutional
Zoning: R-1-7000 - Single Family Residential / PF - Public Facilities

East (across Hillside Avenue)
General Plan Land Use: MDR - Medium Density Residential
Zoning: R-1-7000 - Single Family Residential

West
General Plan Land Use: B/OP - Business/Office Park
Zoning: BMP - Business and Manufacturing Park

The Project does not propose uses or activities that would affect General Plan Land Use and Zoning designations of adjacent properties.

2.3 EXISTING LAND USES

The Project site is currently vacant. Light industrial/business park uses are located northwest of the Project site. Residential uses are located north and east of the Project site, across Central and Hillside Avenues, respectively. To the south and west are residential uses and vacant land. Existing land uses are illustrated at Figure 2.3-1.

N

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

applied planning inc

Figure 2.3-1
Existing Land Uses

2.4 DEVELOPMENT CONCEPT

2.4.1 Site Preparation

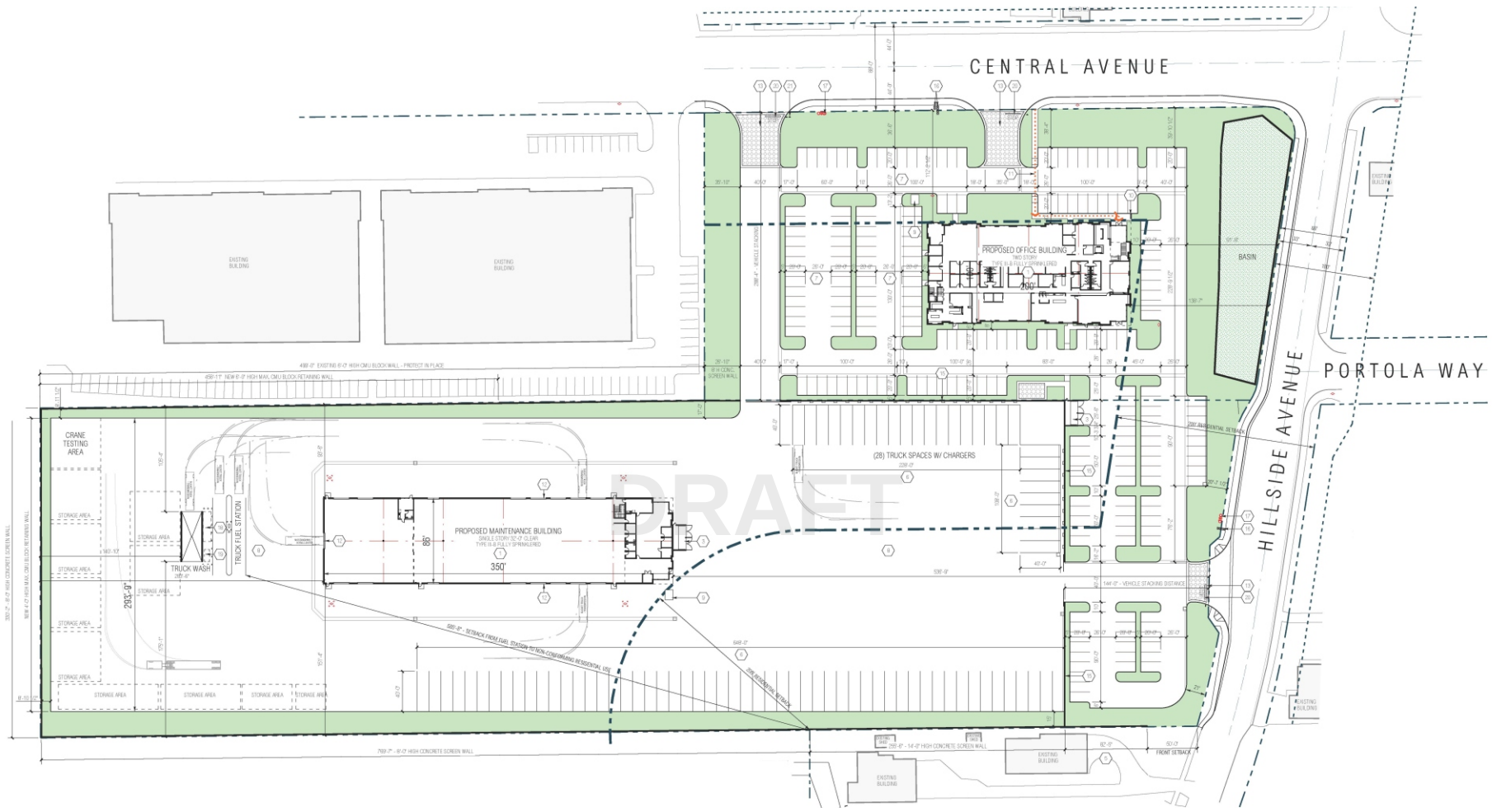
The Project area would be cleared of all surface features, grubbed, rough-graded, and fine-graded in preparation of building construction. It is preliminarily estimated that +/- 178,500 cubic yards of soil export would result from site preparation activities.

