SECTION 2: PROJECT DESCRIPTION

2.1 - Project Location

The proposed San Gorgonio Crossing Project (project) is located in Township 2 South, Range 1 West, Section 30, along the north side of Cherry Valley Boulevard and east of the Interstate 10 Freeway (I-10), between the cities of Calimesa and Beaumont, and is primarily located in an unincorporated area of the County of Riverside, California (Exhibit 2-1). Approximately 16 acres of the western portion of the project site are located within the City of Calimesa. The project site has regional access via Cherry Valley Boulevard to the I-10 Freeway, and local access via Cherry Valley Boulevard, Brookside Avenue, and Oak Valley Parkway (Exhibit 2-2).

The unincorporated community of Cherry Valley is located approximately 0.5 mile to the east of the project. The City of Beaumont is located south of the project site, the City of Calimesa is located directly west and northwest of the site, and the City of Yucaipa is located approximately two miles north of the site. Access to the site is off Cherry Valley Boulevard. The Assessor’s Parcel Numbers for the project site are 407-220-004, 407-220-007, 407-220-008, 407-220-009, 407-220-014, 407-220-016, 407-220-017, 413-270-012, and 413-270-01.

The project site lies with The Pass Area Plan (PAP), which is a component of the County of Riverside General Plan that provides area-specific policies and requirements to address local conditions and issues. The PAP encompasses the cities of Banning, Beaumont and Calimesa as well as several County unincorporated communities, including Cherry Valley. Within the broader framework of the PAP, certain areas are identified as “policy areas.” According to the PAP, a policy area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The project site is within the Cherry Valley Policy Area (CVPA). In addition, the project site is within the Cherry Valley Gateway Policy Area, which is located on the western edge of the CVPA and, as the name implies, serves as a gateway to Cherry Valley. The specific policies that apply to these areas are discussed in more detail under Section 3.10, Land Use and Planning.

2.2 - Existing Conditions

2.2.1 - Project Site

The project site is currently vacant (Exhibit 2-3). Elevations on-site rise from southwest to northeast, ranging from approximately 2,690 to 4,400 feet above mean sea level. The southern and central portions of the project site consist of broad sloping grasslands that transition to steeper ridges and canyons on the north portion of the project site. Much of the on-site vegetation consists of native grasses, sage scrub, and occasional scrub oak. The northern, steeper portion of the project site is traversed by two branches of the Cherry Valley Fault, although these branches of the fault appear to be inactive. The project would not locate any building over the fault line or within required structural setbacks related to the faults. Potential project impacts with respect to geological hazards are discussed in detail in Section 3.6, Geology and Soils of this Recirculated Draft EIR (RDEIR).
There are three ephemeral drainages that traverse the project site from east to west and northeast to southwest. Ephemeral drainages are drainages with water flows that generally occur for only a short period after a rain event. Although all on-site drainages are ephemeral and do not support wetland vegetation, there are some limited areas of the project site that contain Waters of the U.S. and Waters of the State. Several dirt roads and informal trails cross the project site, and physical access to a few homes to the north are provided through the site by dirt roads. Grazing and past agricultural activities have disturbed much of the site, which is grazed periodically by sheep and goats.

### 2.2.2 - Surrounding Land Use

The project site is bordered by the City of Calimesa to the west and northwest. The areas to the south, east, and the north of the project site are within unincorporated Riverside County. The area to the northeast, north, and northwest of the site primarily consists of rolling hills with a few scattered rural residences. Most of the surrounding area is currently in a predominantly undeveloped state. A mobile-home park (Rancho Calimesa) is located approximately 0.26 mile west of the site, off Calimesa Boulevard. The I-10 Freeway is located approximately 0.35 mile southwest of the project site. Land to the south consists of scattered vacant parcels, a truck services business, and the inactive Sunny Cal Egg Ranch. The Sunny Cal Egg Ranch site has been approved as a planned community development that would comprise approximately 560 residential units at buildout. East of the project site is a mix of properties used for agriculture purposes and large-lot, rural, single-family development.

