



RIVERSIDE COUNTY PLANNING COMMISSION

RIVERSIDE COUNTY
PLANNING DEPARTMENT

9:00 A.M.

FEBRUARY 16, 2011

**PLANNING
COMMISSIONERS
2011**

1st District
John Roth
Chairman

2nd District
John Snell
Vice Chairman

3rd District
John Petty

4th District
Jim Porras

5th District
Jan Zuppardo

Planning Director
Carolyn
Syms Luna

Legal Counsel
Michelle Clack
Deputy County
Counsel

Phone
951 955-3200

Fax
951 955-1811

AGENDA

• REGULAR MEETING • RIVERSIDE COUNTY •
RIVERSIDE COUNTY PLANNING COMMISSION
4080 LEMON STREET, 1ST FLOOR, BOARD CHAMBERS
RIVERSIDE, CALIFORNIA 92501

CALL TO ORDER - ROLL CALL
SALUTE TO THE FLAG

If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s).

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Desiree Bowie at (951) 955-0222 or E-mail at dbowie@rctlma.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 CONSENT CALENDAR

1.1 **FIRST EXTENSION OF TIME** for **TENTATIVE TRACT MAP NO. 30837** - Applicant: Hall & Foreman - Third Supervisorial District – Rancho California Zoning Area - Southwest Area Plan: Community Development: Medium Density Residential (MDR) (2-5 dwelling units per acre) - Location: easterly of Washinton Street and southerly of Sally Street – 98.13 Acres - Zoning: One-Family Dwellings (R-1) - APPROVED PROJECT DESCRIPTION: Schedule A Tentative Tract Map approved to subdivide 98.13 acres into 320 residential lots and a 6.3 acre park. - **REQUEST: FIRST EXTENSION OF TIME REQUEST** for **TENTATIVE TRACT MAP NO. 30837**, extending the expiration date and to reflect SB1185 and AB333 benefits to October 19, 2011. Project Planner, Ray Juarez at 951-955-9541 or e-mail rjuarez@rctlma.org.

1.2 **PLOT PLAN NO. 24201** – Intent to Adopt a Mitigated Negative Declaration – Applicant: RealCom Associates – Engineer/Representative: HC&D Architects - First Supervisorial District – Cajalco Zoning District – Lake Mathews/Woodcrest Area Plan: Rural Community: Very Low Density Residential (RC-VLDR) (1 Acre Minimum) – Location: Northerly of Cajalco Road, southerly of Avenue E, and westerly of Wood Road, more specifically 18318 Cajalco Road, Perris, CA – 9.73 Gross Acres - Zoning: Residential Agricultural - 1 Acre Minimum (R-A-1) - **REQUEST:** The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 50' high pine tree with eighteen (18) panel antennas located on three (3) sectors and one (1) microwave anten-

na. The 900 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain a 184 square foot equipment shelter and two (2) GPS antennas. Two 30' live trees are also proposed to be planted in the project area. - APN: 321-110-014. Project Planner, Damaris Abraham at 951-955-5719 or e-mail dabraham@rctlma.org. (Quasi-judicial)

1.3 **ADOPTION OF REVISED 2011 PLANNING COMMISSION CALENDAR**

2.0 **GENERAL PLAN AMENDMENT INITIATION PROCEEDINGS: 9:00 a.m. or as soon as possible thereafter. (Presentation available upon Commissioners' request)**

2.1 **NONE**

3.0 **PUBLIC HEARING: 9:00 a.m. or as soon as possible thereafter:**

3.1 **GENERAL PLAN AMENDMENT NO. 1096** – Intent to Adopt a Negative Declaration – County Initiated – Countywide, All Area Plans – **PROPOSAL:** This General Plan Amendment proposes a new, optional General Plan Element entitled “Healthy Communities,” that will facilitate positive health related policies and programs for the benefit of the residents of Riverside County. The proposed element incorporates policies that encourage healthy living and provide a land use and planning framework in which positive changes can be made. GPA 1096 will not change land use designations or affect future entitlement obligations for subsequent, individual development proposals. Project Planner, Kristi Lovelady at 951-955-0782 or e-mail klovelad@rctlma.org.

3.2 **GENERAL PLAN AMENDMENT NO. 1088** – CEQA Exempt - County Initiated- Countywide, All Area Plans- **PROPOSAL:** This General Plan Amendment proposes to amend and update the language found in the Riverside County General Plan Land Use Element concerning areas subject to Indian Jurisdiction in order to: 1) make a distinction between the various types of properties subject to Indian jurisdiction, 2) provide further clarification of planning assumptions for lands owned by non-tribal members (Fee Lands), and 3) provide policy level guidance for land use designations on Fee Lands. The proposal clarifies the County's intent with respect to land use consistency for areas surrounding County and tribal jurisdiction. GPA 1088 will not change land use designations or affect future entitlement obligations for subsequent, individual development proposals. Project Planner, Kristi Lovelady at 951-955-0782 or e-mail klovelad@rctlma.org.

3.3 **CONDITIONAL USE PERMIT NO. 3662** – Intent to Adopt a Negative Declaration – Applicant: Zeny Ward – Engineer/Representative: Carlos Ortuno – Third Supervisorial District – Winchester Zoning District – Harvest Valley / Winchester Area Plan: Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) and Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) – Location: northerly of East Newport Road and easterly of Winchester Road (Highway 79) – 6.16 Net Acres – Zoning: General Commercial (C-1/C-P) and Rural Residential (R-R) – **REQUEST:** The Conditional Use Permit proposes to extend the life of an existing 6.16 net acre swap meet approved under Conditional Use Permit No. 3421 for fifteen (15) years to February 16, 2026 and relocate previously approved, but never constructed 768 square foot snack bar on a 34.64 gross acre site. All other improvements are existing onsite. – APN: 465-190-030. Project Planner, Christian Hinojosa at 951-955-0972 or e-mail chinojos@rctlma.org. (Quasi-judicial)

3.4 **ADOPTION OF PLANNING COMMISSION RESOLUTION NO. 2010-007 / CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 505 / TENTATIVE PARCEL MAP NO. 36192** – EIR00505 – Applicant: WCP Deanza, LLC – Engineer/Representative: Albert A. Webb Associates – Second Supervisorial District – Pedley Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 – 0.60 Floor Area Ratio) – Location: northerly of the Union Pacific Railroad, southerly of Limonite Avenue, easterly of Pedley Road and westerly of Clay Street – 68.05 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – **REQUEST:** The Environmental Impact Report

analyzes the potential environmental impacts of Tentative Parcel Map No. 36192. The Tentative Parcel Map is a Schedule E subdivision of 68.05 gross (67.36 net) acres into twenty (20) industrial parcels and four (4) lettered lots for ingress/egress, open space and detention basin purposes. The proposed subdivision also includes architectural design guidelines and a trail that will run along the northern boundary of the Project site in the riparian area. The trail is proposed to be a minimum of 10 feet wide with total easement of 20 feet minimum. – APN(s): 163-400-001 and 163-400-002. (Continued from January 5, 2011) Project Planner, Christian Hinojosa at 951-955-0972 or e-mail chinojos@rctlma.org. (Legislative)

- 3.5 **APPEAL OF ADOPTION OF PLANNING DIRECTOR'S HEARING RESOLUTION NO. 2010-006, CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 450, PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 AND 18879** – EIR00450 – Applicant: Investment Building Group, RGA Office of Architectural Design, Obayashi Corp. and OC Real Estate Management LLC – Engineer/Representative: William Simpson & Assoc., Inc. and KCT Consultants, Inc. – Second Supervisorial District – Prado-Mira Loma Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) – Location: northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street – 65.05 Gross Acres - Zoning: Manufacturing-Medium (M-M) and Industrial Park (I-P) – **REQUEST:** The appellant requests an appeal of the Planning Director's decision of approval issued on October 18, 2010. The **Environmental Impact Report** analyzes the potential environmental impacts of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 and 18879. **Plot Plan No. 16979** proposes to develop a 200,731 square foot industrial building with 190,731 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 52,810 square feet of landscaping area (11%), 256 parking spaces and 29 loading docks on a 11.01 gross (10.76 net) acre site with a floor area ratio of 0.42 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 17788** proposes to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 106,980 square feet of landscaping area (12%), 257 parking spaces and 51 loading docks on a 20.48 gross (18.73 net) acre site with a floor area ratio of 0.48 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18875** proposes to develop a 104,210 square foot industrial building with 93,350 square feet of warehouse space, 10,860 square feet of office and mezzanine space, 41,699 square feet of landscaping area (16%), 96 parking spaces and 18 loading docks on a 5.99 gross (5.00 net) acre site with a floor area ratio of 0.40 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18876** proposes to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space, 13,200 square feet of office space, 42,948 square feet of landscaping area (15%) and 243 parking spaces on a 6.83 gross (6.42 net) acre site with a floor area ratio of 0.33 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18877** proposes to develop eight (8) industrial buildings with a total building area of 144,594 square feet with 92,094 square feet of storage space, 52,500 square feet of office space, 122,307 square feet of landscaping area (22%) and 444 parking spaces on a 12.75 gross (10.23 net) acre site with a floor area ratio of 0.26 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18879** proposes to develop a 155,480 square foot industrial building with 145,480 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 53,941 square feet of landscaping area (16%), 131 parking spaces, 30 trailer parking spaces and 25 loading docks on a 7.99 gross (net) acre site with a floor area ratio of 0.45 (Light Industrial requires a 0.25-0.60 floor area ratio). – APN(s): 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 and 156-360-041. (Continued from December 1, 2010) Project Planner, Christian Hinojosa at 951-955-0972 or e-mail chinojos@rctlma.org. (Legislative)
- 3.6 **PLOT PLAN NO. 24279 / CHANGE OF ZONE NO. 7720** – Intent to Adopt a Mitigated Negative Declaration – Applicant: Steve Q. Chapin – Engineer/Representative: Pacific Coast Land Consultants, Inc. - Third Supervisorial District – Rancho California Zoning Area - Southwest Area Plan: Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) – Location: Northerly of Summitville Street and easterly of Warren Road – 10.19 Gross Acres - Zoning: Residential Agriculture – 2- ½ Acre Minimum (R-A-2- ½) - **REQUEST:** The change of zone proposes to change the site's zoning classification from Residential Agriculture – 2-1/2 Acre Minimum (R-A-2-1/2) to Light Agriculture – 10 Acre

Minimum (A-1-10). The plot plan proposes a winery consisting of 2,278 square feet of existing building area to be used for a tasting room, storage and production room, and 2,874 square feet of existing building area to be used as a caretaker's residence. The project will utilize 3 existing buildings on-site. The project proposes 13 parking spaces. - APNs: 915-690-001 and 915-690-002. Project Planner, Kinika Hesterly at 951-955-1888 or e-mail khesterl@rctlma.org. (Quasi-judicial)

3.7 **PLOT PLAN NO. 22271/ CHANGE OF ZONE NO. 7444** – CEQA Exempt – Applicant: Kenneth and Christina Falik – Engineer/Representative: Hall & Foreman Inc. - Third Supervisorial District – Rancho California Zoning Area - Southwest Area Plan: Rural: Rural Residential – Location: Easterly of De Portola Road, northerly of Oak Mountain Road, and southerly of Galway Downs Drive. – 20 Gross Acres - Zoning: Residential Agriculture - 10 Acre Minimum (R-A-10) - **REQUEST:** To change the site's zoning classification from Residential Agriculture 10 Acre Minimum (R-A-10) to Light Agriculture 5 Acre Minimum (A-1-5) – APN: 927-280-036. Project Planner, Kinika Hesterly at 951-955-1888 or e-mail khesterl@rctlma.org. (Quasi-judicial)

3.8 **CONDITIONAL USE PERMIT NO. 3643** – No Further Environmental Documentation Required – Applicant: Dereck Henderson – Representative: Dereck Henderson - Fourth Supervisorial District – Thousand Palms Zoning District – Western Coachella Valley Community Area Plan: Community Development: Commercial Retail (CD: CR) (.20 - .35 FAR) – Location: Northerly of Ramon Road, westerly of Taylors Road, easterly of San Miguelito Drive at 31913 Taylors Road, Thousand Palms, CA. – 2.6 Gross Acres – Zoning: Scenic Highway Commercial (C-P-S) – **REQUEST:** The project proposes to renew the entitlement of an existing 74 space RV storage facility with managers office/on-site operators residence previously approved under CUP 3257 but expired on 7/1/09. No new construction is proposed. – APN: 650-290-020. Project Planner, Jay Olivas at 951-955-1195 or e-mail jolivas@rctlma.org. (Quasi-judicial)

4.0 WORKSHOPS:

4.1 **NONE**

5.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

6.0 DIRECTOR'S REPORT

7.0 COMMISSIONER'S COMMENTS

Agenda Item No. 1.1
Area Plan: Southwest
Zoning District: Rancho California
Supervisory District: Third
Project Planner: Ray Juarez

Tentative Tract Map No. 30837
FIRST EXTENSION OF TIME (EOT)
Planning Commission Date: Feb. 16, 2011
Applicant: Hall & Foreman

COUNTY OF RIVERSIDE PLANNING DEPARTMENT EXTENSION OF TIME STAFF REPORT

The applicant of the subject case has requested an extension of time to begin substantial construction. This request will not be discussed unless specifically requested by the EOT applicant at the time it is presented to the Planning Commission as a consent calendar item.

CEQA: The subject case has conformed to the requirements of the California Environmental Quality Act, and all impacts have been analyzed in order to protect the public health, safety and welfare.

GENERAL PLAN: Unless otherwise noted, the subject case had been determined to be consistent with the General Plan and all of its elements.

REQUEST:

FIRST EXTENSION OF TIME REQUEST for TENTATIVE TRACT MAP NO. 30837.

BACKGROUND:

The County Planning Department, as part of the review of this extension of time request, and after transmittal to Land Development Committee Members, has determined it necessary to recommend the addition of thirty one (31) new conditions of approval in order to be able to make a determination that the project does not adversely affect the general health, safety and welfare of the public. The Planning Department Landscaping Division is recommending the addition of seven (7) Conditions of Approval. The Planning Department Cultural resources Division is recommending the addition of five (5) Conditions of Approval. The Flood Control and Water Conservation District is recommending the addition of ten (10) Conditions of Approval. The Transportation Department is recommending the addition of nine (9) Conditions of Approval.

The Extension of Time applicant was informed of these recommended conditions of approval and has agreed to accept the conditions. Included in this staff report package are the recommended conditions of approval, and the correspondence from the Extension of Time applicant (dated Dec. 15, 2010) indicating the acceptance of the thirty one (31) conditions of approval.

FURTHER PLANNING CONSIDERATIONS:

Planning Commission September 15, 2010: The Extension of Time request was continued from the September 15, 2010 Planning Commission agenda to determine if water quality of conditions approval should be placed on the map and to further analyze concerns raised by the

Ray
1-10-11

TENTATIVE TRACT MAP NO. 30837
FIRST EXTENSION OF TIME REQUEST
Page 2 of 2

Pechanga Tribe. These conditions have been added and have been accepted by the applicant as noted above, and are included within the staff report.

EFFECT OF Senate Bill No. 1185 (SB1185): On July 15, 2008, Governor Schwarzenegger signed into law SB.1185, which grants a one-time extension of existing subdivision maps so developers can build immediately when the demand for housing goes up. It gives developers an automatic 12 month extension on previously approved subdivision maps set to expire between July 15, 2008 and January 1, 2011.

EFFECT OF Assembly Bill No. 333 (AB333): On July 15, 2009, Governor Schwarzenegger signed into law AB333, which grants a one-time extension of existing subdivision maps so developers can build immediately when the demand for housing goes up. It gives developers an automatic 24 month extension on previously approved subdivision maps set to expire between July 15, 2009 and January 1, 2012.

Therefore, upon an approval action by the Planning Commission, subsequent receive and file action by the Board of Supervisors, and the conclusion of the 10-day appeal period, the tentative map's expiration date will become October 19, 2008 and will automatically gain benefit of SB1185 and AB333 and will be extended until October 19, 2011. If a final map has not been recorded prior this date, a second extension of time request must be filed 180 days prior to map expiration.

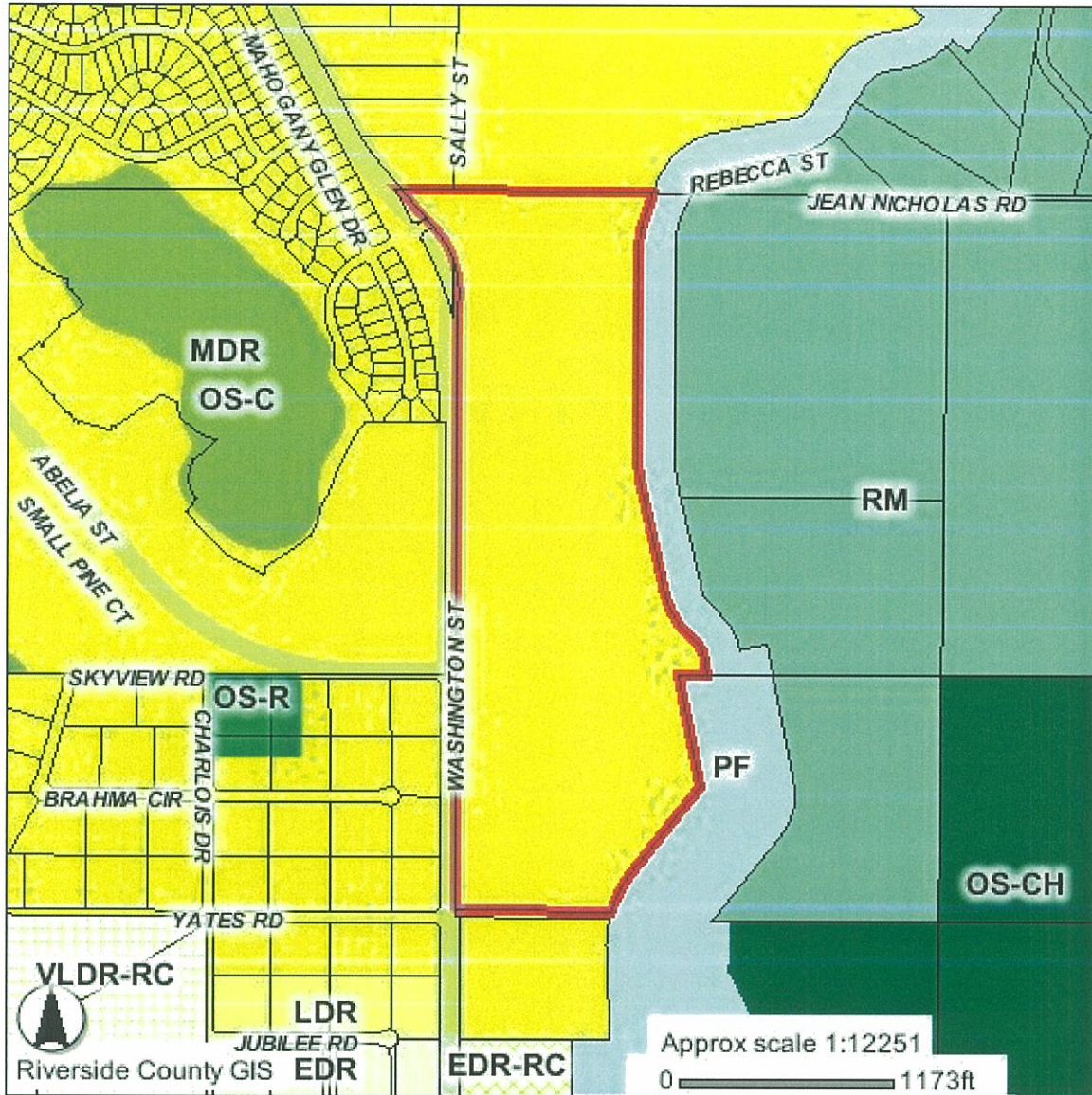
ORIGINAL Approval Date: October 19, 2004

RECOMMENDATION:

APPROVAL of the **FIRST EXTENSION OF TIME REQUEST** for **TENTATIVE TRACT MAP NO. 30837**, extending the expiration date and to reflect SB1185 and AB333 benefits to October 19, 2011, subject to all the previously approved and/or amended Conditions of Approval with the applicant's consent.

FIRST EXTENSION OF TIME for **TENTATIVE TRACT MAP NO. 30837** - Applicant: Hall & Foreman - Third Supervisorial District – Rancho California Zoning Area - Southwest Area Plan: Community Development: Medium Density Residential (MDR) (2-5 dwelling units per acre) - Location: easterly of Washinton Street and southerly of Sally Street – 98.13 Acres - Zoning: One-Family Dwellings (R-1) - **APPROVED PROJECT DESCRIPTION:** Schedule A Tentative Tract Map approved to subdivide 98.13 acres into 320 residential lots and a 6.3 acre park. - **REQUEST: FIRST EXTENSION OF TIME REQUEST** for **TENTATIVE TRACT MAP NO. 30837**, extending the expiration date and to reflect SB1185 and AB333 benefits to October 19, 2011.

TR30837



LANDUSE

- | | | | |
|----------------------------------|---|--------------------------|--|
| PARCELS | CIRCULATION ELEMENT
ULTIMATE RIGHT-OF-WAY
(APPROX) | EDR - ESTATE RESIDENTIAL | EDR-RC - ESTATE
RESIDENTIAL-RC |
| LDR - LOW DENSITY
RESIDENTIAL | MDR - MEDIUM DENSITY
RESIDENTIAL | OS-C - CONSERVATION | OS-CH - CONSERVATION
HABITAT |
| OS-R - OPEN SPACE
RECREATION | PF - PUBLIC FACILITIES | RM - RURAL MOUNTAINOUS | VLDR-RC - VERY LOW
DENSITY RESIDENTIAL-RC |
| CITIES | CITY BOUNDARY | | |

IMPORTANT

This information is made available through the Riverside County Geographic Information System. The information is for reference purposes only. It is intended to be used as base level information only and is not intended to replace any recorded documents or other public records. Contact appropriate County Department or Agency if necessary. Reference to recorded documents and public records may be necessary and is advisable.

REPORT PRINTED ON...Wed Jul 25 12:30:13 2007

TR30837



ZONING

- | | | | |
|----------------------|---|-----------------|--------------------------|
| ZONING NOT AVAILABLE | CIRCULATION ELEMENT
ULTIMATE RIGHT-OF-WAY
(APPROX) | ZONING BOUNDARY | A-1-10, A-1-2 1/2, A-1-5 |
| A-P | R-1 | R-A-2 1/2 | R-R |
| SP ZONE | CITY BOUNDARY | | |

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REPORT PRINTED ON...Wed Jul 25 12:32:26 2007

TR30837



POLICY AREAS/OVERLAYS

□ PARCELS

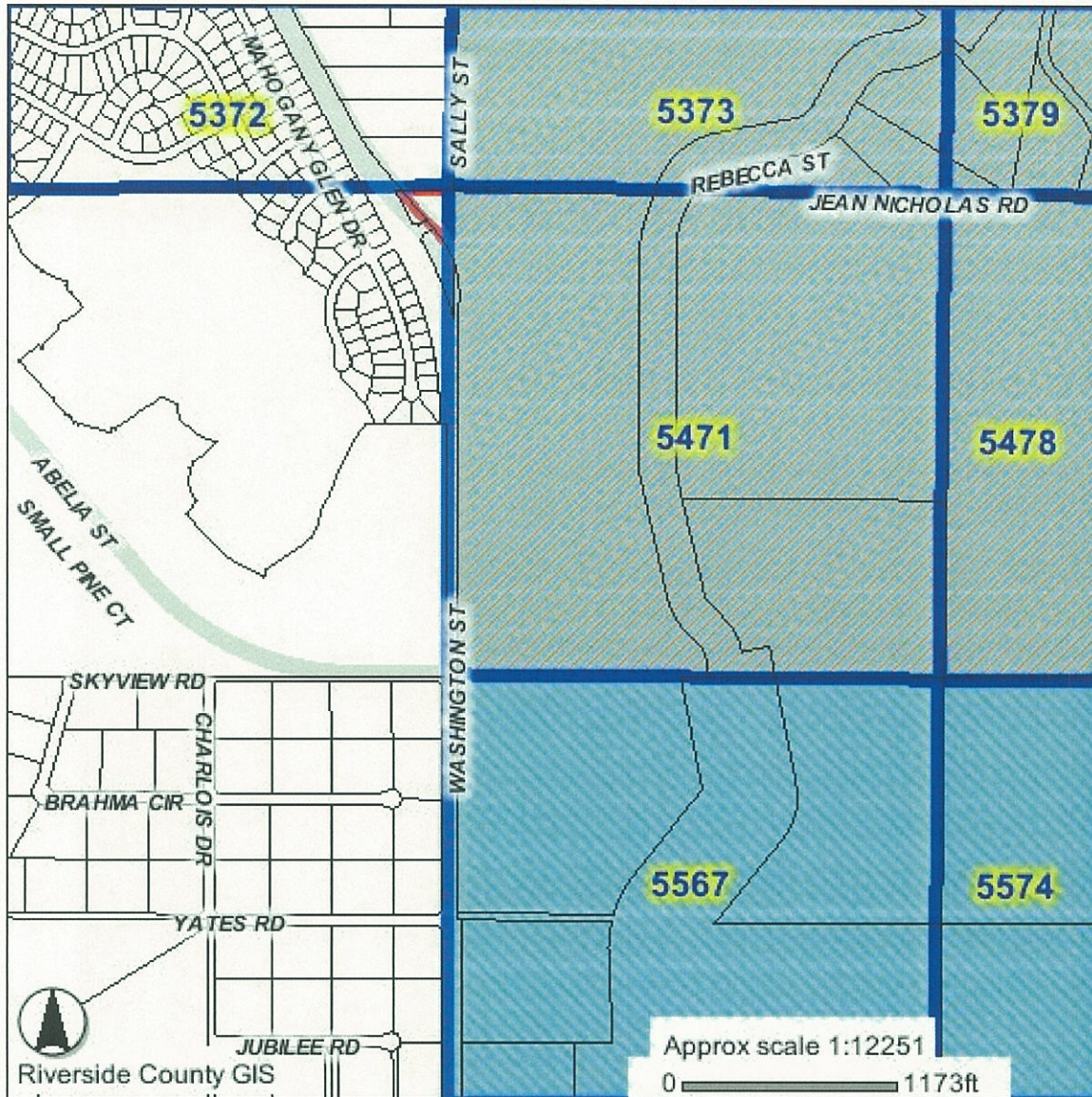
□ CITY BOUNDARY

■ CIRCULATION ELEMENT
ULTIMATE RIGHT-OF-WAY
(APPROX)

