FINAL SUPPLEMENTAL
Environmental Impact Report No. 534
San Gorgonio Crossing
Riverside County, California
State Clearinghouse Number: 2014011009

Prepared for:

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Planning Department
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PO Box 1409
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Prepared by:
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Contact: Jason Brandman, Vice President
Kerri Tuttle, Senior Director

Date: March 6, 2020
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SECTION 1: INTRODUCTION

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15088, the County of Riverside (Lead Agency) has evaluated the comments received on the San Gorgonio Crossing Draft Supplemental Environmental Impact Report (Draft SEIR). Pursuant to CEQA Guidelines Section 15132, this Final SEIR includes a list of persons, organizations, and agencies that provided comments on the Draft SEIR; responses to the comments received regarding the Draft SEIR; and errata, or revisions to the Draft SEIR; as well as a Mitigation Monitoring and Reporting Program (MMRP) for use by the County of Riverside during its review. This document is organized into three sections:

- **Section 1—Introduction.** Provides an introduction to the Final SEIR.
- **Section 2—Responses to Comments.** Provides a list of the agencies, organizations, and individuals who commented on the Draft SEIR. Copies of all of the letters received regarding the Draft SEIR and responses thereto are included in this section.
- **Section 3—Errata.** Includes general corrections, minor refinements, and clarifications to the Draft SEIR based on comments received from the public and agencies and other items requiring revisions. These changes are minor and do not add significant new information that would affect the analysis or conclusions provided in the Draft SEIR.

This Final SEIR constitutes the second part of the Supplemental EIR for the San Gorgonio Crossing Project and is intended to be a companion to the Draft SEIR.\(^1\) The Draft SEIR, which was circulated for public review from December 16, 2019, through January 30, 2020, constitutes the first part of the SEIR and is incorporated by reference but packaged separately from the Final SEIR. The Final SEIR includes the following contents:

- Draft SEIR (provided under separate cover)
- Draft SEIR Appendices (provided under separate cover)
- Responses to Written Comments on the Draft SEIR and Errata (Sections 2 and 3 of this document)
- MMRP (provided under separate cover)

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\(^1\) As noted in the Draft Supplemental EIR, the Riverside County Board of Supervisors certified the Final EIR for the San Gorgonio Crossing Project (PP25337, CZ07799, PM36564, and GPA01079) on October 24, 2017. After the Final EIR was certified, two entities filed legal actions challenging the EIR, which were consolidated and heard by the Riverside Superior Court. On February 7, 2019, in the case titled *Cherry Valley Pass Acres and Neighbors and Environmental Planning Group v. the County of Riverside*, the Court ordered the Respondent County of Riverside (County) to (1) address in its Final EIR the South Coast Air Quality Management District (SCAQMD) recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted, and (2) include in the Final EIR a further analysis of the Project’s projected transportation energy use requirements and, in particular, its overall use of efficient transportation alternatives. The Court further ordered that (1) the remainder of the Final EIR certified on October 24, 2017, is in full compliance with CEQA and remains certified, and (2) the project approvals are valid and shall remain in place. Therefore, the County prepared a Draft SEIR that (1) analyzed the South Coast Air Quality Management District (SCAQMD) recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted, and (2) provided further analysis of the Project’s projected transportation energy use requirements and, in particular, its overall use of efficient transportation alternatives to ensure that the Projects’ energy use is not inefficient, wasteful, or unnecessary in accordance with Appendix F. There are no other changes to the project or environmental circumstances that require additional environmental review under CEQA (Public Resources Code Section 21000, et seq.), State CEQA Guidelines (California Code of Regulations [CCR] Title 14 § 15000, et seq.), or the County’s rules and regulations.
As demonstrated in this Final SEIR, neither the comments submitted on the Draft SEIR, the responses to these comments, nor the corrections and additions presented in Section 3 of this Final SEIR constitute new significant information warranting recirculation of the Draft SEIR as set forth in CEQA Guidelines Section 15088.5. Rather, the Draft SEIR is comprehensive and has been prepared in accordance with CEQA.
SECTION 2: RESPONSES TO COMMENTS

2.1 - List of Authors

A list of public agencies, organizations, and individuals that provided comments on the San Gorgonio Crossing Project Draft Supplemental Environmental Impact Report (Draft SEIR) is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be cross-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

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<td>Mary A. Daniel</td>
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2.2 - Responses to Comments

2.2.1 - Introduction

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15088, the County of Riverside, as the CEQA Lead Agency, evaluated the comments received on the Draft SEIR for the San Gorgonio Crossing Project (State Clearinghouse No. 2014011009) and has prepared the following responses to the comments received. This Response to Comments document becomes
part of the Final Supplemental Environmental Impact Report (Final SEIR) for the project in accordance with CEQA Guidelines Section 15132.

**2.2.2 - Comment Letters and Responses**

The comment letters reproduced in the following pages follow the same organization as used in the List of Authors.
January 30, 2020

Brett Dawson
Riverside County
4080 Lemon Street, 12th Floor
Riverside, CA 92501-3634

Subject: San Gorgonio Crossing/Gateway Center Project
SCH#: 2014011009

Dear Brett Dawson:

The State Clearinghouse submitted the above named SIR to selected state agencies for review. The review period closed on 1/29/2020, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act, please visit: https://ceqnet.opr.ca.gov/2014011009/5 for full details about your project.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse
State Agencies

State Clearinghouse (SCH)

Response to SCH-1

This comment acknowledges compliance with the requirements of State Clearinghouse review and documents that no State agencies submitted comments on the Draft SEIR. This comment is noted.
CHERRY VALLEY PASS ACRES AND NEIGHBORS  
P.O. BOX 3257  
BEAUMONT, CALIFORNIA 92223  

January 29, 2020

VIA E-MAIL AND U.S. MAIL  
bdawson@rivco.org

Brett Dawson  
Project Planner  
Riverside County Planning Department  
4080 Lemon Street, 12th Floor  
Riverside, CA 92501

Re: Comments on Draft Supplemental Environmental Impact Report No.  
534, San Gorgonio Crossing Project

Dear Mr. Dawson:

I am submitting these comments on the Draft Supplemental Environmental Impact Report ("SDEIR") for the San Gorgonio Crossing Project on behalf of Cherry Valley Pass Acres and Neighbors ("CVAN"). Please provide me with all future notices regarding this Project.

CVAN is a California non-profit corporation comprised of more than 300 families, many of whom live and work in Cherry Valley, an unincorporated community of interest located north and east of the proposed project.

On March 6, 2019, the Riverside County Superior Court issued a Peremptory Writ of Mandate ("Writ"), ordering Riverside County ("the County") to address deficiencies in its prior Final Environmental Impact Report ("FEIR") for the referenced Project. On December 16, 2019, the County circulated the SDEIR.
CVAN does not believe that the SDEIR satisfactorily addresses the deficiencies described in the Writ, and thus fails to comply with the Court’s order. First, the SDEIR does not provide evidence that the proposed use of solar panels represent “the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.” (See Writ, at p. 2; Administrative Record at p. 349) Second, the SDEIR does not adequately analyze the Project’s “use of efficient transportation alternatives.” For example, there is no discussion of hydrogen fuel-cell vehicle technologies. Nor is there any discussion of requiring that all vehicles utilizing the Project to utilize alternative fuels (e.g., electric or hydrogen cell). Both Tesla and Cummins have introduced electric big rig engines, and Kenworth is already testing hydrogen fuel cell big rig engines in California. Given the degraded air quality in the San Gorgonio Pass area it is critical that these alternatives be evaluated.

Thank you for your consideration of these comments.

Very truly yours,

[Signature]

Rhea Weber
President Cherry Valley Pass Acres & Neighbors

cc: Robert C. Goodman, Esq.
Organizations

Cherry Valley Pass Acres and Neighbors (CVAN)

Response to CVAN-1

This comment asserts that the Draft SEIR did not satisfactorily address the Court’s order to address the South Coast Air Quality Management District’s (SCAQMD’s) recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted.

This comment is incorrect. As described in the Draft SEIR, SCAQMD recommended that the County further reduce the project’s significant operational air quality impacts from on-site area sources by “maximiz[ing] the use of solar energy including solar panels” and “installing the maximum possible number of solar energy arrays on the building roofs and/or on the project site to generate solar energy for the facility.” Addressing SCAQMD’s comment, the Draft SEIR requires implementation of Mitigation Measure (MM) AIR-1i to install a 1.25 megawatt (MW) DC rooftop solar energy system that is projected to offset 100 percent of the project’s annual electrical consumption. This array, and the data demonstrating that the solar energy system would fully offset the project’s annual electricity consumption, is shown in Appendix A, Appendix B, and Appendix D of the Draft SEIR. Implementation of MM AIR-1i will eliminate all of the project’s operational air emissions associated with building energy consumption. Thus, consistent with the Court’s order and SCAQMD’s comment, the Draft SEIR requires mitigation to ensure that the project installs the maximum number of solar arrays to offset all of the annual electricity consumption for the facility and fully eliminate the project’s operational air emissions generated by building energy consumption.

State CEQA Guidelines Section 15126.4(a)(4) requires that any mitigation measures be roughly proportional to the impacts of a project. The Draft SEIR describes that, requiring the project to incorporate solar energy, no matter how much, would neither avoid nor substantially lessen the project’s significant and unavoidable operational emission impact or be roughly proportional to such impact, as only a small percentage of the project’s air pollutant emissions are associated with energy use (see RDEIR Section 3.3, Air Quality, Table 3.3-15, Mitigated Regional Operational Emissions—Summer). Notwithstanding this, however, the project has committed pursuant to MM AIR-1i to maximize the use of solar panels by installing a 1.25 MW DC system that would cover approximately 220,000 square feet of the building roof area and offset an estimated 100 percent of the project’s electricity consumption.

Response to CVAN-2

The comment states that the Draft SEIR does not adequately analyze the project’s use of efficient transportation alternatives, including alternative fuels such as electric or hydrogen cell technology. This is incorrect. Draft SEIR Section 2.2 analyzes the project’s transportation energy use requirements, including its overall use of efficient transportation alternatives consistent with the State CEQA Guidelines, and determined that transportation-related energy usage would not be wasteful, inefficient, or unnecessary.

The Draft SEIR analyzes alternative-based fuels to power the project’s motor vehicles on Pages 2-11 and 2-12. Specifically, the Draft SEIR describes that there are limited alternative-fueled medium- and heavy-duty trucks in use. Moreover, the project does not legislate or control emissions standards or
technologies that trucks will use in the future, nor does it otherwise own or manage truck fleets. Thus, the project does not control the rate in which future truck technology, including alternatively fueled trucks, are adopted. However, to further support the deployment of alternative fuels, specifically zero emission technologies such as battery electric engines, the Draft SEIR requires implementation of MM ENER-1 to design the building to include infrastructure that would support the deployment of zero emission technologies, if and when they become available.

**MM ENER-1**  Infrastructure for Electric Trucks/Transportation Refrigeration Units. The building shall be constructed with electrical conduits located at all loading docks, and other suitable location(s), to facilitate installation of electrical wiring and charging stations or plugs, in anticipation of future technology that allows trucks to operate partially on electricity.

A recent report entitled *2018 Feasibility Assessment for Drayage Trucks*\(^1\) supports the analysis described in the Draft SEIR. The report performed a technology assessment to provide a near-term snapshot (2018 to 2021) of the state of zero-emitting (ZE) and near zero-emitting (NZE) truck platforms, including infrastructure readiness to fuel and service them for large-scale deployment of such platforms. The assessment summarized the relative feasibility ratings of several technologies in terms of commercial availability, operational feasibility, infrastructure availability, and economic workability. Five core ZE or NZE-fuel technologies were initially screened in the assessment, including:

1. ZEB (battery electric or direct-grid electric)
2. ZEH (hydrogen fuel cell electric)
3. NZEI (advanced diesel internal combustion engine (ICE))
4. NZEN (advanced natural gas (or propane) ICE)
5. NZEH (hybrid-electric (electric drive hybridized with an ICE using any fuel))

Two basic feasibility parameters—Commercial Availability and Technical Viability—were used to initially screen the five core fuel-technology platforms, while those technologies that met the basic needs today or were very likely to do so by 2021 were further assessed as to their operational feasibility, infrastructure availability, and economic workability. In summary, and as discussed in greater detail below, the report concluded that of the five platforms evaluated the deployment of natural gas trucks appears to be the most obvious choice to replace diesel trucks, as this technology will be available by 2021. However, infrastructure concerns for truck refueling remains a question for the successful large-scale full-transition to natural gas technology deployment. A second potential technology, battery electric trucks, is limited as to large-scale commercial availability, technological viability, infrastructure deployment, and range and weight limitations. Moreover, the remaining technologies (zero-emitting hydrogen, advanced diesel engines, and hybrid electric/fuel platforms), will not be readily available until after 2021 at the earliest.

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\(^2\) Drayage is the transporting goods a short distance via ground freight or the charge for such a transport. In freight forwarding, drayage is typically used to describe the trucking service from an ocean port to a rail ramp, warehouse, or other destination. Trucking from the San Gorgonio Crossing Project would likely consist of truck trips characteristic of drayage trucks.
Commercial Availability

As of late 2018, only one ZE and one NZE technology platform are sold by original equipment manufacturers (OEM) in commercially available Class 8 trucks suitable for drayage. In addition, the assessment found that:

- ZEB battery electric technology is commercially offered in one of its Class 8 truck models by a single startup company. This is effectively an “early commercial launch.”
- NZEN natural gas ICE technology is the dominant commercially available Class 8 truck platform. All six major OEMs are offering Class 8 NZEN trucks powered by the Cummins natural gas engine.
- The other three core technologies, including ZEH, did not meet the basic criteria and considerations deemed commercially available in late 2018 nor do they appear to be on that path by 2021.

Technical Availability

- Class 8 ZEB battery trucks are presently at the demonstration and initial systems conditioning level, but ongoing range may limit short-haul applications by 2021.
- Class 8 NZEN natural gas trucks should be technically available by 2021.
- No other ZE or NZE fuel technology platform currently exceeds a technology-level development stage.

Operational Feasibility

- ZEB battery electric trucks usage is limited due to vehicle range, weight, and recharging times. Questions remain as to the adequacy of the service supply chain.
- NZEB natural gas trucks are the closest direct replacement for the diesel trucks in terms of operational feasibility.

Infrastructure Availability

- ZEB battery truck deployment appears highly unlikely, if not impossible, to develop the full charging infrastructure needed by 2021.
- ZEN natural gas trucks rely on well-known and proven fueling technology. Still, the ability to deploy the required infrastructure at the pace needed to fully support the truck fleet by 2021 remains in doubt.