Additional uses in the vicinity of the project site include a residential neighborhood east of the I-10 Freeway, directly south of Brookside Avenue, and north of the Oak Valley Golf Club. In addition, the PGA Golf Course and several developing residential neighborhoods, as well as the approved Oak Valley Specific Plan (approximately 4,000 residential units), are located across the I-10 Freeway, to the west.

### 2.2.3 - Land Use Designations

#### Project Site

The PAP identifies the project site within both the CVPA and the Cherry Valley Gateway Policy Area. The General Plan Land Use designations for the project site consist of Rural Mountainous (RM) within the northern portion of the project site and Very Low Density Residential (VLDR) within the southern portion of the project site. Land uses allowed under the VLDR land use designation include single-family detached residences on large parcels where intensive animal keeping is discouraged. Land uses allowed under the RM land use designation include single-family residential uses with a minimum lot size of 10 acres and limited animal keeping and agriculture.

The site is zoned Controlled Development Area (W-2), which typically allows for single-family residential, light agriculture, aviaries, apiaries, grazing of farm animals and animal husbandry. Guest ranches, educational institutions, country clubs, churches, meat cutting/packaging plants without slaughtering are permitted with approval of a Plot Plan. Airports, cemeteries, hunting clubs, lumber mills, trails, bike parks, rodeo arenas, commercial stables, menageries, and animal hospitals are permitted with approval of a Conditional Use Permit.
Riverside County
San Bernardino County

Idyllwild-Pine Cove
San Bernardino

Silverwood Lake
Lake Arrowhead

Perris Reservoir
Mystic Lake
Diamond Valley Lake
Lake Elsinore

Railroad Canyon Reservoir

Source: Census 2000 Data, The CaSIL.

Exhibit 2-1
Regional Location Map

TSG CHERRY VALLEY LP • SAN GOR GONIO CROSSING
RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT
Exhibit 2-2

Local Vicinity Map

Legend

Project Site

Source: ESRI Street Map.
Exhibit 2-3
Local Vicinity Map
Aerial Base

Source: ESRI Aerial Imagery.

Legend

- Project Site

CALIMESA

RIVERSIDE COUNTY

BEAUMONT

Singleton Rd

Roberts Rd

Cherry Valley Blvd

Brookside Ave

Singleton Rd

Singleton Rd

Patterson Rd

Cherry Valley Blvd

Brookside Ave

Desert Lawn Dr

FirstCarbon® SOLUTIONS

2,000 1,000 0 2,000 Feet

TSG CHERRY VALLEY LP • SAN GORGONIO CROSSING
RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT
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Surrounding Areas

The unincorporated County property to the north of the project site is zoned Residential Agriculture, one acre minimum lot size (R-A-1). Areas to the east and south are also zoned R-A-1 and W-2. The General Plan Designation to the north of the project site is primarily RM. The area to the east and south of the project site is also designated VLDR. The area to the southeast of the project site, near the I-10 Freeway, is designated Commercial Retail (CR).

The areas directly west of the project site located within the City of Calimesa are zoned and designated by the Calimesa General Plan as Commercial Regional, Residential Low (2 to 4 dwellings per acre), and Residential Low Medium (4 to 7 dwellings per acre). The area within the City of Calimesa that lies to the north and northwest of the project site is zoned/designated as Rural Residential (RR) (0 to 2 dwellings per acre). Two exhibits illustrate the designations of the surrounding areas: Exhibit 2-4 shows the land use designations of the project site and surrounding areas; and Exhibit 2-5 shows the zoning classifications of the project site and surrounding areas. Refer to Section 3.10 of this RDEIR for more detailed descriptions of the surrounding land uses.

2.2.4 - Project Applicant and Landowner

The applicant/owner, TSG Cherry Valley, LP, is represented by Shopoff Realty Investments and has submitted the proposed San Gorgonio Crossing Project to the County of Riverside for review and approval.