Any debris generated during site preparation activities would be disposed of and/or recycled consistent with the City's Source Reduction and Recycling Element (SRRE). Existing grades within the Project site would be modified to establish suitable building pads and to facilitate site drainage.

2.4.2 Project Design Concepts

2.4.2.1 Site Plan and Building Design Concepts

The Project proposes buildings and various site improvements comprising a regional hub for a national power, underground utility, and communications infrastructure construction company. The Project Site Plan Concept is presented at Figure 2.4-1. Design concepts for the Project administrative office building, maintenance building, and truck wash station are presented at Figures 2.4-2, 2.4-3, and 2.4-4, respectively.



N

NOT TO SCALE

Source: RGA Office of Architectural Design

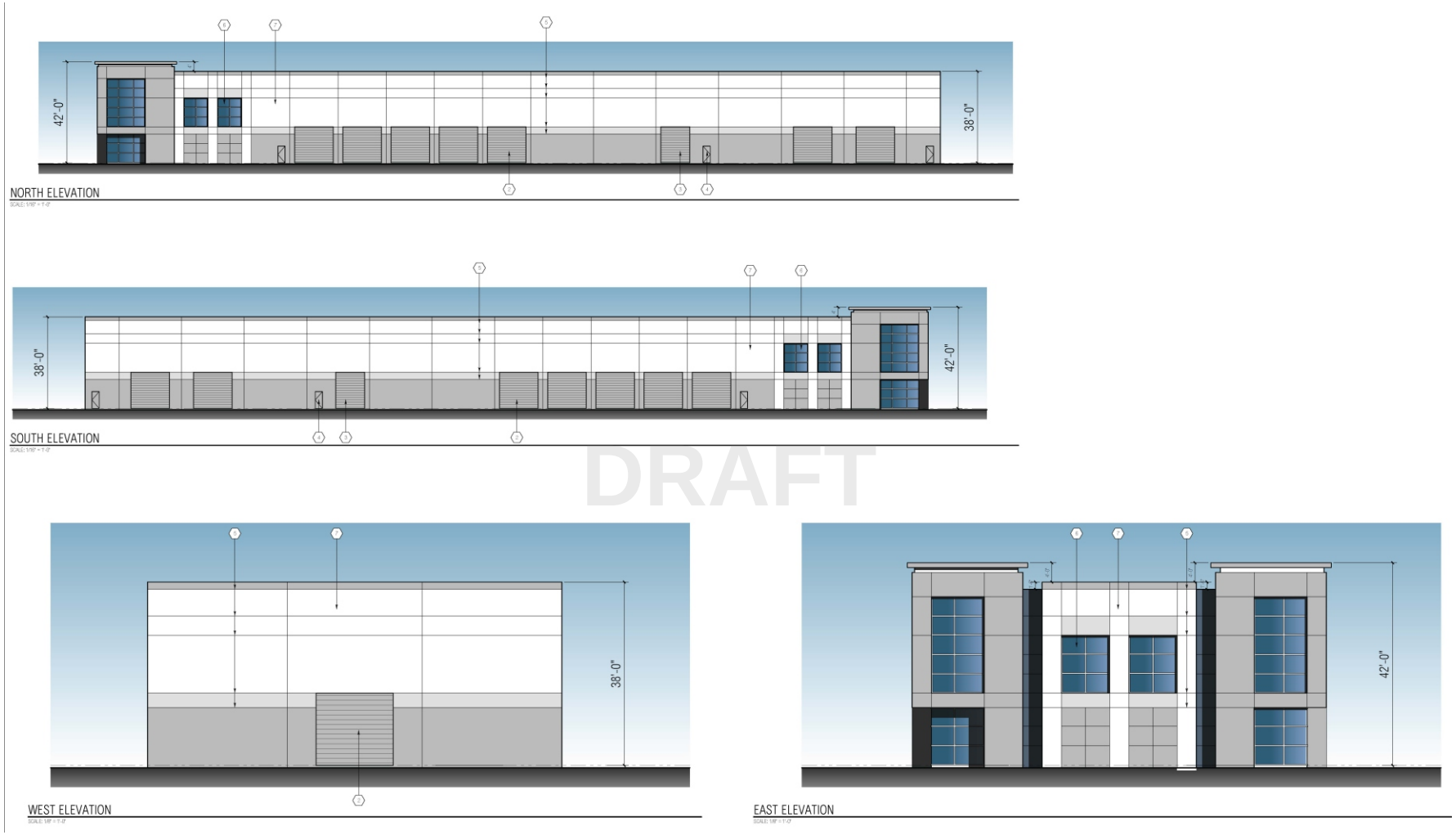
applied planning inc

Figure 2.4-1
Site Plan Concept

Source: RGA Office of Architectural Design