Economic Workability

- ZE battery trucks have substantially higher upfront capital costs and require significant investments in infrastructure. Savings from fuel and maintenance savings, however, will not reduce the higher capital costs compared to diesel trucks.
- NZEN natural gas trucks have higher upfront capital costs but overall cost of ownership is comparable to diesel trucks.
In a separate report titled “Transitioning to Zero-Emission Heavy Duty Freight Vehicles,” the International Council on Clean Transportation (ICCT) provides an overview of advancing technologies. The ICCT reports that although the technology is advancing and although at some point in the distant future non-diesel technology will likely be used in mass to power freight movement, “zero-emission vehicle technologies do present considerable challenges. They have a combination of near- and long-term barriers, issues, and questions that will have to be addressed before they can become widespread replacements for conventional trucks and tractor-trailers that are typically diesel fueled.”

“Tesla’s announced battery electric semi-tractor prototype is the only (emphasis added) battery electric project we found in our [world-wide] assessment targeting long-haul heavy-duty applications.”

It is important to note that the project will accommodate gas, diesel, and alternatively fueled trucks including biodiesel, natural gas, hydrogen, and electric vehicles as they become commercially feasible and/or government agencies controlling emissions standards require it. Further, the Draft SEIR requires, pursuant to MM ENER-1, that the buildings be constructed with electrical conduits located at all loading docks, and other suitable location(s), to facilitate installation of electrical wiring and charging stations or plugs, in anticipation of future technology that allows trucks to operate partially on electricity. The certified Final EIR also requires, pursuant to MM AQ-1g(c), that heavy duty haul trucks be equipped with Model Year 2010 engines to further reduce the project’s transportation energy use.

Imposing extensive requirements on the proposed project related to future technology, when the various types of technological advancements and their timeframes for common availability are not known with any certainty, will not control the rate in which future truck technology including alternatively fueled trucks, are adopted.

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5 Ibid.
January 28, 2020

Attention: Brett Dawson

Dear Riverside County Planning Department,

I am protesting against the San Gorgonio Crossing/Gateway Center Project. In October, 2016 the Institute of Transportation Engineers prepared a report for SCAQMD. Why wasn’t their calculation of High Cube Warehouse Analysis used.

We know Riverside is a dirty county that really doesn’t care about the health of its citizens, but only about making money for developers.

The Planning Department will push this through in spite of the people’s protests – but record me as being opposed to this project since the first scoping meeting years ago and watching how this has been handled is nauseating.

Judith Bingham
115 Veille Ave.
Beaumont, CA 92223
Individuals

Judith Bingham (BINGHAM)

Response to BINGHAM-1
The comment generally questions why the Draft SEIR didn’t use calculations for High Cube Warehouse contained in a report prepared by the Institute of Transportation Engineers for the SCAQMD. The comment does not attach the report generally referenced or state a specific concern with respect to the analysis contained in the Draft SEIR.

The County of Riverside Board of Supervisors certified the San Gorgonio Crossing Final Environmental Impact Report (FEIR) on October 24, 2017. The certified FEIR included a variety of technical studies and regional plans, including the 2016 SCAQMD Air Quality Management Plan that was adopted on March 3, 2017, and a Traffic Impact Analysis (TIA) prepared by Urban Crossroads.6 The TIA estimated trip generation rates for the project based on the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition 2012) manual for the proposed land use (ITE Land Use Code 152—High-Cube Warehousing). In the case titled Cherry Valley Pass Acres and Neighbors and Environmental Planning Group v. the County of Riverside, the Court required the County to (1) further analyze the project’s projected transportation energy use requirements, including its overall use of efficient transportation alternatives; and (2) address SCAQMD’s recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted. The Court further ordered that (1) the remainder of the FEIR certified on October 24, 2017, is in full compliance with CEQA and remains certified, and (2) the project approvals are valid and shall remain in place.

This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.

Response to BINGHAM-2
The comment expresses general opposition to the project. This comment is noted and is included as part of the record before decision makers. No further analysis is warranted.

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Hi Brett,

I have two addresses for you so I am sending my written response to both. It is attached to this email.

Please include my response in the responses to EIR (or the recirculated EIR whichever is legally appropriate).

Thank you.
Nancy Carroll
Brett Dawson, Planning Riverside County CA.

Citizen Response to EIR 534 San Gorgonio Crossing

Please include in public responses

January 29, 2020

Dear Mr. Dawson

This is in response to the EIR 534 for a heavy traffic industrial “usage” change to land on Cherry Valley Boulevard in Unincorporated Cherry Valley. I continue to object to moving this project forward. While the citizens as taxpayers have had to sue to address the legality, appropriateness and risks to the property rights and quality of life issues, it seems that this project will continue to move forward to exploitative ends.

While there are few steps that can be taken by the community to stop this project, I must rightfully voice my concerns again. I will summarize as follows.

Zoning/Spot Zoning

This project does still spot zone a community. In prior responses to this concern, the land developer response has been to deny that this is an “island” that effectively will be rezoned (it has been now referred to as designated, not zoned) to negatively impact the rightful properties that circle this proposed development. It is not bordering on development that is similar in zoning. Hence it is an island that is spot zoned. To refer to a small commercial area that is nearly two miles away on Cherry Valley Boulevard as similar in usage is an inappropriate justification. When the response from the developer team is read, it basically comes down to that the Supervisor is able to override any land usage without full justification. Yes, the usage was changed without a general plan amendment because the Supervisor said so. This is a sad state of affairs when the tax payers must pay for the general plan development, the County planning staff, and be burdened with the results of an override because the Supervisor has ultimate authority to override all.

Traffic

Caltrans does not expect the road improvements to Cherry Valley Boulevard to begin until 2023. Calimesa is striving to get this done faster by doing a minimal cost approach with a roundabout design that is only appropriate in a rural setting. There will not be adequate ingress and egress off Interstate Highway 10 until long after this property is rezoned and probably resold after entitlements are in place. While this may be the way of the world for many projects, the high impact of a trucking warehouse is a high risk for the taxpayers and citizens who must use the highway ramps daily. This is also a route to schools for many. This is an inappropriate delay and solution, quite simply because this is an inappropriate burden by rezoning (or designating) this as approved by a lead Supervisor for District 5.
There are so many other concerns, but I expect they will not be addressed by the planning staff nor the Supervisors. As so many say, this was a done deal from the start and as we get near the end the truth of that becomes only more evident.

Sincerely,

Nancy Carroll

1165 Lantana Road

Beaumont, CA.
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**Nancy Carroll (CARROLL)**

**Response to CARROLL-1**
The comment pertains to land use and zoning.

Impacts related to land use and zoning issues were previously analyzed in the certified FEIR. (See Section 3.10, Land Use and Planning, of the RDEIR.) The County of Riverside Board of Supervisors certified the FEIR on October 24, 2017. Subsequently, in the case titled Cherry Valley Pass Acres and Neighbors and Environmental Planning Group v. the County of Riverside, the Court required the County to (1) further analyze the project’s projected transportation energy use requirements, including its overall use of efficient transportation alternatives; and (2) address SCAQMD’s recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted. The Court further ordered that (1) the remainder of the FEIR certified on October 24, 2017, is in full compliance with CEQA and remains certified, and (2) the project approvals are valid and shall remain in place. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.

**Response to CARROLL-2**
This comment pertains to traffic impacts associated with increased use of highway ramps from Interstate 10.

Traffic impacts were previously analyzed in certified FEIR. (See RDEIR Section 3.16, Transportation and Traffic.) The comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.
After the Final EIR for this Project was certified, two entities filed legal actions challenging the EIR, which were consolidated and heard by the Riverside Superior Court. On February 7, 2019, in the case titled Cherry Valley Pass Acres and Neighbors and Environmental Planning Group v. the County of Riverside, the Court ordered the Respondent County of Riverside (County) to (1) address in its Final EIR the South Coast Air Quality Management District (SCAQMD) recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted, and (2) include in the Final EIR a further analysis of the Project's projected transportation energy use requirements and, in particular, its overall use of efficient transportation alternatives.

The Court further ordered that (1) the remainder of the Final EIR certified on October 24, 2017, is in full compliance with CEQA and remains certified, and (2) the project approvals are valid and shall remain in place. Therefore, the County has prepared a Draft Supplemental EIR that (1) analyzes the South Coast Air Quality Management District (SCAQMD) recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted, and (2) provides further analysis of the Project's projected transportation energy use requirements and, in particular, its overall use of efficient transportation alternatives to ensure that the Projects' energy use is not inefficient, wasteful, or unnecessary in accordance with Appendix F. There are no other changes to the project or environmental circumstances that require additional environmental review under CEQA (Public Resources Code Section 21000, et seq.), State CEQA Guidelines (California Code of Regulations [CCR] Title 14 § 15000, et seq.), or the County's rules and regulations.
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Zenaida Concepcion (CONCEPCION)

Response to CONCEPCION-1
The commenter circled a quote that says “Planning Our Future... Preserving Our Past” and stated, “That’s what is it all about.” The comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.
January 20, 2020

Riverside County Planning Department
4080 Lemon Street 12th Floor
P O Box 1409
Riverside, Ca 92502-1409

Re: SEIR: San Gorgonio Crossing

Dear Brett:

Thank you for yet another opportunity to respond to this Project. I have responded to only what was written in the SEIR as requested. Since it was a mere 30 pages, it didn’t take long and showed how seriously this developer took the court rulings.

On page 1-1 the SEIR states in the background information section that when the original DFEIR was circulated that “various comments were submitted during the public review period.” This is an understatement if there ever was one and by using the word “various” the writers of this SEIR seem to want it to appear that only a minimal opposition was made to this project. The truth is that when the original FEIR was circulated there were 605 protest letters sent to Riverside County Planning -- it was my understanding that this was the most letters they had ever received on a single project. At that point, apparently to avoid answering that avalanche of letters, the county decided to “revise and re-circulate” the FEIR and indicated that the first letters would not be answered and only new letters would get a written response. Well, if it was thought that this new scheme would result in fewer letters this second time, that proved incorrect! For the second DEIR, **760 letters in opposition** deluged Riverside County planning department. It took over 1000 pages in the Final EIR to respond to all of them. Because there are three new county supervisors since this project was approved, I think this is an important fact for them to know.

On page 1-3 the SEIR states that: “An SEIR is also appropriate where, as here, a court rules that portions of the original FEIR were inadequate and additional environmental analysis should be performed.” Let’s be perfectly clear -- the **only** reason that this SEIR is being written is because these land
speculators were sued and lost the court case. And the SEIR is not only 
appropriate but required by the subsequent court ruling. The importance 
of analyzing the additional environmental studies and evaluating the 
conclusions made cannot be overstated. They should meet the legal 
requirements of the court findings and not just be canned comments pulled 
from other EIRs. Statements unsupported by evidence cannot by definition, 
meet that legal threshold and should not be considered in the final decision 
making process. The burden of proof that the legal requirements have been 
met is on the developer. I would hope that this board of supervisors will 
hold them to that requirement this time around.

Speaking of statements unsupported by evidence, on Page 2-4 the SEIR 
states: “Due to increasing transportation costs and fuel prices, contractors 
and owners have a strong financial incentive to avoid wasteful, inefficient, 
and unnecessary consumption of energy during construction.” It would 
certainly be nice if that statement always proved true. But there is nothing 
in that paragraph that says anything about enforcement or even verifying 
what equipment the contractors and owners are actually using on the job. 
It’s like making a statement that those who drive gas guzzling pickups and 
SUVs would have a “strong financial incentive” to drive a more economical 
and efficient car and then making the assumption that in fact this is what 
they would do. But that assumption might not be true. They may really like 
their gas guzzler or it’s paid for -- there could be a myriad of reasons that 
those drivers would not go out and get a more efficient and economical car. 
Therefore, the “strong financial incentive” does not guarantee that they will 
get a new vehicle that meets the accepted standards of efficiency and 
economy.

In the same way, if the SEIR makes the unsupported statement that the 
contractors will be using equipment that meets the federal standards for fuel 
efficiency because they have a strong financial interest to do so, then this 
must be supported by some evidence that the statement is actually true. The 
SEIR doesn’t indicate that any verification of this statement was made. 
Without that evidentiary support, the SEIR can’t categorically state that 
“Therefore this project’s fuel consumption would not be inefficient, 
wasteful and unnecessary” If you are going to claim that the most efficient 
and economical equipment is being used on your construction project and 
then use that statement to support your conclusion, there must be some kind 
of evidence that this is indeed true.
On page 2-10 there is the reiteration of the same “signage” that had been included in the original FEIR which will inform the truck drivers of the health effects of diesel particulates, the idling regulations and then a phone number to call for violations. The paragraph does not state exactly who is going to report these offenses -- although it will probably not be the other truck drivers. Merely posting a sign does not have any impact without someone enforcing the regulations. It’s similar to posting the sign at the handicap parking spaces. That sign does no good if it’s not enforced -- as was shown when a enforcement team actually verified the handicapped placards displayed in the cars parked in those handicapped parking spaces and found many to be in violation. Simply stating that a “sign” asking everyone to be a “good neighbor” will meet a mitigation measure is naïve, and if it is unsupported by any evidence that it will be enforced -- there is no reason to put any faith in the statement.

On Page 2-11 it says that there will be bicycle spaces available -- that might be a feasible mitigation if this warehouse was being built in a logical and appropriate location. But it’s out in the middle of a rural area and the use of bicycles to get to work is unlikely and therefore would have a negligible effect on fuel consumption. Also stating that the ridesharing program will result in a 1-15% reduction in vehicle miles traveled for commute trips is only valid if the ridesharing program is instituted and more or less mandatory. In this case it is only “encouraged” and available so the benefits of reduced vehicle miles cannot be used as a satisfaction of a mitigation measure until and when it can be shown that there really is a valid ridesharing program in effect and statistics show that it has actually reduced vehicle miles. This SEIR has used the benefit of reduced miles because of bicycle riding and ridesharing-- which has no basis in actual data-- and plugged it in their Table 2-2 to show that this mitigation measure has been met and significantly reduced the vehicle miles traveled to work.

Again, simply stating that the ridesharing program will reduce the vehicle miles traveled does not make it true unless it is actually in effect and statistics have been collected. This fact was made clear in a 2016 Report from the Institute of Transportation Engineers in Washington DC where on page 19 it indicated the there were significant weakness in the ability to forecast vehicle trips with confidence. The problem is compounded in this case since there is no indication of what kinds of businesses will be leasing
this building and therefore how is it possible to estimate a reduction of miles traveled or use that estimate to show that the transportation energy use was affected in any way when there is no way to know the number of workers? This makes the Table 2-2 merely wishful thinking.

On that same page it states that workers can commute from nearby areas reducing the overall vehicle miles traveled. This would certainly be true if it was guaranteed that the employees will be hired from those nearby areas. Perhaps a requirement that a certain percentage of workers must come from within 5 miles of the project needs to be added. That would not only bolster this mitigation measure, but also fulfill one of the promises made by the developer and might actually be the supporting evidence on one of the “overriding considerations” that this warehouse would result in more local jobs. Without that stipulation the statement that workers will come from nearby areas is mere conjecture and can’t be used to prove that the overall vehicle miles traveled will be reduced. And as stated before, without the knowledge of exactly who the occupants of this building will be -- and no one knows -- any statement of workers reducing vehicle miles traveled is unsubstantiated and unproven and therefore does not meet the legal requirement of proof.