2.3 - Project Characteristics

2.3.1 - Description of the Project

Environmental Impact Report No. 534 (the County EIR reference number) provides an environmental analysis of the potential impacts of the project, which includes the following components: General Plan No. 1079 (an entitlement/policy amendment), Change of Zone No. 7799, Tentative Parcel Map No. 36564, and Plot Plan No. 25337. The San Gorgonio Crossing Project site totals approximately 229 acres. The project includes an additional 16 acres located within the City of Calimesa that would be used for project infrastructure purposes. Approximately 140.23 acres would be included within the developed portion of the project, and 84.8 acres would remain as natural open space (approximately 36 percent of the project site). The project consists of two high-cube warehouse buildings\(^1\) that would be designed to be eligible for Leadership in Energy and Environmental Design (LEED) Silver Certification. Building 1 would cover approximately 811,000 square feet and Building 2 would cover approximately 1,012,760 square feet, for a total of approximately 1,823,760 square feet of floor area. The two warehouses would include approximately 30,000 square feet of office space. A site plan for the project is shown in Exhibit 2-6.

The proposed site plan consists of two high-cube warehouse buildings planned north of Cherry Valley Boulevard, to the east and west of re-aligned Roberts Road. The buildings would be designed for Class IIIB construction, and Occupancy Class S-1, B. These facilities are planned to house a variety of high-

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\(^1\) According to the Institute of Transportation Engineers, a high-cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses.
cube warehouse distribution/logistics uses. Both buildings would be approximately 47 feet in height. Building 1 would contain an office on the southwest and southeast corner of the proposed building. Building 2 would contain four office areas located at each corner of the proposed building. Both buildings would be of concrete tilt and glass construction. Additionally, the project includes the use of solar panels on its roofs, which would provide approximately 23 percent of the project’s power needs.

The project would utilize neutral earth tones and architectural features to provide a rural design scheme that is in keeping with the existing character of the surrounding area. The elevations would generally include rural, western, and agricultural elements. For example, the project would utilize shades of brown with natural accent colors for the majority of the building elevations. The project buildings would also include decorative metal canopies, appropriate signage, and barn style façades.

In accordance with county landscaping standards, the project would provide extensive landscaping along the project frontage and within Cherry Valley Boulevard. Theme fencing would be located behind landscaped parkways between meandering sidewalk systems and the multi-purpose trail to prevent cross-over and degradation of landscape parkway plant material. Landscape medians would be designed with a decorative landscape maintenance strip along the edges of the curb and along median areas in width near turning lanes that match entry monumentation themes. All utilities would be located under street paving and not under landscape medians, to allow for street tree planting within landscape medians. Landscape parkways between the curb and the sidewalk will be a minimum width of 5 feet (including curb), and landscape parkways between the 5-foot meandering sidewalk and the 10-foot-wide, multi-purpose trail would be a minimum of 4 feet wide. Motorists and pedestrians traveling east along Cherry Valley Boulevard would see four separate layers of landscaping, and a berm separating the roadway from the project.

The project would provide 120 parking spaces for office use and would include warehouse parking and trailer parking to establish a total of 1,237 spaces, as well as additional bike spaces. A conceptual site plan for the project is shown in Exhibit 2-6.

Both buildings would be designed to accommodate cross-dock usage, with 136 dock doors for Building 1 and 170 dock doors for Building 2. Electric trailer movers would be used in place of traditional diesel-powered movers to move trailers throughout the project site, and would reduce the amount of emissions generated.