■ HIGHWAY 79 POLICY AREA

■ NORTH SKINNER & HIGHWAY
79 POLICY AREA

TR30837



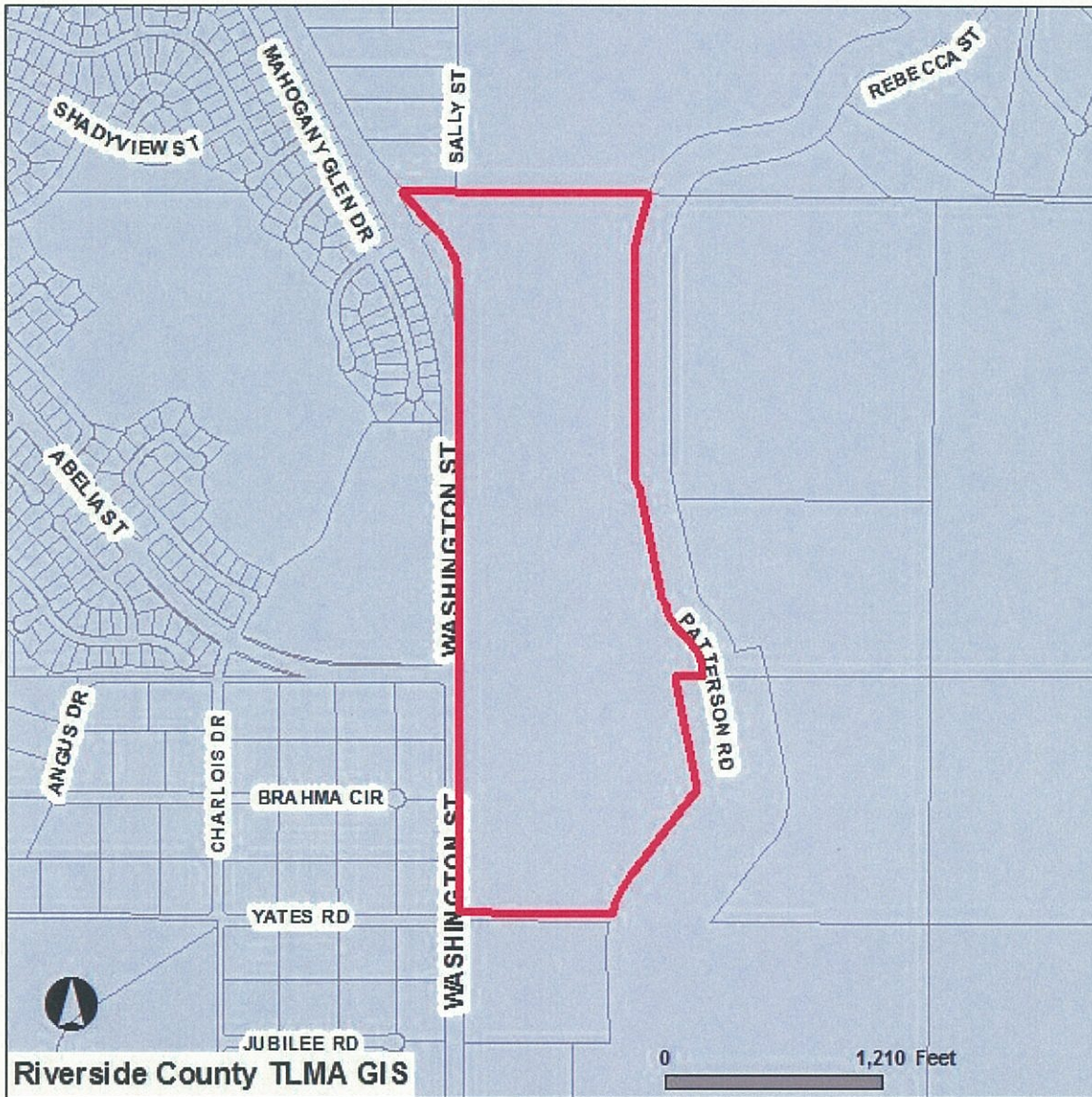
WRCMSHCP CELL/CELL GROUP

- PARCELS
- CIRCULATION ELEMENT ULTIMATE RIGHT-OF-WAY (APPROX)
- 36 CRITERIA CELL NUMBER
- CRITERIA CELL
- SOUTHWEST AREA
- S
- T
- CITY BOUNDARY

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REPORT PRINTED ON...Wed Jul 25 12:32:03 2007

SUPERVISORIAL DISTRICT - TR30837



Riverside County TLMA GIS

SUPERVISORIAL DISTRICTS

- CASE
- PARCELS
- N INTERSTATES
- N HIGHWAYS
- DISTRICT 3
SUPERVISOR JEFF STONE
- CITY

IMPORTANT
 Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Tue Jul 13 07:44:26 2010
 Version 100412

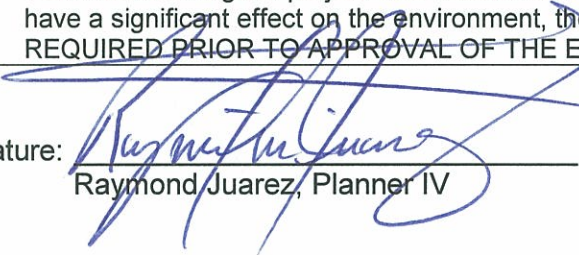
Extension of Time Environmental Determination

Project Case Number: TR30837
 Original E.A. Number: EA38835
 Extension of Time No.: FIRST
 Original Approval Date: OCTOBER 19, 2004
 Project Location: easterly of Washinton Street and southerly of Sally Street

Project Description: Schedule A subdivide 98.13 acres into 320 residential lots, and a 6.3 acre park.

On July 10, 2010, this Tentative Tract Map and its original environmental assessment/environmental impact report was reviewed to determine: 1) whether any significant or potentially significant changes in the original proposal have occurred; 2) whether its environmental conditions or circumstances affecting the proposed development have changed. As a result of this evaluation, the following determination has been made:

<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED PRIOR TO APPROVAL OF THE EXTENSION OF TIME, because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration and the project's original conditions of approval.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, and there are one or more potentially significant environmental changes or other changes to the circumstances under which the project is undertaken, NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED PRIOR TO APPROVAL OF THE EXTENSION OF TIME, because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration and revisions to the project's original conditions of approval which have been made and agreed to by the project proponent.
<input type="checkbox"/>	I find that there are one or more potentially significant environmental changes or other changes to the circumstances under which the project is undertaken, which the project's original conditions of approval may not address, and for which additional required mitigation measures and/or conditions of approval cannot be determined at this time. Therefore, AN ENVIRONMENTAL ASSESSMENT/INITIAL STUDY IS REQUIRED in order to determine what additional mitigation measures and/or conditions of approval, if any, may be needed, and whether or not at least one of the conditions described in California Code of Regulations, Section 15162 (necessitating a Supplemental or Subsequent E.I.R.) exist. Additionally, the environmental assessment/initial study shall be used to determine WHETHER OR NOT THE EXTENSION OF TIME SHOULD BE RECOMMENDED FOR APPROVAL.
<input type="checkbox"/>	I find that the original project was determined to be exempt from CEQA, and the proposed project will not have a significant effect on the environment, therefore NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED PRIOR TO APPROVAL OF THE EXTENSION OF TIME.

Signature: 
 Raymond Juarez, Planner IV

Date: July 7, 2010
 For Ron Goldman, Planning Director

Juarez, Raymond

From: John Abel [jabel@missionpacific.com]
Sent: Wednesday, December 15, 2010 10:28 AM
To: Juarez, Raymond; 'TTerich@hfinc.com'
Cc: Dimagiba, Catherine
Subject: RE: TR30837 Extension of Time - Conditions of Approval

Hi Raymond,

Please allow this email to serve as our acceptance of the proposed conditions for TR30837- First EOT dated 12/15/10 (sheets 1-16). Should you have any additional questions please contact me at your earliest opportunity. We look forward to the consent calendar date when you have it. Thanks

John Abel

From: Juarez, Raymond [mailto:RJUAREZ@rctlma.org]
Sent: Wednesday, December 15, 2010 8:20 AM
To: 'TTerich@hfinc.com'
Cc: John Abel; Dimagiba, Catherine
Subject: RE: TR30837 Extension of Time - Conditions of Approval

Tony:

Condition of Approval 50.PLANNING.34 has been deleted.

Please confirm that you accept the 31 proposed additional conditions for the first extension of time as shown in the attached PDF labeled as TR30837 – First EOT Conditions, dated 12/15/10 (Sheets 1 thru 16).

Thanks,

Ray Juarez
Planner IV
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409

(951) 955-9541 - Desk
(951) 955-1811 - Fax

From: TTerich@hfinc.com [mailto:TTerich@hfinc.com]
Sent: Tuesday, December 14, 2010 2:33 PM
To: Dimagiba, Catherine; Juarez, Raymond
Cc: jabel@missionpacific.com
Subject: Fw: TR30837 Extension of Time - Conditions of Approval

Catherine and Raymond,
The below email was sent out on Nov. 30 and we have yet to receive a reply. We are anxious to move this extension of time forward.
Please send us a response.
Thank you.
Tony

Anthony Terich, P.E.
President/Temecula Division

Hall & Foreman Inc.

Three Better World Circle, Suite 100

Temecula, CA 92590-3745

Direct: (951) 294-9338

www.HFInc.com



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In celebration of the holiday season, HFI will close on Friday, December 24 and reopen on Monday, January 3.

During this time, we recognize we have ongoing responsibilities to our Clients.

Please contact me in advance so that appropriate arrangements can be made to serve your needs.

This e-mail and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please delete it. It is the responsibility of the recipient to ensure that it is virus free and no responsibility is accepted by HFI for any loss or damage arising in any way from its use.

Please consider the environment before printing this email.

----- Forwarded by Tony Terich/hfinc on 12/14/2010 02:31 PM -----

From: Tony Terich/hfinc
To: "Dimagiba, Catherine" <CDIMAGIB@rctlma.org>
Cc: 'John Abel' <jabel@missionpacific.com>, "Juarez, Raymond" <RJUAREZ@rctlma.org>
Date: 11/30/2010 03:32 PM
Subject: RE: TR30837 Extension of Time - Conditions of Approval

Thank you, Catherine for the update.

Before John replies, it appears to me that the three new conditions negates the need for a new archaeological report (condition 50.PLANNING. 34 - see attached) since a professional will be onsite during the grading. Please reply at your earliest possible opportunity.

Tony

Anthony Terich, P.E.
President/Temecula Division

Hall & Foreman Inc.

Three Better World Circle, Suite 100

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Please consider the environment before printing this email.

From: "Dimagiba, Catherine" <CDIMAGIB@rctlma.org>
To: 'John Abel' <jabel@missionpacific.com>, "'TTerich@hfinc.com'" <TTerich@hfinc.com>
Cc: "Juarez, Raymond" <RJUAREZ@rctlma.org>
Date: 11/30/2010 03:16 PM
Subject: RE: TR30837 Extension of Time - Conditions of Approval

John,

Pechanga Tribe has recommended 3 additional conditions of approval pertaining to archaeological and tribal monitoring. The attached document is a copy of these conditions which are identified as follows:

60.PLANNING.22
60.PLANNING.27
90.PLANNING.17

Please let me know as soon as possible if you accept these additional conditions of approval so that I can move forward with the hearing process.

Thank you,

Catherine Dimagiba
Planning Technician II
Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92502
951.955.1681

From: John Abel [<mailto:jabel@missionpacific.com>]
Sent: Thursday, November 18, 2010 3:04 PM
To: Dimagiba, Catherine
Subject: RE: TR30837 Extension of Time - Conditions of Approval

Thanks Catherine I will keep an eye out for the staff report and hearing date.

From: Dimagiba, Catherine [<mailto:CDIMAGIB@rctlma.org>]
Sent: Thursday, November 18, 2010 2:59 PM
To: John Abel
Subject: RE: TR30837 Extension of Time - Conditions of Approval

Just want to confirm receipt of your email. I will be sending you a copy of the staff report with hearing date in the very near future. Thank you.

From: John Abel [<mailto:jabel@missionpacific.com>]
Sent: Thursday, November 18, 2010 2:05 PM
To: Dimagiba, Catherine
Subject: RE: TR30837 Extension of Time - Conditions of Approval

Catherine,

I sent a couple of emails confirming that we are ok with the proposed changes in the conditions of approval but the emails

keep getting bounced back. In light of that I am replying to this email that you sent me so it should be ok. Regardless, we are ok with the proposed changes and would like you to schedule the TTM for a hearing on the extension of time. Any questions please contact me at your earliest opportunity.

John Abel

From: Dimagiba, Catherine [mailto:CDIMAGIB@rctlma.org]
Sent: Wednesday, November 03, 2010 2:49 PM
To: John Abel
Cc: Juarez, Raymond; 'TTerich@hfinc.com'
Subject: TR30837 Extension of Time - Conditions of Approval

Attn: Applicant

RE: FIRST EXTENSION OF TIME REQUEST for TENTATIVE TRACT NO. 30837.

The County Planning Department has transmitted this extension of time request to the Land Development Committee (LDC) for comments on **November 1, 2007**. The LDC has determined it necessary to recommend the addition of twenty eight (28) new conditions of approval in order to be able to make a determination that the project does not adversely affect the general health, safety and welfare of the public. The Flood Department is recommending the addition of ten (10) Conditions of Approval. The Planning Department Landscaping Division is recommending the addition of seven (7) Conditions of Approval. The Planning Department Cultural Resources Division is recommending the addition of three (3) Conditions of Approval. The Transportation Department is recommending the addition of eight (8) Conditions of Approval.

Please review the proposed conditions of approval attached in this correspondence. If these conditions are acceptable, then submit a short written letter/memo/email that clearly references this case, the acceptance of each condition by name and number, and clearly stat that you, the Extension of Time Applicant, accept these conditions. This documentation will then be included in the staff report package. The attached document is a copy of the recommended conditions which are identified as follows:

10.FLOOD RI.13 50.TRANS.35 90.PLANNING.14
10.FLOOD RI.14 50.TRANS.36 90.PLANNING.15
10.FLOOD.15 60.FLOOD RI.12 90.PLANNING.16
10.PLANNING.16 60.FLOOD RI.13 90.TRANS.8
10.PLANNING.18 80.FLOOD RI.2 90.TRANS.9
10.PLANNING.19 80.PLANNING.27 90.TRANS.10
10.TRANS.12 80.PLANNING.28 90.TRANS.11
50.FLOOD RI.15 90.FLOOD RI.2 90.TRANS.12
50.PLANNING.33 90.FLOOD RI.3
50.PLANNING.34 90.FLOOD RI.4

If the addition of the conditions is not acceptable, please notify me so we can discuss your concerns. If the issue cannot be resolved, then I will direct you to contact the individual Department representative to discuss this matter further.

Once the conditions have been accepted, I will begin preparing the staff report package for Planning Commission. County Ordinance requires that conditions added thru the extension of time process are presented to and accepted by the applicant. If you, the EOT applicant, is unable to accept these conditions, the Planning Department will recommend denial of this extension of time request. An opportunity will, if requested, be provided for arguments to be made to the hearing body justifying why this request should be approved without the recommended conditions of approval.

I am eager to move this case forward and continue the extension of time process. If you have not contacted me within thirty (30) days, I will begin preparing this case with a recommendation of denial. I need one of two items to proceed:

- 1) Correspondence from you, the EOT applicant, accepting the recommended conditions per the directions provided above; or,
- 2) Correspondence from you, the EOT applicant, advising me of the concerns with the recommended conditions. If the concern still exists after our discussion, then direction on how to approach the issue will be given and additional time will be provided until the issue is resolved.

If you have any questions, comments, or concerns regarding this email, please feel free to contact me as indicated below.

Thank you,

Catherine Dimagiba
Planning Technician II
Riverside County Planning Dept.
951-955-1681

[attachment "TR30837 COA 1st EOT-CULT RESOURCES.pdf" deleted by Tony Terich/hfinc]

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10. GENERAL CONDITIONS

FLOOD RI DEPARTMENT

10.FLOOD RI. 13

MAP BMP MAINTENANCE & INSPECT

RECOMMND

The CC&R's for the development's Home/Property Owners Association (HOA/POA) shall contain provisions for all privately owned structural best management practices (BMPs) to be inspected, and if required, cleaned no later than October 15 each year. The CC&R's shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of the CC&R's shall be submitted to the District for review and approval prior to the recordation of the map.

10.FLOOD RI. 14

MAP SUBMIT PRELIM WQMP

RECOMMND

The Santa Ana Region and San Diego Region Regional Water Quality Control Boards have adopted Board Orders R8-2002-0011 and R9-2004-001, respectively, in compliance with the federal National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Clean Water Act requirements. These Board Orders regulate the discharge of pollutants from the County's MS4, and require the County to implement measures to mitigate the water quality impacts of new developments within its jurisdiction. In compliance with these Board Orders, and Beginning January 1, 2005, projects submitted within the western region of the unincorporated area of Riverside County for discretionary approval will be required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. The WQMP requirements will vary depending on the project's geographic location (Santa Ana, Santa Margarita or Whitewater River watersheds).

The WQMP provides detailed guidelines and templates to assist the developer in completing the necessary studies. These documents are available on-line at:
www.floodcontrol.co.riverside.ca.us under Programs and Services, Stormwater Quality.

To comply with the WQMP a developer must submit a "Project Specific" WQMP. This report is intended to a) identify potential post-project pollutants and hydrologic impacts associated with the development; b) identify proposed mitigation measures (BMPs) for identified impacts including site design, source control and treatment control

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10. GENERAL CONDITIONS

10.FLOOD RI. 14 MAP SUBMIT PRELIM WQMP (cont.) RECOMMND

post-development BMPs; and c) identify sustainable funding and maintenance mechanisms for the aforementioned BMPs. A template for this report is included as 'exhibit A' in the WQMP. A final Project Specific WQMP must be approved by the District prior to issuance of building or grading permits.

Projects requiring Project Specific WQMPs will also need to include a PRELIMINARY Project Specific WQMP along with the land-use application package. The format of the PRELIMINARY report must mimic the format/template of the final report but could be at a lesser level of detail. For example, points a, b & c above must be covered, rough calculations supporting sizing must be included, and footprint/locations for the BMPs must be identified on the tentative exhibit. Detailed drawings will not be required.

10.FLOOD RI. 15 MAP WQMP RECOMMND

In order to comply with the County's Municipal Storm Sewer System (MS4) Permit, this development is required to mitigate its water quality impacts. A project specific preliminary Water Quality Management Plan (WQMP) shall be submitted to the District for review and approval. This may require reconfiguration of the tract layout.

PLANNING DEPARTMENT

10.PLANNING. 16 MAP - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 2) Ensure all landscaping is provided with California Friendly landscaping and a weather based irrigation controller(s) as defined by County Ordinance No. 859;
- 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month

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10. GENERAL CONDITIONS

10.PLANNING. 16 MAP - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

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

1)Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

2)Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.

3)Ensure that all landscaping is healthy, free of weeds, disease and pests.
EOT1.

10.PLANNING. 18 GEN - INADVERTANT ARCHAEO EOT1 RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to it sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native

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10. GENERAL CONDITIONS

10.PLANNING. 18 GEN - INADVERTANT ARCHAEO EOT1 (cont.) RECOMMND

American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 19 GEN - IF HUMAN REMAINS EOT1 RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

TRANS DEPARTMENT

10.TRANS. 12 MAP - COUNTY WEB SITE (EOT1) RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site:
<http://rctlma.org/trans/>. If you have questions, please

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10. GENERAL CONDITIONS

10.TRANS. 12 MAP - COUNTY WEB SITE (EOT1) (cont.) RECOMMND

call the Plan Check Section at (951) 955-6527.

50. PRIOR TO MAP RECORDATION

FLOOD RI DEPARTMENT

50.FLOOD RI. 15 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, final map, environmental constraint sheet, BMP improvement plans, and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

PLANNING DEPARTMENT

50.PLANNING. 33 MAP - LC LNDSCP COMMON AREA MA RECOMMND

Prior to map recordation, the developer/permit holder shall submit Covenants, Conditions, and Restrictions (CC&R) to the Riverside County Counsel for review along with the required fees set forth by the Riverside County Fee Schedule.

For purposes of landscaping and maintenance, the following minimum elements shall be incorporated into the CC&R's:

1)Permanent public, quasi-public or private maintenance organization shall be established for proper management of the water efficient landscape and irrigation systems. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the County of Riverside Guide to California Friendly Landscaping.

2)The CC&R's shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).

3)The common maintenance areas shall include all those identified on the approved landscape maintenance exhibit.

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 33 MAP - LC LNDSCP COMMON AREA MA (cont.) RECOMMND

The Planning Department shall clear this condition once a copy of the County Counsel approved CC&R's has been submitted to the Planning Department.
EOT1.

TRANS DEPARTMENT

50.TRANS. 34 MAP - TRAFFIC SIGNALS RECOMMND

The project proponent shall comply in accordance with traffic signal requirements within public road rights-of-way, in accordance with Ordinance 461. Traffic signals shall be installed at the intersection(s) of Washington Street/North Project Entrance and Washington Street/Yates Road. Assurance of traffic signal maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated.

50.TRANS. 35 MAP - GRAFFITI ABATEMENT RECOMMND

The project proponent shall file an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated for graffiti abatement of walls and other permanent structures along County maintained road rights-of-way.

50.TRANS. 36 MAP - UTILITY PLAN (EOT1) RECOMMND

Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by the utility company shall be submitted to the Transportation Department for verification purposes.

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60. PRIOR TO GRADING PRMT ISSUANCE

FLOOD RI DEPARTMENT

60.FLOOD RI. 12 MAP SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

60.FLOOD RI. 13 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

PLANNING DEPARTMENT

60.PLANNING. 22 GEN - CULT RESOURCES PROF EOT1 RECOMMND

As a result of information submitted by the Pechanga Band of Luiseno Mission Indians on November 23, 2010, it has been determined that archaeological monitoring is appropriate during all mass or rough grading and trenching.

Prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for services. This professional shall be known as the "Project Monitor." The Project Monitor shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and special interest monitors. The Project Monitor shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the special interest monitors.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 22 GEN - CULT RESOURCES PROF EOT1 (cont.) RECOMMND

The developer/permit holder shall submit a fully executed copy of the contract to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

NOTE:

1)The Project Monitor is responsible for implementing mitigation using standard professional practices for cultural resources. The Professional shall consult with the County, developer/permit holder and special interest group monitor throughout the process.

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

60.PLANNING. 24 GEN - TRIBAL MONITORING RECOMMND

As a result of information submitted by the Pechanga Band of Luiseno Mission Indians on November 23, 2010, it has been determined necessary to require tribal monitoring of the mass or rough grading and trenching.

Prior to the issuance of grading permits, the developer/permit holder shall enter into a treatment agreement and retain a monitor designated by the Pechanga Band of Luiseno Mission Indians. This group shall be known as the Tribal Monitor for this project. The treatment agreement shall address the treatment and ultimate disposition of cultural resources which may include repatriation and/or curation in a Riverside County approved curation facility.

The Tribal Monitor(s) shall be allowed on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Tribal Monitor(s) shall have the limited authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the Project Archaeologist for the purpose of tribal consultation.

The developer/permit holder shall submit a fully executed

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 24

GEN - TRIBAL MONITORING (cont.)

RECOMMND

copy of the treatment agreement to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

NOTE:

1) The Archaeological Monitor is responsible for implementing mitigation and standard professional practices for cultural resources, and shall consult with the County and developer/permit holder throughout the process. The tribal monitor is present to represent the interests of the Tribe only.

2) Tribal monitoring does not replace any required Cultural Resources monitoring, but rather serves as a supplement for consultation and advisory purposes for all Tribal interests only.

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

4) The developer/permit holder shall contact the Planning Director for consideration of this condition after forty-five (45) days, if an agreement with the tribe has not been met.

5) Should repatriation be preferred, it shall not occur until after the Phase IV monitoring report has been submitted to the Riverside County Planning Department. Should curation be preferred, the developer/permit holder is responsible for all costs.

80. PRIOR TO BLDG PRMT ISSUANCE

FLOOD RI DEPARTMENT

80.FLOOD RI. 2

USE SUBMIT FINAL WQMP

RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

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80. PRIOR TO BLDG PRMT ISSUANCE

PLANNING DEPARTMENT

80.PLANNING. 27

MAP - LC LANDSCAPE PLOT PLAN

RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:

- 1) Landscape and irrigation working drawings "stamped" by a California certified landscape architect;
- 2) Weather based controllers and necessary components to eliminate water waste;
- 3) A copy of the "stamped" approved grading plans; and,
- 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP;
- 3) Shading plans for projects that include parking lots/areas;
- 4) The use of canopy trees (24" box or greater) within the parking areas;
- 5) Landscaping plans for slopes exceeding 3 feet in height;
- 6) Landscaping and irrigation plans associated with entry monuments. All monument locations and dimensions shall be provided on the plan; and/or,
- 7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

- 1) Landscaping plans for areas within the road right-of-way

12/15/10
06:59

Riverside County LMS
CONDITIONS OF APPROVAL

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 27 MAP - LC LANDSCAPE PLOT PLAN (cont.) RECOMMND

shall be submitted for review and approval by the Transportation Department only. The Planning Department shall not approve landscape plans within the Road Right-of-Way.

)When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.
EOT1.

80.PLANNING. 28 MAP - LC LANDSCAPE SECURITIES RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be completed and submitted to Building and Safety for processing and review in conjunction with County Counsel. Upon determination of compliance, the Department of Building and Safety shall clear this condition.

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 28 MAP - LC LANDSCAPE SECURITIES (cont.) RECOMMND

performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.

EOT1.

90. PRIOR TO BLDG FINAL INSPECTION

FLOOD RI DEPARTMENT

90.FLOOD RI. 2 MAP IMPLEMENT WQMP RECOMMND

All structural BMPs described in the project-specific WQMP shall be constructed and installed in conformance with approved plans and specifications. It shall be demonstrated that the applicant is prepared to implement all non-structural BMPs described in the approved project specific WQMP and that copies of the approved project-specific WQMP are available for the future owners/occupants. The District will not release occupancy permits for any portion of the project exceeding 80% of the total recorded residential lots within the map or phase within the map prior to the completion of these tasks.