On page 1-4 it states that the SEIR will “address the SCAQMD’s comment suggesting that the project maximize the use of solar panels and provide an explanation about whether the mitigation measure was adopted.” According to the cover letter sent by the planning department, and page 1-1 of the SEIR, the actual words the court used and what they want to see in the finished document was an analysis of the SCAQMD recommendation (not suggestion) to maximize the use of solar panels and to provide an explanation as to why the mitigation measure was not adopted.” (Emphasis is mine.) The statement in the SEIR does not reflect what the court ordered to be done.

A second time in the SEIR (Page 2-13) it states that the developer is responding to the “suggestion” in the SCAQMD letter about using the maximum number of solar panel on this project. In the letters I’ve read in which the Air Quality Board responded to a development project, it was made clear that there was to be a “good faith effort” (their words), on the part of the developer to work with the local utility to install the maximum number of solar panels that would fit on the roof or the project site in order
to reduce the project’s overall significant regional air quality impacts and reduce the GHG impacts during operation. This would appear to be more than a suggestion. To quote from the actual letter the SCAQMD sent in response to the FEIR on July 6, 2017 it says: “The lead agency should incorporate the following onsite area source mitigation measures below to further reduce the proposed project’s significant operational air quality impacts: a). Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.“ (end quote).

One of the “overriding considerations” used by the Board of Supervisors to approve this project and certify the original REIR (Letter “G” of the Certification Document) was that a significant benefit would be that the project will establish roof top solar panels that will provide approximately 23% of the project’s power. Since this particular overriding consideration is a simple reiteration of what was stated in the RDEIR -- and was determined by the courts to be insufficient -- how can this be used as evidence of a significant benefit? An overriding consideration is supposed to be (according to the Public Resource Code #21081) those significant reasons and benefits which were used to approve the project regardless of its impacts on the environment and they must be supported by substantial evidence in the record.

In this case, the court ruled that the use of solar panels was not adequate and there must be additional evaluation and explanation as to why the maximum number of solar panels weren’t even considered let alone incorporated into the project. However, as it turns out, the actual conclusion and findings in the SEIR don’t support the recommendation of the SCAMD or the “overriding consideration” either because on page 2-15 of the SEIR it states categorically that “the use of solar energy, including solar panels, will not meaningfully reduce the projects significant and unavoidable operational air emission impacts.” Since this admission comes directly from the developer, how is it possible for any solar panels to be considered of such significant benefit that they are included in an “overriding consideration” and used as a basis for approval?

I had no doubts that “maximizing solar” would probably be a quick fix -- as it certainly turned out to be. Grudgingly, on page 2-15 the developer
promises to “maximize the use of solar panels” even though it doesn’t do any good! As I said, a quick fix. However, in my personal opinion, the court challenge to the RDEIR on the use of solar panels also highlights the deficiencies of the “overriding considerations” that were used to certify the EIR. Using wording directly from the EIR is not providing “substantial evidence” per CCR 15091 3(a) or even showing significant benefits from the project that would override the negative impacts. It’s simply saying that whatever the developer states in the EIR is a good enough reason to ignore the negative impacts this warehouse will have on the environment of Cherry Valley, as well as disregarding reams of opposition from the people most affected by the project. Whenever inadequate reasons, unsupported by any objective evidence, are used to approve a highly controversial project such as this one, it inevitably leads the reader to wonder why.

Again, thank you for the opportunity to respond to the SEIR for this project. I am grateful that we still have the CEQA Guidelines to at least impose some sort of environmental restrictions on developers who would otherwise run rampant through our county. It would be nice if those guidelines, along with the General Plan, were taken seriously by everyone involved. But developers donate to the supervisors and then cut corners and do the bare minimum unless forced to do more by a court case, public agencies approve without reading carefully and even when the people get massively involved as they did in this case, they are ignored. A sad commentary on the way our county works.

Sincerely yours,

Mary A. Daniel
P O Box 2041
Beaumont, CA 92223
**Mary A. Daniel (DANIEL)**

**Response to DANIEL-1**
The comment states that there were a greater number of protest letters previously received on the FEIR than was stated in the Draft SEIR. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted. This comment will be provided to the County decision makers for their review and consideration.

**Response to DANIEL-2**
The comment states that the SEIR is necessary and required to meet the legal requirements of the Court ruling. This comment does not identify environmental impacts or raise issues about the environmental analysis contained in the Draft SEIR. The analysis of all environmental impacts was provided in complete detail within both the previously certified FEIR and the Draft SEIR. All comments provided during the public review of these two documents have been addressed thoroughly. Since this comment was not relevant to the topical areas analyzed in the Draft SEIR, no further analysis or response is warranted.

**Response to DANIEL-3**
This comment objects to the observation in the Draft SEIR which states: “Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.” Specifically, the comment asserts that the paragraph does not say anything about the enforcement or verification of the equipment that contractors and owners will use during construction.

This comment is inaccurate. The rational goal of any construction job, whether it be for a household task or large construction project such as the San Gorgonio Crossing Project, is to minimize construction costs while meeting all legal requirements for doing so. Further, the Draft SEIR describes that the project is required to implement a number of mitigation measures that will result in an efficient use of all types of energy over the project’s implementation period. Specific to construction, the Draft SEIR describes that compliance with federal and State regulations, as well as implementation of the mitigation measures required by the previously certified FEIR (see RDEIR Section 3.3, Pages 3.3-38 to 3.3-40 and in the adopted Mitigation Monitoring and Reporting Program [MMRP]) will ensure construction fuel consumption associated with the proposed project would not be inefficient, wasteful, or unnecessary, and would not otherwise conflict with or obstruct a State or local plan for renewable energy or energy efficiency. MM AQ-1a requires all off-road diesel-powered construction equipment greater than 50 horsepower to meet or exceed Tier 3 engine emissions standards. This will ensure that on-site construction equipment will utilize Tier 3 engines or higher which maximize fuel efficiency and reduce unnecessary fuel consumption. MM AQ-1e addresses the enforcement of mitigation measures by the County of Riverside as to equipment type, design specifications, and maintenance records. Implementation of MM AQ-1e will ensure that all construction equipment will be operated in a manner that will employ the most fuel-efficient equipment and minimize short-term construction energy.

**MM AQ-1e**
During project construction, the following measures shall be implemented to the satisfaction of the County of Riverside. Construction equipment maintenance records and data sheets of equipment design specifications (including the emission control
tier of the equipment) shall be kept on-site during construction and subject to inspection by the County of Riverside.

a) Construction equipment shall be properly maintained according to manufacturer specifications.
b) All contractors shall turn off all construction equipment and delivery vehicles when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.
c) On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel-powered electric generators.
d) The project shall demonstrate compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 concerning fugitive dust and provide appropriate documentation to the County of Riverside.
e) Traffic speeds on all unpaved roads to be reduced to 15 miles per hour or less.
f) Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).
g) Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.
h) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
i) All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour (mph); wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction; and vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
j) All trucks and equipment, including their tires, shall be washed off prior to leaving the site; site accesses to a distance if 100 feet from paved roads shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.

These mitigation measures will be implemented and enforced by their incorporation into the project’s MMRP, and the County of Riverside will ensure these measures are appropriately implemented.

Response to DANIEL-4
This comment further refers to the issue of fuel efficiency regarding construction equipment. See response to Daniel-3, above.

Response to DANIEL-5
This comment refers to the inclusion of “signage” that will inform truck drivers of the health effects of diesel particulates, including idling restrictions and a phone number to call for violations.

MM AQ-1g of the previously certified FEIR requires implementation of measures to reduce emissions, including MM AQ-1g(a) which requires signs informing truck drivers about the health effects of diesel particulates and California Air Resources Board diesel idling regulations; MM AQ-
1g(b) which requires signs informing truck drivers that they shall turn off engines when not in use and not idle for more than five minutes, and providing numbers of the building facilities manager and California Air Resources Board to report violations. This mitigation measure will be implemented and enforced by incorporation into the project’s MMRP, and the applicant and County of Riverside will ensure these measures are appropriately implemented.

MM AQ-1g(b) Prior to issuance of a certificate of occupancy, post signs in all dock and delivery areas containing the following: truck drivers shall turn off engines when not in use; trucks shall not idle for more than five minutes; telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

For example, telephone numbers for reporting violations would be provided for the following entities, and signage with these numbers would be posted at all facility entrances:

- County of Riverside Code Enforcement (951-955-2004)
- South Coast Air Quality Management District (1-800-CUT-SMOG)
- California Air Resources Board (1-800-952-5588)

Additionally, all heavy-heavy duty diesel tractor truck drivers that access the project site will be provided two fact sheets for their information:

- Fact sheet on Health Effects of Diesel Exhaust
- Fact Sheet on Changes to California’s Commercial Vehicle Idling Regulation

Response to DANIEL-6
The comment states that a rideshare program would not be effective unless the rideshare program is mandatory. MM AQ-1h of the RDEIR, Section 3.3, Air Quality, requires all tenants to participate in Riverside County’s Rideshare Program and states that the program shall provide employees with assistance in using alternate modes of travel, including carpooling encouragement, ride-matching assistance, and vanpool assistance. This mitigation measure would require the rideshare program to be instituted by the tenant. According to a recent Park & Ride/Commute Survey prepared for the San Diego Association of Governments and the Riverside County Transportation Commission, among Riverside County residents who currently drive alone to work, the most preferred alternative commute mode is a traditional carpool (23.7 percent) followed by an on-demand rideshare service (20.3 percent). More than half of the respondents from Riverside County said they would be willing to use an alternative mode of transportation. While the research shows that Riverside County residents are open to ridesharing, there must be options available for those interested in ridesharing. The Riverside County Rideshare Program would not only require this option to be provided by the building tenant, but would also offer incentives for those who choose to participate in the program. For additional information about the project’s reduction in transportation energy demand, see response to UREMVIC-1, below.

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**Response to DANIEL-7**

This comment questions the geographical proximity of employees who would work at the project site. The certified FEIR (Section 3.13, Population and Housing, of the RDEIR) previously estimated the number of employees the project would generate and where they would be located. The estimation is based on the Fiscal and Economic Benefits Study prepared for the project by Kosmont in 2015. The project would generate approximately 518 full-time direct equivalent employees, 116 indirect employees, and 115 induced employees for a total of 748 permanent, full-time employees. Construction would also generate approximately 577 short-term employees (direct, indirect, and induced). Most of the new jobs would be filled by local residents, due to the current economic climate of the region. As stated in the certified FEIR, a report called the Economic Impact of the Gateway Distribution Center was used to determine that the project would provide local jobs to the surrounding area. The study indicated that the Pass Area had an 11.5 percent unemployment rate in 2013. Additionally, the report indicated that the Pass Area’s jobs-to-housing ratio is approximately 0.598. The jobs-to-housing ratio reflects the availability of local jobs for each occupied home in a community. The Pass Area is far below the 1.102 ratio for the Inland Empire or the 1.168 ratio for all of Southern California. The certified FEIR concluded that by providing local jobs to the surrounding area, the project would help improve the existing jobs-to-housing ratio.

**Response to DANIEL-8**

The comment asserts that the Draft SEIR did not address the Court’s order to address SCAQMD’s recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted. The comment is incorrect. See response to CVAN-1, above.

**Response to DANIEL-9**

The comment asserts that the use of rooftop solar panels was one of the overriding considerations used by the Board of Supervisors to approve the project and was later found to be insufficient. The comment is incorrect. The Court upheld the County Board of Supervisors’ adoption of a statement of overriding considerations and did not determine that it was insufficient. As such, the statement of overriding considerations remains in place and is not subject to further consideration or approval. As this comment does not address the additional analysis required by the Court and contained in the Draft SEIR, no further analysis or response is warranted. Notwithstanding, it should be noted that the Draft SEIR describes that the project will install more solar, not less. Moreover, the statement of overriding considerations identified a number of economic, legal, social, technological and other benefits of the project, and specifically found that each and every benefit individually outweighed and rendered acceptable each and every one of the project’s significant environmental effects.

**Response to DANIEL-10**

The comment claims that the court ruled that the use of solar panels was not adequate. This comment is incorrect. See Responses to CVAN-1 and DANIEL-9, above.

**Response to DANIEL-11**

This comment claims that maximizing the use of solar panels is inadequate and unsupported by evidence. This comment is incorrect. See Responses to CVAN-1 and DANIEL-9, above.

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Response to DANIEL-12
This comment implies that environmental review pursuant to CEQA is not taken seriously by those involved. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted. This comment will be provided to the County decision makers for their review and consideration.
I have cc’d the project planner here to include your comments for the record.

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: Thomas G Dean <tdtommy@charter.net>
Date: 1/29/20 3:53 PM (GMT-08:00)
To: "Brady, Russell" <rbrady@RIVCO.ORG>
Cc: 'tdtommy' <tdtommy@charter.net>
Subject: San Gorgonio Crossing/Gateway Center Project

I have just heard about this project and based on the information that I have received, traffic on Cherry Valley Blvd would be greatly increased and there would be a decrease in property values in nearby areas. It is for these two reasons I strenuously protest this project.

I am writing to you because I just learned of this and will not be able to get a letter of protest in before the deadline of tomorrow. We are new to Beaumont and Riverside County and would hope that the planning commission would keep the wishes of the people as a priority over the wishes of big business.

Thank you for your attention.

Tom Dean

Email: tdtommy@charter.net
Tel: 715-212-1482
Address: 1743 Dalea Way
Beaumont, CA 92223
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Thomas G. Dean (DEAN)

Response to DEAN-1
This comment raises general concerns about impacts to traffic and property values resulting from the project.

Economic or social considerations such as real estate values are not within the purview of CEQA or the Draft SEIR. Further, traffic impacts were previously analyzed in the certified FEIR. (See RDEIR Section 3.16, Transportation and Traffic.) The County of Riverside Board of Supervisors certified the FEIR on October 24, 2017. Subsequently, in the case titled Cherry Valley Pass Acres and Neighbors and Environmental Planning Group v. the County of Riverside, the Court required the County to (1) further analyze the project’s projected transportation energy use requirements, including its overall use of efficient transportation alternatives; and (2) address SCAQMD’s recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted. The Court further ordered that (1) the remainder of the FEIR certified on October 24, 2017, is in full compliance with CEQA and remains certified, and (2) the project approvals are valid and shall remain in place.

This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.