A public street—located between Building 1 and Building 2—would provide access to existing residences generally to the north of the project site that currently take access through the project site via a dirt road. The street would replace the existing dirt road, be approximately 1,600 feet in length, be designed to Riverside County standards, and provide residents access through the project site. Three access points would be provided off Cherry Valley Boulevard. A landscaped, raised median would be installed on Cherry Valley Boulevard to direct project traffic and improve the aesthetics of the streetscape. Refer to Exhibit 2-7 for an illustration of the proposed street section.
**Legend**

- **Project Site**
- **Cherry Valley Gateway Policy Area**

**General Plan Land Use Designations**

- **BP** - Business Park
- **CR** - Commercial Retail
- **LI** - Light Industrial
- **OS-R** - Open Space Residential (1 DU/10AC)

- **RC-VLDR** - Rural Community - Very Low Density Residential
- **RL** - Residential Low (2-4 DU/AC)
- **RLM** - Residential Low Medium (4-7 DU/AC)
- **RM** - Rural Mountainous
- **RR** - Residential Rural (0-2 DU/AC)
- **VLDR** - Very Low Density Residential

**Source:** ESRI Aerial Imagery, Riverside County GIS Data, Calimesa GP.
Exhibit 2-5
Existing Zoning Classifications

Legend
- Project Site
- Zoning Designations
  - A-1-1: Light Agriculture, 1 acre minimum
  - A-P: Light Agriculture with Poultry
  - BP - Business Park
  - C-1/C-P: General Commercial
  - C-P-S: Scenic Highway Commercial
  - CR - Commercial Retail
  - LI - Light Industrial
  - OS-R - Open Space Residential (1 DU/10AC)
  - R-A-1: Residential Agriculture, 1 acre minimum
  - RL - Residential Low (2-4 DU/AC)
  - RLM - Residential Low Medium (4-7 DU/AC)
  - RR - Residential Rural (0-2 DU/AC)
  - W-2: Controlled Development Areas

Source: ESRI Aerial Imagery, Riverside County GIS Data.
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Exhibit 2-7
Cherry Valley Boulevard Street Section
A water quality basin would be constructed to the west of Building 1. A rectangular concrete channel would be located north and south of Buildings 1 and 2. Additionally, a grouted riprap berm and a water quality infiltration trench would be located north of Building 2. Riprap berms would also be located east of Building 2 and a water quality basin is planned west of Building 2. Additionally, a publicly maintained trapezoidal concrete channel would be located between the building sites and Cherry Valley Boulevard.

Existing drainage flows from off-site areas such as the hilly undeveloped portions of the site to the north, would be conveyed through the site and ultimately directed off-site to the west side of the project site. As included in the Hydrology analysis for Tentative Parcel Map 36564, there are two drainage areas that exist on-site: Drainage area “A” and “B.” The project includes a number of drainage facilities designed to safely convey the off-site 100-year storm runoffs through the project site and to limit the storm flow resulting from project activities, including:

- Use of bio-treatment best management practices such as extended detention basins and trenches, sized to accommodate the first flush flows generated in the proposed development area;
- Storm drain facilities that would collect and route on-site runoff through a detention basin that is sized to limit 10-year storm discharge from the site to be equal or less than flows under the existing condition; and
- A detention basin that would incorporate hydro modification requirements by limiting the increase in the 2-year storm flow caused by the proposed development to less than 10 percent more than existing conditions (Exhibit 2-4).

The project also includes four acres of on-site riparian mitigation along the project frontage.

As discussed, the project includes two water quality basins that are included as part of the Site Specific Water Quality Management Plan. The primary function of these basins is to mitigate the stormwater impacts caused by developing the project site. The east side drainage improvements would include a rock protection berm. This berm would capture the off-site runoff and drain into a concrete wingwall structure. This inlet structure will be connected to a concrete culvert and will discharge into the trap channel on-site. The water will eventually drain out from the structure on the west side of the project. Additionally, the project would utilize approximately 16 acres within the City of Calimesa for off-site drainage and flooding improvements. Improvements within the City of Calimesa are composed of drainage channels and appurtenances such as a concrete trap channel, a concrete box culvert, two concrete outlet structures, and rip rap rock energy dissipaters. The Applicant has also agreed to construct a rock-lined berm to protect the adjacent property owners. Potential environmental impacts associated with these improvements are analyzed within this EIR, and separate issuance of ministerial permits for these improvements will be required by the City of Calimesa. See Section 3.9, Hydrology and Water Quality, for additional discussion of the water quality and drainage features of the project.