90.FLOOD RI. 3 USE BMP MAINTENANCE & INSPECT RECOMMND

The BMP maintenance plan shall contain provisions for all treatment controlled BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of all necessary documentation shall be submitted to the District for review and approval prior to the issuance of occupancy permits.

90.FLOOD RI. 4 XXU BMP - MAINT & INSPECT RECOMMND

The permit holder shall contain provisions for all structural BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMP's within the project boundaries. A copy of all necessary documentation shall be submitted to the District for review and approval prior to the issuance of

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90. PRIOR TO BLDG FINAL INSPECTION

90.FLOOD RI. 4 XXU BMP - MAINT & INSPECT (cont.) RECOMMND
occupancy permits.

PLANNING DEPARTMENT

90.PLANNING. 14 MAP - LC LNDSCP INSPECT DEPOST RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.
EOT1.

90.PLANNING. 15 MAP - LC LNDSCP INSPCT REQMNTS RECOMMND

The permit holder's landscape architect responsible for preparing the Landscaping and Irrigation Plans (or on-site representative) shall arrange for a PRE-INSTALLATION INSPECTION with the Planning Department at least five (5) working days prior to the installation of any landscape or irrigation components.

Upon successful completion of the PRE-INSTALLATION INSPECTION, the applicant will proceed with the installation of the approved landscape and irrigation system and arrange for an INSTALLATION INSPECTION at least five 5 working days prior to the building final inspection or issuance of occupancy permit, whichever occurs first and comply with the Planning Department's Milestone 80 conditions entitled "USE-LANDSCAPING SECURITY" and the Milestone 90 condition entitled "LANDSCAPE INSPECTION DEPOSIT." Upon successful completion of the INSTALLATION INSPECTION, the County Planning Department's Landscape Inspector and the permit holder's landscape architect (or on-site representative) shall execute a Landscape Certificate of Completion that shall be submitted to the Planning Department and the Department of Building and Safety. The Planning Department shall clear this condition upon determination of compliance.
EOT1.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 16

MAP - LC COMPLY W/LNDSCP/IRRIG

RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. Upon determination of compliance, the Planning Department shall clear this condition.
EOT1.

90.PLANNING. 17

GEN - CULT RESOURCES RPT EOT1

RECOMMND

Prior to final inspection of the first building permit, the developer/permit holder shall prompt the Cultural Resources Professional to submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's requirements for such reports. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 8

MAP - LANDSCAPING

RECOMMND

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District N. 89-1-Consolidated, County Service Area and/or Assessment District as approved by the Transportation Department for continuous landscape maintenance within for continuous landscape maintenance within public road rights-of-way, in accordance with Ordinance 461.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 9 MAP - TRAFFIC SIGNAL RECOMMND

Prior to issuance of an occupancy permit the project proponent shall complete annexation to Landscaping and Lighting Maintenance District NO. 89-1-Consolidated for maintenance of traffic signals within public road rights-of-way, in accordance with Ordinance 461.

90.TRANS. 10 MAP - GRAFFITI ABATEMENT RECOMMND

Prior to issuance of an occupancy permit the project proponent shall complete annexation to Landscaping and Lighting Maintenance District NO. 89-1-Consolidated for graffiti abatement of walls and other permanent structures along County maintained road rights-of-way.

90.TRANS. 11 MAP - 80% COMPLETION (EOT1) RECOMMND

Occupancy releases will not be issued to Building and Safety for any lot exceeding 80% of the total recorded residential lots within any map or phase of map prior to completion of the following improvements:

- a) Primary and Alternate (secondary) access roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions.
- b) Interior roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions. All curbs, gutters, sidewalks and driveway approaches shall be installed. The final lift of Asphalt Concrete on interior streets shall be placed prior to the release of the final 20% of homes or the production models or at any time when construction of new homes within the development has stopped. The developer shall be required to cap pave in front of occupied homes up to the nearest capped street within the tract boundary. The subdivision will remain responsible for the maintenance of these facilities until all improvements within the tract boundary shall be completed and accepted into the County maintained system.
- c) Storm drains and flood control facilities shall be

TRACT MAP Tract #: TR30837

Parcel: 467-260-044

90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 11

MAP - 80% COMPLETION (EOT1) (cont.)

RECOMMND

completed according to the improvement plans and as noted elsewhere in these conditions. Written confirmation of acceptance for use by the Flood Control District, if applicable, is required.

- d) Water system, including fire hydrants, shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All water valves shall be raised to pavement finished grade. Written confirmation of acceptance from water purveyor is required.
- e) Sewer system shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All sewer manholes shall be raised to pavement finished grade. Written confirmation of acceptance from sewer purveyor is required.
- f) Landscaping and irrigation, water and electrical systems shall be installed and operational in accordance with County Ordinance 461.

90.TRANS. 12

MAP - UTILITY INSTALL (EOT1)

RECOMMND

Electrical power, telephone, communication, street lighting, and cable television lines shall be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site.

A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion.

**PLANNING COMMISSION HEARING
REPORT OF ACTIONS
SEPTEMBER 15, 2010**

(Drafted 9/01/10) Final (9/16/10)

1.0 CONSENT CALENDAR

- 1.1 Staff Recommendation: **FIRST EXTENSION OF TIME FOR TENTATIVE TRACT MAP NO. 31406 - EXTENSION OF TIME to May 17, 2009 (SB1185 brings the expiration date to 5/17/10 and AB333 brings the expiration date to 5/17/12) - FIRST EXTENSION.** (Continued from August. 18, 2010)
Staff recommended at hearing: **APPROVAL**
Project Planner, Ray Juarez, at 951-955-9541 or e-mail rjuarez@rctlma.org
Planning Commission Action: **CONTINUED OFF CALENDAR (VOTE 5-0)**
- 1.2 Staff report recommended: **SECOND EXTENSION OF TIME FOR TENTATIVE TRACT MAP NO. 31130 - EXTENSION OF TIME to January 27, 2009 - SECOND EXTENSION.** (Continued from August. 18, 2010)
Staff recommended at hearing: **APPROVAL**
Project Planner, Ray Juarez, at 951-955-9541 or e-mail rjuarez@rctlma.org
Planning Commission Action: **CONTINUED OFF CALENDAR (VOTE 5-0)**
- 1.3 Staff report recommended: **FIRST EXTENSION OF TIME FOR TENTATIVE TRACT MAP NO. 30837 - EXTENSION OF TIME REQUEST, extending the expiration date and to reflect SB1185 and AB333 benefits to October 19, 2011 – FIRST EXTENSION.** (Continued from August. 18, 2010)
Staff recommended at hearing: **APPROVAL**
Project Planner, Ray Juarez, at 951-955-9541 or e-mail rjuarez@rctlma.org
Planning Commission Action: **CONTINUED OFF CALENDAR (VOTE 5-0)**
- 1.4 Staff report recommended: **FIRST EXTENSION OF TIME FOR PUBLIC USE PERMIT NO. 885 - EXTENSION OF TIME to January 9, 2011 - FIRST EXTENSION.**
Staff recommended at hearing: **APPROVAL**
Project Planner, Ray Juarez, at 951-955-9541 or e-mail rjuarez@rctlma.org
Planning Commission Action: **REMOVED FROM AGENDA (VOTE 5-0)**
- 1.5 Staff report recommended: **PLOT PLAN NO. 24068 – Intent to Adopt a Mitigated Negative Declaration - The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 70' high palm tree (75' high with palm fronds). The project will include twelve (12) panel antennas located on three (3) sectors, one (1) parabolic antenna, one (1) GPS antenna, and a 184 square foot equipment shelter in a 900 square foot lease area. The maximum height allowed for structures in the W-2 zone is 50 feet, however Section 18.34 of Ordinance No. 348 allows structure to exceed the height of the zone, and can permit the proposed 70 foot tall wireless facility. - APN: 654-220-030.** (Continued from August. 18, 2010)
Staff recommended at hearing: **APPROVAL**
Project Planner, Damaris Abraham at 951-955-5719 or e-mail dabraham@rctlma.org. (Quasi-judicial)
Planning Commission Action: **APPROVED (VOTE 5-0)**
- 1.6 Staff report recommended: **TEMPORARY USE PERMIT NO. 200 – Intent to Adopt a Mitigated Negative Declaration - The project proposes to stockpile a maximum of 300,000 tons of sand material (a.k.a. "Bottom Ash"). The sand material will be obtained from Colmac Energy in Mecca and will be used for fill and base material in conjunction with the repair or construction of streets, highways, or public utilities only. The**
Staff recommended at hearing: **APPROVAL**
Planning Commission Action: **APPROVED (VOTE 5-0)**

Dimagiba, Catherine

From: John Abel [jabel@missionpacific.com]
Sent: Wednesday, July 07, 2010 1:36 PM
To: Dimagiba, Catherine
Cc: TTerich@hfinc.com
Subject: RE: 1st Extension of Time for TR30837

Hi Catherine,

I have reviewed the proposed revisions (15 conditions in total) and agree with the revisions. Should you have any other questions or require any further clarification please contact me at your earliest opportunity. My office phone number is (951)778-2999. Thank you for your continued cooperation.

John Abel

From: Dimagiba, Catherine [mailto:CDIMAGIB@rctlma.org]
Sent: Wednesday, July 07, 2010 1:10 PM
To: 'TTerich@hfinc.com'
Cc: John Abel; Juarez, Raymond
Subject: RE: 1st Extension of Time for TR30837

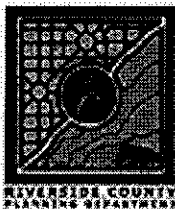
Tony:

Thank you for sending the copy of the Grant Deed.

Mr. Abel:

If all fifteen (15) conditions of approval I have listed in my previous email below are acceptable, a response to this email stating so will suffice.

Thank you,



Catherine Dimagiba
Planning Technician
4080 Lemon Street, 9th Floor
Riverside, CA 92502
Phone: (951) 955-1681
Fax: (951) 955-3157

From: TTerich@hfinc.com [mailto:TTerich@hfinc.com]
Sent: Wednesday, July 07, 2010 11:32 AM
To: Dimagiba, Catherine
Cc: jabel@missionpacific.com; Juarez, Raymond
Subject: Re: 1st Extension of Time for TR30837

Catherine,

Please be advised that Mr. Abel had already sent via email the new deed and evidence of his authorization to act on behalf of the LLC. I am attaching another copy herewith.

He also sent a blanket statement that he agreed to the proposed new conditions of approval.

If you still need the specific language you referenced, please respond accordingly "to all" and Mr. Abel will send that to you.

Thank you.

Tony

Anthony Terich, P.E.
President/Temecula Division
Hall & Foreman Inc.
Three Better World Circle, Suite 100
Temecula, CA 92590-3745
Direct: (951) 294-9338
www.HFInc.com

Hall & Foreman Inc.
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Please consider the environment before printing this email.

From: "Dimagiba, Catherine" <CDIMAGIB@rctlma.org>
To: "TTerich@hfinc.com" <TTerich@hfinc.com>
Cc: "Juarez, Raymond" <RJUAREZ@rctlma.org>, "jabel@missionpacific.com" <jabel@missionpacific.com>
Date: 07/07/2010 09:09 AM
Subject: 1st Extension of Time for TR30837

Anthony:

My supervisor, Ray Juarez, forwarded your inquiry to me as I will now be processing Extension of Time requests.

At this time and as requested by former staff (see highlighted email from K. Simmons dated 6/15/10), we are still awaiting the following in order to proceed:

- 1) Deed or some other appropriate documents stating that Mr. John Abel is the new owner, and
- 2) Written letter/memo/email that clearly references acceptance of each of the fifteen (15) new conditions by name and number, as listed below.

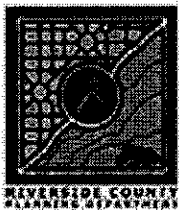
(Riverside County LMS Conditions of Approval pages 1-5, dated 5/3/10 is attached for your reference of these conditions).

- 10.FLOOD RI.13
- 10.FLOOD RI.14
- 10.FLOOD RI.15
- 50.FLOOD RI.15
- 50.TRANS.34
- 50.TRANS.35
- 60.FLOOD RI.12
- 60.FLOOD RI.13
- 80.FLOOD RI.2
- 90.FLOOD RI.2
- 90.FLOOD RI.3
- 90.FLOOD RI.4
- 90.TRANS.8
- 90.TRANS.9
- 90.TRANS.10

The above mentioned documentation will be included in the staff report which I would like to complete no later than 7/12/10 in order to place this request on the 8/18/10 Planning Commission Agenda as a Consent Calendar Item.

If you have any questions, comments, or concerns regarding this email, please feel free to contact me as indicated below.

Thank you,



Catherine Dimagiba
Planning Technician
4080 Lemon Street, 9th Floor
Riverside, CA 92502
Phone: (951) 955-1681
Fax: (951) 955-3157

From: Juarez, Raymond
Sent: Wednesday, June 16, 2010 2:56 PM
To: 'TTerich@hfinc.com'
Cc: Griffin, Chantell; jabel@missionpacific.com; Simmons, Kristina; Dimagiba, Catherine
Subject: RE: FW: 1st Extension of Time for TR30837

Greetings:

If the first extension of time is approved, the expiration date will become 10/19/08. The benefits of SB1185 and AB333 will then automatically apply extending the expiration date an additional three years to 10/19/2011. This tentative map will still eligible to submit an additional four one year extensions which, if approved, will extend the life of the map to 10/19/2015.

Let me know if you have any additional questions.

Regards,

Raymond Juarez
Urban Regional Planner IV

Riverside County Planning Department
County Administrative Center
4080 Lemon Street, 9th Floor
P.O. BOX 1409
Riverside, CA 92502
Phone (951) 955-9541
Fax (951) 955-3157

The County Administrative Center is open for business Monday thru Thursday only.

From: TTerich@hfinc.com [<mailto:TTerich@hfinc.com>]
Sent: Tuesday, June 15, 2010 1:00 PM
To: Simmons, Kristina
Cc: Griffin, Chantell; jabel@missionpacific.com; Juarez, Raymond
Subject: RE: FW: 1st Extension of Time for TR30837

Thank you, Kristina. Good luck wherever you are going.

John Able,
You will need to submit a letter as you suspected.

Raymond,
Could you please have someone answer my question below concerning the dates the automatic extension will run out on this project once this extension is approved.
Thank you.
Tony

Anthony Terich, P.E.
President/Temecula Division
Hall & Foreman Inc.
Three Better World Circle, Suite 100
Temecula, CA 92590-3745
Direct: (951) 294-9338
www.HFInc.com

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Please consider the environment before printing this email.

From: "Simmons, Kristina" <KRSIMMON@rctlma.org>

To: ""TTerich@hfinc.com" <TTerich@hfinc.com>, "jabel@missionpacific.com" <jabel@missionpacific.com>
Cc: "Griffin, Chantell" <CGRIFFIN@rctlma.org>, "Juarez, Raymond" <RJUAREZ@rctlma.org>
Date: 06/15/2010 12:56 PM
Subject: RE: FW: 1st Extension of Time for TR30837

Please be advised that we will need a copy of the deed or some other appropriate document stating that Mr. Abel is indeed the new owner.

Also, we'll need in your written acceptance of the new conditions of approval each condition listed out (10.Planning.20, etc.) so that we can include that documentation in the staff report.

Tomorrow, June 16th will be my last day with the Planning Department. So, if you have any questions or concerns from this point, please contact my supervisor, Ray Juarez. Thank you.

From: TTerich@hfinc.com [<mailto:TTerich@hfinc.com>]
Sent: Tuesday, June 15, 2010 12:26 PM
To: Simmons, Kristina; jabel@missionpacific.com
Cc: Griffin, Chantell; Juarez, Raymond
Subject: RE: FW: 1st Extension of Time for TR30837

Kristina,

The dust has finally settled on this case and the new owner (John Abel, Mission Pacific Land Company, 3649 Mission Inn Avenue, Second Floor, Riverside, CA. 92501, 951-778-2999 - please update your files) has expressed his desire for me to inform you that he agrees with the proposed new conditions as presented below from your email dated 05/03/10.

Consider this email as your authorization to proceed with this case moving forward on the Extension of Time.

To make sure the owner and I know when we need to concern ourselves with the next extension that needs to be submitted after the automatic extensions have expired, please let me and John Abel (his email address is above) know when the next extension (I believe it will be the second of the five available) should be submitted.

If you need anything else, please respond to this email.
Thank you.

Tony

Anthony Terich, P.E.
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Please consider the environment before printing this email.

From: "Simmons, Kristina" <KRSIMMON@rctlma.org>
To: "TTerich@hfinc.com" <TTerich@hfinc.com>
Cc: "Griffin, Chantell" <CGRIFFIN@rctlma.org>, "Juarez, Raymond" <RJUAREZ@rctlma.org>
Date: 05/03/2010 03:52 PM
Subject: RE: FW: 1st Extension of Time for TR30837

Thank you very much. I look forward to hearing from you.

From: TTerich@hfinc.com [<mailto:TTerich@hfinc.com>]
Sent: Monday, May 03, 2010 3:42 PM
To: Simmons, Kristina
Cc: Griffin, Chantell; Juarez, Raymond
Subject: Re: FW: 1st Extension of Time for TR30837

Thank you, Kristina.

I will pass this information on to all parties of interest. I will be in the office through Thursday this week, but will be on vacation from Friday, the 7th, through Sunday, the 16th or possibly Monday the 17th. If I cannot obtain resolution by the end of Thursday, I will give you a status update and we may or may not ask for an postponement. I will let you know.
Tony

Anthony Terich, P.E.
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delete it. It is the responsibility of the recipient to ensure that it is virus free and no responsibility is accepted by HFI for any loss or damage arising in any way from its use.

Please consider the environment before printing this email.

From: "Simmons, Kristina" <KRSIMMON@rctlma.org>
To: "'TTerich@hfinc.com'" <TTerich@hfinc.com>
Cc: "Juarez, Raymond" <RJUAREZ@rctlma.org>, "Griffin, Chantell" <CGRIFFIN@rctlma.org>
Date: 05/03/2010 03:28 PM
Subject: FW: 1st Extension of Time for TR30837

Thank you very much for your prompt response. Here is the original email I sent to Donald Lohr's email address.

From: Simmons, Kristina
Sent: Monday, May 03, 2010 9:49 AM
To: 'dlohr@hfinc.com'
Cc: Griffin, Chantell; Juarez, Raymond
Subject: 1st Extension of Time for TR30837

Attn Mr. Donald Lohr:

In processing the Extension of Time request, the Planning Department transmitted to the other Land Development Committee (LDC) members to solicit their comments, recommendations, and if applicable, their proposed conditions of approval. The County Transportation Department has determined it is necessary to recommend the addition of 5 new conditions in order to be able to make a finding that the project, together with its Extension of Time, does not adversely affect the general health, safety, and welfare of the public. The County Flood Department has determined it is necessary to recommend the addition of 10 new conditions in order to be able to make a finding that the project, together with its Extension of Time, does not adversely affect the general health, safety, and welfare of the public.

Please note that the conditions recommended by the County Flood Department are to bring Tentative Tract Map No. 30837 into compliance with WQMP standards. This requirement could impact the number of lots on the project and/or configuration. Per Ordinance 460, the loss of lots or modification of lot configurations will require the submittal of a minor change provided the general design of the map is unchanged. Therefore, depending on the severity of the WQMP impacts, the applicant may be required to file a minor change. Be advised that the approval of a Minor Change will not extend the life of the map.

Please review the proposed conditions of approval (see attachment). If the addition of these conditions is acceptable, please submit a short written letter/memo/email that clearly references this case and these particular conditions. Please be sure to reference each condition by name and number. Also, indicate that the Extension of Time Applicant accepts these conditions. This documentation will then be included in the staff report package.

If the addition of the conditions is not acceptable, I would suggest you contact the Transportation Department representative, Kevin Tsang at (951) 955-6800, the Flood Department at (951) 955-1200, to discuss this matter further.

I am in the process of preparing a staff report package for the so the can act on the EOT request. In order to be able to

recommend approval of the Extension of Time, it is necessary to include these conditions, as part of the recommendation, together with a written confirmation of acceptance of the additional conditions from the EOT applicant.

If the EOT applicant is unable to resolve these conditions with the Planning Department and the Transportation Department and/or unwilling to accept these conditions, the Planning Department will be required to recommend denial of the requested Extension of Time request, and at that time, the EOT applicant will have the opportunity to inform the Planning Commission about his or her justification as to why the EOT should be approved without these recommended conditions of approval.

With this being said, please give me direction as to how you wish to proceed. I would like to complete the staff report no later than May 17, 2010. I need to know whether the recommended conditions are acceptable; and if not, I need to know whether you wish a continuance in order to discuss these conditions with the Transportation and/or Flood Department staff, or whether you simply want to move forward to the to make your arguments against the application of these conditions.

If you have any questions, comments, or concerns regarding this email, please feel free to contact me as indicated below.

Thank you,

Kristina M. Simmons
Planning Technician

Riverside County Planning Department
County Administrative Center
4080 Lemon St., 9th floor
P.O. Box 1409
Riverside, CA 92502
Ph: (951) 955-0879
Fax: (951) 955-3157

[attachment "eot_1_coa_tr30837.pdf" deleted by Tony Terich/hfinc] [attachment "COA 1st EOT.pdf" deleted by Tony Terich/hfinc]

TRACT MAP Tract #: TR30837

Parcel: 467-260-044

10. GENERAL CONDITIONS

FLOOD RI DEPARTMENT

10.FLOOD RI. 13

MAP BMP MAINTENANCE & INSPECT

RECOMMND

The CC&R's for the development's Home/Property Owners Association (HOA/POA) shall contain provisions for all privately owned structural best management practices (BMPs) to be inspected, and if required, cleaned no later than October 15 each year. The CC&R's shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of the CC&R's shall be submitted to the District for review and approval prior to the recordation of the map.

10.FLOOD RI. 14

MAP SUBMIT PRELIM WQMP

RECOMMND

The Santa Ana Region and San Diego Region Regional Water Quality Control Boards have adopted Board Orders R8-2002-0011 and R9-2004-001, respectively, in compliance with the federal National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Clean Water Act requirements. These Board Orders regulate the discharge of pollutants from the County's MS4, and require the County to implement measures to mitigate the water quality impacts of new developments within its jurisdiction. In compliance with these Board Orders, and Beginning January 1, 2005, projects submitted within the western region of the unincorporated area of Riverside County for discretionary approval will be required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. The WQMP requirements will vary depending on the project's geographic location (Santa Ana, Santa Margarita or Whitewater River watersheds).

The WQMP provides detailed guidelines and templates to assist the developer in completing the necessary studies. These documents are available on-line at:
www.floodcontrol.co.riverside.ca.us under Programs and Services, Stormwater Quality.

To comply with the WQMP a developer must submit a "Project Specific" WQMP. This report is intended to a) identify potential post-project pollutants and hydrologic impacts associated with the development; b) identify proposed mitigation measures (BMPs) for identified impacts including site design, source control and treatment control

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Parcel: 467-260-044

10. GENERAL CONDITIONS

10.FLOOD RI. 14 MAP SUBMIT PRELIM WQMP (cont.) RECOMMND

post-development BMPs; and c) identify sustainable funding and maintenance mechanisms for the aforementioned BMPs. A template for this report is included as 'exhibit A' in the WQMP. A final Project Specific WQMP must be approved by the District prior to issuance of building or grading permits.

Projects requiring Project Specific WQMPs will also need to include a PRELIMINARY Project Specific WQMP along with the land-use application package. The format of the PRELIMINARY report must mimic the format/template of the final report but could be at a lesser level of detail. For example, points a, b & c above must be covered, rough calculations supporting sizing must be included, and footprint/locations for the BMPs must be identified on the tentative exhibit. Detailed drawings will not be required.

10.FLOOD RI. 15 MAP WQMP RECOMMND

In order to comply with the County's Municipal Storm Sewer System (MS4) Permit, this development is required to mitigate its water quality impacts. A project specific preliminary Water Quality Management Plan (WQMP) shall be submitted to the District for review and approval. This may require reconfiguration of the tract layout.

PLANNING DEPARTMENT

10.PLANNING. 16 MAP - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 2) Ensure all landscaping is provided with California Friendly landscaping and a weather based irrigation controller(s) as defined by County Ordinance No. 859;
- 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month

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10. GENERAL CONDITIONS

10.PLANNING. 16 MAP - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

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

- 1)Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
- 2)Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
- 3)Ensure that all landscaping is healthy, free of weeds, disease and pests.
EOT1.

10.PLANNING. 18 GEN - INADVERTANT ARCHAEO EOT1 RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to it sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native

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Parcel: 467-260-044

10. GENERAL CONDITIONS

10.PLANNING. 18 GEN - INADVERTANT ARCHAEO EOT1 (cont.) RECOMMND

American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 19 GEN - IF HUMAN REMAINS EOT1 RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

TRANS DEPARTMENT

10.TRANS. 12 MAP - COUNTY WEB SITE (EOT1) RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site:
<http://rctlma.org/trans/>. If you have questions, please

TRACT MAP Tract #: TR30837

Parcel: 467-260-044

10. GENERAL CONDITIONS

10.TRANS. 12 MAP - COUNTY WEB SITE (EOT1) (cont.) RECOMMND

call the Plan Check Section at (951) 955-6527.

50. PRIOR TO MAP RECORDATION

FLOOD RI DEPARTMENT

50.FLOOD RI. 15 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, final map, environmental constraint sheet, BMP improvement plans, and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

PLANNING DEPARTMENT

50.PLANNING. 33 MAP - LC LNDSCP COMMON AREA MA RECOMMND

Prior to map recordation, the developer/permit holder shall submit Covenants, Conditions, and Restrictions (CC&R) to the Riverside County Counsel for review along with the required fees set forth by the Riverside County Fee Schedule.

For purposes of landscaping and maintenance, the following minimum elements shall be incorporated into the CC&R's:

1)Permanent public, quasi-public or private maintenance organization shall be established for proper management of the water efficient landscape and irrigation systems. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the County of Riverside Guide to California Friendly Landscaping.

2)The CC&R's shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).