Response to DEAN-2
The comment states that the commenter will not have sufficient time to submit a letter of protest. The comment further states that Riverside County should prioritize the wishes of the people. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted. This comment will be provided to the County decision makers for their review and consideration.
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Dear Mr. Dawson:

On behalf of the residents of Cherry Valley, Beaumont and Calimesa who had signed petitions against this warehouse that I had circulated which numbered in the 100's, I again appeal to you on their behalf. We do not want to see this warehouse placed in a spot where 4 senior communities are present. Rancho calimesa is incredibly close. There are places for warehouses and this area is not one that deserves to have the community destroyed by a greedy person who lives nowhere around here. We live here. You do not. The supervisors do not and this land developer does not. WE DO, nor do we wish to have property values decimated by a project that during my circulation efforts 99% of the people who signed these petitions were against. It was obvious that during the 1st supervisor meeting when the room overflowed with citizens protesting this project, and the largest attendance ever, the strength of the community is certainly obvious in its opposition to a warehouse that should be put somewhere out of our rural community. Plus you received over 600 letters of protest. Why is the county NOT listening to its residents? If democracy was present as it should be, the county would hear our plea to keep this area at the current zoning.

There are deficiencies in the site plan that are not being addressed, which to us are some of the most important. One being the massive congestion in truck traffic and even worse, the pollution that over 800 trucks a day are going to bring to this area. It appears that the solution to the pollution problems is to put up solar panels on the warehouse. We would appreciate knowing just what solar panels have to do with massive truck pollution. Any changes in the on-off ramps to try and provide accommodation to this amount of truck traffic will still be an unsolvable problem and complete without safety for residents trying to maneuver with so many trucks. Cherry valley blvd. will become a major problem as it is the main road to leave the area towards the western side to the 10 freeway. The residents who now live so close to this land will be hearing trucks and breathing truck fumes constantly. Why would the county allow so many people to lose the quality of life they purposely moved here to get away from? Plus this property is an animal migration spot and a most important place where the Beaumont basin receives a large part of its water supply. Cementing over it and creating a diminished water supply is absurd in an area that will continue to have drought problems. All these are negative situations and to make matters worse by giving approval seems beyond belief.

You have heard us. Now please do what is the correct solution and do not allow any zone changes in one of the last pristine areas the county has left and allow it to continue being the rural community we
all care about.

Thank you for paying attention ... Patrick Doherty. Cherry Valley
**Patrick Doherty (DOHERTY)**

*Response to DOHERTY-1*

The comment notes general concerns about the siting of the project due to its proximity to the nearby community.

The County of Riverside Board of Supervisors certified the FEIR on October 24, 2017. Subsequently, in the case titled *Cherry Valley Pass Acres and Neighbors and Environmental Planning Group v. the County of Riverside*, the Court required the County to (1) further analyze the project’s projected transportation energy use requirements, including its overall use of efficient transportation alternatives; and (2) address SCAQMD’s recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted. The Court further ordered that (1) the remainder of the FEIR certified on October 24, 2017, is in full compliance with CEQA and remains certified, and (2) the project approvals are valid and shall remain in place.

This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.

*Response to DOHERTY-3*

The comment notes generalized concerns about the project’s effect on property values.

Economic or social considerations such as real estate values are not within the purview of CEQA or the Draft SEIR. Further, this comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted. This comment will be provided to the County decision makers for their review and consideration.

*Response to DOHERTY-3*

The comment is about community opposition to the project and concern about a zone change.

Impacts related to land use and zoning issues were previously analyzed in the certified FEIR. (See Section 3.10, Land Use and Planning, of the RDEIR.) This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.

*Response to DOHERTY-4*

This comment raises general concerns regarding truck traffic and associated pollution. Traffic and air quality impacts were previously analyzed in the FEIR certified by the Riverside Board of Supervisors on October 24, 2017. In certifying the FEIR, the Riverside Board of Supervisors affirmed the adequacy of the analyses related to traffic impacts. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.

This comment also questions the relevance of the solar panel analysis. As stated in the Notice of Preparation of a Draft SEIR, after the County of Riverside Board of Supervisors certified the FEIR for this project, two entities filed legal actions challenging the EIR, which were consolidated and heard by the Riverside Superior Court. On February 7, 2019, in the case titled *Cherry Valley Pass Acres and Neighbors and Environmental Planning Group v. the County of Riverside*, the Court ordered the
Respondent County of Riverside (County) to address in its FEIR the SCAQMD recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted.

Response to DOHERTY-5
The comment notes generalized concerns about animal migration and water supply. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted. This comment will be provided to the County decision makers for their review and consideration.

Response to DOHERTY-6
The comment expresses opposition to the zone change and land use. Impacts related to land use and zoning were previously analyzed in the San Gorgonio Crossing FEIR certified by the Riverside Board of Supervisors on October 24, 2017. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted. This comment will be provided to the County decision makers for their review and consideration.
Date: Jan. 27, 2020  
To: Riverside County Planning Department  
From: Faith Donavin  
Re: San Gorgonio Crossing/Gateway Center Project

I believe this project should be rejected for the following reasons:
  Paving over the watershed that Cherry Valley depends on will be disastrous;
  Air pollution from trucks frequenting the area will be unhealthful;
  Traffic on Cherry Valley Blvd. will be untenable;
  There is so much unused warehouse footage in the area that is is unfeasible.
My greatest concern is the paving over of our watershed.

Yours truly,

Faith Donavin
40801 Cheyenne Trl.
Cherry Valley, CA 92223
Faith Donavin (DONAVIN)

Response to DONAVIN-1

The comment states generalized concerns regarding potential impacts on the watershed, traffic, unused warehouse footage, and air pollution from trucks. Environmental impacts related to water and traffic were previously analyzed in the San Gorgonio Crossing FEIR certified by the Riverside Board of Supervisors on October 24, 2017. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.
Brett,

What is their plan for the existing easements for address 9975 Roberts St, Cherry Valley? I’ve not been asked to sign away my rights to access my property on, what would be the south and north entrances. The north entrance will be completely blocked by the new Yucaipa water facility. I can provide documents to better illustrate what I’m talking about.

Regards,
Stephen Hilario
805-207-6052
Stephen Hilario (HILARIO)

Response to HILARIO-1
This comment inquires about the plan for the existing easements for 9975 Roberts Street in Cherry Valley, California. Specifically, the comment inquires about the location of the south and north entrances to the project site, with concern that the north entrance to the site will not be accessible due to a new Yucaipa water facility.

An analysis related to site access was provided in the FEIR certified by the Riverside Board of Supervisors on October 24, 2017. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted. This comment will be provided to the County decision makers for their review and consideration.
Stanley L. Ross  
40285 Grand Ave  
Cherry Valley CA  
September 20 2019

Riverside County Planning Department  
4080 Lemon Street, 12th Floor  
Riverside, CA 92502

Project Title: San Gorgonio Crossing Gateway Center Project  
Attn: Brett Dawson-Project Planner

Mr. Dawson et al:

I am writing this letter to express my opposition to this project.

As you are well aware, it is impossible to estimate the number of vehicle trips and pollution created for this “project”. The Interstate 10 corridor is already a congested road and is one of the most polluted areas in the USA-per MSN.com. Let me know if you want the specific reference and I shall gladly provide to you. It is impossible to estimate the number of vehicle trips and pollution created for this because the warehouse and its occupants have NOT been identified. The ONLY focus in changing Cherry Valley’s zoning from one house per acre, Shopoff and crew have NOT stated the warehouse use before the number of vehicles can be counted. Perhaps you and others have a crystal ball… Shopoff does NOT live in Cherry Valley and only wants to destroy the area along with many politicians who will gladly sell themselves to the Devil (as the saying goes)

I have sent you prior letters indicating my opposition to this project and my opposition remains UNCHANGED. I am certain you have maintained these on file yet here we are regurgitating. This area remains a wildlife corridor, watershed, etc. High Density Housing and the “Crossings” are UNACCEPTABLE. Every Riverside County elected official and appointed official MUST stop selling out to corrupt Developers every time money or a ride on a boat is offered as a carrot. As a resident, voter, citizen, I expect them to be honest, protect, and represent their constituents as they have sworn themselves to do.

Stanley L. Ross
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Stanley L. Ross (ROSS)

Response to ROSS-1
This comment states that the number of vehicle trips and pollution cannot be estimated without identifying the proposed warehouses’ uses and occupants.

The project’s trip generation was previously analyzed in the certified FEIR. (See Section 3.16, Transportation and Traffic.) In order to estimate the traffic characteristics of the project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition 2012) manual for the proposed land use (ITE Land Use Code 152—High-Cube Warehousing) were used. This particular rate was selected based on the project’s design and operating characteristics. The project trip generation summary is based on a total building area of approximately 1,860,760 square feet, while the project will only provide approximately 1,823,760 square feet; thus, the Traffic Study slightly overestimated the additional traffic that will be attributable to the project, resulting in a more conservative analysis. Although the number of employees can be used to estimate vehicle trips, using building square footage as an estimator for vehicle trips is a commonly accepted method.

This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.

Response to ROSS-2
This comment expresses general opposition to the project, including concerns about wildlife corridors and watersheds, as well as opposition to high density housing.

These issues were previously analyzed in the certified FEIR. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.
I read it before, and I think it's good.

Marc

Rhea Weber Wednesday, January 29, 2020 4:32 PM
Please see attached response.
Marc Sanders (SANDERS)

Response to SANDERS-1
The commenter states that he has reviewed the project CEQA documentation and found it to be appropriate. Comment noted.
Libi Uremovic  
1440 E. 6th Street  
Beaumont, California 92223  
(702) 503-2022  
libiure@gmail.com  

Riverside County Planning Department  
4080 Lemon Street, 12th Floor  
Riverside, CA. 92502-1409  

Project Title: San Gorgonio Crossing/Gateway Center Project  
Attn; Brett Dawson, Project Planner  

The Notice states: “Comments on the adequacy of the analysis included in the Draft Supplemental EIR may be made in writing, indicating the sections of concern. Comments should be limited to only the two issue areas outlined above that are being reviewed within this Draft Supplemental EIR.”  

Table 2-3 on page 2-13 of Draft SEIR claims a reduction in fuel consumption from 6,569/day to 5,919/day based on “participating in ride sharing programs” and “locating the project in close proximity to the I-10”.  

Actual participation in ride sharing programs can not be guaranteed and the land is no closer to the I-10 than it was in 2015. The I-10 corridor has already turned into a congested boulevard and has become the most polluted area in the U.S.A.: https://www.msn.com/en-us/health/wellness/the-30-most-polluted-places-in-america/ss-BBXlqMW?li=BBnb7Kz#image=31  

In October, 2016 the Institute of Transportation Engineers in Washington D. C. Prepared a Report for the SCAQMD and the National Association of Industrial and Officers Properties titled: High-Cube Warehouse Vehicle Trip Generation Analysis: https://www.ite.org/pub/?id=a3e6679a%2De3a8%2Dbf38%2D7f29%2D2961becdd498  

The Report identifies five different types of warehouses and compares them to a ‘standard warehouse’. Page 19 of the Report states: “The preceding analysis of available HCW trip generation data identified significant weaknesses in the ability to forecast vehicle trips with confidence.”  

It is impossible to estimate the number of vehicle trips and pollution created for this project because the type of warehouse and occupants of the warehouse have never been revealed. The only focus is in changing Unincorporated Cherry Valley’s Zoning from one house per acre.
The Developer must state the warehouse’s use BEFORE the number of vehicles can be estimated. Does Shopoff have a Contract for an occupant of this warehouse he's spending millions to build or is the entire warehouse zoning nothing but a diversion to pressure Unincorporated Cherry Valley to accept high-density housing?

A major contributor in the air pollution is the City of Beaumont’s construction of over 20,000 houses and 9 Million square feet of warehouses without filing any CEQA EIRs or mitigation of traffic and air pollution.

Because Beaumont has no primary industries; almost the entire population of Beaumont’s working class commute to work, which added thousands of daily commutes contributing to the smog along the I-10 corridor that has never been mitigated.

Beaumont has also ‘approved’ over 9 million square feet of warehouses further adding to the congestion and smog. Facilities include Wolverine, Lowes, Icon, and a massive Amazon warehouse that’s almost completely built and will add hundreds more vehicles’ daily trips to the already congested and underdeveloped I-10, 60, and 79 highways.

The Pass Area is only two miles wide and surrounded by mountains. Warehouses and high density housing should have never been allowed in the Pass Area because if the wind isn’t blowing the smog is trapped between the mountains. Additional warehouses and/or high density housing will leave the Pass Area uninhabitable for children, the elderly, and the sickly.

Every Property Owner in Unincorporated Cherry Valley purchased their property knowing of the one house per acre zoning and everyone living in Unincorporated Cherry Valley want their zoning to remain one house per acre.

Shopoff does not live in Unincorporated Cherry Valley, he just wants to destroy Unincorporated Cherry Valley and everyone else’s property values and health for his own financial gain. All of Unincorporated Cherry Valley must stay zoned one house per acre for the benefit of the entire Pass Area and Riverside County.

For the health of all Pass Area residents; please return this property to it’s original zoning of one house per acre, which will reap much more profit than a warehouse.

Thank you,

Libi Uremovic
Libi Uremovic (UREMOVIC)

Response to UREMovic-1
This comment states that ride sharing programs cannot be guaranteed, and questions the fuel consumption reductions shown in Draft SEIR Table 2-3: Daily Vehicle Fuel Consumption.

This is incorrect. The certified FEIR Mitigation Measure MM AQ-1h(a) requires that all tenants participate in Riverside County’s Rideshare Program. Thus, participation in the County’s rideshare program is an enforceable requirement. The program, provided by the Riverside County Transportation Commission, provides access to a network of carpool, vanpool, and alternative transit options, and incentive programs and subsidies to commuters.\(^9\)\(^10\) Also, it should be noted that the project’s reduction in transportation energy demand related to fuel consumption is based on the requirements that the project operations use 2010 or newer on-road heavy-duty trucks, SmartWay verified technologies, ride sharing programs, and “end-of-trip” facilities, which would reduce fuel and energy consumption by approximately 9 to 10 percent, or up to 99 gallons per day from passenger vehicles and light-duty trucks, and 551 gallons per day from heavy-duty trucks. The calculations supporting the reductions are contained in the RDEIR Appendix B: Air Quality and Greenhouse Gases.

Response to UREMovic-2
This comment states that the number of vehicle trips and pollution cannot be estimated without identifying the proposed warehouses’ uses and occupants. Please refer to Response to ROSS-1.

Response to UREMovic-3
This comment states that the number of vehicle trips cannot be estimated without identifying the proposed warehouses’ uses and questions whether the project is proposing high-density housing. Please refer to Response to ROSS-1.

Response to UREMovic-4
The comment pertains to the projects under construction in the City of Beaumont.