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2 Riprap is a foundation or sustaining wall of stones or chunks of concrete, which can be used to line channels.
Two future water storage tanks, each with a capacity of 1 million gallons, may be constructed by the Yucaipa Valley Water District (YVWD) in the future on the northeastern portion of the project site. The potential future water storage tanks would not serve the project site. The project would provide the building pads and access for the tanks, and the YVWD would be responsible for obtaining necessary approvals to construct and operate the water storage tanks. See Section 2.3.3, Master Utilities System of this section and Section 3.17, Utilities and Service Systems for additional discussion on the future water tanks, as well as water service for the project site.

The project would feature on-site trails that connect with existing trails in the northern portion of the site to contribute to the development of the City of Calimesa's trail system. The trails would be developed as part of an easement, with the responsible entity to be determined prior to project approval. A 10-foot-wide trail section would be constructed along the project frontage on the northern side of Cherry Valley Boulevard, in accordance with County Standard 405, consisting of decomposed granite to accommodate pedestrians and equestrians. A trailhead would also be constructed in the southwest corner of the site and feature a water tower and barn, which ties into the trails. These structures (tower and barn) would not be functional, but would screen views of the project site, and provide a focal point to viewers along local roadways, while maintaining and enhancing the rural character of the area. The water tower would be of similar scale to the buildings, at 40 feet. The barn would be approximately 800 square feet, and approximately 19 feet in height at the ridge. The trail along the western margin of the project site would consist of decomposed granite to accommodate hikers and equestrians, and connect to the existing trails in the northern portion of the project site.

Additionally, a roadway and utility easement would be granted to Holbert Ranch (upon successful negotiation with this adjoining property owner) within the northwest corner of the site that would provide access to existing residents to the north.

Equipment and commodities to be stored on the property would include products and goods; vehicles; trucks; trailers; maintenance equipment, and machinery; office supplies and equipment; fuels for vehicles; and equipment associated with the distribution of goods. Vehicle and equipment maintenance to be performed on the property would be nominal, including routine vehicle maintenance, and maintenance and repair of equipment and machinery for operations. Primary repairs would be performed off-site.

2.3.2 - Phasing and Improvements

Phasing

The project is planned to be completed in one construction phase, and the analysis provided in this RDEIR is based on the entire project being developed in a single phase. Construction activities (including haul truck deliveries) will be restricted to the hours from 7:00 a.m. to 7:00 p.m. Mondays through Fridays, and 10:00 a.m. to 5:00 p.m. on Saturdays and Sundays, on holidays, and on the Monday following each holiday that falls on a Sunday. The construction equipment to be used on the site is described in Section 3.12, Noise. Occupancy of the project is anticipated to be in 2017. Once operational, the project may operate up to 24 hours per day, 7 days per week.
Improvements

The project’s mass grading activities would involve on-site cut of approximately 3 million cubic yards and fill of approximately 2.3 million cubic yards, with a balance of soils on-site. The design of the project would seek to balance the earthwork necessary for grading and avoid the import or export of soil.

Three access points are proposed off Cherry Valley Boulevard. The primary access point would be located in the mid-portion of the project site between Building 1 and Building 2, and is proposed as a signalized intersection. This primary access would serve as a public roadway (78-foot right-of-way). Two gated driveways would provide access to each building off the primary access. The primary access would also provide access to four, existing, single-family residences located approximately 290 to 700 feet north of the project site. Additional access is provided off Cherry Valley Boulevard via a driveway located on the west edge of the project site. The main access point and interior circulation pattern have been designed to accommodate the turning movements and stacking requirements of the truck-trailer traffic, and to provide a distinctive design entrance to the project site. In addition, two secondary access points have been designed to accommodate automobile and emergency traffic only.