3)The common maintenance areas shall include all those identified on the approved landscape maintenance exhibit.

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 33 MAP - LC LNDSCP COMMON AREA MA (cont.) RECOMMND

The Planning Department shall clear this condition once a copy of the County Counsel approved CC&R's has been submitted to the Planning Department.
EOT1.

TRANS DEPARTMENT

50.TRANS. 34 MAP - TRAFFIC SIGNALS RECOMMND

The project proponent shall comply in accordance with traffic signal requirements within public road rights-of-way, in accordance with Ordinance 461. Traffic signals shall be installed at the intersection(s) of Washington Street/North Project Entrance and Washington Street/Yates Road. Assurance of traffic signal maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated.

50.TRANS. 35 MAP - GRAFFITI ABATEMENT RECOMMND

The project proponent shall file an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated for graffiti abatement of walls and other permanent structures along County maintained road rights-of-way.

50.TRANS. 36 MAP - UTILITY PLAN (EOT1) RECOMMND

Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by the utility company shall be submitted to the Transportation Department for verification purposes.

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60. PRIOR TO GRADING PRMT ISSUANCE

FLOOD RI DEPARTMENT

60.FLOOD RI. 12 MAP SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

60.FLOOD RI. 13 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

PLANNING DEPARTMENT

60.PLANNING. 22 GEN - CULT RESOURCES PROF EOT1 RECOMMND

As a result of information submitted by the Pechanga Band of Luiseno Mission Indians on November 23, 2010, it has been determined that archaeological monitoring is appropriate during all mass or rough grading and trenching.

Prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for services. This professional shall be known as the "Project Monitor." The Project Monitor shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and special interest monitors. The Project Monitor shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the special interest monitors.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 22 GEN - CULT RESOURCES PROF EOT1 (cont.) RECOMMND

The developer/permit holder shall submit a fully executed copy of the contract to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

NOTE:

1)The Project Monitor is responsible for implementing mitigation using standard professional practices for cultural resources. The Professional shall consult with the County, developer/permit holder and special interest group monitor throughout the process.

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

60.PLANNING. 24 GEN - TRIBAL MONITORING RECOMMND

As a result of information submitted by the Pechanga Band of Luiseno Mission Indians on November 23, 2010, it has been determined necessary to require tribal monitoring of the mass or rough grading and trenching.

Prior to the issuance of grading permits, the developer/permit holder shall enter into a treatment agreement and retain a monitor designated by the Pechanga Band of Luiseno Mission Indians. This group shall be known as the Tribal Monitor for this project. The treatment agreement shall address the treatment and ultimate disposition of cultural resources which may include repatriation and/or curation in a Riverside County approved curation facility.

The Tribal Monitor(s) shall be allowed on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Tribal Monitor(s) shall have the limited authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the Project Archaeologist for the purpose of tribal consultation.

The developer/permit holder shall submit a fully executed

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 24

GEN - TRIBAL MONITORING (cont.)

RECOMMND

copy of the treatment agreement to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

NOTE:

1) The Archaeological Monitor is responsible for implementing mitigation and standard professional practices for cultural resources, and shall consult with the County and developer/permit holder throughout the process. The tribal monitor is present to represent the interests of the Tribe only.

2) Tribal monitoring does not replace any required Cultural Resources monitoring, but rather serves as a supplement for consultation and advisory purposes for all Tribal interests only.

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

4) The developer/permit holder shall contact the Planning Director for consideration of this condition after forty-five (45) days, if an agreement with the tribe has not been met.

5) Should repatriation be preferred, it shall not occur until after the Phase IV monitoring report has been submitted to the Riverside County Planning Department. Should curation be preferred, the developer/permit holder is responsible for all costs.

80. PRIOR TO BLDG PRMT ISSUANCE

FLOOD RI DEPARTMENT

80.FLOOD RI. 2

USE SUBMIT FINAL WQMP

RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

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80. PRIOR TO BLDG PRMT ISSUANCE

PLANNING DEPARTMENT

80.PLANNING. 27

MAP - LC LANDSCAPE PLOT PLAN

RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:
1) Landscape and irrigation working drawings "stamped" by a California certified landscape architect;

2) Weather based controllers and necessary components to eliminate water waste;

3) A copy of the "stamped" approved grading plans; and,

4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1) Identification of all common/open space areas;

2) Natural open space areas and those regulated/conserved by the prevailing MSHCP;

3) Shading plans for projects that include parking lots/areas;

4) The use of canopy trees (24" box or greater) within the parking areas;

5) Landscaping plans for slopes exceeding 3 feet in height;

6) Landscaping and irrigation plans associated with entry monuments. All monument locations and dimensions shall be provided on the plan; and/or,

7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

1) Landscaping plans for areas within the road right-of-way

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 27

MAP - LC LANDSCAPE PLOT PLAN (cont.)

RECOMMND

shall be submitted for review and approval by the Transportation Department only. The Planning Department shall not approve landscape plans within the Road Right-of-Way.

)When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.
EOT1.

80.PLANNING. 28

MAP - LC LANDSCAPE SECURITIES

RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be completed and submitted to Building and Safety for processing and review in conjunction with County Counsel. Upon determination of compliance, the Department of Building and Safety shall clear this condition.

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 28 MAP - LC LANDSCAPE SECURITIES (cont.) RECOMMND

performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.
EOT1.

90. PRIOR TO BLDG FINAL INSPECTION

FLOOD RI DEPARTMENT

90.FLOOD RI. 2 MAP IMPLEMENT WQMP RECOMMND

All structural BMPs described in the project-specific WQMP shall be constructed and installed in conformance with approved plans and specifications. It shall be demonstrated that the applicant is prepared to implement all non-structural BMPs described in the approved project specific WQMP and that copies of the approved project-specific WQMP are available for the future owners/occupants. The District will not release occupancy permits for any portion of the project exceeding 80% of the total recorded residential lots within the map or phase within the map prior to the completion of these tasks.

90.FLOOD RI. 3 USE BMP MAINTENANCE & INSPECT RECOMMND

The BMP maintenance plan shall contain provisions for all treatment controlled BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of all necessary documentation shall be submitted to the District for review and approval prior to the issuance of occupancy permits.

90.FLOOD RI. 4 XXU BMP - MAINT & INSPECT RECOMMND

The permit holder shall contain provisions for all structural BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMP's within the project boundaries. A copy of all necessary documentation shall be submitted to the District for review and approval prior to the issuance of

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90. PRIOR TO BLDG FINAL INSPECTION

90.FLOOD RI. 4 XXU BMP - MAINT & INSPECT (cont.) RECOMMND
occupancy permits.

PLANNING DEPARTMENT

90.PLANNING. 14 MAP - LC LNDSCP INSPECT DEPOST RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.
EOT1.

90.PLANNING. 15 MAP - LC LNDSCP INSPCT REQMNTS RECOMMND

The permit holder's landscape architect responsible for preparing the Landscaping and Irrigation Plans (or on-site representative) shall arrange for a PRE-INSTALLATION INSPECTION with the Planning Department at least five (5) working days prior to the installation of any landscape or irrigation components.

Upon successful completion of the PRE-INSTALLATION INSPECTION, the applicant will proceed with the installation of the approved landscape and irrigation system and arrange for an INSTALLATION INSPECTION at least five 5 working days prior to the building final inspection or issuance of occupancy permit, whichever occurs first and comply with the Planning Department's Milestone 80 conditions entitled "USE-LANDSCAPING SECURITY" and the Milestone 90 condition entitled "LANDSCAPE INSPECTION DEPOSIT." Upon successful completion of the INSTALLATION INSPECTION, the County Planning Department's Landscape Inspector and the permit holder's landscape architect (or on-site representative) shall execute a Landscape Certificate of Completion that shall be submitted to the Planning Department and the Department of Building and Safety. The Planning Department shall clear this condition upon determination of compliance.
EOT1.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 16 MAP - LC COMPLY W/LNDSCP/IRRIG RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. Upon determination of compliance, the Planning Department shall clear this condition.
EOT1.

90.PLANNING. 17 GEN - CULT RESOURCES RPT EOT1 RECOMMND

Prior to final inspection of the first building permit, the developer/permit holder shall prompt the Cultural Resources Professional to submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's requirements for such reports. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 8 MAP - LANDSCAPING RECOMMND

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District N. 89-1-Consolidated, County Service Area and/or Assessment District as approved by the Transportation Department for continuous landscape maintenance within for continuous landscape maintenance within public road rights-of-way, in accordance with Ordinance 461.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 9 MAP - TRAFFIC SIGNAL RECOMMND

Prior to issuance of an occupancy permit the project proponent shall complete annexation to Landscaping and Lighting Maintenance District NO. 89-1-Consolidated for maintenance of traffic signals within public road rights-of-way, in accordance with Ordinance 461.

90.TRANS. 10 MAP - GRAFFITI ABATEMENT RECOMMND

Prior to issuance of an occupancy permit the project proponent shall complete annexation to Landscaping and Lighting Maintenance District NO. 89-1-Consolidated for graffiti abatement of walls and other permanent structures along County maintained road rights-of-way.

90.TRANS. 11 MAP - 80% COMPLETION (EOT1) RECOMMND

Occupancy releases will not be issued to Building and Safety for any lot exceeding 80% of the total recorded residential lots within any map or phase of map prior to completion of the following improvements:

- a) Primary and Alternate (secondary) access roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions.
- b) Interior roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions. All curbs, gutters, sidewalks and driveway approaches shall be installed. The final lift of Asphalt Concrete on interior streets shall be placed prior to the release of the final 20% of homes or the production models or at any time when construction of new homes within the development has stopped. The developer shall be required to cap pave in front of occupied homes up to the nearest capped street within the tract boundary. The subdivision will remain responsible for the maintenance of these facilities until all improvements within the tract boundary shall be completed and accepted into the County maintained system.
- c) Storm drains and flood control facilities shall be

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 11 MAP - 80% COMPLETION (EOT1) (cont.) RECOMMND

completed according to the improvement plans and as noted elsewhere in these conditions. Written confirmation of acceptance for use by the Flood Control District, if applicable, is required.

- d) Water system, including fire hydrants, shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All water valves shall be raised to pavement finished grade. Written confirmation of acceptance from water purveyor is required.
- e) Sewer system shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All sewer manholes shall be raised to pavement finished grade. Written confirmation of acceptance from sewer purveyor is required.
- f) Landscaping and irrigation, water and electrical systems shall be installed and operational in accordance with County Ordinance 461.

90.TRANS. 12 MAP - UTILITY INSTALL (EOT1) RECOMMND

Electrical power, telephone, communication, street lighting, and cable television lines shall be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site.

A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion.

COMPREHENSIVE PROJECT REVIEW
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

DATE: September 26, 2007

TO:

Transportation Dept.
Environmental Health Dept.
Flood Control District
Fire Department
Dept. of Bldg. & Safety (Grading)

Regional Parks & Open Space District
Co. Geologist
Environmental Programs Dept.
P.D. Trails Coordinator – J. Jolliffe

TENTATIVE TRACT MAP NO. 30837 - Applicant: Donald O. Lohr – Third Supervisorial District – Rancho California Zoning Area - Southwest Area Plan: Community Development: Medium Density Residential (MDR) (2-5 dwelling units per acre) - Location: easterly of Washington Street, southerly of Sally Street, and northerly of Yated Road– 98.13 Acres - Zoning: Redisidential one-family dwelling (7,200 sq. ft.) – subdivide 98.13 acres into 320 residential lots, and a 6.3 acre park - REQUEST: EXTENSION OF TIME TO OCTOBER 19, 2008 - FIRST EXTENSION.

Please review your records for the above-described Extension of Time request. This project has been placed upon the **CPR Comment Agenda on November 1, 2007**. All CPR Departments and Districts are requested to review their historical records for this project and determine whether or not the granting of the requested Extension of Time would adversely affect the general health, safety, and welfare of the public; or determine whether the approved conditions need to be modified, by adding to, deleting, or modifying any of the existing condition of approval in order to find that the project would not adversely affect the general health, safety, and welfare of the public.

Should any Departments or Districts find that the requested Extension of Time can only be found to not adversely affect the general health, safety, and welfare of the public subject to the addition to, deletion from, or modification of the approved conditions of approval, said Department or District is obligated to inform the Planning Department of its intent to modify the existing condition, and the details thereof.

If the Department or District finds that the adverse effect(s) cannot be resolved simply through the application of additional conditions, or modification and/or deletion of existing conditions; but believes that submittal and processing of either a Minor Change or Revised Map is necessary, the Department or District is obligated to inform the Planning Department of that fact, and provide details as to what modification are to be required as part of the Minor Change or Revised Map.

Should you have any questions regarding this item, please do not hesitate to contact **David Mares**, Project Planner, at **955-9541** or email at DMares@rctlma.org / **MAILSTOP# 1070**.

This tract map (TR30837) is located in the County's landslide potential zone and subsidence potential zone per the current General Plan (GP-2003). In accordance with GP-2003 Policy S 3.1 and S 3.8, a geologic/geotechnical investigation (GEO) is required prior to public hearing for projects proposed within these potential geologic hazard zones.

The original tract map application was submitted and LDC conducted prior to adoption of GP-2003. Also, the County's former General Plan did not include subsidence potential zones and the liquefaction potential zone did not extend to the area of this tract at that time. In addition, it appears the County Geologist may have never been routed on this case. However, a GEO report was reviewed and approved prior to public hearing on this case.

Again, per the GP-2003 policy, a GEO was required prior to public hearing and was reviewed and approved. This report, per industry standards, addressed subsidence and landslide potential. Perhaps this provides adequate consideration of public health and safety and the Planning Commission may find it acceptable to find for this specific EOT request.

**CERTIFICATE OF MEMBERS OF
STRATFORD RANCH PARTNERS, LLC**

1. The undersigned hereby authorizes John Abel to cause the Company:
 - (a) To undertake any of the following: (i) to amend, modify, process, exercise rights and remedies, deliver notices, execute documents, retain attorneys, consultants and other advisors in connection with the entitlement and development of that certain property which is more particularly described on Exhibit "A" which is attached hereto.
2. This Certificate shall be retroactive and act as a ratification of the execution of all said documents, if any, which have been executed before the date of adoption of this Certificate.
3. Facsimile or electronic signatures shall be effective in lieu of original signatures, and any facsimile or electronic signature shall be effective to bind the party on whose behalf such facsimile or electronic signature has been entered as if the same were an original.

IN WITNESS WHEREOF, the undersigned have executed this Certificate as of this day of June, 2010.

Dated: June 15, 2010

STRATFORD RANCH PARTNERS, LLC,
a Delaware limited liability company

By: ESA Stratford Partners, L.P.
a California limited liability company
Its: Managing Member

By: Entrepreneurial-Sheffield Associates, LLC
a Delaware limited liability company
Its: General Partner

By: Entrepreneurial Properties
Corporation, a Nevada corporation
Its: Member

By: Randall C. Luce
Randall C. Luce
President

FATCOLA/RESALE

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

Stratford Ranch Partners, LLC
c/o Entrepreneurial Corporate Group
4100 Newport Place, Suite 400
Newport Beach, CA 92660
Attention: Randall C. Luce
3409291-60

DOC # 2010-0050968

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Page 1 of 10 Doc T Tax Paid

Recorded in Official Records

County of Riverside

Larry W. Ward

Assessor, County Clerk & Recorder



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APN: 476-020-005-4
DTT @ nashaw
TRA - 094-172

GRANT DEED

52



The undersigned grantor declares:
Documentary Transfer Tax not shown pursuant
to Section 11932 of the Revenue and
Taxation Code, as amended

County of Riverside

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, GARRETT HOLDINGS, LLC, a California limited liability company ("Grantor"), hereby GRANTS to STRATFORD RANCH PARTNERS, LLC, a Delaware limited liability company ("Grantee"), that certain real property which is more particularly described on Exhibit "A" (the "Property") which is attached hereto.

SUBJECT TO:

1. Nondelinquent taxes and assessments;
2. All other covenants, conditions, and restrictions, reservations, rights, rights of way, easements, encumbrances, liens, and other title matters of record.

BUT RESERVING UNTO GRANTOR, a nonexclusive easement appurtenant to that certain real property adjacent to the Property and more particularly described and/or depicted on Exhibit "B" attached hereto (the "Benefitted Property") and over and across that portion of the Property more particularly depicted on Exhibit "C" attached hereto (the "Access Easement Area"), for the purpose of ingress and egress and access purposes between the Benefitted Property and the Property (the "Access Easement"); provided, however, under no circumstances shall Grantor have any right to construct any improvements within the Access Easement Area (other than a dirt road, if and to the extent one does not already exist). Grantor is currently the owner of the Benefitted Property.

Notwithstanding the foregoing, if improvements sufficient to provide necessary access to the Benefitted Property have not been constructed by the third anniversary of the date this Grant Deed is recorded, Grantor may, at its sole cost and expense, obtain any necessary governmental permits and improve (limited to grading and paving), the Access Easement Area to provide temporary access to the Benefitted Property; provided, however, under no circumstances shall

any governmental permits obtained by or on behalf of Grantor in connection with such improvements (i) affect any current or future entitlements applicable to the Property, or (ii) cause Grantee or the Property to (a) incur any costs or other expenses, or (b) be subject to any other burden or condition as a result thereof. Grantee may require any such temporary improvements to be subsequently removed as provided herein in connection with relocation of the Access Easement Area.

The Access Easement shall be binding on Grantor and Grantee and their respective legal representatives, successors and assigns, and on all parties having or acquiring any right, title, interest or estate in the Property or the Benefitted Property or any portions thereof.

Grantor shall indemnify, defend and hold Grantee and its tenants, subtenants, licensees, employees, agents, contractors, invitees, legal representatives and their successors and assigns harmless from and against any and all claims, liabilities, losses, costs, damages, penalties and expenses (including, without limitation, reasonable attorneys' fees) arising out of or resulting from or in any way connected with Grantor's or its tenants', subtenants', licensees', employees', agents', contractors', invitees', legal representatives' and their successors' and assigns' (collectively, the "Grantor Parties") use of the Access Easement Area, including, without limitation, injury or death of persons or damage to or loss of property arising out of the exercise by Grantor and/or the Grantor Parties of any of the rights granted herein.

If either Grantor or Grantee, their respective legal representatives, successors or assigns, shall sell or transfer or otherwise terminate its interest as owner of any portion of the Property or the Benefitted Property, as applicable, then from and after the effective date of such sale, transfer or termination of interest, and notwithstanding anything to the contrary contained herein, that party shall be released and discharged from any and all obligations, responsibilities and liabilities hereunder with respect to the Access Easement as to the parts sold or transferred, except those obligations, responsibilities and liabilities, if any, which have already been accrued as of such date, and any such transferee by the acceptance of the transfer of such interest, shall thereupon become subject to the terms, conditions and covenants contained herein to the same extent as if such transferee were originally a party hereto.

Notwithstanding the foregoing reservation of the Access Easement, (a) Grantee hereby reserves the right, in its sole and absolute discretion and upon prior written notice to Grantor, to relocate the Access Easement Area to another location upon the Property so long as such other location is reasonably equivalent to the initial Access Easement Area, and (b) Grantor acknowledges that the Access Easement shall automatically terminate on the date any public street improvements required in connection with any final map recorded against the Property are dedicated and constructed. Grantor acknowledges that if the Access Easement Area is relocated as described above, Grantee shall not be liable or responsible for (i) any costs or expenses related to the removal of any improvements located within the Access Easement Area or (ii) the construction of any new improvements within the new Access Easement Area.

In the event of the bringing of any action or suit by a party hereto against another party hereunder by reason of any breach of any of the covenants or agreements on the part of the other party arising out of the Access Easement or any other dispute between the parties concerning the Access Easement or any portion of the Access Easement Area, then in that event, the prevailing party in such action or dispute, whether by final judgment or out of court settlement, shall be entitled to have and recover of and from the other party all costs and expenses relating to such

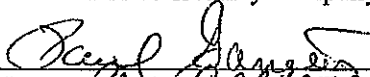
action or suit, including actual attorneys' fees. Any judgment or order entered in any final judgment shall contain a specific provision providing for the recovery of all costs and expenses of suit, including actual attorneys' fees (collectively "Costs") incurred in enforcing, perfecting and executing such judgment. For the purposes of this paragraph, Costs shall include, without limitation, attorneys' and experts' fees, costs and expenses incurred in the following: (i) post judgment motions; (ii) contempt proceeding; (iii) garnishment, levy, and debtor and third party examination; (iv) discovery; and (v) bankruptcy litigation.

GRANTOR:

GARRETT HOLDINGS, LLC,
a California limited liability company

Dated: February 1, 2010

By:


Name: PAUL GARRETT
Title: MANAGING MEMBER

GRANTEE:

STRATFORD RANCH PARTNERS, LLC,
a Delaware limited liability company

Dated: February , 2010

By: ESA Stratford Partners, L.P.,
a California limited partnership
Its: Managing Member

By: Entrepreneurial-Sheffield Associates, LLC,
a Delaware limited liability company
Its: General Partner

By: Entrepreneurial Properties
Corporation, a Nevada corporation
Its: Member

By: _____
Randall C. Luce
President

action or suit, including actual attorneys' fees. Any judgment or order entered in any final judgment shall contain a specific provision providing for the recovery of all costs and expenses of suit, including actual attorneys' fees (collectively "Costs") incurred in enforcing, perfecting and executing such judgment. For the purposes of this paragraph, Costs shall include, without limitation, attorneys' and experts' fees, costs and expenses incurred in the following: (i) post judgment motions; (ii) contempt proceeding; (iii) garnishment, levy, and debtor and third party examination; (iv) discovery; and (v) bankruptcy litigation.

GRANTOR:

GARRETT HOLDINGS, LLC,
a California limited liability company

Dated: February __, 2010

By: _____
Name: _____
Title: _____

GRANTEE:

STRATFORD RANCH PARTNERS, LLC,
a Delaware limited liability company

Dated: February 1, 2010

By: ESA Stratford Partners, L.P.,
a California limited partnership
Its: Managing Member

By: Entrepreneurial-Sheffield Associates, LLC,
a Delaware limited liability company
Its: General Partner

By: Entrepreneurial Properties
Corporation, a Nevada corporation
Its: Member

By: Randall C. Luce
Randall C. Luce
President

ACKNOWLEDGMENT

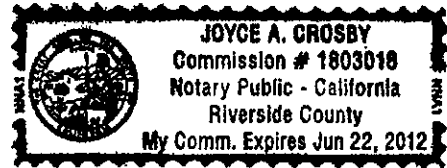
State of California)
County of RIVERSIDE)

On FEBRUARY 1, 2010, before me, JOYCE A. CROSBY
(insert name of notary)

Notary Public, personally appeared PAUL GARRETT
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument
the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that
the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Joyce A. Crosby, Notary Public

(Seal)

ACKNOWLEDGMENT

State of California)
County of _____)

On _____, before me, _____
(insert name of notary)

Notary Public, personally appeared _____
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument
the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that
the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

(Seal)

ACKNOWLEDGMENT

State of California)
County of Orange)

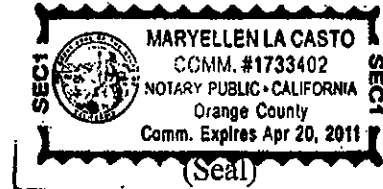
On February 1, 2010, before me, Maryellen LaCasto Notary Public
(insert name of notary)

Notary Public, personally appeared Randall C. Luce
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~
subscribed to the within instrument and acknowledged to me that he/~~she~~/~~they~~ executed the same
in his/~~her~~/~~their~~ authorized capacity(ies), and that by his/~~her~~/~~their~~ signature(s) on the instrument
the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that
the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Maryellen LaCasto



ACKNOWLEDGMENT

State of California)
County of _____)

On _____, before me, _____
(insert name of notary)

Notary Public, personally appeared _____
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~
subscribed to the within instrument and acknowledged to me that he/~~she~~/~~they~~ executed the same
in his/~~her~~/~~their~~ authorized capacity(ies), and that by his/~~her~~/~~their~~ signature(s) on the instrument
the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that
the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____

(Seal)

EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

Real property in the unincorporated area of the County of Riverside, State of California, described as follows:

PARCEL C AS SHOWN ON NOTICE OF LOT LINE ADJUSTMENT NO. 3111 AS EVIDENCED BY DOCUMENT RECORDED DECEMBER 28, 1989 AS INSTRUMENT NO. 89-454172 AND RE-RECORDED JUNE 7, 1990 AS INSTRUMENT NO. 90-210488, BOTH OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE NORTHWEST QUARTER AND THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO UNITES STATES GOVERNMENT SURVEY THEREOF;

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE FOR ROAD PURPOSES AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SECTION 33; TOWNSHIP 6 SOUTH, RANGE 2 WEST; THENCE EAST 30.00 FEET; THENCE SOUTH $00^{\circ} 25' 30''$ EAST A DISTANCE OF 1319.70 FEET; THENCE WEST A DISTANCE OF 33.94 FEET TO THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 34; THENCE NORTH $00^{\circ} 16' 18''$ WEST A DISTANCE OF 1319.65 FEET TO THE POINT OF BEGINNING;

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED NOVEMBER 13, 1929 IN BOOK 722 PAGE 424 OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

A STRIP OF LAND 30.00 FEET WIDE ON THE EASTERLY SIDE OF THE FOLLOWING DESCRIBED CENTERLINE;

BEGINNING AT THE WEST QUARTER CORNER OF SECTION 34, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN; THENCE NORTH $00^{\circ} 26' 30''$ WEST A DISTANCE OF 2078.35

FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 500.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 172 FEET TO A POINT WHICH IS 30.00 FEET WESTERLY FROM WHERE THE EASTERLY LINE OF SAID 30.00 FOOT WIDE STRIP INTERSECTS THE WEST LINE OF SECTION 34;

EXCEPTING FROM THE ABOVE DESCRIPTION THE LAND IN SECTION 33, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN;

EXCEPTING THEREFROM ALL MINES AND MINERALS, WITH POWER TO TAKE ALL USUAL, NECESSARY OR CONVENIENT MEANS FOR MINING, WORKING, GETTING, LAYING UP, MILLING, MAKING MERCHANTABLE AND TAKING AWAY SAID MINERALS (INCLUDING ROCK-LIKE AND SIMILAR PRODUCTS) AND ALSO FOR THE ABOVE OR ANY OTHER PURPOSE WHATSOEVER TO MAKE AND REPAIR TUNNELS, EXCAVATIONS SHAFTS AND TO LAY AND REPAIR PIPES FOR CONVEYANCE OF WATER TO AND FROM ANY AND ALL MINING OR OTHER BUILDINGS ON ALL THAT PORTION OF SAID LAND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 34;