Cumulative projects were previously analyzed in the certified FEIR. (See Section 4, Cumulative Impact Analysis, of the RDEIR.) The County of Riverside Board of Supervisors certified the FEIR on October 24, 2017. Subsequently, in the case titled Cherry Valley Pass Acres and Neighbors and Environmental Planning Group v. the County of Riverside, the Court required the County to (1) further analyze the project’s projected transportation energy use requirements, including its overall use of efficient transportation alternatives; and (2) address SCAQMD’s recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted. The Court further ordered that (1) the remainder of the FEIR certified on October 24, 2017, is in full compliance with CEQA and remains certified, and (2) the project approvals are valid and shall remain in place. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.


Response to UREMERIC-5
This comment pertains to cumulative projects in the area. Please refer to Response to UREMERIC-4.

Response to UREMERIC-6
The comment pertains to zoning.

Impacts related to land use and zoning issues were previously analyzed in the certified FEIR. (See Section 3.10, Land Use and Planning, of the RDEIR). This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.
Dear Mr. Dawson,
As previously stated re this EIR nonsense, they/you are trying to put lipstick on a pig, which is probably being unkind to pigs!
Presumably you and your family breathe the Riverside County air which is the second most polluted in the USA.
When the "project" is built there will be minimal, if any, monitoring of idling diesel trucks by the thousand and enforcement will add up to a slap on the wrist.
The feeble protests of those opposed to being choked to death by this monstrosity were brushed aside and if that adds up to a Happy New Year for you then I wish you one.
However, I think we both know that this hideous blight on the landscape is no cause for celebration.
Geoffrey Wilson, Beaumont.
Geoffrey Wilson (WILSON)

Response to WILSON-1

The comment raises issues related to the potential air quality impacts of idling diesel trucks in Riverside County and their associated health impacts. An analysis of air quality emissions was previously provided in the San Gorgonio Crossing FEIR, certified by the Riverside Board of Supervisors on October 24, 2017. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.
LETTER OF OPPOSITION

1-28-2020

RIVERSIDE PLANNING DEPARTMENT
4080 LEMON STREET 12TH FLOOR
RIVERSIDE, CA. 92501

ATTN: MR. BRETT DAWSON, PROJECT PLANNER

RE: SAN GORGONIO CROSSING DRAFT SUPPLEMENTAL EIR NO. 534

DEAR MR. DAWSON:

THIS LETTER IS IN OPPOSITION TO DRAFT SUPPLEMENTAL EIR # 534 AND I TAKE THIS TIME TO RESERVE THE PRESENT AND FUTURE LEGAL DUE PROCESS RIGHTS FOR ME AND JANET MARTIN AND THE SENIOR RESIDENTS AND RESIDENTS AT RANCHO MOBILE HOME PARK.

I ASSERT THESE RIGHTS DUE TO THE DANGERS AND RISKS OF GATEWAY SAN GORGONIO CROSSING MEGA-WAREHOUSE PROJECT.

THE COUNTY AND THOSE WHO PREPARED THE ORIGINAL AND DRAFT SUPPLEMENTAL EIR # 534 DID NOT PROVIDE FOR THE HEALTH AND SAFETY ASPECTS OF THE RESIDENTS, MANY WHO HAVE SERIOUS HEALTH PROBLEMS ESPECIALLY HEART AND LUNG DISEASE WHICH MAKES THEM VULNERABLE AND BECAUSE OF THEIR HEALTH, THEY ARE SENSITIVE RECEPTORS.

NOR DID THEY PROPERLY DISCLOSE THE LOCAL ENVIRONMENTAL (IMPACT EFFECTS) OF THE (OPERATIONAL ACTIVITIES) OF THE DIESEL TRUCK TRAILERS, DIRECTLY ASSOCIATED WITH THE PROJECT THAT IS IN (CLOSE PROXIMITY) WITH RANCHO CALIMESA MOBILE HOME PARK.

THIS PROJECT IS A NIGHTMARE. WHY THE COUNTY AND ENGINEERS WHO PREPARED BOTH OF THE REPORTS DID NOT ACKNOWLEDGE THEM AND THEIR HEALTH AND PERSONAL SAFETY AND VALID LEGAL CONCERNS AND THEIR FUTURE QUALITY OF LIFE IS INEXCUSABLE. NO MENTION OF RANCHO CALIMESA MOBILE HOME PARK OR THE SMALL FIELD SEPARATING THE PARK WITH THE PROJECT SITE. CALIMESA BLVD. IS NOT NOTED EVEN THOUGH IT INTERSECTS CHERRY VALLEY BLVD. AND IS RELEVANT.

BY IGNORING THE RESIDENTS INTERFERES AND DENIES THEIR RIGHTS. THERE HAS NEVER BEEN A HEALTH STUDY DONE OF RANCHO CALIMESA MOBILE HOME PARK AND THE DESERVING RESIDENTS WHO LIVE THERE AND THE TOXIC EFFECTS OF THE OPERATIONAL ACTIVITIES OF THE DIESEL TRUCK-TRAILERS WHICH WILL BE DIRECTLY ASSOCIATED WITH THIS PROJECT.

THOSE WHO PREPARED AND IGNORED THESE WONDERFUL RESIDENTS ARE THOSE WHO ARE OBLIGATED TO AND HAVE A DUTY TO PROTECT THE RESIDENTS AS THEIR OVERVIEW OF THE SEVERITY OF OVERLOOKED ENVIRONMENTAL IMPACTS TO THEIR HEALTH ARE UNFAIR AND DETRIMENTAL TO THE FUTURE QUALITY OF THE RESIDENTS LIVES. I VEHEMENTLY ADVOCATED FOR THESE RESIDENTS IN FRONT OF THE BOARD OF SUPERVISORS BECAUSE THEY DESERVE IT.

THESE RESIDENTS HAVE WORKED HARD AND BUILT THIS COUNTRY, SERVED IN THEIR PROFESSION, SERVED IN OUR MILITARY, ARE GOLD STAR WIVES, ARE DISABLED, HAVE SERIOUS HEALTH PROBLEMS, HAVE A SPOUSE WHO IS SERIOUSLY ILL, ARE ON FIXED INCOMES AND THIS PUTS THEM AT RISK AS THE PLANNERS KNEW OR SHOULD HAVE KNOWN THAT PUTTING A PREDATORY DEVELOPMENT NEAR THEM LIMITS THEIR ABILITY TO COPE WITH THE PHYSICAL AND EMOTIONAL STRESS ASSOCIATED WITH THE DANGERS AND RISKS OF THIS PROJECT.

ONE
PROJECT. AND THE PEOPLE WHO SHOULD REVIEWED THE EIR'S DID NOT SEE THE VERY REAL ENVIRONMENTAL THREATS AGAINST OUR SENIOR COMMUNITY NEED TO MAKE THIS RIGHT. OTHERWISE IT LEAVES THEM IN A VULNERABLE AND UNTENABLE POSITION. I KNOW AND LOVE THE SENIOR RESIDENTS AND RESIDENTS OF RANCHO CALIMESA MOBILE HOME PARK. THAT IS WHY I AM WRITING THIS LETTER.

THIS IS ENVIRONMENTAL JUSTICE. AND THERE ARE NO PROVISIONS IN THE EIR'S FOR THESE RESIDENTS PROTECTION. IT IS BECAUSE NO ONE THOUGHT ENOUGH ABOUT THEM TO INCLUDE THEIR LIVES AND SAFETY WHEN THERE IS A RICH DEVELOPER NEXT DOOR. THE COUNTY AND PLANNERS SHOULD HAVE BEEN MADE THE HEALTH AND SAFETY A PARAMOUNT CONCERN, AND PROTECT WELFARE AND DIGNITY, IN THE INTEREST OF JUSTICE.

IT IS AGAINST THE STATE AND FEDERAL LAW AND CIVIL RIGHTS FOR THE COUNTY AND THE PLANNERS OF THE EIR'S TO DISCRIMINATE AGAINST OUR SENIOR RESIDENTS AND DISABLED. THEY ARE PROTECTED BY THE STATE OF CALIFORNIA FROM BREACHES AND INTENTIONAL WRONG DOING OF A CIVIL WRONG, LIKE ILL WILL OR THE TOTAL DISREGARD FOR OTHERS WELL BEING.

THE COUNTY AND PLANNERS LEFT OUT RELEVANT INFORMATION LIKE A WHOLE SENIOR COMMUNITY WITH SENSITIVE RECEPTORS, BLURRED MAP EXHIBITS THAT DON'T SHOW STEETS THAT ARE RELEVANT AND MAKE THIS PROJECT LOOK LIKE IT WOULD NOT NEGATIVELY IMPACT THE SURROUNDING POPULATED AREAS AROUND THIS PROJECT. IT IS MISLEADING AND JUST WRONG.

THE COURT ORDERED THAT THE PROJECTS EIR DESCRIBE, WERE RELEVANT, THE WASTEFUL, INEFFICIENT, AND UNECESSARY CONSUMPTION OF ENERGY CAUSED BY A PROJECT. PER APPENDIX F, POTENTIALLY SIGNIFICANT ENERGY IMPLICATIONS OF A PROJECT SHALL BE CONSIDERED IN A EIR TO THE EXTENT RELEVANT TO THE PROJECT.

AS I MENTIONED BEFORE, THE FINAL EIR OR THE DRAFT EIR NEVER DEFINED OR DISCLOSED THE RELEVANT (LOCAL ENVIROMENTAL) IMPACT EFFECTS OF THE (OPERATIONAL ACTIVITIES) OF THE DIESEL TRUCK-TRAILERS, DIRECTLY ASSOCIATED WITH THE PROJECT, THAT IS IN (CLOSE PROXIMITY) WITH RANCHO CALIMESA MOBILE HOME PARK.

AND BECAUSE THEY HAD A DUTY TO RECOGNIZE THE PRESENCE OF THE HUNDREDS OF SENIOR RESIDENTS AND RESIDENTS OF THE PARK, THE COUNTY PLANNERS AND ENGINEERS WHO PREPARED THE FINAL EIR AND THE SUPPLEMENTAL DRAFT EIR BREACHED THEIR DUTY TO DIRECTIVES TO INCLUDE ALL RELEVANT AND SIGNIFICANT ENERGY IMPLICATIONS TO BE PUT IN THAT EIR, AS ORDERED BY THE COURT.

MY POINT IS THIS, THEY KNEW OR SHOULD HAVE KNOWN THAT THIS PROJECT CAME WITH INHERENT RISKS TO THE PUBLIC, AND THE EIR IS THERE TO DESCRIBE ALL ASPECTS OF ENVIRONMENTAL CONCERNS. THE COUNTY PLANNING DEPARTMENT AND ITS ENGINEERS, THE COUNTY SUPERVISORS KNEW OR SHOULD HAVE KNOWN ALL IMPLICATIONS ASSOCIATED WITH THE EIR'S OF THIS PROJECT.

ALSO I CONTEND THE THE (LOCAL ENVIROMENTAL) IMPACT EFFECTS OF THE PROJECT WOULD PUT THE (OPERATIONAL ACTIVITIES) OF THE DIESEL TRACTOR-TRAILERS RIGHT IN FRONT OF RANCHO CALIMESA MOBILE HOME PARK WHEN STACKED IN FRONT OF THE PARK WAITING TO MOVE FORWARD TO DELIVER THE CONTENTS OF THEIR TRAILER TO THE MEGA-WAREHOUSE. I ALSO ASSERT
THAT THE FINAL EIR AND THE SUPPLEMENTAL DRAFT EIR BY OMISSION DID NOT LEGALLY ADDRESS THE OPERATIONAL ENVIRONMENTAL EFFECTS OF EACH TRUCK WITH A TRAILER INBOUND TO THE WAREHOUSE TECHNICALLY IS THE PROJECT DUE TO THE CONTENTS OF THE TRUCK-TRAILER AND IF IT HAS NOT ARRIVED AT THE WAREHOUSE BUILDING, THEN THIS SHOULD HAVE BEEN PUT IN THE EIR'S. ALSO, ANY AND ALL TOXIC POLLUTION GENERATED BY THE PROJECT IS ENVIRONMENTAL AND A DETRIMENT TO THE COMMUNITY OF RANCHO CALIMESA MOBILE HOME PARK AND ITS SENSITIVE RECEPTORS AND ALL RESIDENTS. THE PLANNERS NEVER DESCRIBED THE ADVERSE AFFECTS THIS PROJECT WOULD POSE TO THE RESIDENTS OF RANCHO CALIMESA LIKE THE WAREHOUSE WILL OPERATE 24 HOURS A DAY WITH TRUCK-TRAILERS Lining UP AND DOWN CALIMESA BLVD. AND CHERRY VALLEY BLVD. WAITING TO GET TO THE WAREHOUSE. THE EIR DID NOT MENTION THAT TRUCK MAYBE 600 A DAY WILL EMIT DANGEROUS FUMES INTO THE AIR ( DIESEL PARTICULATE ), NOX AND ROG GASES AND CARBON MONOXIDE, DEADLY FOR THE SENSITIVE RECEPTORS AND ALL WHO BREATHE IT. AND AT ANY GIVEN MOMENT WITH HUNDREDS OF TRUCKS, THEIR PRESENCE WILL BE IN FRONT OF THE WHOLE PARK AND ON THE RIGHT SIDE OF THE PARK SEPARATED BY A SMALL FIELD AND ON CHERRY VALLEY BLVD.

WITH ALL THE BIG RIGS COMING IN AND OUT OF THE WARHOUSE, WILL KEEP THE TOXIC FUMES STAGNATING AROUND AND ABOVE THE WAREHOUSE. THEN WHEN AN OFFSHORE AIR FLOW COMPRSES THE AIR, ( SANTA ANNA ) THE WIND FORCES THE POLLUTION INTO FIRST RANCHO CALIMESA, AND INTO POPULATED CALIMESA.

WITH THE HUNDREDS AND THOUSANDS ( CUMULATIVE ) OF BIG RIGS STAGE ( WAIT IN LINE ), ONE AFTER ANOTHER WILL CONTAMINATE THE PROPERTY, PLANT AND WILD LIFE. AND ENGINES AND TRUCK TRANSMISSIONS DRIP ONTO THE ROADS AND WHEN DRY WILL POLLUTE WITH TOXIC DUST THAT OUR SENIORS CAN BREATHE.

THERE ARE OTHER DANGERS LIKE SENIORS NOT BEING ABLE TO SEE AROUND THE BIG RIGS AND THE DISRUPTION OF WAITING BEHIND AND NOT BE ABLE TO MOVE IN TRAFFIC BECAUSE BIG RIGS WILL LINE UP AND DOWN OUR STREETS ACCIDENTS CAN OCCUR AND COULD BLOCK THE SAFE EVACUATION OF RANCHO CALIMESA RESIDENTS IN A PARK FIRE EVENT, AS WE ARE IN A HIGH SEVERITY HAZARD ZONE.

FOR ALL THESE REASONS THAT WILL BE DANGEROUS TO RANCHO CALIMESA SENIOR RESIDENTS AND ALL RESIDENTS THE FINAL AND SUPPLEMENTAL DRAFT EIR'S BY NOT MENTIONING THE RESIDENTS AS REQUIRED TO DESCRIBE RELEVANT IMPLICATIONS AFFECTING THESE RESIDENTS AND THEIR HEALTH AND SAFETY.