All grading and earthwork activities would be performed in accordance with the general earthwork and grading specifications of the County of Riverside. Based on the sloping terrain of the project site a number of manufactured slopes and possibly retaining walls may be needed to develop the site. More information on slopes and slope heights is presented and analyzed in Section 3.6, Geology and Soils.

In addition to the on-site improvements, off-site water and sewer maintenance, additional off-site grading, and drainage facilities would be located off-site as detailed in Section 2.3.4, below.

2.3.3 - Land Use Designation and Zoning Classification

According to the County of Riverside General Plan, the project site is currently designated as RM and VLDR, and is located within the Cherry Valley Gateway Policy Area and the CVPA. The RM designation is located along the northerly portion of the project site with the majority of the site designated as VLDR (Exhibit 2-4). A General Plan Amendment is proposed as part of the project entitlements to change the Land Use designation from RM and VLDR to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI). The area of the project site designated as RM would remain designated as RM, and would not be developed as part of this project. Similarly, the new OS-R area would not be developed as part of this project. The area re-designated as PF may contain the two proposed water tanks in the future for use by the YVWD, who would obtain all necessary approvals and undertake the installation, operation and maintenance of the tanks as separate actions from this project. Again, this is not required to serve the proposed project and is entirely separate from the project; therefore, it is not analyzed as part of the project pursuant to CEQA.

The PAP identifies the project area within the Cherry Valley Gateway Policy Area and the CVPA. The project includes a Change of Zone from Controlled Development (W-2) to Industrial Park (I-P) to be consistent with the General Plan Amendment. No land use changes are proposed for the project site.
located within Calimesa. In addition, the project would be annexed into the Yucaipa Valley Water District. The Riverside County Local Agency Formation Commission (LAFCO) would be the responsible agency for considering the proposed annexations as determined through consultation with San Bernardino County LAFCO.

The Cherry Valley Gateway Policy Area was established to serve as a buffer between the communities of Beaumont and Cabazon, and to plan for the development of clustered dwelling units as compared to the neighboring CVPA. The location, configuration, and design of the project will allow the project to blend into the existing landscape despite the large size of the proposed buildings, helping to advance the vision and goals of the Policy Area. Project landscaping and berms further screen views of the project buildings and allow for continuity in the existing rural aesthetic of the area.

The project meets the goals and policies of the CVGPA in numerous respects. First, the project will preserve community uses and access to an informal equestrian and pedestrian trail network running throughout the undeveloped northern section of the Site. The project will also be set back from the street and landscaped in such a manner as to be visually unobtrusive, thereby espousing the rural character of the surrounding environment consistent with the goals of the CVGPA. In addition, the natural setting and unobstructed views allow the site to serve as a community separator between the cities of Calimesa and Beaumont and as a scenic gateway or “approach” to the Cherry Valley community. The project would establish 84.8 acres of natural open space designated OS-R, thereby furthering the CVGPA goal to provide a community separator.

See Section 2.4.2 below regarding required approvals for the project, and Section 3.10, Land Use and Planning for additional discussion of proposed land use changes, and the project’s consistency with the Cherry Valley Gateway Policy Area and the County’s General Plan.

2.3.4 - Master Utilities System

Water and Sewer

Water and sewer service for the project would be provided by the Yucaipa Valley Water District (YVWD). In order to provide service to the project site, off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard would be constructed. A portion of the right-of-way of Cherry Valley Boulevard, including the portion north of the centerline on Cherry Valley Boulevard from the I-10 freeway to approximately 300 feet east of Roberts Road, is within the jurisdiction of the City of Calimesa. Any improvements within the City of Calimesa right-of-way will require compliance with the City of Calimesa Public Works Standards, as well as issuance of appropriate encroachment and excavation permits from the City of Calimesa.

Potable water would be provided via the extension of an existing YVWD pipeline that is located near the intersection of I-10 and Calimesa Boulevard. A 16-inch-diameter pipe would adequately serve the project’s projected water demand and meet the County’s fire flow requirements. No off-site non-potable water facilities are proposed at this time.