THENCE SOUTH A DISTANCE OF 990 FEET ON THE EAST LINE OF SAID NORTHWEST QUARTER; THENCE WESTERLY PARALLEL WITH THE NORTH LINE OF SAID SECTION 34 A DISTANCE OF 880.00 FEET; THENCE NORTH A DISTANCE OF 990.00 FEET TO THE NORTH LINE OF SAID SECTION 34; THENCE EASTERLY ON THE NORTH LINE OF SAID SECTION 34 A DISTANCE OF 880.00 FEET TO THE POINT OF BEGINNING; AS EXECUTED AND RESERVED IN THE DEED FROM JAMES A. HALL, AS ADMINISTRATOR OF THE ESTATE OF MARTIN MEIER, DECEASED, TO PIERRE POURROY, JR., AND WIFE, DATED OCTOBER 18, 1938, AND FILED FOR RECORD OCTOBER 24, 1938, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PROPERTY DESCRIBED IN DEED RECORDED SEPTEMBER 22, 1975 AS INSTRUMENT NO. 115686 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

ALSO EXCEPTING THEREFROM THAT PROPERTY DESCRIBED IN DEED RECORDED AUGUST 5, 1959 AS INSTRUMENT NO. 67993 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

TOGETHER WITH THAT PORTION OF THE NORTH HALF OF SECTION 33, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN LYING NORTHEASTERLY OF THE NORTHEASTERLY RIGHT OF WAY LINE OF WASHINGTON STREET AS SHOWN BY RIVERSIDE COUNTY ROAD AND SURVEY DEPARTMENT MAP NO. 23-A-4;

APN: 476-020-005-4

EXHIBIT B

LEGAL DESCRIPTION OF BENEFITTED PROPERTY

Real property in the unincorporated area of the County of Riverside, State of California, described as follows:

THAT PORTION OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO UNITED STATES GOVERNMENT SURVEY THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE SOUTH ALONG THE EAST LINE OF SAID NORTHWEST QUARTER, 1649.18 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND CONVEYED LARS SOYLAND AND THILDA SOYLAND, HUSBAND AND WIFE, BY DEED RECORDED APRIL 6, 1965 AS INSTRUMENT NO. 39360 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE 89° 30' 02" WEST, ALONG THE NORTHERLY LINE OF SAID PARCEL CONVEYED TO LARS SOYLAND, ET AL., 1427.29 FEET TO THE EASTERLY LINE OF THAT CERTAIN PARCEL OF LAND CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DEED RECORDED AUGUST 5, 1959 AS INSTRUMENT NO. 67993 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE NORTHERLY ALONG THE EASTERLY LINE OF SAID PARCEL CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA TO THE NORTH LINE OF SAID SECTION; THENCE EAST ALONG THE NORTH LINE OF SAID SECTION, 1390.69 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL THAT PORTION OF REAL PROPERTY RESERVED TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA AS REFERENCED RECORDED AUGUST 5, 1959 AS INSTRUMENT NO. 67993 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

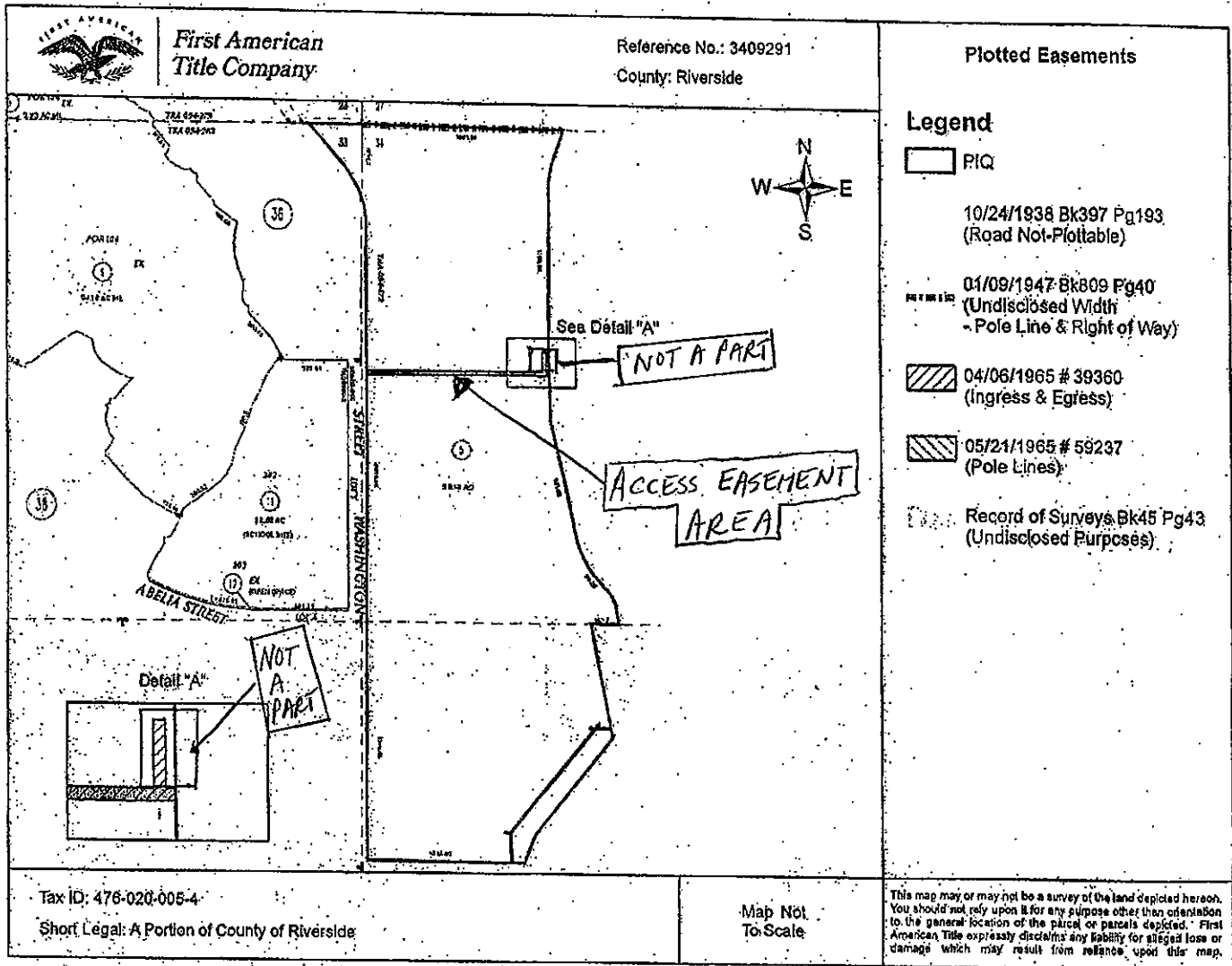
ALSO EXCEPTING THEREFROM ALL MINES AND MATERIALS WITH POWER TO TAKE ALL USUAL, NECESSARY OF CONVENIENT MEANS FOR MINING, WORKING, GETTING, LAYING UP, MILLING, MAKING MERCHANTABLE AND TAKING AWAY SAID MATERIALS (INCLUDING ROCK, LIME AND SIMILAR PRODUCTS) AND ALSO FOR THE ABOVE OR ANY OTHER PURPOSES WHATSOEVER TO MAKE AND REPAIR TUNNELS, EXCAVATIONS AND SHAFTS AND TO LAY AND REPAIR PIPE FOR CONVEYANCE OF WATER TO AND FROM ANY AND ALL MINING OF OTHER BUILDINGS ON ALL THAT PORTION OF SAID LAND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 34; THENCE SOUTH 990 FEET ON THE EAST LINE OF SAID NORTHWEST QUARTER; THENCE WEST 880 FEET PARALLEL WITH THE NORTH LINE OF SAID SECTION 34; THENCE NORTH 990 FEET; THENCE EAST 880 FEET ON THE NORTH LINE OF SAID SECTION 34 TO THE POINT OF BEGINNING, AS RESERVED IN DEED FROM JAMES A. HALL, AS ADMINISTRATOR OF THE ESTATE OF MARTIN MEIER, DECEASED, RECORDED OCTOBER 24, 1938 IN BOOK 397 PAGE 193 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

APN: 472-200-002-9

EXHIBIT C

DEPICTION OF ACCESS EASEMENT AREA



July 13, 2007

Riverside County
Planning Department
4080 Lemon Street, 2nd Floor
Riverside, CA 92502

Subject: Tentative Tract Map 30837 JN TT.050284.0000

To Whom It May Concern:

Attached is our Request for First Extension of Time for the subject tract signed by the owner and check No.1322 in the amount of \$388.64 covering the required fees.

This map is scheduled to expire October 19, 2007 and we are requesting a one-year time extension.

If you have any questions regarding this request or require additional information, please contact me.

Very truly yours,

Hall & Foreman, Inc.



Donald O. Lohr

Proj: 050284RivCntyTTM30837

RECEIVED
RIVERSIDE COUNTY
PERMIT ASSISTANCE CENTER

MAR 24 2007

RIVERSIDE

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Planning Department
Ron Goldman · Planning Director

APPLICATION FOR EXTENSION OF TIME

THIS APPLICATION MUST BE ACCOMPANIED BY APPROPRIATE FILING FEES

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

APPLICATION INFORMATION

CASE NUMBER: TENTATIVE TRACT NO. 30837 DATE SUBMITTED: 07/24/07

Assessor's Parcel Number(s): 467-260-044

EXTENSION REQUEST First Second Third Fourth Fifth

Phased Final Map YES (3) *Attach evidence of public improvement or financing expenditures.*

NOTE: Land divisions may obtain a maximum of five 1-year extensions of time. Conditional Use Permits and Public Use Permits may obtain extensions of time only to the extent that the period in which to begin substantial construction does not exceed a maximum of three years from the original decision date. Plot Plans may obtain extensions of time only to the extent that the period in which to begin substantial construction does not exceed a maximum of five years from the original decision date. Variances may obtain extensions of time only to the extent that the period in which the variance is to be used does not exceed a maximum of three years from the original decision date, except that a variance in connection with a land division may be used during the same period of time that the land division may be used.

Date of Original Approval: October 19, 2004

Applicant's Name: Hall & Foreman, Inc/Donald O. Lohr E-Mail: dlohr@hfinc.com

Mailing Address: Three BetterWorld Circle, Suite 200
Temecula Street 92590
CA State ZIP
City State ZIP

Daytime Phone No: (951) 294-9300 Fax No: (951) 294-9301

Property Owner's Name: Garrett Holdings, LLC E-Mail: _____

Mailing Address: One BetterWorld Circle, Suite 300
Temecula Street 92590
CA State ZIP
City State ZIP

Daytime Phone No: (951) 506-6556 Fax No: (951) 506-4821

If the property is owned by more than one person, attach a separate page that reference the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

APPLICATION FOR EXTENSION OF TIME

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

All approvals of extension of time must be consistent with the pertinent elements of the Riverside County General Plan, the Riverside County Land Use Ordinance (Ordinance No. 348), and the Multiple Species Habitat Conservation Plan (MSHCP).

An extension of time for a land division based on the filing of a phased final map shall not be granted unless the Planning Department determines that the requisite funds have been expanded to construct, improve, or finance the construction of public improvements outside the boundaries of the land division. Any other extension of time for a land division shall not be granted unless the land division conforms to the Comprehensive General Plan, is consistent with existing zoning, conforms to the currently applicable schedule of improvements specified by the Riverside County Land Division Ordinance (Ordinance No. 348) and does not affect the general health, safety, and welfare of the public. If required to bring the subject land division into conformance with current general plan, Ordinance No. 460 and public health, safety, and welfare requirements, additional conditions of approval may be imposed upon approval of an extension of time request.

I hereby request an extension of time for the above referenced project, and I acknowledge that if the basis for extension is something other than the filing of a phased final map, additional conditions of approval may be imposed upon approval of the extension of time and that I may refuse to accept additional conditions of approval only in writing prior to action by the Planning Director, or in writing or in person prior to action by the Planning Commission.

DONALD O. LOHR

PRINTED NAME OF APPLICANT



SIGNATURE OF APPLICANT

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

GARRETT HOLDINGS LLC

PRINTED NAME OF PROPERTY OWNER(S)



SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

If the subject property is owned by persons who have not signed as owners above, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

Agenda Item No.: 1.2
Area Plan: Lake Mathews/Woodcrest
Zoning District: Cajalco
Supervisory District: First
Project Planner: Damaris Abraham
Planning Commission: February 16, 2011

PLOT PLAN NO. 24201
E.A. Number: 42191
Applicant: RealCom Associates, LLC
Engineer/Representative: HC&D Architects

COUNTY OF RIVERSIDE PLANNING DEPARTMENT NOTICE OF DECISION STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 50' high pine tree with eighteen (18) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain a 184 square foot equipment shelter and two (2) GPS antennas. Two 30' high live trees are also proposed to be planted within the project area.

The project is located northerly of Cajalco Road, southerly of Avenue E, and westerly of Wood Road, more specifically 18318 Cajalco Road.

RECOMMENDATION:

RECEIVE AND FILE the Notice of Decision for the above referenced case acted on by the Planning Director on January 3, 2011.

**The Planning Department staff recommended APPROVAL; and,
THE PLANNING DIRECTOR:**

ADOPTED a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42191**, based on the findings incorporated in the initial study and the conclusion that the project will not have a significant effect on the environment; and,

APPROVED PLOT PLAN NO. 24201, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

DA:da

Y:\Planning Case Files-Riverside office\PP24201\DH-PC-BOS Hearings\PC Cell Tower Receive and File Staff Report.PP24201.docx

Date Revised: 01/03/11

Agenda Item No.: 2.5
Area Plan: Lake Mathews/Woodcrest
Zoning District: Cajalco
Supervisory District: First
Project Planner: Damaris Abraham
Directors Hearing: January 3, 2011

Plot Plan No. 24201
EA Number: 42191
Applicant: RealCom Associates, LLC
Engineer/Representative: HC&D Architects

COUNTY OF RIVERSIDE PLANNING DEPARTMENT ADDENDUM STAFF REPORT

Since the writing of the staff report the following changes have been made to the conditions of approval:

The following conditions of approval have been revised:

- 10. EVERY.3 DEFINITIONS
- 90. PLANNING.10 MIN TREE HEIGHT (LANDSC

The following condition of approval has been deleted:

- 10. BS GRADE. 15

The following conditions of approval have been added to the project:

- 10. PLANNING. 22 MAINTAIN SOCKS/BRANCHES
- 80. PLANNING.6 RVW BLDNG PLNS/SOCKS/BRN
- 90. PLANNING.11 SITE INSPECTION

Agenda Item No.: 2.5
Area Plan: Lake Mathews/Woodcrest
Zoning District: Cajalco
Supervisorial District: First
Project Planner: Damaris Abraham
Director's Hearing: January 3, 2011

Plot Plan No. 24201
EA Number: 42191
Applicant: RealCom Associates
Engineer/Representative: HC&D Architects

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 50' high pine tree with eighteen (18) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain a 184 square foot equipment shelter and two (2) GPS antennas. Two 30' live trees are also proposed to be planted in the project area.

The project is located in the Lake Mathews/Woodcrest Area Plan, northerly of Cajalco Road, southerly of Avenue E, and westerly of Wood Road, more specifically 18318 Cajalco Road, Perris, CA.

ISSUES OF POTENTIAL CONCERN:

The information provided by the applicant indicates 50 or more cubic yards of grading have occurred at the site. A Riverside County records search indicates a grading permit was not issued for that grading. Therefore, a condition that requires the applicant to obtain a grading permit and perform all grading necessary to bring the existing grading into conformance with Ordinance 457 within 180 days of final approval of the plot plan had been added to the project.

SUMMARY OF FINDINGS:

- | | |
|---------------------------------------|--|
| 1. Existing General Plan Land Use: | Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) |
| 2. Surrounding General Plan Land Use: | Agriculture: Agriculture (A:AG) (10 Acre Minimum) to the north
Agriculture: Agriculture (A:AG) (10 Acre Minimum) and Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) to the east
Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) to the south and west |
| 3. Existing Zoning: | Residential Agricultural – 1 Acre Minimum (R-A-1) |
| 4. Surrounding Zoning: | Residential Agricultural – 1 Acre Minimum (R-A-1) and Light Agriculture with Poultry (A-P) to the north
Residential Agricultural – 1 Acre Minimum (R-A-1) to the south, east and west |
| 5. Existing Land Use: | Single Family Residence |
| 6. Surrounding Land Use: | Agricultural use to the north and vacant and scattered single family residences to the south, east and west |

7. Project Data: Total Acreage: 9.68 Acres
Lease Area: 900 Square Feet
8. Environmental Concerns: See Attached Environmental Assessment

RECOMMENDATIONS:

ADOPTION of a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42191**, based on the findings incorporated in the initial study and the conclusion that the project will not have a significant effect on the environment;

APPROVAL of **PLOT PLAN NO. 24201**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

CONCLUSIONS:

1. The proposed project is in conformance with the Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) Land Use Designation, and with all other elements of the Riverside County General Plan.
2. The proposed project is consistent with the Residential Agricultural – 1 Acre Minimum (R-A-1) zoning classification of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348.
3. The public's health, safety, and general welfare are protected through project design.
4. The proposed project is conditionally compatible with the present and future logical development of the area.
5. The proposed project will not have a significant effect on the environment.
6. The proposed project will not preclude reserve design for the Multi-Species Habitat Conservation Plan (MSHCP).

FINDINGS: The following findings are in addition to those incorporated in the summary of findings, which is incorporated herein by reference.

1. The project site is designated Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) on the Lake Mathews/Woodcrest Area Plan.
2. The proposed use, a wireless telecommunication facility disguised as a 50 foot high pine tree, is permitted use in the Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) land use designation.
3. The project site is surrounded by properties which are designated Agriculture: Agriculture (A:AG) (10 Acre Minimum) to the north, Agriculture: Agriculture (A:AG) (10 Acre Minimum) and Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) to the east, and Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) to the south and west.
4. The zoning for the subject site is Residential Agricultural – 1 Acre Minimum (R-A-1).

5. The proposed use, a wireless telecommunication facility disguised as a 50 foot high pine tree, is a permitted use, subject to approval of a plot plan in the Residential Agricultural – 1 Acre Minimum (R-A-1) zone.
6. The proposed use, a wireless telecommunication facility disguised as a 50 foot high pine tree, is consistent with the development standards set forth in the Residential Agricultural – 1 Acre Minimum (R-A-1) zone.
7. The project site is surrounded by properties which are zoned Residential Agricultural – 1 Acre Minimum (R-A-1) and Light Agriculture with Poultry (A-P) to the north and Residential Agricultural – 1 Acre Minimum (R-A-1) to the south, east and west.
8. This project is located within a Criteria Area Cell of the Multi-Species Habitat Conservation Plan. However, the County Biologist did not subject the project to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process or the Joint Project Review (JPR) process; instead the County Biologist required a pre-construction presence/absence survey for the burrowing owl to be conducted. Complying with this requirement will allow the project to fulfill the Western Riverside County Multiple Species Habitat Conservation Plan requirements.
9. Environmental Assessment No. 42191 identified the following potentially significant impacts:
 - a) Aesthetics
 - b) Biological Resources

These listed impacts will be fully mitigated by the measures indicated in the environmental assessment, conditions of approval, and attached letters. No other significant impacts were identified.

INFORMATIONAL ITEMS:

1. As of this writing, no letters, in support or opposition have been received.
2. The project site is not located within:
 - a. A Flood Zone.
 - b. A Fault Zone
 - c. A High Fire area.
 - d. A County Service Area.
 - e. An Airport Influence Area.
3. The project site is located within:
 - a. An area susceptible to Subsidence.
 - b. An area with low Liquefaction potential.
 - c. The city of Riverside Sphere of Influence.
 - d. The Stephens Kangaroo Rat Fee Area.
 - e. The Boundaries of the Val Verde Unified School District.
4. The subject site is currently designated as Assessor's Parcel Number 321-110-014.

5. This project was filed with the Planning Department on 07/30/2009.
6. This project was reviewed by the Land Development Committee one time on the following date 09/17/09.
7. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$12,951.



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Y:\Planning Case Files-Riverside office\PP24201\DH-PC-BOS Hearings\Staff Report.PP24201.docx
Date Prepared: 04/28/10
Date Revised: 10/28/10

PP24201



Selected parcel(s):
321-110-014

LEGEND

 SELECTED PARCEL
 CITY

 INTERSTATES

 HIGHWAYS

 PARCELS

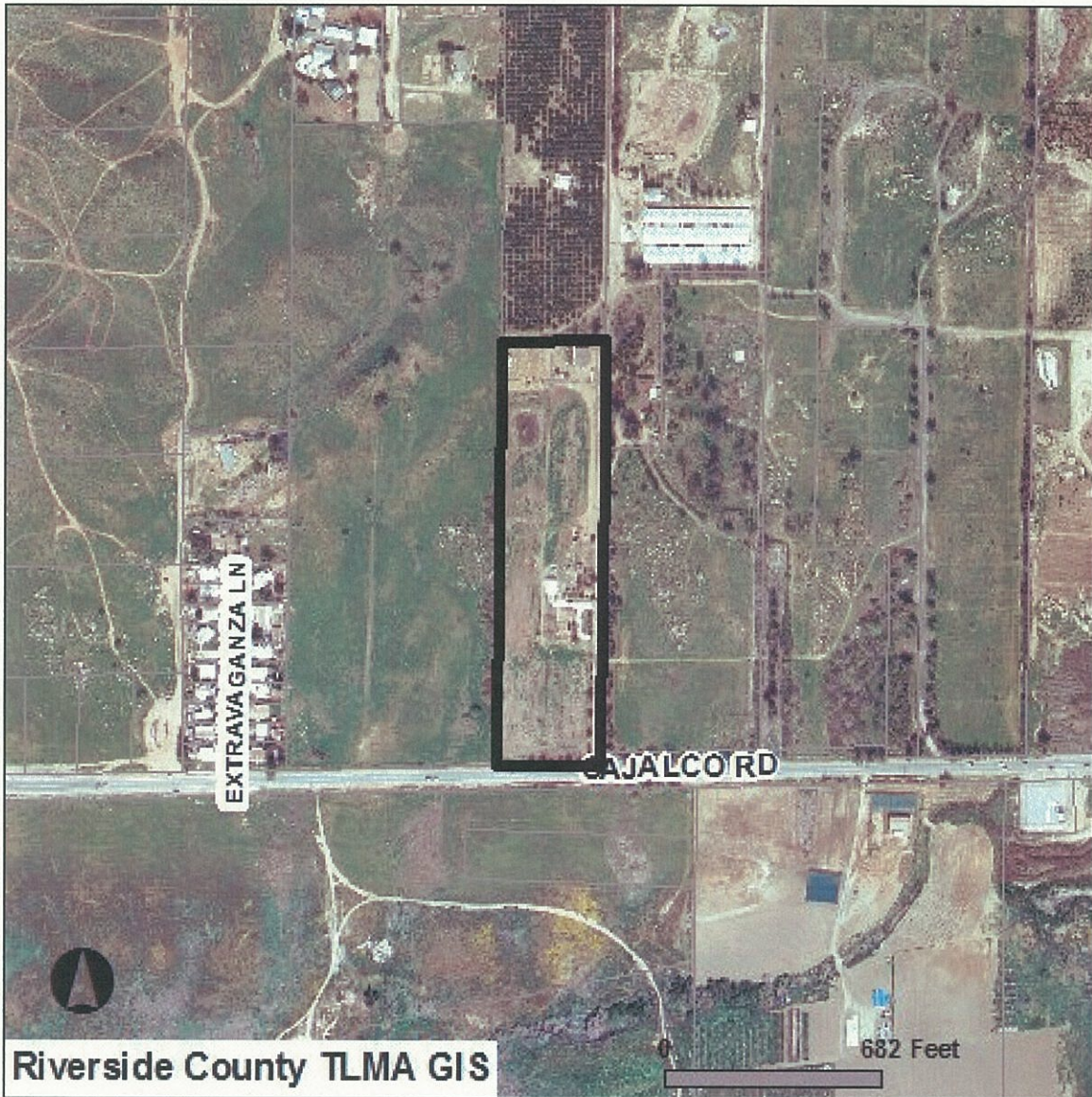
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Wed Oct 27 14:39:12 2010