THE EIR'S AS CURRENTLY WRITTEN ARE INACCURATE AND NEED TO REVISED TO REFLECT THE TRUTH. A HEALTH SUMMARY NEEDS TO BE COMPLETED TO SHOW THE IMPACT ON RANCHO CALIMESA SENIOR RESIDENTS AND ALL RESIDENTS AND SHOW THE ( CUMULATIVE HEALTH RISKS ) OF CURRENT AND LONG TERM EXPOSURE OF ALL ASPECTS OF THE POLLUTION FROM THE BIG RIGS DIESEL EXHAUSTS ( PARTICULATE MATTER ) AND HOW IT WOULD AFFECT THEIR HEALTH. NO ONE HAS CARED ENOUGH TO DO THIS FOR THESE CITIZENS AND IT IS TIME. NOW TO DO SO. A HEALTH STUDY NEEDS TO BE DONE TO BE FAIR.

I HOPE I ARTICULATED THESE POINTS ENOUGH TO ENSURE OUR SENIORS WILL NEVER BE PUT IN A ATMOSPHERE OF DANGER EVER AGAIN. THANK-YOU.
**James Wright (WRIGHT)**

**Response to WRIGHT-1**

The comment questions the analysis of potential health and safety impacts on sensitive receptors. These issues were previously analyzed in the certified FEIR, which determined that the project would not result in health risks to sensitive receptors, including seniors and children. (See RDEIR Pages 3.3-24 to 3.3-25 and 3.3-54 to 3.3-59; RDEIR Appendix B.1.) Further, RDEIR Section 3.3, Air Quality, Page 3.3-16 identified the closest existing residences as those located near the southeast corner of the project along Cherry Valley Boulevard. In addition, several areas adjacent to the project site are zoned for residential development. The shortest distances to any existing or proposed sensitive receptor is 25 meters, as future residences located within the proposed Sunny Cal Specific Plan are directly across Cherry Valley Boulevard (south of the project site). These residences are much closer to the project than the Rancho Calimesa Mobile Home Park which is located over 200 meters northwest of the project site. Thus, analysis of the Rancho Calimesa Mobile Home Park was effectively considered since its location is farther than the nearest sensitive receptors to the project site.

The County of Riverside Board of Supervisors certified the FEIR on October 24, 2017. Subsequently, in the case titled *Cherry Valley Pass Acres and Neighbors and Environmental Planning Group v. the County of Riverside*, the Court required the County to (1) further analyze the project’s projected transportation energy use requirements, including its overall use of efficient transportation alternatives; and (2) address SCAQMD’s recommendation to maximize the use of solar panels and provide an explanation as to why the mitigation measure was not adopted. The Court further ordered that (1) the remainder of the FEIR certified on October 24, 2017, is in full compliance with CEQA and remains certified, and (2) the project approvals are valid and shall remain in place. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.

**Response to WRIGHT-2**

This comment claims that potential environmental impacts on the residents of Rancho Calimesa Mobile Home Park were not disclosed, particularly those associated with operational activities of the diesel truck trailers. Please refer to Response to WRIGHT-1. Furthermore, potential impacts related to operational activities and diesel truck trailers were previously analyzed in certified FEIR. (RDEIR Section 3.3, Air Quality.)

**Response to WRIGHT-3**

This comment states a general concern that the environmental analysis discriminates against senior residents and disabled persons and that there are no provisions in the RDEIR, FEIR, and/or Draft SEIR for these residents’ protection. The comment does not identify reasons why it believes the analysis is inherently discriminatory.

Please refer to Response to WRIGHT-1. It should also be noted that the certified FEIR previously analyzed the project’s potential significant effects on sensitive receptors, including on senior citizens and children. All feasible mitigation measures are required to be implemented in order to reduce or avoid significant effects. This comment does not address the additional analysis required by the Court and contained in the Draft SEIR. Therefore, no further analysis or response is warranted.
Response to WRIGHT-4
This comment reiterates that potential environmental impacts on the residents of Rancho Calimesa Mobile Home Park were not disclosed related to the operational activities of the diesel truck trailers. Please refer to Response to WRIGHT-2. Moreover, consistent with the Court’s order, this Draft SEIR Section 2.2 analyzes the project’s transportation energy use requirements, including its overall use of efficient transportation alternatives consistent with the State CEQA Guidelines, and determined that transportation-related energy usage would not be wasteful, inefficient, or unnecessary.

Response to WRIGHT-5
This comment states that the environmental analysis did not consider the residents of Rancho Calimesa Mobile Home Park.

Please refer to Response to WRIGHT-1. The commenter also states that operational activities and diesel truck trailer activities and emissions were not analyzed. Please refer to Response to WRIGHT-2.

Response to WRIGHT-6
This comment requests that the environmental analysis be redone, and a health summary completed on the potential impacts on the Rancho Calimesa Mobile Home Park.

A health risk assessment was previously prepared for the project and was included as Appendix B of the certified FEIR. Please also refer to Response to WRIGHT-1.
There were no revisions to the Draft Supplemental EIR (Draft SEIR) for the San Gorgonio Crossing Project (Project) that were requested or that were necessary.
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Mitigation Monitoring and Reporting Program for the  
San Gorgonio Crossing Project  
FINAL SUPPLEMENTAL  
Environmental Impact Report No. 534  
Riverside County, California  
State Clearinghouse No. 2014011009

Prepared for:  
County of Riverside  
Planning Department  
4080 Lemon Street, 12th Floor  
PO Box 1409  
Riverside, CA 92502-1409  
951.955.6097  
Contact: Charissa Leach, Assistant Director of TLMA—Community Development

Project Applicant:  
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Contact: Brian Rupp, Senior Vice President—Development

Prepared by:  
FirstCarbon Solutions  
650 E. Hospitality Lane, Suite 125  
San Bernardino, CA 92408  
909.884.2255  
Contact: Jason Brandman, Vice President  
Kerri Tuttle, Senior Director

Date: March 6, 2020
PREFACE

Pursuant to Public Resources Code Section 21081.6, the County of Riverside (lead agency) hereby finds that the mitigation measures set forth in this Mitigation Monitoring and Reporting Program (MMRP) will reduce or avoid the potentially significant and significant impacts of the proposed San Gorgonio Crossing Project to the extent feasible for the reasons described in the Recirculated Draft EIR, Final EIR, and Draft Supplemental Environmental Impact Report (Draft SEIR) prepared for the subject project. The lead agency intends for each of the mitigation measures to be adopted as recommended in these documents and the respective resolutions certifying these documents. In the event there are any inconsistencies between the mitigation measures as set forth in this MMRP, with the conditions of approval for the project, and the Resolutions prepared by the lead agency, the measures that are deemed to be more restrictive and protective of the environment shall control.
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Table 1: San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

<table>
<thead>
<tr>
<th>Mitigation Measures</th>
<th>Method of Verification</th>
<th>Timing of Verification</th>
<th>Responsible for Verification</th>
<th>Verification of Completion</th>
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<tbody>
<tr>
<td><strong>3.1 Aesthetics</strong></td>
<td></td>
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<tr>
<td>MM AES-3:</td>
<td>The applicant shall install all landscape plantings along the Cherry Valley Boulevard frontage (which are intended to serve a screening function) prior to the issuance of building permits.</td>
<td>Notes on construction plans; site inspection</td>
<td>Prior to issuance of building permits</td>
<td>Riverside County</td>
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<tr>
<td>MM AES-4:</td>
<td>Prior to issuance of building permits, the project applicant shall submit a photometric plan to the County of Riverside for review and approval. The photometric plan shall identify types of lighting fixtures and their locations on the project site, and demonstrate compliance with Riverside County Lighting Ordinance No. 655. All light fixtures shall be shielded, recessed, or directed downward to prevent unwanted illumination of neighboring properties or excessive light pollution. Lighting fixtures should employ the most energy-efficient technology available unless technical feasibility or safety concerns take precedent.</td>
<td>Completion of photometric plan; submittal of documentation</td>
<td>Prior to issuance of building permits</td>
<td>Riverside County</td>
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<td><strong>3.3 Air Quality</strong></td>
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<tr>
<td>Implement Mitigation Measures AQ-1a through AQ-1h and AIR-1i below through adoption of a Mitigation Monitoring and Reporting Program (MMRP) that is designed to ensure compliance with mitigation measures during the project implementation. The MMRP shall be enforced through the preparation permit conditions, agreements, or other measures as a condition of development.</td>
<td>Notes on construction plans; site inspection</td>
<td>During mass grading and building construction</td>
<td>Riverside County</td>
<td></td>
</tr>
<tr>
<td><strong>Construction Mitigation Measures</strong></td>
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<tr>
<td>MM AQ-1a:</td>
<td>During mass grading and building construction, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet or exceed United States Environmental Protection Agency (EPA) Tier 3 off-road emissions standards.</td>
<td>Notes on construction plans; site inspection</td>
<td>During mass grading and building construction</td>
<td>Riverside County</td>
</tr>
</tbody>
</table>
### Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

<table>
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<tr>
<td><strong>MM AQ-1b:</strong> Require the use of 2010 and newer haul trucks (e.g., material delivery trucks and soil import/export). In the event that that 2010 model year or newer diesel haul trucks cannot be obtained, provide documentation as information becomes available and use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum. Additionally, consider other measures such as incentives, phase-in schedules for clean trucks, etc.</td>
<td>Notes on construction plans; site inspection</td>
<td>During mass grading and building construction</td>
<td>Riverside County</td>
<td></td>
</tr>
</tbody>
</table>
| **MM AQ-1c:** The following measures shall be applied to all projects during construction of the project:  
a) Use paints with a volatile organic compound (VOC) content 50 grams per Liter or lower for both interior and exterior surfaces, if painted.  
b) Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.  
c) Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.  
d) For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org).  
e) Use compliant low-VOC cleaning solvents to clean paint application equipment.  
f) Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions.  
g) Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable: and  
h) Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. | Notes on construction plans; site inspection | During project construction | Riverside County |  |
### Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

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<thead>
<tr>
<th>Mitigation Measures</th>
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<tr>
<td><strong>MM AQ-1d:</strong> Prior to issuance of any grading permits, the developer shall provide a traffic control plan to the County of Riverside that describes in detail the location of equipment staging areas, stockpiling/storage areas, construction parking areas, safe detours around the project construction site, as well as provide temporary traffic control (e.g., flagperson) during construction-related truck hauling activities. The traffic control plan is intended to minimize traffic congestion and delays that increase idling and acceleration emissions. The applicant shall maintain one copy on-site in the construction trailer to the satisfaction of the County of Riverside.</td>
<td>Approval of traffic control plan</td>
<td>Prior to issuance of grading permits</td>
<td>Riverside County</td>
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<tr>
<td><strong>MM AQ-1e:</strong> During project construction, the following measures shall be implemented to the satisfaction of the County of Riverside. Construction equipment maintenance records and data sheets of equipment design specifications (including the emission control tier of the equipment) shall be kept on-site during construction and subject to inspection by the County of Riverside.</td>
<td>Notes on construction plans; site inspection</td>
<td>During project operation (general)</td>
<td>Riverside County</td>
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<tr>
<td>a) Construction equipment shall be properly maintained according to manufacturer specifications.</td>
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<tr>
<td>b) All contractors shall turn off all construction equipment and delivery vehicles when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour.</td>
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<tr>
<td>c) On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel-powered electric generators.</td>
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<td>d) The project shall demonstrate compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 concerning fugitive dust and provide appropriate documentation to the County of Riverside.</td>
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<tr>
<td>e) Traffic speeds on all unpaved roads to be reduced to 15 miles per hour or less.</td>
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<td>f) Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads (recommend water sweepers with reclaimed water).</td>
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<td>g) Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.</td>
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<td>h) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</td>
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<td>i) All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour (mph); wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction; and vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</td>
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<td>j) All trucks and equipment, including their tires, shall be washed off prior to leaving the site; site accesses to a distance if 100 feet from paved roads shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</td>
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**Operational Mitigation Measures**

**MM AQ-1f:** Prior to operation of each warehouse building, the applicant shall demonstrate to the County of Riverside that vehicles can access the building using paved roads and parking lots. Further, the applicant shall work with the County of Riverside and will provide signage to ensure that no trucks are queuing outside of the facility.

| Notes on construction plans; submittal of documentation; site inspection | Prior to operation of each warehouse building | Riverside County |
### Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

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<tbody>
<tr>
<td><strong>MM AQ-1g</strong>: The project shall implement the following measures to reduce emissions from on-site heavy duty trucks prior to issuance of a certificate of occupancy or within six months after operations commence, whichever is applicable:</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to issuance of a certificate of occupancy or within six months after operations commence, whichever is applicable</td>
<td>Riverside County</td>
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<tr>
<td>a) Prior to issuance of a certificate of occupancy, post signs informing truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.</td>
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<td>b) Prior to issuance of a certificate of occupancy, post signs in all dock and delivery areas containing the following: truck drivers shall turn off engines when not in use; trucks shall not idle for more than five minutes; telephone numbers of the building facilities manager and the California Air Resources Board to report violations.</td>
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<tr>
<td>c) Tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer’s specifications. Tenants shall maintain records on its fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty Trucks (HHD) accessing the project site use year 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the County.</td>
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<tr>
<td>d) The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512).</td>
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<td>e) Require facility operator to become a SmartWay Partner.</td>
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FirstCarbon Solutions
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<tr>
<td>f) Require facility operator to incorporate incentives and requirements such that the maximum feasible number of truck trips will be carried by SmartWay 1.0 or greater carriers.</td>
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<td>g) Prior to issuance of occupancy permits, signs shall be installed at each exit driveway, providing directional information to the County’s truck route. Text on the sign shall read “To Truck Route” with a directional arrow. Truck routes shall be clearly marked pursuant to the Municipal code.</td>
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<td>h) The site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility.</td>
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<td><strong>MM AQ-1h:</strong> The following measures shall be incorporated into each building to reduce motor vehicle emissions:</td>
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<tr>
<td>a) All tenants shall participate in Riverside County’s Rideshare Program. The purpose of the program would be to discourage single-occupancy vehicle trips and encourage alternate modes of transportation such as carpooling, transit, walking, and biking. The program shall provide employees with assistance in using alternate modes of travel, including carpooling encouragement, ride-matching assistance, and vanpool assistance.</td>
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<td>b) A minimum of two electric vehicle-charging stations for automobiles or light-duty trucks shall be provided at each building.</td>
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<td>c) Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>During project operation (general)</td>
<td>Riverside County</td>
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<td>d) Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance.</td>
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<td>e) Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to 5 percent of the required number of parking spaces.</td>
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<td>f) All on-site forklifts, yard trucks and trailer movers shall be electric, with the necessary electrical charging stations provided.</td>
<td>Submittal of documentation; site inspection</td>
<td>Prior to issuance of a certificate of occupancy</td>
<td>Riverside County</td>
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<tr>
<td>g) Tenants shall be encouraged to apply for incentive funding (such as the Voucher Incentive Program [VIP], Carl Moyer, etc.) to upgrade their fleet.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>30 days prior to groundbreaking activities</td>
<td>Riverside County</td>
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#### 3.4 Biological Resources