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In addition, as previously mentioned, two future water storage tanks, each with a 1-million-gallon capacity may be constructed in the future on the northeastern portion of the project site to be owned and operated by YVWD. Both tanks are anticipated to be used for water storage. A booster station would be located adjacent to the water tanks on-site. The water tanks would not serve the project site, but would serve existing and planned development in the YVWD service area. The applicant would only be responsible for installing the concrete pads. Therefore, the YVWD would be responsible for obtaining necessary approvals and conducting any necessary future environmental review as CEQA lead agency prior to the ultimate installation of the water tanks.

The project would connect to existing off-site sewer mains to provide wastewater services to the site. The project would likely connect to the existing sewer main located approximately 2,250 feet south of the intersection of Calimesa Boulevard and Singleton Road. Alternatively, the project may utilize an existing sewer within Calimesa Boulevard that currently serves the Calimesa Country Club. Sewer main capacity in this location would need to be verified.

See Section 3.17, Utilities and Service Systems for additional discussion on the proposed water tanks, as well as water and wastewater service for the project.

Natural Gas

The Southern California Gas Company (SCGC) currently provides natural gas service to the project area, and would serve the project site.

Solid Waste

Solid waste from the project site would likely be disposed of at the Lamb Canyon Landfill, located at 16411 Lamb Canyon Road in the City of Beaumont, although the solid waste hauler may have the ability to take the project-generated solid waste to other landfills. The estimated solid waste generation of the project is discussed in Section 3.17, Utilities and Service Systems of this RDEIR. This landfill has a remaining capacity of over 18 million cubic yards and is not scheduled to close until 2021, after which other solid waste disposal sites would be used (CalRecycle 2012).

Electricity

The Southern California Edison Company, an Edison International Company, currently provides electricity for the project area, and would serve the project. Currently, Southern California Edison maintains local distribution lines in the project area, including along Cherry Valley Boulevard along the project frontage. The project would also establish roof top solar panels that would provide approximately 23 percent of the project’s power needs on-site.

Telephone and Cable TV

Verizon currently provides telephone service for the project area and would serve the project. Adelphia currently provides cable TV service for the project area.
Project of Statewide, Regional, or Areawide Significance

Section 15206 of the State CEQA Guidelines lists the types of projects that are of Statewide, Regional, or Areawide Significance. When a project is so classified, the CEQA environmental document is required to be distributed to applicable state agencies through the State Clearinghouse of the Governor’s Office of Planning and Research, and should also be distributed to the applicable Council of Governments. The project meets the criteria of a project of Statewide, Regional, or Areawide Significance for the following reasons:

- Potential environmental effects of the project could extend beyond the boundaries of unincorporated Riverside County.
- The project proposes a local general plan, element, or amendment thereof for which an EIR is prepared.
- The project proposes an industrial park occupying more than 40 acres of land, and encompassing more than 650,000 square feet of floor area.

2.4 - Project Objectives and Approvals

2.4.1 - Project Objectives

A clear statement of project objectives would assist the County of Riverside in developing a reasonable range of alternatives, and would aid the decision-makers in their consideration of the project. The project objectives are listed below.

- **OBJ-1**: Provide an industrial park that supports regional warehouse distribution and logistics tenants which benefit from the strategic location located in close proximity to the I-10 Freeway.
- **OBJ-2**: Provide local employment and economic opportunities for residents of Cherry Valley and neighboring cities that would help reduce commute times and associated air pollution, in accordance with Riverside County 2015 General Plan Policies LU 8.12, LU 11.1 and AQ 8.2.
- **OBJ-3**: Provide new development that would assist the County in obtaining fiscal balance in the years and decades ahead through increased tax revenues.
- **OBJ-4**: Provide convenient freeway access to trucks that would use the warehouse distribution facilities in a manner that limits truck traffic disruption to residential areas within Cherry Valley and neighboring cities.
- **OBJ-5**: Locate industrial uses near existing roadways and freeways to reduce traffic congestion and air pollutant emissions.
- **OBJ-6**: Facilitate goods movement for the benefit of local, regional, statewide and nationwide economic growth.
- **OBJ-7**: Provide for a reasonable return on investment needed to develop the project.
- **OBJ-8**: Create a high-quality design warehouse complex that maximizes the use of a site and promotes the efficient use of land while still providing natural open space consistent with the rural identity of the community.
• **OBJ-9:** Develop and operate a facility supporting regional warehouse distribution and logistics tenants that meets industry standards for operational design criteria.