Version 100826

PP24201



Selected parcel(s):
321-110-014

LEGEND

SELECTED PARCEL
 CITY

INTERSTATES

HIGHWAYS

PARCELS

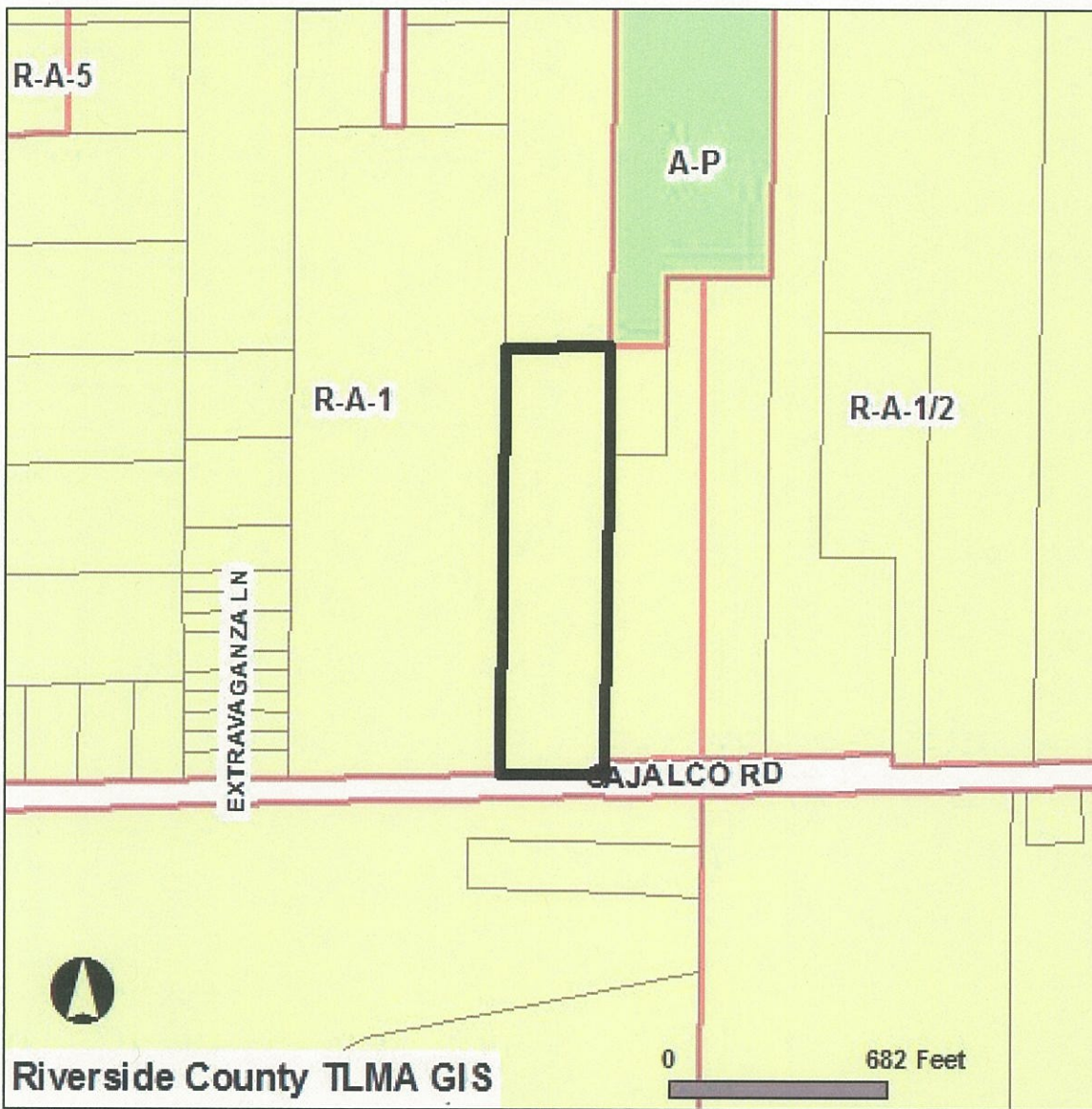
IMPORTANT

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Version 100826

PP24201



Selected parcel(s):
321-110-014

ZONING

SELECTED PARCEL
 PARCELS

INTERSTATES
 ZONING BOUNDARY

HIGHWAYS
 A-P

CITY
 R-A-1, R-A-1/2, R-A-5

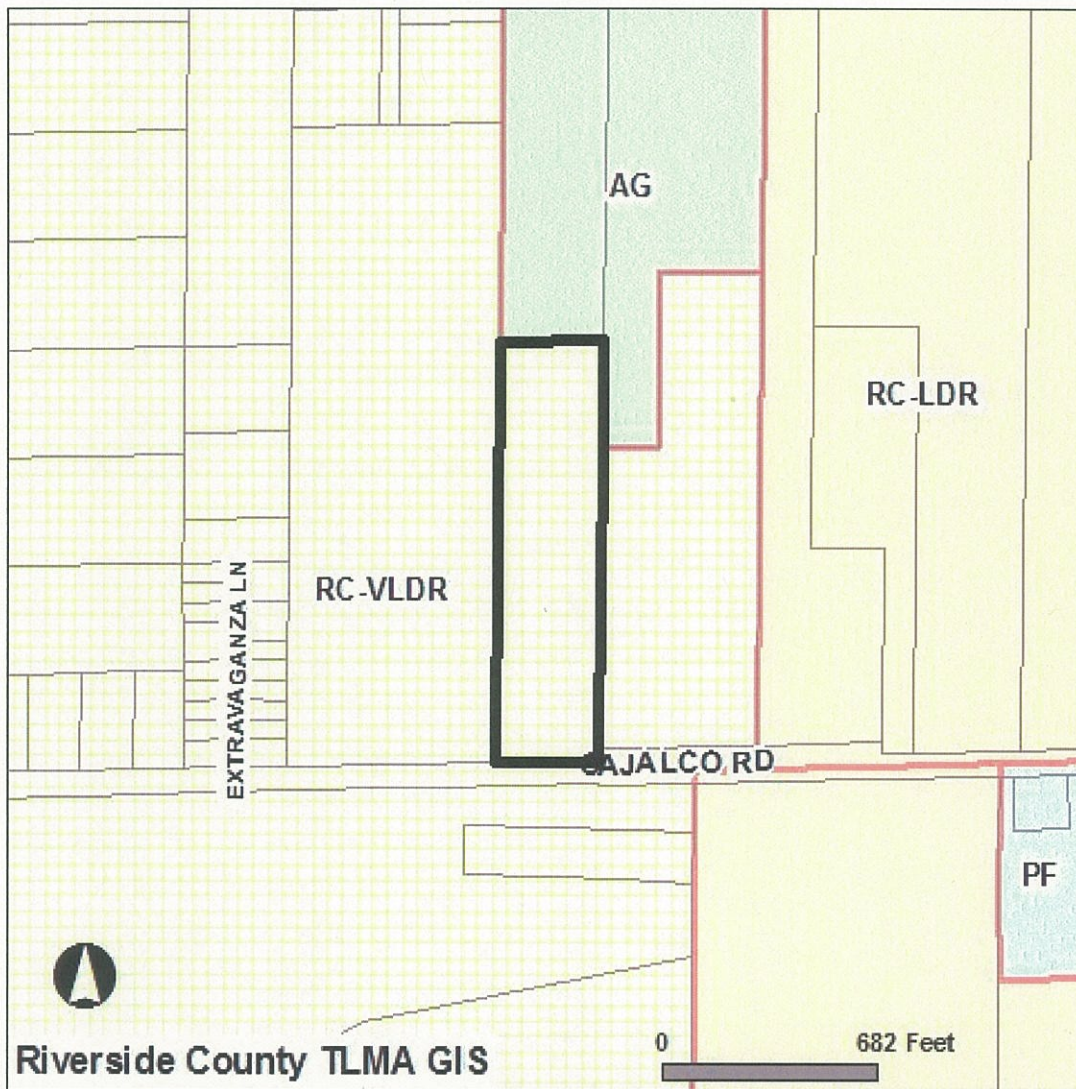
IMPORTANT

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Version 100826

PP24201



Selected parcel(s):
321-110-014

LAND USE

- SELECTED PARCEL
- PARCELS
- RC-VLDR - RURAL COMMUNITY - VERY LOW DENSITY RESIDENTIAL
- N INTERSTATES
- AG - AGRICULTURE
- N HIGHWAYS
- PF - PUBLIC FACILITIES
- CITY
- LDR-RC - RURAL COMMUNITY - LOW DENSITY RESIDENTIAL

IMPORTANT

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REPORT PRINTED ON...Wed Oct 27 14:36:25 2010

Version 100826



MEAD VALLEY

18318 CAJALCO ROAD PERRIS CA 92570



VIEW 1



LOCATION

©2009 Google Maps



EXISTING



PROPOSED

LOOKING NORTHWEST FROM ACCESS ROAD

ACCURACY OF PHOTO SIMULATION BASED UPON INFORMATION PROVIDED BY PROJECT APPLICANT.



MEAD VALLEY

18318 CAJALCO ROAD FERRIS CA 92570



VIEW 2



LOCATION

©2009 Google Maps



EXISTING



PROPOSED

LOOKING NORTHEAST FROM CAJALCO ROAD

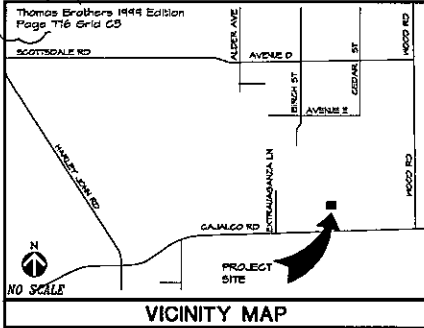
ACCURACY OF PHOTO SIMULATION BASED UPON INFORMATION PROVIDED BY PROJECT APPLICANT.

verizon WIRELESS

MEAD VALLEY
18318 CAJALCO ROAD
PERRIS, CA. 92570
PLOT PLAN NO. 24201

WATER AND SEWER.....	EASTERN MUNICIPAL WATER DISTRICT (951) 428-5771
GAS.....	SO. CAL. GAS CO.
ELECTRICAL.....	MORENO VALLEY CA. (951) 351-2020
TELEPHONE.....	AT&T
CABLE.....	TIME WARNER CABLE (888) 842-2255
SCHOOL.....	PERRIS UNION HIGH SCHOOL DISTRICT 155 E. 4th STREET PERRIS, CA 92570

UTILITY PURVEYORS



SCOPE OF WORK:

THIS IS AN UNMANNED TELECOMMUNICATIONS FACILITY FOR VERIZON WIRELESS.

WORK INCLUDES THE INSTALLATION OF VERIZON WIRELESS 11'-6" X 10'-0" X 10'-0" PREFABRICATED STATE APPROVED EQUIPMENT SHELTER, GPS ANTENNA MOUNTED ON SHELTER, A NEW ELECTRICAL SERVICE AND A NEW TELCO PANEL, ALL MOUNTED ON A NEW CONCRETE SLAB ON GRADE.

INSTALLATION OF (2) SECTORS, (4) ANTENNAS PER SECTOR (12) ANTENNAS TOTAL, (1) 4'-0" MICROWAVE ANTENNA MOUNTED ON A PROPOSED NEW 50'-0" HIGH STEEL MONOPINE.

INSTALLATION OF COAXIAL CABLE FROM RADIO EQUIPMENT SHELTER TO PROPOSED NEW MONOPINE.

PROJECT DATA:

APN: 321-110-014
ZONING: R-A-1
EXISTING USE: RESIDENTIAL
PROPOSED USE: RESIDENTIAL / COMMUNICATIONS
JURISDICTION: COUNTY OF RIVERSIDE

TOTAL VERIZON WIRELESS NET LEASE AREA: 900 SQ. FT.

OCCUPANCY TYPE B NON RATED, CONSTRUCTION TYPE II B NON RATED

SITE AREA: NET AREA 421,990 SQ. FT. = 9.68866255 ACRES

PROJECT GENERAL NOTES

COUNT SHEET NO.	SHEET TITLE
1	T-1 TITLE SHEET, PROJECT DATA, AND VICINITY MAP
2	C-1 SITE SURVEY DATA AND EXISTING SITE PLAN
3	A-1 SITE PLAN AND ENLARGED AREA PLAN
4	A-2 EXTERIOR ELEVATIONS

SHEET INDEX

OWNER:
HANNELL M RYE
18318 CAJALCO RD
PERRIS, CA 92570
CONTACT: HANNELL M RYE
HOME: (951) 780-7125
CELL: (951) 512-1201

ARCHITECT:
HC&D ARCHITECTS
250 E. RINCON ST. SUITE 106
CORONA, CALIFORNIA 92614
CONTACT: DAN HINSON
(949) 571-2557

APPLICANT:
verizon WIRELESS
15505 SAND CANYON AVE.
BUILDING D, 1ST FLOOR
IRVINE, CA 92618
PHONE: (949) 266-1000

APPLICANT REPRESENTATIVE:
REALCOM ASSOCIATES, LLC
27201 PUERTA REAL, STE 240
MISSION VIEJO, CA 92691

SURVEYOR:
M. METYO & ASSOC. INC.
17802 SKY PARK CIRCLE
SUITE B
IRVINE, CALIFORNIA 92614
(949) 250-0272

SITE AGY: ALEXIS OSBORN
(949) 858-7815
ZONING: ALEXIS OSBORN
(949) 858-7815
CONSTRUCTION MANAGER: WAYNE LANDIS
(949) 266-8732

PROJECT TEAM

REVISIONS		
INTER-OFFICE		
DATE	ISSUED BY:	DESCRIPTION
8/31/09	Alexis Osborn	Revised VW access route
9/3/09	Alexis Osborn	Revised VW access route
10/14/09	Alexis Osborn	Revised per County Assessment Letter
10/20/09	Alexis Osborn	Revised height of antennas and monopine
11/18/10	Grant Helton	Revised the number of antennas

COMMENTS:

APPROVAL AGENCIES		
DATE	ISSUED BY:	DESCRIPTION

COMMENTS:

PROJECT TRACKING

APPLICABLE CODE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

BUILDING
2001 CALIFORNIA BUILDING CODE (CBC)
HWAC
2001 CALIFORNIA MECHANICAL CODE (CMC)
PLUMBING
2001 CALIFORNIA PLUMBING CODE (CPC)
ELECTRIC
2001 CALIFORNIA ELECTRIC CODE (CEC)
FFE
2001 CALIFORNIA BUILDING CODE AND NFPA ENERGY
CALIFORNIA TITLE 24 PART 6 OF 2001 CALIFORNIA BUILDING CODE
ANSI/IEA-222-F LIFE SAFETY CODE
LOCAL BUILDING CODE(S)
CITY AND/OR COUNTY ORDINANCES/INSTRUMENTS



SITE NAME AND ADDRESS

MEAD VALLEY
18318 CAJALCO ROAD
PERRIS, CA. 92570



CURRENT ISSUE DATE:

10-20-09

ISSUED FOR:

ZONING REVIEW

APPROVALS		
APPROVED BY:	INITIALS	DATE
LANDLORD		
LEASING		
ZONING		
RF		
LP/		
C.P.M.		

JOB NUMBER: **09026** DRAWN BY: **NM**

ISSUED FOR: **PLOT PLAN**

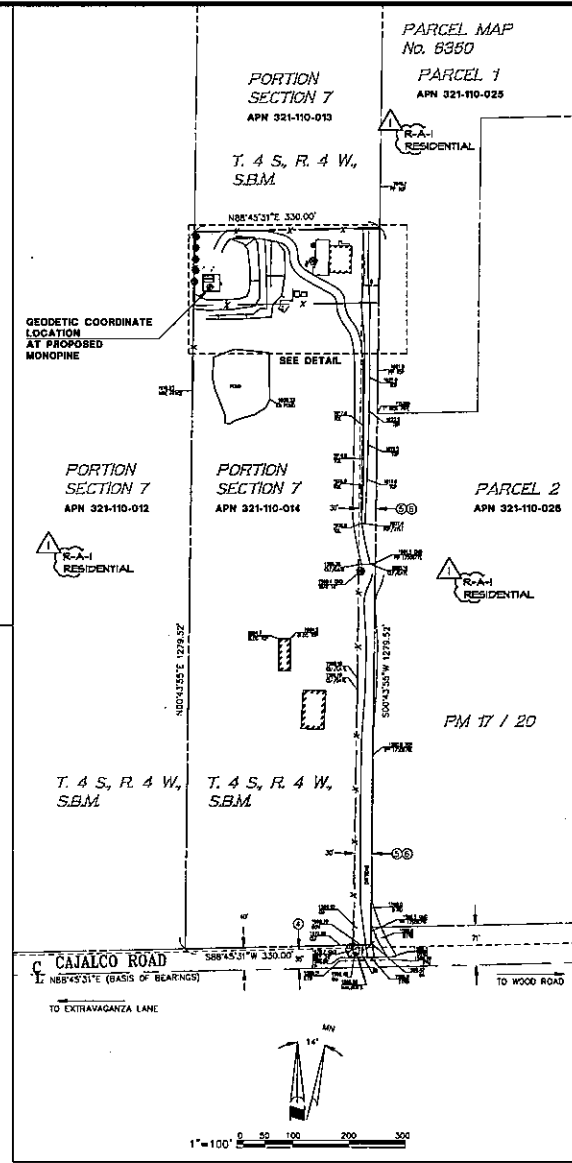
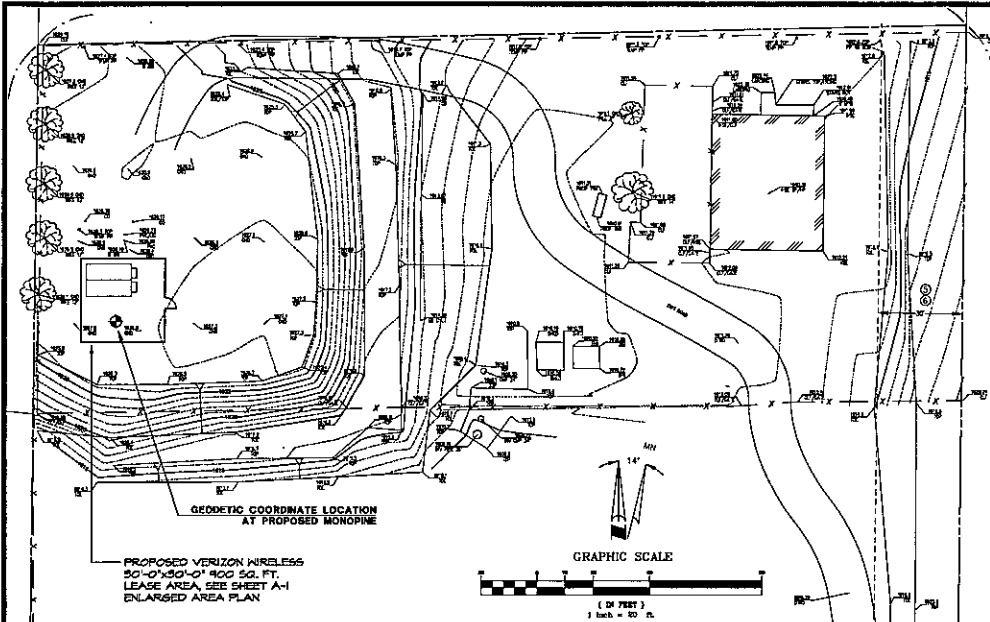
CREATED BY: **S.B.** DATE: **7-18-09**

SHEET TITLE

**TITLE SHEET
PROJECT DATA
AND VICINITY MAP**

SHEET NUMBER

1 OF 4 **T-1**



Hinson Consulting & Design ARCHITECTS Inc.
 250 E. RINCON STREET
 SUITE No. 109
 CORONA, CALIFORNIA 92674
 PHONE: (951) 571-2087
 FAX: (951) 571-3424

SITE NAME AND ADDRESS
MEAD VALLEY
 18318 CAJALCO ROAD
 PERKINS, CA. 92570

verizon WIRELESS
 15505 SAND CANYON AVENUE
 BUILDING D, 1st FLOOR
 IRVINE, CA. 92618
 Telephone (949) 256-7000

CURRENT ISSUE DATE:
10-20-09

ISSUED FOR:
ZONING REVIEW

APPROVALS

APPROVED BY:	INITIALS	DATE
LANDLORD		
LEASING		
ZONING		
RF		
C/P		
C.P.M.		

JOB NUMBER: **09026** DRAWN BY: **N.M.**

ISSUED FOR: **PLOT PLAN**

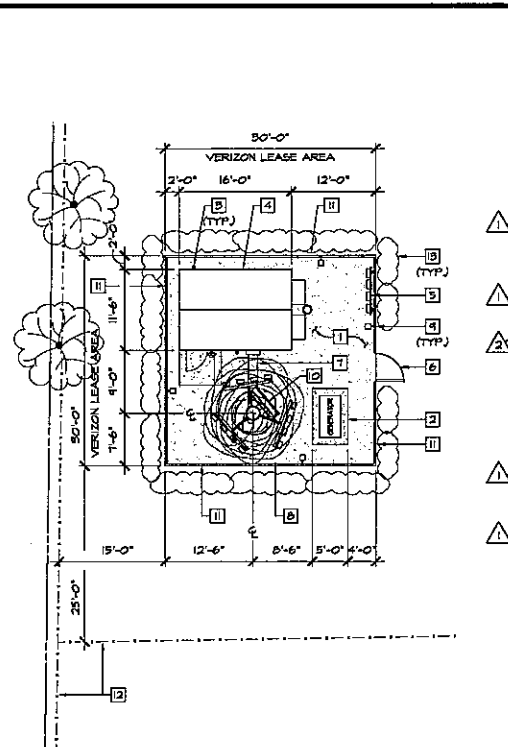
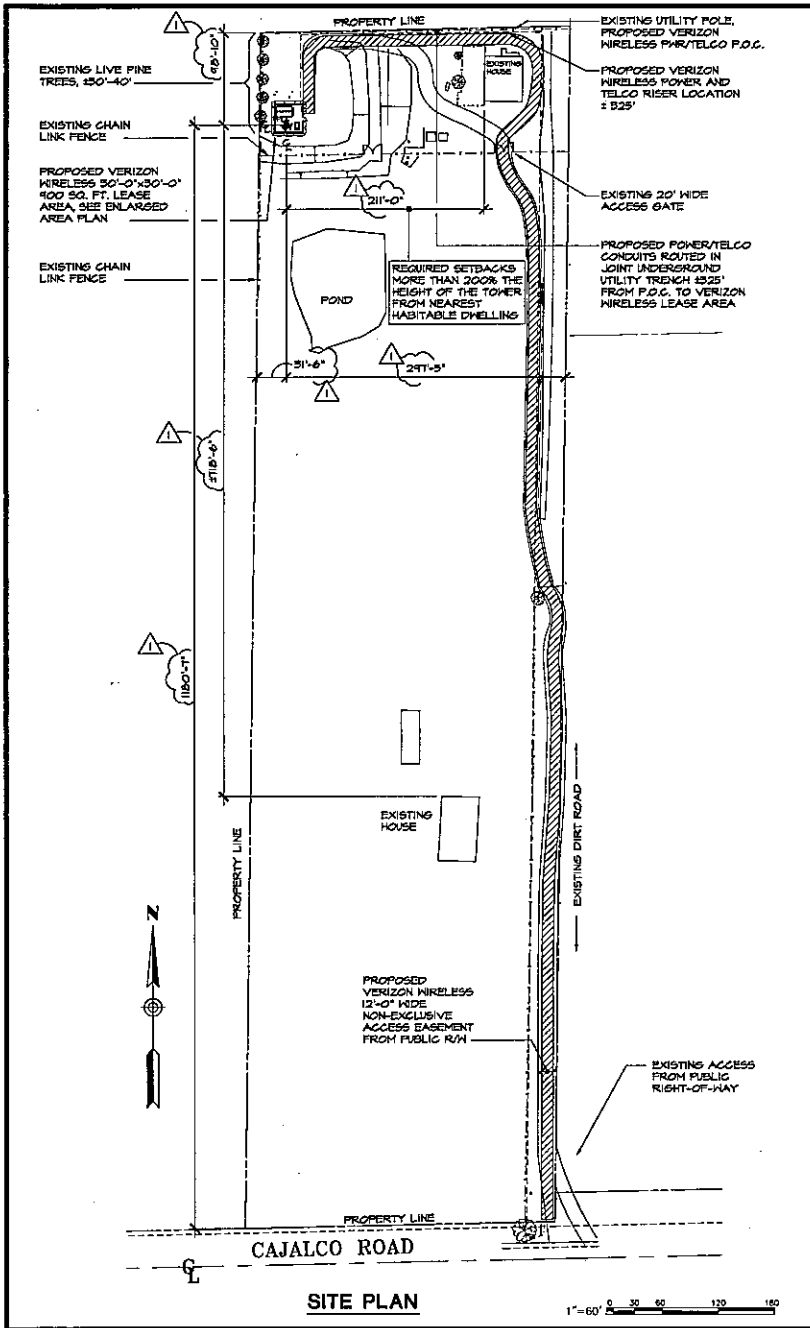
CHECKED BY: **S.B.** DATE: **7-18-09**

SHEET TITLE
SITE SURVEY DATA AND EXISTING SITE PLAN

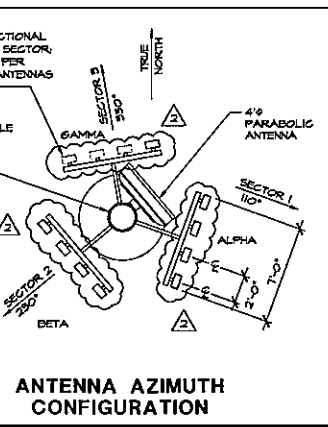
SHEET NUMBER
2 OF 4 **C-1**

CADD FILE: ZW09026_C1

CAD FILE EX6022_01



- GENERAL KEY NOTES**
- 1 PROPOSED VERIZON WIRELESS LEASE AREA 50'-0"X50'-0", 400 SQ. FT.
 - 2 PROPOSED VERIZON WIRELESS 5'-0"X8'-0" EMERGENCY GENERATOR PAD FOR GENERATOR
 - 3 PROPOSED GPS ANTENNAS MOUNTED ON EQUIPMENT SHELTER, TYPICAL OF (2)
 - 4 PROPOSED VERIZON WIRELESS 11'-6"X16'-0"X10'-5" PRE-FAB 1 HOUR FIRE RATED STATE APPROVED RADIO EQUIPMENT SHELTER
 - 5 PROPOSED VERIZON WIRELESS 1" FRAME
 - 6 PROPOSED 4'-0" WIDE WROUGHT IRON GATE, PAINTED BLACK
 - 7 PROPOSED VERIZON WIRELESS COAX CABLE TRAY ABOVE GROUND FROM MONOPINE TO EQUIPMENT SHELTER
 - 8 PROPOSED VERIZON WIRELESS DIRECTIONAL ANTENNAS, (2) SECTOR, (4) ANTENNAS PER SECTOR, (12) ANTENNAS TOTAL, MOUNTED ON PROPOSED NEW 50'-0" HIGH MONOPINE, TOP OF ANTENNAS @ 25'-0"
 - 9 PROPOSED SECURITY LIGHT WITH TIMER SWITCH, LIGHTING SHALL BE HOODED AND DIRECTED SO AS NOT TO SHINE DIRECTLY UPON ADJOINING PROPERTY OR PUBLIC RIGHT-OF-WAY
 - 10 PROPOSED VERIZON WIRELESS 4' PARABOLIC ANTENNA MOUNTED ON PROPOSED 50'-0" HIGH STEEL MONOPINE
 - 11 PROPOSED NEW 6'-0" HIGH WROUGHT IRON FENCE, PAINTED BLACK
 - 12 EXISTING CHAIN LINK FENCE TO REMAIN
 - 13 PROPOSED 15'-0" HIGH SHRUBS AROUND OUTSIDE PERIMETER OF VERIZON WIRELESS LEASE AREAS



ARCHITECTS Inc.