appliedplanning inc

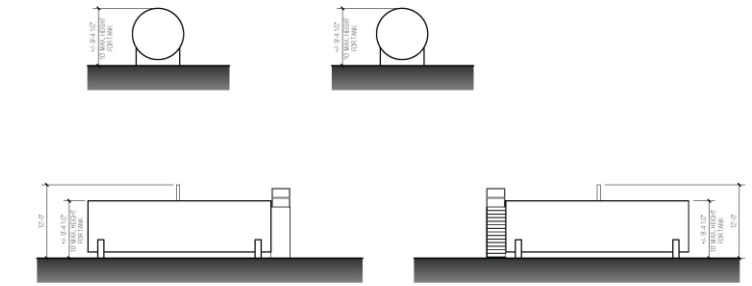
Figure 2.4-2
Office Building Elevations



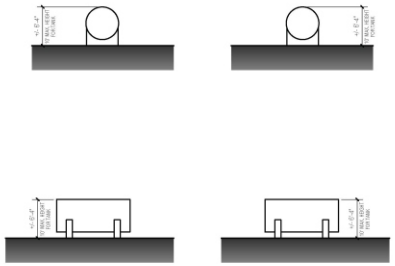
Source: RGA Office of Architectural Design

appliedplanning inc

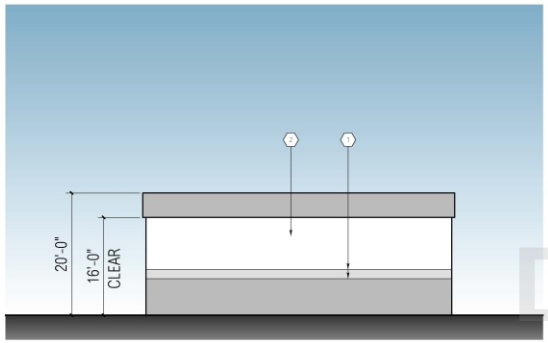
Figure 2.4-3
Maintenance Building Elevations



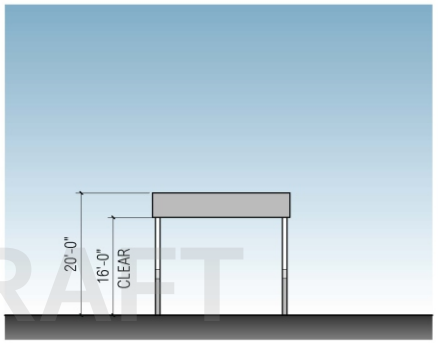
10,000 GALLON FUEL TANK ELEVATION



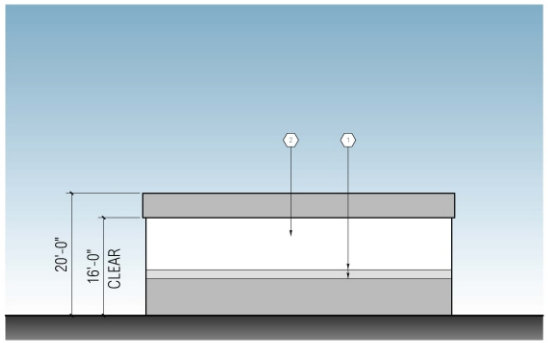
2,000 GALLON FUEL TANK ELEVATION



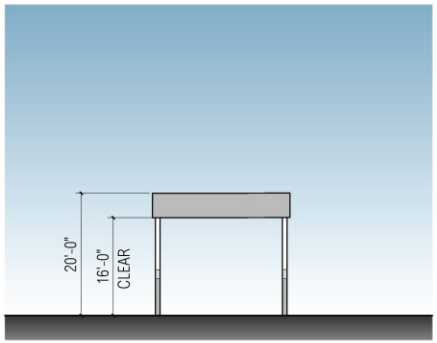
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

Source: RGA Office of Architectural Design

appliedplanning inc

Figure 2.4-4
Truck Wash Building Elevations

For the purposes of analysis, the following Project elements are assumed.

- An administrative office building of approximately 40,000 square feet.

- A maintenance building with attached ancillary tool storage area. The maintenance/tool storage building would total approximately 34,000 square feet.