**MM BIO-1a**: Pre-construction presence/absence surveys for burrowing owl shall be conducted on and off-site by a qualified biologist within 30 days prior to project disturbance activities, with the results summarized in a report submitted to the County Planning Department, Environmental Programs Division. If any burrowing owls are detected, a relocation plan shall be submitted to the Environmental Programs Division of the Planning Department, the California Department of Fish and Wildlife (CDFW), the United States Fish and Wildlife Service (USFWS) and the Western Riverside County Regional Conservation Authority (RCA) for review and approval. The relocation plan shall encompass both active and passive relocation activities and shall include the development of a conservation strategy prepared in consultation with the CDFW, the USFWS and the RCA. All surveys and relocation plans shall be conducted and prepared by a qualified biologist currently holding a Memorandum of Understanding with the County. The Relocation Plan must follow the most current CDFW-approved protocols/mitigation and must be in accordance with the “Burrowing Owl Species Objectives and Mitigation Measures” outlined in the MSHCP. The EPD, the CDFW, the USFWS, and the RCA shall be consulted to determine appropriate type of relocation (active or passive) and
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<td>translocation sites. Occupation of this species on the project site may result in the need to revise grading plans so that take of “active” nests is avoided, or, alternately, a grading permit may be issued once the species has been relocated.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Outside the bird breeding season (February 1 to August 31)</td>
<td>Riverside County</td>
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<tr>
<td><strong>MM BIO-1b:</strong> Clearing and grubbing shall occur outside the bird breeding season (February 1 to August 31), unless a qualified biologist demonstrates to the satisfaction of the County that all nesting is complete through completion of a Nesting Bird Clearance Survey. A Nesting Bird Clearance Survey shall be completed no more than three (3) days prior to ground disturbance activities. A Nesting Bird Clearance Survey report shall be submitted to the Environmental Programs Division (EPD) for review and approval prior to initiating clearing and grubbing during the breeding season.</td>
<td>Verification of payment of LDMF fees</td>
<td>Prior to issuance of grading permits</td>
<td>Riverside County</td>
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<tr>
<td><strong>MM BIO-2a:</strong> The project applicant shall pay MSHCP Local Development Mitigation Fees (LDMF) as determined by the County. The fee schedule is adjusted annually by the Western Riverside County Regional Conservation Authority (RCA), and was last adjusted on July 1, 2016. The current fee is $6,645 per acre for commercial or industrial uses.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to the issuance of construction and building permits</td>
<td>Riverside County</td>
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The project shall mitigate impacts to waters of the United States and waters of the State, wetlands, and riparian habitats (pursuant to the Federal Clean Water Act and the California Fish and Game Code, Section 1600, et seq.) by replacement on an in-kind basis. Compensatory habitat-based mitigation will consist of preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Replacement shall be based on a ratio determined by the California Department of Fish and Wildlife and/or USACE in order to account for the potentially diminished habitat values of replacement habitat and reduce impacts to less than significant. Agreed-upon mitigation ratios will depend on the quality of the habitat and presence/absence of a special-status species. Such replacement should occur on the original development site, whenever possible. Alternatively, replacement can be affected, subject to state and federal regulatory approval, by creation or restoration of replacement habitats elsewhere (off-site but preferably within the County), protected in perpetuity by provision for an appropriate conservation easement or dedication.

**MM BIO-5a:** To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to riverine resources through on-site creation at a 2:1 ratio for the 1.11 acres of impacts to riverine and limited riparian resources. In total, the proposed mitigation shall result in 2.22 acres of Riparian/Riverine habitat creation/restoration.

The on-site creation of 2.22 acres of Riparian/Riverine habitat shall occur at two locations on-site along the southern boundary (see DBESP’s Figure 8). The mitigation areas shall receive all upstream flows up to 100 cubic feet per second (cfs). Flows above 100 cfs shall bypass the mitigation area in a concrete-lined channel that will outlet at the eastern edge of the project. Flows up to 100 cfs will allow for creation of a

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<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to issuance of grading permits</td>
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<td>braided streambed similar to the drainages that are being impacted. These areas shall be revegetated with primarily floodplain scrub vegetation. Scattered pockets of mule fat scrub shall also be planted to increase vegetative diversity. Combined, these areas shall offset losses of Riparian/Riverine functions and values by providing high-quality Riparian/Riverine habitat, and provide for other functions and services such as water quality benefits, groundwater recharge, and nutrient cycling. A detailed restoration plan for the on-site mitigation sites shall be prepared and submitted to the County for review and approval prior to implementation of the restoration effort.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to issuance of a grading permits</td>
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**MM BIO-5b:** Riparian/riverine areas not impacted by the project footprint shall be conserved in perpetuity by the recordation of a conservation easement or deed restriction in favor of a CDFW-approved local conservation entity; or transferred in fee title to a CDFW-approved local conservation entity. The avoided riparian/riverine areas shall be conserved prior to the issuance of a grading permit. The CDFW-approved local conservation entity shall manage the conservation areas to protect the long-term conservation, functions, and values of these areas in perpetuity.

**3.5 Cultural Resources**

**MM CUL-1a:** Archaeological monitoring: During grading and excavation activities, the project applicant shall retain an archaeological monitor meeting the Secretary of the Interior’s Standards to monitor all ground-disturbing activities in an effort to identify and evaluate any unknown archaeological resources. The qualified archaeologist, the developer, and the Lead Agency shall develop a rotating or simultaneous schedule in coordination with the applicant and the project archaeologist for designated Native American Tribal Monitors.

| Approval of archaeological monitor and schedule | During grading and excavation activities | Riverside County |
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<td>from the consulting tribes during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, and Native American Tribal Monitors’ authority to stop and redirect grading activities in coordination with the project archaeologist.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>During grading and excavation activities</td>
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<td>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 in Riverside County, to be accompanied by payment of the fees necessary for permanent curation. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default.</td>
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<tr>
<td>c. At the completion of grading, excavation, and ground-disturbing activities on the site, submit a Monitoring Report to the Lead Agency documenting monitoring activities conducted by the project archaeologist and Native American Tribal Monitors within 60 days of the 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 pregrade meeting; and in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the Lead Agency, the Eastern Information Center, and consulting tribes.</td>
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<td>MM CUL-3a: During grading and excavation activities, full-time monitoring of excavation activities shall occur, except in the flatter areas where extensive plowing has churned deposits up to depths of 2 feet. Paleontologic monitors shall be equipped to salvage fossils, as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. If the principal paleontologist determines that the sediments present within the subsurface have low potential to contain paleontologic resources and low paleontologic sensitivity, then the full-time monitoring program shall cease and a program of periodic monitoring shall occur.</td>
<td>Notes on construction plans; site inspection; submittal of documentation</td>
<td>During grading and excavation activities</td>
<td>Riverside County</td>
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<tr>
<td>MM CUL-3b: If specimens are found, the applicant shall ensure the preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils shall occur and are essential to fully mitigate adverse impacts to the resources.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>During grading and excavation activities</td>
<td>Riverside County</td>
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<td>MM CUL-3c: If specimens are found, the applicant shall ensure the identification and curation of specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance. The paleontologist shall have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontologic resources is not complete until such curation into an established museum repository has been fully completed and documented.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>During mass grading and building construction</td>
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<td><strong>MM CUL-3d:</strong> The paleontologist shall prepare a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts to paleontologic resources.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>During grading and excavation activities</td>
<td>Riverside County</td>
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<td><strong>MM CUL-4:</strong> In the event of the accidental discovery or recognition of any human remains, State CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken: 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate</td>
<td>Notes on construction plans; notification of County Coroner; submittal of documentation; site inspection</td>
<td>During grading and excavation activities</td>
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<td>dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance: • The NAHC is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 48 hours after being notified by the commission. • The descendant identified fails to make a recommendation. • The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to the issuance of grading permits</td>
<td>Riverside County</td>
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</table>

3.6 Geology and Soils

**MM GEO-1a:** Upon the development of a grading plan, the County of Riverside shall verify that consistent with Section 8.0, Future Work, in the Neblett & Associates’ 2008 Fault Investigation, the grading plans shall reflect the re-positioning of the structural setback zone based on the proposed grades for the proposed project.

It is recommended that a structural setback zone shall be located 50 feet south and 100 feet north of the trace of the South Branch of the Cherry Valley Fault Zone that transgresses the proposed development envelopes. Additionally, a Restricted Use Zone (RUZ) shall be located north and northeast of the South Branch to the north and northeast property boundary. The RUZ shall be utilized for non-habitable facilities, such as horse stables, soccer fields, etc., that will have fewer than 1,000 hours of human occupancy per year. Future fault investigation in the RUZ area shall be required and approved by
**Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program**

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<thead>
<tr>
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<tr>
<td>the controlling agencies to remove any portions of the RUZ for construction of potential habitable structures.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to the issuance of building permits</td>
<td>Riverside County</td>
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<tr>
<td><strong>MM GEO-1b:</strong> Prior to the issuance of building permits for each structure, the project applicant shall submit a design-level Geotechnical Investigation to the County Engineering Geologist for review and approval. The investigation shall be prepared by a qualified engineer and identify necessary grading and building practices necessary to achieve compliance with the latest adopted edition of the California Building Standards Code geologic, soils, and seismic requirements. The measures identified in the approved report shall be incorporated into the project plans.</td>
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<td><strong>MM GEO-1c:</strong> To mitigate potential landslide impacts from the proposed cut slope north of Building 2, the County of Riverside shall ensure that during project construction a stabilization fill prism shall be established for this cut slope as depicted in the January 7, 2013 Grading Plan Review by Ginter &amp; Associates, Inc. Additionally, the County of Riverside shall ensure that during construction, conditions will be observed by a qualified individual and additional recommendations will be provided, as appropriate.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>During mass grading and building construction</td>
<td>Riverside County</td>
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<tr>
<td><strong>MM GEO-1d:</strong> Recommendations contained within the November 24, 2014 Ginter &amp; Associates Grading Plan (contained in Appendix E of this RDEIR) shall be implemented in the design of the project to the satisfaction of the County, prior to issuance of grading and/or building permits.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to issuance of grading permits</td>
<td>Riverside County</td>
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<tr>
<td>MM GEO-1e: To mitigate for hydroconsolidation, prior to issuance of a construction permit, the project applicant shall ensure the complete removal of the younger alluvium (Qya) approximately 20 feet in depth and replacement with compacted engineered fill to the design grades.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>During mass grading and building construction</td>
<td>Riverside County</td>
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<tr>
<td>MM GEO-2a: As stated in the January 7, 2013 report by Ginter &amp; Associates (RDEIR Appendix E), after the completion of on-site grading, and prior to the issuance of a final certificate of occupancy for the project, the owner shall ensure that the manufactured slopes on-site shall be planted with drought-resistant plants to help mitigate surficial erosion.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to the issuance of grading permits, and prior to the issuance of a final certificate of occupancy for the project</td>
<td>Riverside County</td>
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<tr>
<td>Implementation of Mitigation Measure GEO-1b, and the following: MM GEO-2b: Prior to the issuance of grading permits, all grading procedures shall comply with County Grading Standards, including requirements for erosion control during rainy months. This measure shall be implemented to the satisfaction of the County of Riverside Planning Department Director.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to the issuance of grading permits</td>
<td>Riverside County</td>
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<td>MM GEO-3: As recommended in the January 7, 2013 report by Ginter &amp; Associates, Inc., after completion of project construction (or sooner, regarding item “a.” below) and during project operation, the owner of the proposed project shall do the following: a. Plant landscape planting materials that consist of appropriate drought resistant vegetation as recommended by the Landscape Architect and in compliance with Riverside County Ordinance No. 859. Landscaping should be completed as soon as possible and properly maintained. b. Conduct proper irrigation and maintenance and repair of installed irrigation systems to minimize ground saturation. Leaks should be repaired immediately. Sprinklers should be</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>After completion of project construction (or sooner, regarding item “a.” below) and during project operation</td>
<td>Riverside County</td>
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<td>Mitigation Measures</td>
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<td>adjusted to provide maximum coverage with a minimum of water usage and overlap. Overwatering with consequent excessive runoff and ground saturation must be avoided. c. If automatic sprinkler systems are installed, their use must be adjusted to account for natural rainfall conditions. d. Maintain and clean all drainage devices that have been installed.</td>
<td>Notes on construction plans; submittal of documentation; site inspection</td>
<td>Prior to issuance of building permits</td>
<td>Riverside County</td>
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### 3.7 Greenhouse Gas Emissions

Implement Mitigation Measures AQ-1g and AQ-1h, which serve to reduce mobile source emissions, and the following:

**MM GHG-1**: Prior to issuance of building permits, the applicant shall provide documentation to the County of Riverside Building Department as part of the plan check process, demonstrating that the project will implement the project features described in Table 3.7-4 above that will achieve at least 100 points from the Riverside County Greenhouse Gas Emissions Screening Tables. The project may also achieve equivalent emission reductions from other measures approved by the County of Riverside. Implementing these mitigation measures shall be verified by the County of Riverside Building Department prior to the issuance of the final Certificate of Occupancy.