250 E. RINGGON STREET
SUITE No. 106
CORONA, CALIFORNIA 92874
PHONE: 951-571-2087
FAX: 951-571-5424

SITE NAME AND ADDRESS

MEAD VALLEY
1838 CAJALCO ROAD
PERRIS, CA. 92570

15505 SAND CANYON AVENUE
BUILDING D, 1st. FLOOR
IRVINE, CA. 92618
Telephone (949) 286-7000

CURRENT ISSUE DATE:

10-20-09

ISSUED FOR:

ZONING REVIEW

APPROVALS

APPROVED BY:	INITIALS	DATE
LANDLORD		
LEASING		
ZONING		
RF		
E/P		
C.P.M.		

JOB NUMBER: **08026** DRAWN BY: **N.M.**

ISSUED FOR: **PLOT PLAN**

CHECKED BY: **S.B.** DATE: **7-18-09**

SHEET TITLE

SITE PLAN AND ENLARGED AREA PLAN

SHEET NUMBER

0 OF 4 **A-1**

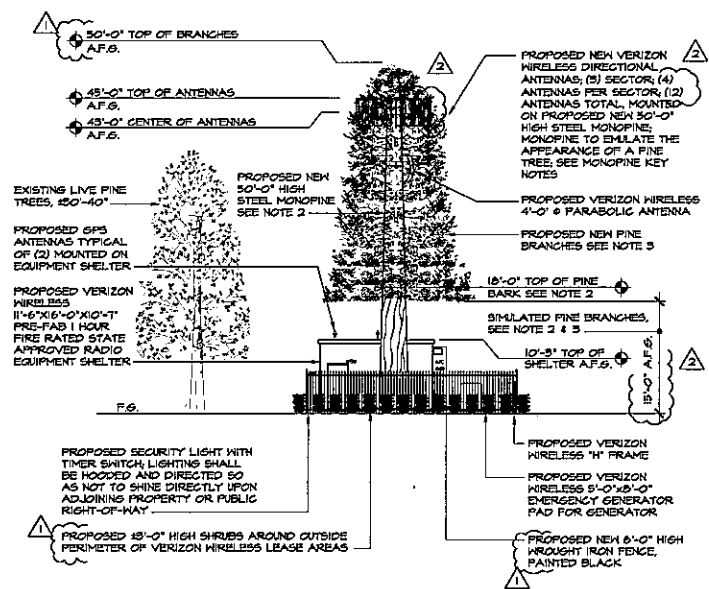
SITE NAME AND ADDRESS

MEAD VALLEY
 18318 CAJALCO ROAD
 PERRIS, CA. 92570

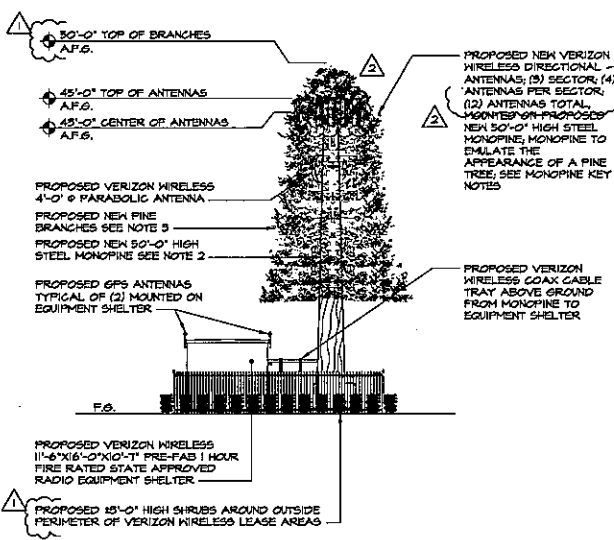
verizon WIRELESS
 15505 SAND CANYON AVENUE
 BUILDING D, 1st FLOOR
 IRVINE, CA. 92618
 Telephone (949) 285-7000

MONOPINE KEY NOTES

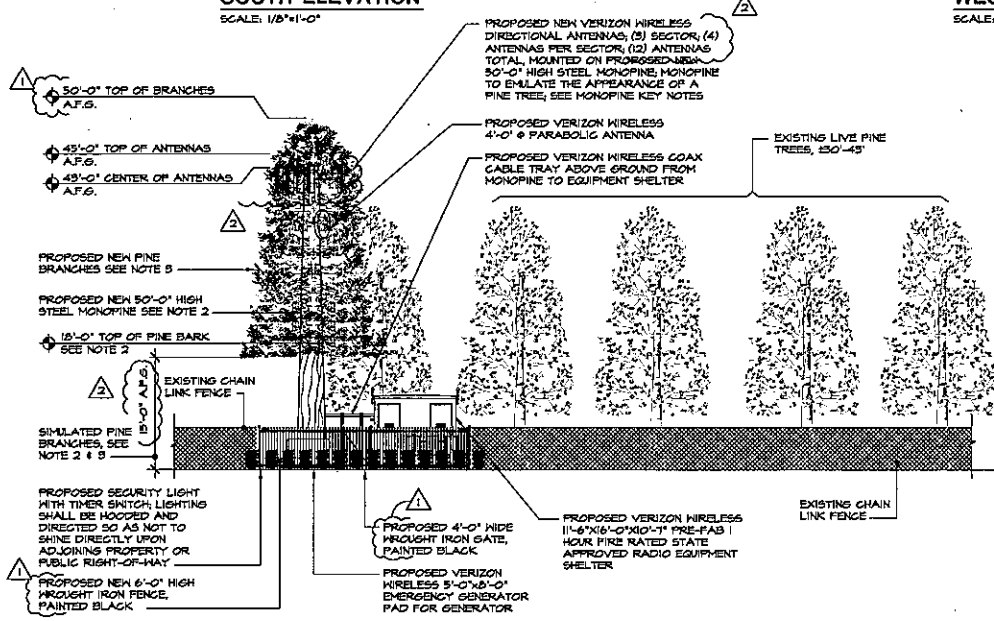
1. THE ANTENNAS AND ALL SUPPORT STRUCTURES SHALL BE PAINTED GREEN TO MATCH THE COLOR OF THE PINE BRANCHES.
2. THE STEEL MONOPOLE SHALL HAVE SIMULATED PINE BARK TO EMULATE THE APPEARANCE OF A PINE TREE STARTING AT FINISH GRADE UP TO 15'-0" ABOVE FINISH GRADE. THE BALANCE OF THE MONOPOLE SHALL BE PAINTED FLAT BROWN, STARTING AT 15'-0" ABOVE FINISH GRADE TO TOP OF POLE. THE PINE BRANCHES WILL START AT 15'-0" ABOVE FINISH GRADE AND CONTINUE TO TOP OF POLE.
5. THE PINE BRANCHES SHALL CONCEAL THE ANTENNAS AND SUPPORT STRUCTURES AS MUCH AS POSSIBLE. THE ANTENNAS AND SUPPORT STRUCTURES SHALL NOT EXTEND A GREATER DISTANCE OUT FROM THE MONOPOLE THAN THE ENDS OF THE PINE BRANCHES.
4. THE MONOPOLE/MONOPINE SHALL NOT HAVE ANY PORTIONS OF IT VISIBLE FROM THE GROUND THAT ARE NOT PAINTED OR TREATED WITH NATURAL COLOR. NO SHINY OR BRIGHT COLORS SHALL BE EMPLOYED OR BE VISIBLE FROM THE GROUND.



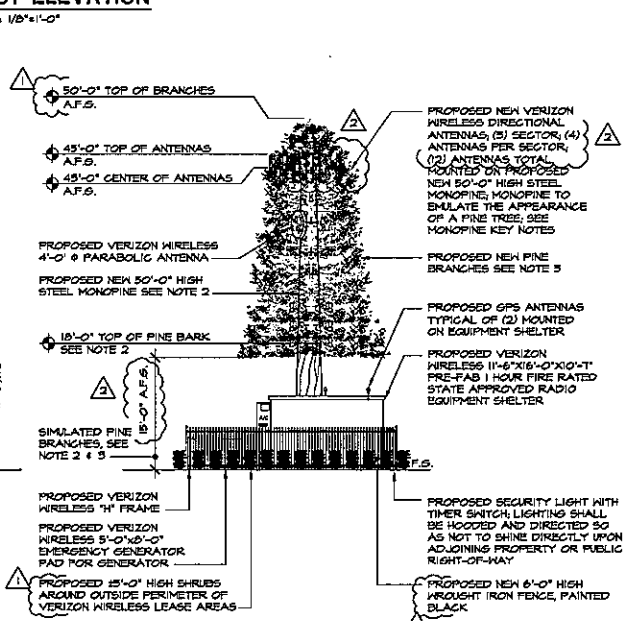
SOUTH ELEVATION
 SCALE: 1/8"=1'-0"



WEST ELEVATION
 SCALE: 1/8"=1'-0"



EAST ELEVATION
 SCALE: 1/8"=1'-0"



NORTH ELEVATION
 SCALE: 1/8"=1'-0"

1/8"=1'-0" 0 4 8 12 24

CURRENT ISSUE DATE:
10-20-09

ISSUED FOR:
ZONING REVIEW

APPROVALS

APPROVED BY:	INITIALS	DATE
LANDLORD		
LEASING		
ZONING		
RF		
E/P		
C.P.M.		

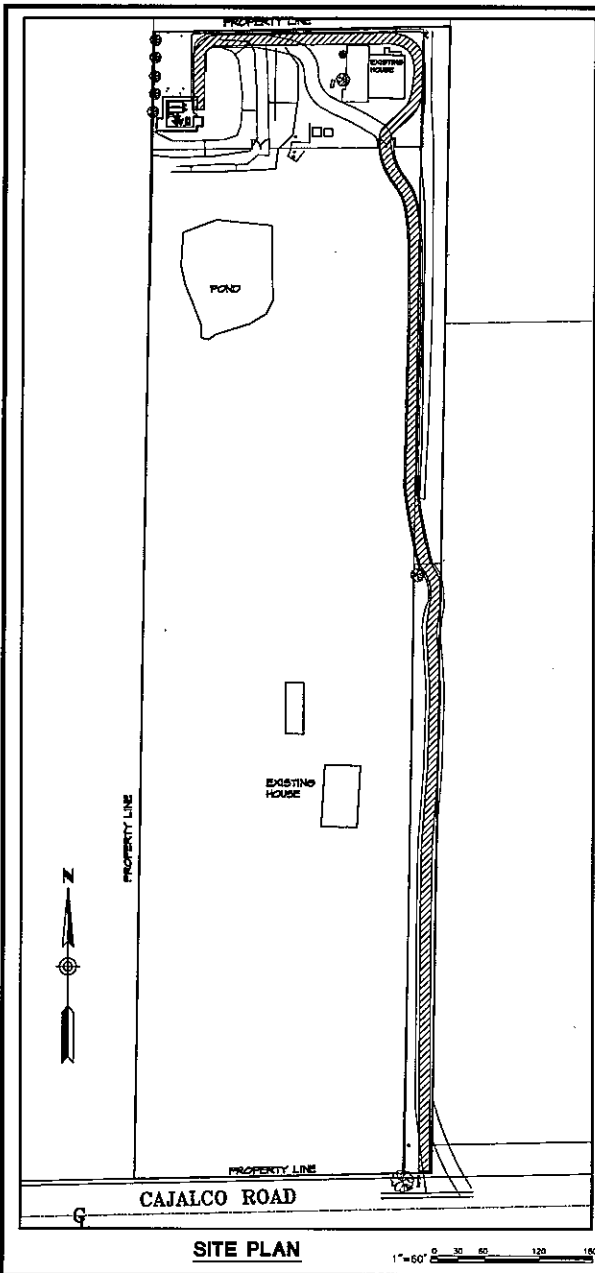
JOB NUMBER: **09026** DRAWN BY: **J.W.**
 ISSUED FOR: **FLOT PLAN**
 CHECKED BY: **S.B.** DATE: **7-18-09**

SHEET TITLE

EXTERIOR ELEVATIONS

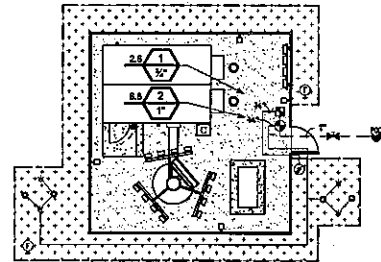
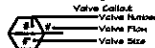
SHEET NUMBER

4 OF 4 **A-2**



IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	ARG	ESI	GRD	RADIUS
○	Run Bird 300-1500AF Flood	4	360	30	130	1'
⊖	Run Bird RV6-B-SOCK	4	360	30	0.50	1'
⊠	MANUFACTURER/MODEL/DESCRIPTION	QTY				
⊠	Run Bird XACZ-075-PRF Drip Control Kit, 3/4" Low Flow Anti-Siphon Valve, 3/4" pressure regulating RST Filter, and 30psi pressure regulator, for above grade installation.	1				
⊙	Pipe Transition Fitting Pipe transition point from PVC lateral to drip tubing with riser in drip box.	1				
⊙	Run Bird MDC5CAP Dripless Flush Valve cap in compression fitting coupler.	2				
⊙	Area to Receive Drip Emitters Run Bird Xert-Bug 28-1052 Stippled pattern pressure compensating drip emitter, 10-33 1/2 threaded inlet, Blue 10.5gph, Backflow, Radial, 2.5gph, Dripless 10.5gph. 1 gal plant to receive 1 10PC1052 emitter. 1 gal plant to receive 1 10PC1052 emitter. 3 gal plants to receive 2 10PC1052 emitters. 3 gal plants to receive 2 10PC1052 emitters.	662 sq. ft.				
⊠	MANUFACTURER/MODEL/DESCRIPTION	QTY				
⊠	Run Bird ADVF Electric Remote Control Valve, with Atmospheric Backflow Preventer	1				
⊠	KB1 LT-5 PVC Schowee 90 Ball Valve, Slip X Slip	1				
⊠	Run Bird ESP-SHT4 4 station, wall mount, outdoor controller with 100psi backflow sensor	1				
⊠	Point of Connection 1" Existing site irrigation 1/2" psi static pressure	1				
⊠	Irrigation Lateral Line: PVC Class 200 SDR 21 2 1/2" lateral irrigation pipe sizes 1" and above are indicated on the plan, with all others being 3/4" in size.	171 ft.				
⊠	Irrigation Machine: PVC Schedule 40	11 ft.				



ENLARGED AREA PLAN
1/8" = 1'-0"

I AGREE TO COMPLY WITH THE CRITERIA OF ORDINANCE NO. 859.2 AND TO APPLY THE CRITERIA FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN.

DRIP IRRIGATION NOTES
THE IRRIGATION CONTRACTOR SHALL BE EXPERIENCED IN THE INSTALLATION, OPERATION AND MAINTENANCE OF DRIP IRRIGATION EQUIPMENT. ANY QUESTIONS OR INDETERMINACIES ON THE PART OF THE CONTRACTOR SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO ANY INSTALLATION.

INSTALL ALL EQUIPMENT AS SHOWN ON THE PLAN AND DETAILS. THE CONTRACTOR SHALL BE RESPONSIBLE TO COMPLY WITH ALL LOCAL REQUIREMENTS FOR DRIP EQUIPMENT AND INSTALLATION.

THE NUMBER OF EMITTERS SHOWN ON THE PLANS MAY BE APPROXIMATE. DUE TO THE SPACING RELATIONSHIP OF EMITTERS TO PLANT QUANTITY, THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY THE EXACT NUMBER OF TREES AND SHRUBS AND INSTALL THE CORRECT NUMBER OF EMITTERS.

ALL POINTS OF EMISSION FROM EMITTERS MUST BE POINTED ABOVE GRADE. PROPERLY STAKED AND FITTED WITH AN APPROVED BUB CAP. NO DITTER LINES SHALL BE RUN MORE THAN 15 FT. IN LENGTH AND SHALL BE SECURED AT 8 FT. MAX. INTERVALS WITH A 1/2 GAL GALVANIZED WIRE STAKE.

ALL EMITTER OUTLETS ARE TO BE PLACED WITHIN THE DRIP LINE OF THE PLANT AT HALFWAY BETWEEN THE PLANTS STALK OR TRUNK AND THE OUTER EDGE OF ITS FOLIAGE. LARGE PLANTS REQUIRING HALF-OUTLETS ARE TO BE EVENLY SPACED AROUND THE DRIP LINE.

THE MIN. NUMBER OF EMITTERS TO BE INSTALLED PER EACH PLANT ARE TO BE AS FOLLOWS:

PLANT SIZE	1 GAL. PER HOUR
1 GAL. SHRUBS	1
2 GAL. SHRUBS	2
3 GAL. SHRUBS	4

ALL HOLES IN FLEXIBLE PVC PIPE SHALL BE MADE WITH AN APPROVED HOLE PUNCHER. DO NOT USE DRILLS, AWLS OR PUNCHES WITH A POINT GREATER THAN 0.025 IN.

ALL LATERAL LINES ARE TO BE INSTALLED WITH AN APPROVED AUTOMATIC DRAIN VALVE AT THE END OF EACH RUN.

ALL PIPING SHALL BE FLUSHED CLEAN PRIOR TO THE INSTALLATION OF EMITTERS AND END DRAIN VALVES. ALL DISTRIBUTION TUBING SHALL BE FLUSHED CLEAN PRIOR TO INSTALLING END CAPS.

ALL EQUIPMENT AND DISTRIBUTION PORTS ARE TO BE INSPECTED ON A REGULAR BASIS TO ENSURE PROPER OPERATION. ANY RESTRICTION IN DRAINER FLOW SHALL BE ANALYZED FOR CAUSE AND REPAIRED IMMEDIATELY. ALL FILTER SCREENS ARE TO BE INSPECTED AT 1 WEEK AFTER INSTALLATION FOR DEBRIS BUILD-UP AND DETERMINE FUTURE MAINTENANCE SCHEDULE ACCORDINGLY.

Riverside County Ordinance 859 Landscape Water Use Calculations	
Verizon - Mead Valley	
1	Maximum Annual Water Allowance (MAWA)
INPUT the total square footage of landscape =	662 S.F.
INPUT the Hist. ETo for the area =	56.8
MAWA =	22 gal / yr
2	Estimated Annual Water Use (EAWU)
Hydrozone # 1	INPUT Plant Factor = 0.5 (Med)
INPUT square footage of hydrozone =	72
INPUT hydrozone irrigation efficiency =	0.95
EAWU =	2 gal / yr
Hydrozone # 2	INPUT Plant Factor = 0.2 (Low)
INPUT square footage of hydrozone =	590
INPUT hydrozone irrigation efficiency =	0.9
EAWU =	6 gal / yr
SubTotal EAWU =	8 gal / yr
Input Irrigation System Operation Factor	0.85
Total EAWU =	8
MAWA < EAWU =	13 cu ft / yr
(this number must be positive)	

HC Consulting & Design ARCHITECTS Inc.

1501 LAMPTON LANE
NORCO, CALIFORNIA 92860
PHONE: 951-371-2097
FAX: 951-371-3424

SITE NAME AND ADDRESS

MEAD VALLEY
1838 CAJALCO ROAD
PERRIS, CA. 92570

verizon WIRELESS
15505 SAND CANYON AVENUE
BUILDING D, 1st FLOOR
IRVINE, CA. 92618
Telephone (949) 286-7000



CURRENT ISSUE DATE:

7-27-10

ISSUED FOR:

BUILDING PERMIT

APPROVALS

APPROVED BY:	INITIALS	DATE
LANDLORD		
LEASING		
ZONING		
IF		
E/P		
C.P.M.		

JOB NUMBER

00026

DRAWN BY:

TD

ISSUED FOR:

BUILDING PERMIT

CHECKED BY:

B.B.

DATE:

5-11-10

SHEET TITLE

IRRIGATION PLAN

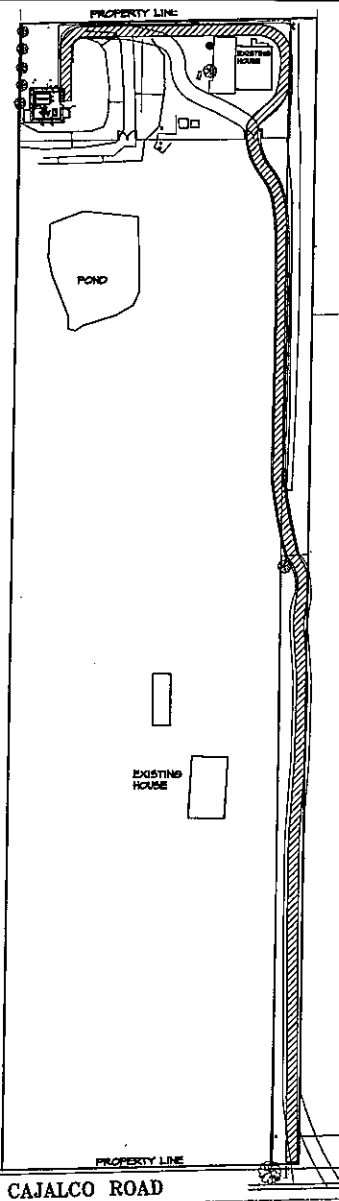
SHEET NUMBER

1 OF 3

L-1



0400 FILE: 016922_01



CAJALCO ROAD

SITE PLAN

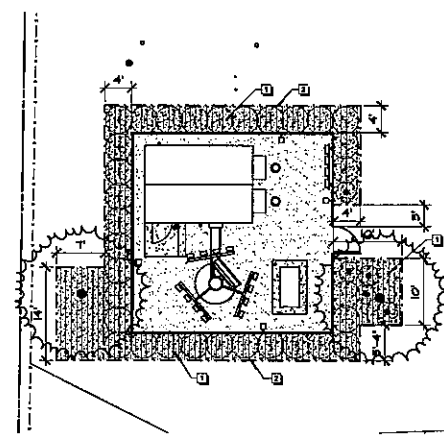
1"=60' 0 30 60 120 180

PLANT SCHEDULE

INDEX	BOTANICAL NAME / COMMON NAME	CONT.	SIZE	QTY.	REMARKS
CO	<i>Cedrus deodara</i> / Cedar	72" Box	30"	2	MUGOLS - MED
SHRUBS	BOTANICAL NAME / COMMON NAME	CONT.	QTY.	REMARKS	
1"	<i>Hesperaloe parviflora</i> / Red Yucca	1 gal	5	MUGOLS - LOW	
1"	<i>Hesperaloe parviflora</i> / Coast Rosemary	5 gal	80	MUGOLS - LOW	
GROUND COVER	BOTANICAL NAME / COMMON NAME	CONT.	QTY.	REMARKS	
1"	<i>Hypericum parviflorum</i> / Trailing Hypericum	1 GAL @ 50' sq	84	MUGOLS - LOW	

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY.
①	3" LAYER SHREDDED BARK MULCH	6,222 sq
②	6" CONCRETE MONSTRIP	778 ft



ENLARGED AREA PLAN
1/8"=1'-0" 0 2 4 6 8 10 12 14 16 18 20

PLANTING NOTES:

WEED CONTROL
THE CONTRACTOR SHALL PERFORM A THOROUGH WEED ABATEMENT PROGRAM, KILLING AND REMOVING ALL WEEDS FROM THE SITE AND SHALL BE COMPLETED PRIOR TO THE ADDITION OF ANY SOIL AMENDMENTS. THIS SHALL BE DONE FOR ALL PLANTING AREAS, SPECIFICALLY, BUT NOT LIMITED TO SLOPES & GROUNDCOVER AREAS. THE CONTRACTOR SHALL FOLLOW THE FOLLOWING STEPS:

1. KILL & REMOVE ALL EXISTING WEEDS.
 2. IRRIGATE ALL AREAS TO BE PLANTED FOR TWO WEEKS.
 3. KILL & REMOVE ALL NEWLY GERMINATED WEEDS.
 4. REPEAT STEPS 2 AND 3.
 5. PLANT OR HYDROSEED GROUNDCOVER.
 6. APPLY PRE-EMERGENT HERBICIDE AFTER PLANTING OR HYDROSEED GERMINATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTION OF HERBICIDE AND ITS COMPATIBILITY WITH PLANT MATERIALS.

SOIL TEST

AFTER SOIL HAS BEEN SET IN PLACE & PRIOR TO ANY SOIL PREPARATION THE CONTRACTOR SHALL FURNISH SOIL TESTS OF THE SITE FOR AGRICULTURAL FERTILITY AND TO DETERMINE PROPER SOIL AMENDMENTS. TEST ARE TO BE PERFORMED BY A MEMBER OF THE CALIFORNIA ASSOCIATION OF AGRICULTURAL LABORATORIES WITH COPIES SENT TO THE OWNER & LANDSCAPE ARCHITECT, PRIOR TO INSTALLATION.

SOIL PREPARATION

THE FOLLOWING IS PROVIDED FOR END PURPOSES ONLY AND SHALL BE MODIFIED AS NECESSARY GIVEN THE RESULTS OF THE SOILS TEST. THE CONTRACTOR SHALL BE PREPARED TO PROVIDE DELIVERY SLIPS AND EMPTY FERTILIZER BAGS ON SITE FOR VERIFICATION OF MATERIAL.

1. FOR TURF AND GROUNDCOVER AREAS THE FOLLOWING SHALL BE UNIFORMLY AND THOROUGHLY ROTOTILLED INTO THE SOIL TO A MIN. DEPTH OF 6 INCHES FOR EVERY 1000 SQ. FEET OF AREA.
 - 6 CU YD. NITROGEN STABILIZED ORGANIC AMENDMENT SUCH AS REDWOOD OR FIR SANDUST.
 - 15 LB. 12-12-12 COMMERCIAL FERTILIZER.
 - 120 LBS. AGRICULTURAL GYPSUM.
2. BACKFILL MIX FOR USE OF PLANTING ALL TREES, SHRUBS & VINES
 - 6 PARTS BY VOLUME ON SITE SOIL.
 - 4 PARTS BY VOLUME ORGANIC AMENDMENT.
 - 1 LB. 12-12-12 COMMERCIAL FERTILIZER PER CUBIC YARD.
 - 1 LB. IRON SULFATE PER CU. YD. OF MIX.
3. PLANT TABLET FOR ALL TREES, SHRUBS, VINES AND GROUNDCOVERS:
 - 1-21 GRAM AGRIFORM FERTILIZER PER 1/2" TREE CALIPER FOR ALL BOX SIZED TREE NEXT TO ROOT BALL
 - 1-21 GRAM AGRIFORM FERTILIZER TABLET PER 1 GALLON STOCK
 - 3-21 GRAM AGRIFORM FERTILIZER TABLETS PER 5 GALLON STOCK
 - 4-21 GRAM AGRIFORM FERTILIZER TABLETS PER 15 GALLON STOCK
 - 1-5 GRAM AGRIFORM PLANT TABLET FOR EACH GROUNDCOVER HOLE
4. ALL PALM TREES TO BE PLANTED WITH 100% CLEAN PLASTER SAND. REFER TO PALM TREE PLANTING NOTES AND DETAIL FOR FURTHER SPECIFICATIONS.