### 2.4.2 - Required Approvals

The County of Riverside has primary governmental authority for the approval and supervision of the project. Accordingly, the County is the lead agency for this project, as defined under CEQA and is responsible for completing this RDEIR, and assessing and disclosing the environmental consequences associated with project implementation. Additional discretionary actions would also be required of other governmental entities. Consultation with San Bernardino County and Riverside County LAFCOs determined that Riverside County LAFCO is the appropriate authority for the consideration of annexations related to this project, and is the responsible agency under CEQA for consideration of project-related annexations described below. This RDEIR is intended to serve as the CEQA compliance document for any necessary approvals by the County of Riverside and other agencies.

The project would require the following actions:

• General Plan Amendment (No. 1079) proposing the following changes:
  - Change in land use designation from Rural Mountainous (RM) and Very Low Density Residential (VLDR) to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI); see Exhibit 2-8 Proposed Land Use Designations

• A Change of Zone (No. 7799) from Controlled Development (W-2) to Industrial Park (IP); see Exhibit 2-9 Proposed Zoning Designations

• Final EIR certification (No. 534)

• Approval of Tentative Parcel Map (No. 36564); see Exhibit 2-10 Parcel Map

• Plot Plan Approval (No. 25337); see Exhibit 2-11 Plot Plan and Conceptual Grading

• Annexation of the project site into the Yucaipa Valley Water District

• Approval of ministerial permits from City of Calimesa for off-site drainage and flood control improvements and work within City of Calimesa right-of-way

• Army Corps of Engineers Permits related to potential impacts to waters of the U.S. (401 and 404)

• California Department of Fish and Wildlife for Streambed Alteration Agreement related to potential impacts to waters of the State U.S. (1602)

• Approval of a Storm Water Pollution Prevention Plan (SWPPP)

• Approval of a Water Quality Management Plan (WQMP)

• Approval of a Fugitive Dust Control Plan by the South Coast Air Quality Management District (SCAQMD)

• Approval of Grading Permits

• Acquisition of various ministerial permits, including building permits and infrastructure improvement plans
2.5 - Intended Uses of this RDEIR

This RDEIR has been prepared in accordance with the California Environmental Quality Act of 1970, as amended (Public Resources Code section 21000, et seq.), and the State CEQA Guidelines. This report also complies with the rules, regulations, and procedures for implementation of CEQA as adopted by the County of Riverside.
Exhibit 2-8
Proposed Land Use Designations

Source: ESRI Aerial Imagery, Riverside County GIS Data.
Exhibit 2-9

Proposed Zoning Classifications

Legend

- Project Site
- Proposed Zoning Designations
- A-1-1: Light Agriculture, 1 acre minimum
- A-P: Light Agriculture with Poultry
- BP - Business Park
- C-1/C-P: General Commercial
- C-P-S: Scenic Highway Commercial
- CR - Commercial Retail
- I-P: Industrial Park
- LI - Light Industrial
- OS-R - Open Space Residential (1 DU/10AC)
- R-A-1: Residential Agriculture, 1 acre minimum
- RL - Residential Low (2-4 DU/AC)
- RLM - Residential Low Medium (4-7 DU/AC)
- RR - Residential Rural (0-2 DU/AC)
- W-2: Controlled Development Areas

Source: ESRI Aerial Imagery, Riverside County GIS Data.
Exhibit 2-11
Plot Plan and Conceptual Grading