### 3.9 Hydrology and Water Quality

**MM HYD-1**: Prior to the issuance of grading permits for any portion or phase of the project, the developer shall prepare and submit a WQMP and a SWPPP to the County for review and approval. The WQMP and SWPPP shall contain specific Best Management Practices (BMPs) to prevent stormwater pollution from construction sources. These BMPs shall identify a practical sequence for site restoration, implementation, contingency measures, responsible parties, and agency.

| Approval of WQMP and a SWPPP; notes on construction plans | Prior to the issuance of grading permits for any portion or phase of the project | Riverside County |
Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

<table>
<thead>
<tr>
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<td>contacts. The developer shall include conditions in construction contracts requiring the plans to be implemented and shall have the ability to enforce the requirement through fines and other penalties. The plans shall incorporate control measures in the following categories: • Soil stabilization practices • Dewatering practices (if necessary) • Sediment and runoff control practices • Monitoring protocols • Waste management and disposal control practices</td>
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<td>Once approved by the County, contractors working on the site shall be responsible throughout the duration of the project for installing, constructing, inspecting, and maintaining the control measures included in the WQMP and SWPPP. The WQMP and SWPPP shall identify pollutant sources that could affect the quality of stormwater discharges from the construction site. Control practices shall include those that effectively treat target pollutants in stormwater discharges anticipated from project construction sites. To protect receiving water quality, the WQMP and SWPPP shall include but is not limited to the following elements: • Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, temporary inlet protection, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) shall be employed for disturbed areas. • No disturbed surfaces will be left without erosion control measures in place during the winter and spring months (September 30–March 30). • Sediment shall be retained on-site by one or more basins, traps, or other appropriate improvements. Of critical</td>
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<td>Mitigation Measures</td>
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<td>importance is the protection of existing catch basins that eventually drain to the Santa Ana River.</td>
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<td>• The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.</td>
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<td>• BMPs performance and effectiveness shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination, (inadvertent petroleum release) is required to determine adequacy of the measure.</td>
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<td>• Native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance.</td>
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3.12 Noise

**MM NOI-1:** All project loading bays shall be equipped with sealed gasket bay doors. The project applicant shall ensure that these sealed gasket bay doors are used for all nighttime loading/unloading operations. Inclusion of loading bay doors equipped with sealed gaskets would be expected to reduce loading/unloading maximum operational noise levels by at least 10 dBA. This would effectively reduce loading/unloading operational noise levels to below a combined hourly average noise level of 44 dBA $L_{eq}$ as measured at the nearest receptor within the City of Calimesa, thus meeting the City’s nighttime operational noise standard of 52.5 dBA $L_{eq}$. In addition, this measure would effectively reduce loading/unloading operational noise levels to below a combined hourly average noise level of 41 dBA $L_{eq}$ as measured at the nearest receptor within the County of Riverside, thus meeting the County of Riverside’s nighttime operational noise standard of 45 dBA $L_{eq}$. Notes on construction plans; submittal of documentation; site inspection Prior to issuance of occupancy permits Riverside County
### Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

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<tr>
<td><strong>MM NOI-4a</strong>: During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers’ standards. This would result in an estimated 5 dBA reduction (perceived as half as loud) in equipment operational noise levels compared to operations without such devices.</td>
<td>Notes on construction plans; site inspection</td>
<td>During all project site excavation and grading on-site</td>
<td>Riverside County</td>
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<tr>
<td><strong>MM NOI-4b</strong>: Whenever feasible, the construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. This would result in an estimated 5 dBA reduction (perceived as half as loud) in operational noise levels compared to operations with noise emitted toward a receptor.</td>
<td>Notes on construction plans; site inspection</td>
<td>During all project site excavation and grading on-site</td>
<td>Riverside County</td>
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<tr>
<td><strong>MM NOI-4c</strong>: The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.</td>
<td>Notes on construction plans; site inspection</td>
<td>During all project site excavation and grading on-site</td>
<td>Riverside County</td>
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<tr>
<td><strong>MM NOI-4d</strong>: All on-site producing construction activities (including haul truck deliveries) shall 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. To the extent feasible, haul routes should not pass sensitive land uses or residential dwellings.</td>
<td>Notes on construction plans; site inspection</td>
<td>During all project site excavation and grading on-site</td>
<td>Riverside County</td>
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<tr>
<td><strong>MM NOI-4e:</strong> For the duration of construction activities, the construction manager shall serve as the disturbance coordinator, should noise levels become disruptive to local residents. The disturbance coordinator would determine the cause of the noise complaints (starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. The construction manager shall conspicuously post a telephone number for the disturbance coordinator at all entrances to the construction site.</td>
<td>Notes on construction plans; site inspection</td>
<td>During all project site excavation and grading on-site</td>
<td>Riverside County</td>
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### 3.16 Transportation and Traffic

**MM TRAN-1a**

(a) Prior to the issuance of building permits, and provided that a fair share contribution program has been established that provides for full funding and a schedule for construction of the future new interchange at the I-10 eastbound and westbound intersections at Cherry Valley Boulevard, the project applicant shall pay the project’s fair share toward the construction of such improvements. The traffic impact report determined the project’s contribution to the impact is 5.8 percent at the I-10 eastbound ramps/Cherry Valley Boulevard and 10.1 percent at I-10 westbound ramps/Cherry Valley Boulevard. The County shall determine whether a fair share program exists at the time the applicant submits for building permits and, if one does exist, the payment shall be made as determined in the applicable fee program.

(b) If a fair share contribution program has not been established at the time the applicant submits for building permits, and provided that both Caltrans and the City of Calimesa authorize construction within their respective jurisdictional control and sufficient interest in the land which will permit

| Approval of fair share contribution program; and receipt of fees | Prior to the issuance of building permits, and provided that a fair share contribution program has been established for such improvements | Riverside County | |
Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

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<td>the improvements to be made is acquired prior to the issuance of building permits, the project applicant shall construct the following interim improvements prior to the issuance of final occupancy permits:</td>
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<td>(i) install traffic signals at I-10 eastbound and westbound ramp intersections at Cherry Valley Boulevard,</td>
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<td>(ii) restripe to provide eastbound and westbound left turn pockets within the existing width of the Cherry Valley Boulevard bridge. The limit line striping for the westbound left turn pocket shall be adjusted to ensure adequate space for southbound left turn movements by large trucks.</td>
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<td>(iii) add a southbound right turn lane on the off ramp at the intersection of I-10 eastbound ramps at Cherry Valley Boulevard, and</td>
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<td>(iv) add a westbound right turn lane at the intersection of I-10 westbound ramps at Cherry Valley Boulevard.</td>
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<td>The project applicant shall endeavor to secure, at the applicant’s expense, sufficient title or interest in the land. The project applicant shall negotiate in good faith with the appropriate property owner, as reasonable, in order to obtain the right-of-way necessary to permit construction of the improvements. The applicant shall be required to construct the referenced improvements only if: (1) the City of Calimesa and Caltrans authorize construction of the improvements; and (2) sufficient title or interest in land for the right-of-way necessary to permit construction of the improvements is secured; and (3) the improvements contemplated under MM TRAN-1b(b) below are required to be constructed.</td>
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<td>MM TRAN-1b</td>
<td>Receipt of fees</td>
<td>Prior to the issuance of building permits, and provided that a fair share contribution program has been established for full funding and a schedule for construction of the future new interchange at the I-10 eastbound and westbound intersections at Cherry Valley Boulevard intersection improvements for this intersection. The project applicant shall pay the project’s fair share costs to realign Calimesa Boulevard approximately 550 feet east of the I-10 westbound ramps and construct an eastbound left turn lane at the intersection of Calimesa Boulevard and Cherry Valley Boulevard. The traffic impact report determined the project’s contribution to the impact is 11.7 percent. The County shall determine whether a fair share program exists at the time the applicant submits for building permits and, if one does exist, the payment shall be made as determined in the applicable fee program.</td>
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<td>(a)</td>
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<td>(b)</td>
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<td>(i)</td>
<td>Receipt of fees</td>
<td>Prior to the issuance of building permits, and provided that a fair share contribution program has been established for such improvements</td>
<td>Riverside County</td>
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<td>(ii)</td>
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<td>The project applicant shall endeavor to secure, at the applicant’s expense, sufficient title or interest in the land. The project</td>
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<td>San Gorgonio Crossing MMRP</td>
<td>Receipt of fees</td>
<td>Prior to issuance of occupancy permits</td>
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applicants shall negotiate in good faith with the appropriate property owner, as reasonable, in order to obtain the right-of-way necessary to permit construction of the improvements. The applicant shall be required to construct the referenced improvements only if: (1) the City of Calimesa authorizes construction of the improvements; and (2) sufficient title or interest in land for the right-of-way necessary to permit construction of the improvements is secured; and (3) the improvements contemplated under MM TRAN-1a(b) above are required to be constructed.

**MM TRAN-1c:** Prior to the issuance of occupancy permits, the project applicant shall participate in the County’s DIF and TUMF Fee programs as applicable for the following improvements. For improvements not included in a fee program, the project applicant shall participate in the payment of a fair share contribution towards future improvements.

**I-10 Eastbound Ramps/Cherry Valley Boulevard**
- Install a traffic signal.
- Construct a westbound left turn lane.
- Construct a southbound right turn lane.
- Modify the intersection to provide free flow movement for the southbound right turn lane.
- Construct a second eastbound though lane.
- Construct an eastbound right turn lane.
- Construct a second westbound through lane.

**I-10 Westbound Ramps/Cherry Valley Boulevard**
- Install a traffic signal.
- Construct an eastbound left turn lane.
- Construct a westbound right turn lane.
- Construct a northbound left turn lane.
- Construct a second eastbound left turn lane.
- Construct a second eastbound through turn lane.
Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

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<tr>
<td>• Construct a second westbound through lane.</td>
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<td>• Construct a westbound right turn lane.</td>
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<td><strong>Calimesa Boulevard/Cherry Valley Boulevard</strong></td>
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<td>• Install a traffic signal.</td>
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<td>• Construct an eastbound left turn lane.</td>
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<td>• Construct a second eastbound through lane.</td>
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<td>• Construct a southbound right turn lane.</td>
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<td>• Construct a westbound right turn lane.</td>
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<td>• Construct a second westbound through lane.</td>
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<tr>
<td>• Modify the traffic signal in order to provide overlap phasing for the westbound right turn lane.</td>
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<td><strong>Street 2/Cherry Valley Boulevard</strong></td>
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<td>• Install a traffic signal.</td>
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<td>• Construct a westbound left turn lane.</td>
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<td>• Construct a second eastbound through lane.</td>
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<td>• Construct a second westbound through lane.</td>
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<td>• Construct a southbound right turn lane.</td>
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<td>• Construct a southbound left turn lane.</td>
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<tr>
<td>• Construct a northbound left turn lane.</td>
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<td>• Construct a northbound through lane.</td>
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<td><strong>Union Street/Cherry Valley Boulevard</strong></td>
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<tr>
<td>• Install a traffic signal.</td>
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<td>• Construct a northbound left turn lane.</td>
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<td>• Construct a southbound left turn lane.</td>
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<td>• Construct an eastbound left turn lane.</td>
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<td>• Construct a second eastbound through lane.</td>
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<td>• Construct a westbound left turn lane.</td>
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<td>• Construct a second westbound through lane.</td>
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<tr>
<td><strong>Nancy Street/Cherry Valley Boulevard</strong></td>
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<tr>
<td>• Install a traffic signal.</td>
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</tbody>
</table>
### Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

<table>
<thead>
<tr>
<th>Mitigation Measures</th>
<th>Method of Verification</th>
<th>Timing of Verification</th>
<th>Responsible for Verification</th>
<th>Verification of Completion</th>
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</thead>
<tbody>
<tr>
<td>• Construct an eastbound left turn lane.</td>
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<td>• Construct a second eastbound through lane.</td>
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<td>• Construct a westbound left turn lane.</td>
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<td>• Construct a second eastbound through lane.</td>
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<tr>
<td><strong>Beaumont Avenue/Cherry Valley Boulevard</strong></td>
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<td>• Construct a second eastbound through lane.</td>
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<td>• Construct a second westbound through lane.</td>
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<tr>
<td>• Modify traffic signal in order to provide overlap phasing for the EB right turn lane.</td>
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<tr>
<td><strong>Future Beckwith Avenue/Cherry Valley Boulevard</strong></td>
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<td>• Install a traffic signal.</td>
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<td>• Construct a southbound left turn lane.</td>
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<td>• Construct a second westbound through lane.</td>
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<tr>
<td>• Construct a westbound right turn lane.</td>
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</table>

The County shall ensure that the improvements specified will be constructed at that point in time necessary to avoid identified impacts.

In conjunction with adjacent project development activity or as needed for project access purposes, the project applicant shall ensure that the following site access driveway improvements are constructed prior to the issuance of a certificate of occupancy for the project:

**MM TRAN-4a**: Driveway 1 at Cherry Valley Boulevard—Install a stop control on the southbound approach and construct the intersection with right-in/right-out access only in conjunction with the following geometrics:

• Northbound Approach: not applicable.
• Southbound Approach: One right turn lane.
• Eastbound Approach: One through lane.
• Westbound Approach: One shared through-right turn lane.

Notes on construction plans; site inspection  Prior to certificate of occupancy final inspection  Riverside County
### Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

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| **MM TRAN-4b**: Street 2 at Cherry Valley Boulevard—Install a traffic signal and construct the intersection with the following geometrics:  
• Northbound Approach: not applicable.  
• Southbound Approach: One left turn lane and one right turn lane.  
• Eastbound Approach: One left turn lane with a minimum of 250 feet of storage and one though lane.  
• Westbound Approach: One shared through-right turn lane. | Notes on construction plans; site inspection | Prior to certificate of occupancy final inspection | Riverside County |  |
| **MM TRAN-4c**: Driveway 3 at Cherry Valley Boulevard—Install a stop control on the southbound approach and construct the intersection with right-in/right-out access only in conjunction with the following geometrics:  
• Northbound Approach: not applicable.  
• Southbound Approach: One right turn lane.  
• Eastbound Approach: One through lane.  
• Westbound Approach: One shared through-right turn lane. | Notes on construction plans; site inspection | Prior to certificate of occupancy final inspection | Riverside County |  |
| **MM TRAN-4d**: On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site. | Notes on construction plans; site inspection | Prior to certificate of occupancy final inspection | Riverside County |  |
| **MM TRAN-4e**: Sight distance at each project access driveway shall be reviewed with respect to Caltrans and County of Riverside sight distance standards at the time of preparation of final grading, landscape and street improvement plans. | Notes on construction plans; site inspection | Prior to certificate of occupancy final inspection | Riverside County and Caltrans |  |
| **MM TRAN-5**: Prior to issuance of any grading permits, the developer shall provide a detailed construction traffic control plan to the County of Riverside for approval. A construction traffic control plan shall be prepared for all aspects of project construction, including physical improvements on the site itself, as well as any off-site traffic improvements required to be completed directly by the project applicant. The | Submittal of construction traffic control plan; site inspection | Prior to issuance of grading permits | Riverside County |  |
Table 1 (cont.): San Gorgonio Crossing Project Mitigation Monitoring and Reporting Program

<table>
<thead>
<tr>
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<td>construction traffic control plan shall describe in detail the location of equipment staging areas, stockpiling/storage areas, construction worker and equipment parking areas, timing of construction trips, roadways that would be potentially affected, safe detours around the project and/or roadway construction site, as well as provide temporary traffic control (e.g., flag person) and appropriate signage during construction-related truck hauling activities. The traffic control plan shall ensure adequate and uninterrupted access to all nearby residences throughout the construction period. The purpose of these measures is to safely guide motorists, cyclists, and pedestrians, minimize traffic impacts, and ensure the safe and even flow of traffic during construction, consistent with County standards and requirements.</td>
<td>Submittal of documentation; site inspection</td>
<td>Prior to issuance of a certificate of occupancy</td>
<td>Riverside County</td>
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</tbody>
</table>

5.0 Energy Conservation

**MM ENER-1: Infrastructure for Electric Trucks/Transportation Refrigeration Units.** The building shall be constructed with electrical conduits located at loading docks, and other suitable location(s), to facilitate installation of electrical wiring and charging stations or plugs, in anticipation of future technology that allows trucks to operate partially on electricity.