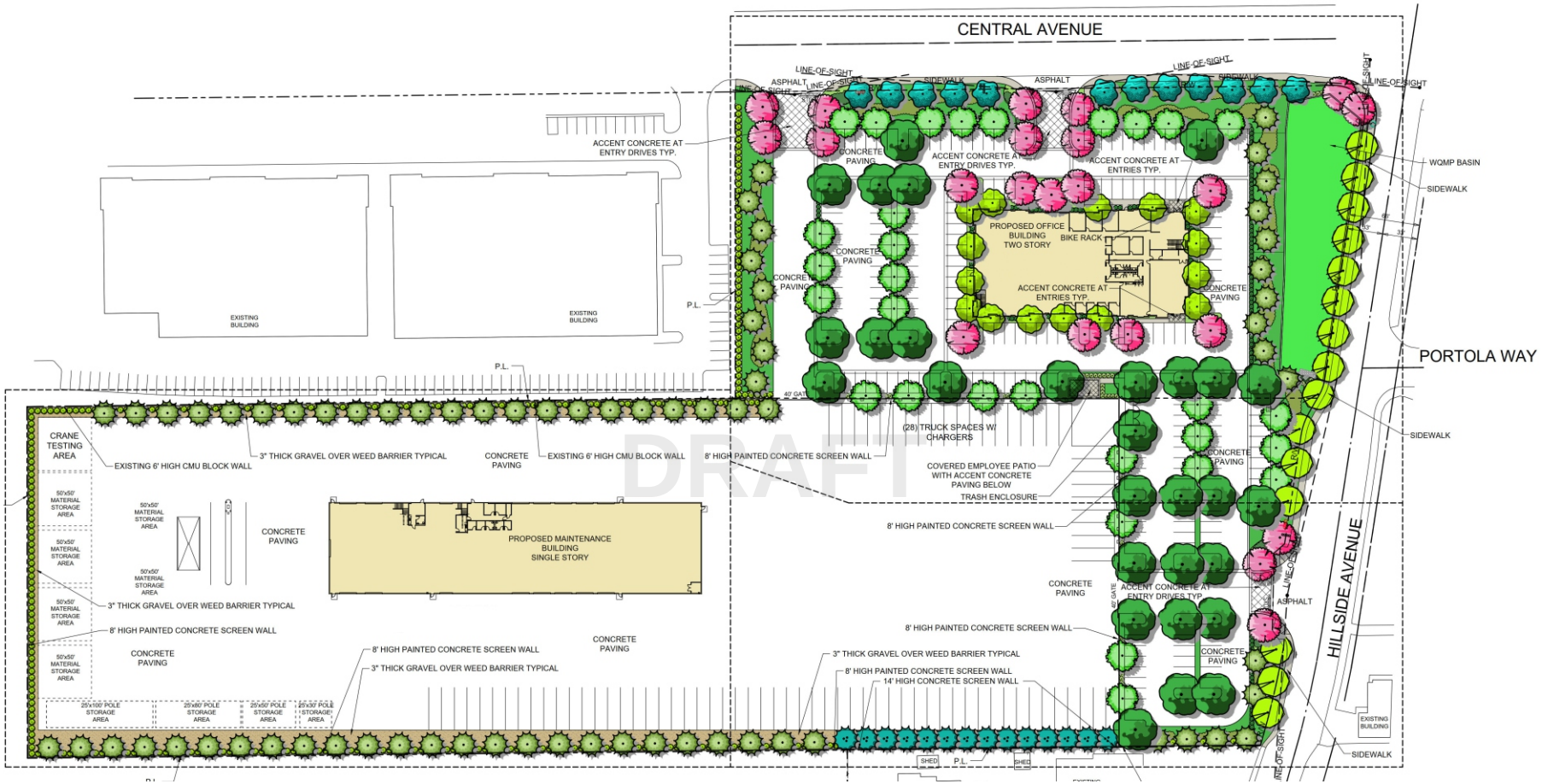
- A private truck washing station of approximately 1,000 square feet. The truck washing station would serve only vehicles and equipment owned by, or otherwise under control of, the Applicant/owner.

2.4.2.2 Landscape Concept

Approximately 2.6 acres of the Project site would be landscaped. All landscaping/streetscaping would be required to comply with applicable provisions of the City Municipal Code (Section 19.580.090 - *Parking Lot Landscaping*, et al.). The implemented landscape/streetscape concept would enhance perception of the site as developed under the Project, and to screen views of the site interior from off-site vantages. The Project Landscape Concept is presented at Figure 2.4-5.

2.4.2.3 Lighting Concept/Photometric Plan

The Project Lighting Concept/Photometric Plan is presented at Figure 2.4-6. The final Project Lighting Plan would be required to conform with standards and restrictions articulated at City Municipal Code (Chapter 19.556 - *Outdoor Lighting)*.



Source: RGA Office of Architectural Design

applied planning inc

Figure 2.4-5
Landscape Concept