TOP DRESSING

ALL SHRUBS AND GROUNDCOVER AREAS ARE TO BE TOP DRESSED WITH 5" THICK LAYER OF SHREDDED TREE BARK.

MONSTRIPS

THE CONTRACTOR SHALL INSTALL CONCRETE MONSTRIPS (REFER TO PLAN & DETAILS FOR SPECIFICATIONS) FOR ALL SHRUB AND/OR GROUNDCOVER AREAS ADJACENT TO TURF AS SHOWN ON THE PLANS.

HC Insson Consulting & Design ARCHITECTS INC.

1601 LANPTON LANE
NORCO, CALIFORNIA 92860
PHONE: 951-571-2257
FAX: 951-571-3424

SITE NAME AND ADDRESS
MEAD VALLEY
1818 CAJALCO ROAD
PERRIS, CA 92570

verizon WIRELESS
15505 SAND CANYON AVENUE
BUILDING D, 1st FLOOR
IRVINE, CA 92618
Telephone (949) 285-7000



CURRENT ISSUE DATE:
7-27-10

ISSUED FOR:
BUILDING PERMIT

APPROVALS

APPROVED BY:	DETAILS	DATE
LANDLORD		
LEASING		
ZONING		
RF		
E/P		
C.P.M.		

JOB NUMBER: 09026	DRAWN BY: TD
ISSUED FOR: BUILDING PERMIT	DATE: 5-11-10
CHECKED BY: S.B.	

SHEET TITLE

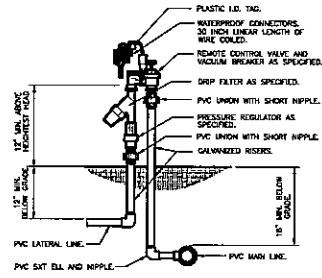
PLANTING PLAN

SHEET NUMBER

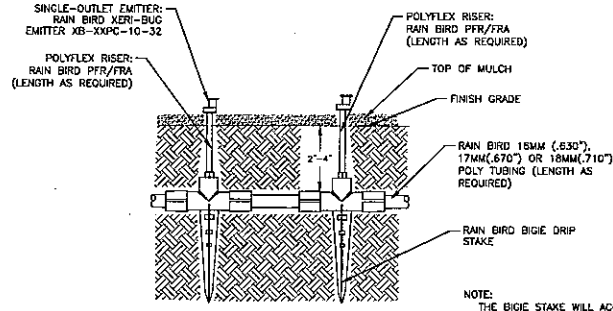
2 OF 3 **L-2**



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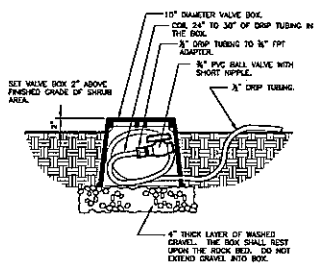


1 DRIP RCV/AVB/FILTER/REG ABOVE GRADE
1 1/2" - 1'-0" I-01-081-06

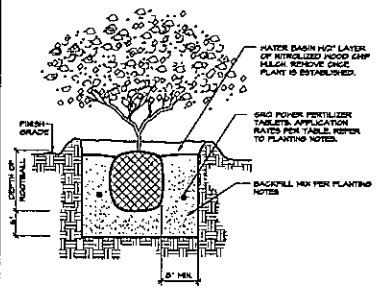


2 DRIP EMITTER ON FLEX RISER & POLY TUBING
1" - 1' I-01-081-04

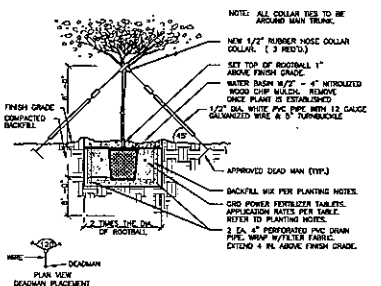
NOTE: THE BIGIE STAKE WILL ACCEPT 16MM(.630"), 17MM(.670") AND 18MM(.710") POLY TUBING.



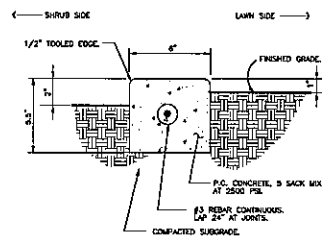
3 DRIP FLUSH VALVE
1 1/2" - 1'-0" I-01-081-02



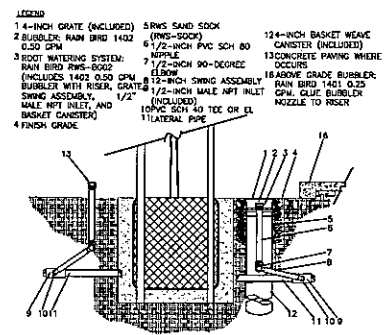
4 SHRUB PLANTING
NTS P-82



5 TREE GUYING
NTS P-84



6 6" CONCRETE MOW STRIP
3" - 1'-0" P-06



7 TREE BUBBLERS
1" - 1'-0"

HC Consulting & Design ARCHITECTS Inc.

1801 LAMPTON LANE
NORCO, CALIFORNIA 92860
PHONE: (951) 371-2029
FAX: (951) 371-9424

SITE NAME AND ADDRESS
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15505 SAND CANYON AVENUE
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CURRENT ISSUE DATE:
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ISSUED FOR:
BUILDING PERMIT

APPROVALS

APPROVED BY:	INITIALS	DATE
LANDLORD		
LEASING		
ZONING		
IF:		
E/P		
C.P.M.		

JOB NUMBER: 00026	DRAWN BY: TD
ISSUED FOR: BUILDING PERMIT	CHECKED BY: G.B.
	DATE: 5-11-10

SHEET TITLE

DETAILS

SHEET NUMBER

3 OF 3 **L-3**



CAD FILE: EX0802_01

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42191
Project Case Type (s) and Number(s): Plot Plan No. 24201
Lead Agency Name: County of Riverside Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Damaris Abraham
Telephone Number: (951) 955-5719
Applicant's Name: RealCom Associates, LLC
Applicant's Address: 27201 Puerta Real, Suite 240, Mission Viejo, CA 92691
Engineer's Name: HC&D Architects
Engineer's Address: 250 E. Rincon St, Suite 106, Corona, CA 92570

I. PROJECT INFORMATION

A. Project Description: The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 50' high pine tree with eighteen (18) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain a 184 square foot equipment shelter and two (2) GPS antennas. Two 30' live trees are also proposed to be planted in the project area.

B. Type of Project: Site Specific ; Countywide ; Community ; Policy .

C. Total Project Area: 900 square feet on a 9.68 acre parcel

Residential Acres:	Lots: 1	Units:	Projected No. of Residents:
Commercial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other: 900 square foot lease area			

D. Assessor's Parcel No(s): 321-110-014

E. Street References: Northerly of Cajalco Road, southerly of Avenue E, and westerly of Wood Road.

F. Section, Township & Range Description or reference/attach a Legal Description: Township 4 South, Range 4 West, Section 7

G. Brief description of the existing environmental setting of the project site and its surroundings: This project site is being utilized as a single family residence and it is surrounded by agricultural use to the north and vacant and scattered single family residences to the south, east and west.

I. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The project implements Policy LU 4.1, requiring new developments to be located and designed to visually enhance, not degrade, the character of the surrounding area. The proposed project is consistent with the Rural Community: Very Low Density

Residential (RC:VLDR) (1 Acre Minimum) land use designation and other applicable land use policies within the General Plan.

2. **Circulation:** The project has adequate circulation to the site and is therefore consistent with the Circulation Element of the General Plan. The proposed project meets all other applicable circulation policies of the General Plan.
3. **Multipurpose Open Space:** No natural open space land was required to be preserved within the boundaries of this project. The proposed project meets with all other applicable Multipurpose Open Space element policies.
4. **Safety:** The proposed project is not located within any special hazard zone (including FEMA flood zone, fault zone, high fire hazard area, dam inundation zone, area with high liquefaction potential, etc.). The proposed project has allowed for sufficient provision of emergency response services to the future residents of this project through the project design and payment of development impact fees. The proposed project meets with all other applicable Safety element policies.
5. **Noise:** Sufficient mitigation against any foreseeable noise sources in the area have been provided for in the design of the project. The project will not generate noise levels in excess of standards established in the General Plan or noise ordinance. The project meets all other applicable Noise Element Policies.
6. **Housing:** The proposed project meets all applicable Housing Element Policies.
7. **Air Quality:** The proposed project has been conditioned to control any fugitive dust during grading and construction activities. The proposed project meets all other applicable Air Quality element policies.

B. General Plan Area Plan(s): Lake Mathews/Woodcrest

C. Foundation Component(s): Rural Community (RC)

D. Land Use Designation(s): Very Low Density Residential (VLDR)

E. Overlay(s), if any: Not Applicable

F. Policy Area(s), if any: Not Applicable

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any: The project site is surrounded by properties which are designated Agriculture: Agriculture (A:AG) (10 Acre Minimum) to the north, Agriculture: Agriculture (A:AG) (10 Acre Minimum) and Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) to the east, and Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) to the south and west.

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** Not Applicable

2. **Specific Plan Planning Area, and Policies, if any:** Not Applicable

I. Existing Zoning: Residential Agricultural – 1 Acre Minimum (R-A-1)

J. **Proposed Zoning, if any:** Not Applicable

K. **Adjacent and Surrounding Zoning:** The project site is surrounded by properties which are zoned Residential Agricultural – 1 Acre Minimum (R-A-1) and Light Agriculture with Poultry (A-P) to the north and Residential Agricultural – 1 Acre Minimum (R-A-1) to the south, east and west.

II. **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

III. **DETERMINATION**

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

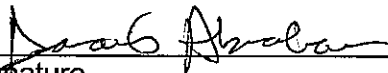
I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and

will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.



Signature

October 26, 2010

Date

Damaris Abraham

Printed Name

For Carolyn Syms Luna, Planning Director

IV. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure C-9 "Scenic Highways"

Findings of Fact:

a) The General Plan indicates that the project is not located within a designated scenic corridor; therefore the project will have no impact.

b) The site is not anticipated to obstruct any prominent scenic vistas, views open to the public, or result in the creation of an aesthetically offensive site open to public view. Additionally, the project has been designed to be disguised as a pine tree and two live trees are also proposed to be planted in the project area. In addition, the equipment shelter has also been designed to blend in with the surrounding setting and will be screened by the proposed landscaping to minimize the visual impact of the telecommunication facility. Impacts are less than significant with mitigation incorporated.

Mitigation: The project must comply with its 50 foot high mono pine tree design and the equipment shelter shall blend in with the surrounding setting and have minimal visual impacts (COA 10.PLANNING.13 and COA 80.PLANNING.1).

Monitoring: Mitigation monitoring will occur through the Building and Safety Plan Check process.

2. Mt. Palomar Observatory				
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: GIS database, Ord. No. 655 (Regulating Light Pollution)

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

Findings of Fact:

a) The project site is located 42.90 miles away from the Mt. Palomar Observatory; which is within the designated 45-mile (ZONE B) Special Lighting Area that surrounds the Mt. Palomar Observatory. Ordinance No. 655 requires methods of installation, definition, requirements for lamp source and shielding, prohibition and exceptions. With incorporation of project lighting requirements of the Riverside County Ordinance No. 655 into the proposed project, this impact will be reduced to a less than significant impact. All proposed outdoor lighting shall comply with Ordinance No. 655, which includes the use of low pressure sodium vapor lighting or overhead high pressure sodium vapor lighting with shields or luminaries. (COA 10.PLANNING.21) This is a standard condition of approval and is not considered mitigation pursuant to CEQA.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

b) Expose residential property to unacceptable light levels?

Source: On-site Inspection, Project Application Description

Findings of Fact:

a-b) The proposed telecommunication facility may provide a service light to be used at the time of servicing the facility. However, it will not create new sources of light or glare in the area and will not expose residential property to unacceptable light levels. The project will have less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

AGRICULTURE & FOREST RESOURCES Would the project

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: GIS database, and Project Application Materials.

Findings of Fact:

a) According to GIS database, the project is located in an area designated as Grazing Land, Local Importance, and Other Lands. However, due to the small size and limited development of the project site, the proposed project will not convert Farmland to non-agricultural use. Therefore, the impact is considered less than significant.

b) According to GIS database, the project is not located within an Agriculture Preserve or under a Williamson Act contract; therefore, no impact will occur as a result of the proposed project.

c) The project site is surrounded by agriculturally zoned land. However, due to the small size and limited development of the project site, the project will not cause development of a non-agricultural use within 300 feet of agriculturally zoned property. Therefore, the impact is considered less than significant.

d) The project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

5. Forest

a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-3 "Parks, Forests and Recreation Areas," and Project Application Materials.

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The project is not located within the boundaries of a forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)). Therefore, the proposed project will not impact land designated as forest land, timberland, or timberland zoned Timberland Production.

b) According to General Plan, the project is not located within forest land and will not result in the loss of forest land or conversion of forest land to non-forest use; therefore, no impact will occur as a result of the proposed project.

c) The project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

AIR QUALITY Would the project

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: SCAQMD CEQA Air Quality Handbook Table 6-2

Findings of Fact: Appendix G of the current State CEQA Guidelines indicates that a project will significantly impact air quality if the project violates any ambient air quality standard, contributes substantially to an existing air quality violation, or exposes sensitive receptors to substantial pollutant concentrations.

a) The project site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) Governing Board adopted its most recent Air Quality Management Plan (AQMP) for the SCAB on August 1, 2003. The AQMP is a plan for the regional improvement of air quality. As part of adoption of the County's General Plan in 2003, the General Plan EIR (SCH No.

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2002051143) analyzed the General Plan growth projections for consistency with the AQMP and concluded that the General Plan is consistent with the SCAQMD's AQMP. The project is consistent with the County General Plan and would therefore be consistent with the SCAQMD's AQMP.

b-c) The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, would cumulatively contribute to these pollutant violations.

The project is consistent with the General Plan and the Lake Mathews/Woodcrest Area Plan land use designations. The General Plan (2003) is a policy document that reflects the County's vision for the future of Riverside County. The General Plan is organized into eight separate elements, including an Air Quality Element. The purpose of the Air Quality Element is to protect County residents from the harmful effects of poor air quality. The Air Quality Element identifies goals, policies, and programs that are meant to balance actions regarding land use, circulation, and other issues with their potential effects on air quality. The Air Quality Element, in conjunction with local and regional air quality planning efforts, addresses ambient air quality standards set forth by the Federal Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). Potential air quality impacts resulting from the proposed Project would not exceed emissions projected by the Air Quality Element. The County is charged with implementing the policies in the General Plan Air Quality Element, which are focused on reducing concentrations of criteria pollutants, reducing negative impacts to sensitive receptors, reducing mobile and stationary pollutant sources, increasing energy conservation and efficiency, improving the jobs to housing balance, and facilitating multi-jurisdictional coordination for the improvement of air quality.

Implementation of the project would not impact air quality beyond the levels documented in EIR No. 441 prepared for the General Plan. The project would impact air quality in the short-term during construction and in the long-term through operation. In accordance with standard county requirements, dust control measures and maintenance of construction equipment shall be utilized on the property to limit the amount of particulate matter generated. These are standard requirements and are not considered mitigation pursuant to CEQA.

The proposed project would primarily impact air quality through increased automotive emissions. Single projects typically do not generate enough traffic and associated air pollutants to violate clean air standards or contribute enough air pollutants to be considered a cumulatively considerable significant impact. Operational impacts associated with the project would be expected to result in emissions of VOC, NOX, CO, PM10, PM2.5 and SOX. Operational emissions would result from vehicle emissions, fugitive dust associated with vehicle travel, combustion emissions associated with natural gas use, emission related to electricity generation, and landscape equipment maintenance emissions. In the long term, emissions of VOC, NOX, CO, PM10 and PM2.5 and could exceed SCAQMD significance thresholds (in pounds per day). However, with compliance with standard requirements for use of low VOC paints and compliance with California Energy Commission Title 24 requirements for building energy efficiency, direct and cumulative air quality impacts would be reduced to a level below significance. These are standard requirements and are not considered mitigation pursuant to CEQA. Therefore, the impact is considered less than significant.

d) A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Sensitive receptors (and the facilities that house them) in proximity to localized CO sources, toxic air contaminants or odors are of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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particular concern. High levels of CO are associated with major traffic sources, such as freeways and major intersections, and toxic air contaminants are normally associated with manufacturing and commercial operations. Land uses considered to be sensitive receptors include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. Surrounding land uses include residential, which is considered a sensitive receptor, however, an unmanned telecommunications facility is not considered a substantial point source emitter or a sensitive receptor.

e) Surrounding land uses do not include significant localized CO sources, toxic air contaminants, or odors. An unmanned telecommunications facility is not considered a substantial point source emitter or a sensitive receptor.

f) The project will not create objectionable odors affecting a substantial number of people.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

BIOLOGICAL RESOURCES Would the project

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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protecting biological resources, such as a tree preservation policy or ordinance?

Source: GIS database, WRC-MSHCP, Site visit by Environmental Programs Department (EPD) on 9/24/09

Findings of Fact:

a) A portion of the project site is located within a criteria cell of the Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP); EPD visited site the on 9/24/09 and observed that the area where the cell tower is to be located is the surrounded by berms with ground squirrel burrows, thus a preconstruction survey for burrowing owl is required. There are no other MSCHP or biological issues and the project is not required to go through the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process or the Joint Project Review (JPR) process. Therefore, project will not conflict with the provisions of the MSHCP.

b-c) During the EPD site visit on 9/24/09 berms with ground squirrel burrows where observed surrounding the area where the cell tower is to be located, thus the County Biologist required that 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for burrowing owl be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. (COA 60.EPD.1) With the incorporation of this mitigation measure, the project will have a less than significant impact.

d) The project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, there is no impact.

e-f) The project site does not contain riverine/riparian areas or vernal pools. Therefore, there is no impact.

g) The proposed project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, there is no impact.

Mitigation: Within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. (COA 60.EPD.1)

Monitoring: Monitoring shall be conducted through the Building and Safety Plan Check Process.

CULTURAL RESOURCES Would the project

8. Historic Resources

a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: On-site Inspection, Project Application Materials

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

a-b) The site is fully disturbed with an existing single family residence on site. And project does not propose the disturbance of a historic site or the demolishing of historic structures. The project will not cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

9. Archaeological Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials

Findings of Fact:

a) Site disturbance has already occurred from grading for the use of the single family residence existing on site. The project site does not contain an archaeological site. Therefore, the project will not alter or destroy an archaeological site.

b) The proposed project is not expected to impact archaeological resources. If, however, during ground disturbing activities, unique cultural resources are discovered, all ground disturbances shall halt until a meeting is held between the developer, archaeologist, and Native American representative to discuss the significance of the find. (COA 10.PLANNING.2) Therefore, the project will not alter or destroy an archaeological site or cause a substantive adverse change in the significance of an archaeological resource.

c) There may be a possibility that ground disturbing activities will expose human remains. The project is subject to State Health and Safety Code Section 7050.5 if human remains are discovered during ground disturbing activities. (COA 10.PLANNING.1) This is a standard condition and not considered mitigation for CEQA purposes. Therefore, the impact is considered less than significant.

d) The project will not restrict existing religious or sacred uses within the potential impact area. Therefore, there is no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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10. Paleontological Resources

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

Source: GIS database, County Geologist review, County Paleontological Report (PDP) No. 1385

Findings of Fact:

a) According to PDP01385, there is low potential for encountering fossil remains at this site. As such, this project is not anticipated to require any direct mitigation for paleontological resources. The project is conditioned for incidental find of paleontological resources. (10.PLANNING.20) This is a standard condition and not considered mitigation for CEQA purposes. Therefore, the impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required

GEOLOGY AND SOILS Would the project

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?

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

Source: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," GIS database, County Geologist review (GEO02215)

Findings of Fact:

a-b) According to GEO02215, the most significant geologic hazard to the project is the potential for moderate to strong ground shaking from earthquakes generated on the faults within the vicinity of the site. The closest active fault is about 4.2 miles away from the site. The potential for surface fault rupture at the site due to fault plane displacement is considered unlikely. GEO02215 recommended that the equipment shelter and enclosure may be supported by a minimum of 12-inch deep and 12-inches wide continuous footings bearing into the newly compacted subgrade soil and the proposed 50-foot high steel monopole may be supported by a cast in place concrete caissons bearing into natural firm material. (COA 10.PLANNING.18) This is not considered unique mitigation and is not required for CEQA implementation purposes. The project will have less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

12. Liquefaction Potential Zone

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

Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction", GIS Database, County Geologist review (GEO02215)

Findings of Fact:

a) According to GEO02215, the potential for liquefaction is low at the subject property. The project will have less than significant impact.

Mitigation: No mitigation measures required.

Monitoring: No monitoring measures are required.

13. Ground-shaking Zone

Be subject to strong seismic ground shaking?

Source: Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map," and Figures S-13 through S-21 (showing General Ground Shaking Risk), County Geologist review (GEO02215)

Findings of Fact:

According to GEO02215, the most significant geologic hazard to the project is the potential for moderate to strong ground shaking from earthquakes generated on the faults within the vicinity of the site. The closest active fault is about 4.2 miles away from the site. The potential for surface fault rupture at the site due to fault plane displacement is considered unlikely. GEO02215 recommended that the equipment shelter and enclosure may be supported by a minimum of 12-inch deep and 12-inches wide continuous footings bearing into the newly compacted subgrade soil and the proposed 50-foot high steel monopole may be supported by a cast in place concrete caissons bearing into natural firm material. (COA 10.PLANNING.18) This is not considered unique mitigation and is not required for CEQA implementation purposes. The project will have less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

14. Landslide Risk

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

Source: Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope", County Geologist review (GEO02215)

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) According to GEO02215, the potential for landsliding is low at the subject property. The project will have less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

15. Ground Subsidence

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

Source: GIS database, Riverside County General Plan Figure S-7 "Documented Subsidence Areas" County Geologist review (GEO02215)

Findings of Fact:

a) According to GEO02215, the potential for subsidence is low at the subject property. The project will have less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

16. Other Geologic Hazards

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

Source: Project Application Materials, County Geologist review (GEO02215)

a) No other geological hazards were identified by the County Geologist. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

17. Slopes

a) Change topography or ground surface relief features?

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

c) Result in grading that affects or negates subsurface sewage disposal systems?

Source: Project Application Materials, Building and Safety – Grading Review

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

a-c) Standard conditions of approval have been added stating that a grading permit is required prior to construction grading. These conditions are not considered unique mitigation and are not required for CEQA implementation purposes. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

18. Soils

a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: General Plan figure S-6 "Engineering Geologic Materials Map", Project Application Materials, Building and Safety Grading review

a) The development of the site could result in the loss of topsoil from grading activities, but not in a manner that would result in significant amounts of soil erosion. Implementation of Best Management Practices (BMPs) would reduce the impact to below a level of significance. Impacts would be less than significant.

b) The project may be located on expansive soil; however, California Building Code (CBC) requirements pertaining to commercial development will mitigate the potential impact to less than significant. As CBC requirements are applicable to all development, they are not considered mitigation for CEQA implementation purposes.

c) The project is for the installation of an unmanned wireless telecommunication facility and will not require the use of sewers or septic tanks. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

19. Erosion

a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Flood Control District review, Project Application Materials

Findings of Fact:

a) Implementation of the proposed project will involve grading and various construction activities. Standard construction procedures, and federal, state and local regulations implemented in conjunction with the site's storm water pollution prevention plan (SWPPP) and its Best Management Practices (BMPs) required under the National Pollution Discharge System (NPDES) general construction permit, will minimize potential for erosion during construction. These practices will keep substantial amounts of soil material from eroding from the project site and prevent deposition within receiving waters located downstream.

b) The potential for on-site erosion will increase due to grading and excavating activities during the construction phase. However, BMPs will be implemented for maintaining water quality and reducing erosion.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

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

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

Source: Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Ord. 460, Sec. 14.2 & Ord. 484

Findings of Fact:

a) The site is located in an area of Moderate Wind Erodibility rating. The RCIP, Safety Element Policy for Wind Erosion requires buildings and structures to be designed to resist wind loads which are covered by the Universal Building Code. With such compliance, the project will not result in an increase in wind erosion and blowsand, either on or off site. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

GREENHOUSE GAS EMISSIONS Would the project

21. Greenhouse Gas Emissions

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Project application materials

Findings of Fact:

a) The project is for the installation of a 50 foot high monopine within a 900 square foot lease area. The installation of the monopine will involve small-scale construction activities that will not involve an extensive amount of heavy duty equipment or labor. Therefore, greenhouse gas emissions generated during construction phase are minimal. In addition, the powering of the cell tower will not require an extensive amount of electricity. Therefore, project is not anticipated to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

b) The project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The project will have less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

HAZARDS AND HAZARDOUS MATERIALS Would the project

22. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials

Findings of Fact:

a-e) The project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. It will also not impair the implementation or physically interfere with an adopted emergency response plan or an emergency evacuation plan. The project will have no impact on emitting, or handling hazardous waste within one-quarter mile of an existing or proposed school. The project is not located on a list of hazardous materials sites.

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

Monitoring: No monitoring measures are required.

23. Airports

a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-19 "Airport Locations," GIS database

a) The project site is not located within the vicinity of any public or private airport; therefore, the project will not result in an inconsistency with an Airport Master Plan.

b) The project site is not located within the vicinity of any public or private airport; therefore will not require review by the Airport Land Use Commission.

c) The project is not located within an airport land use plan and would not result in a safety hazard for people residing or working in the project area.

d) The project is not within the vicinity of a private airstrip, or heliport and would not result in a safety hazard for people residing or working in the project area.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

24. Hazardous Fire Area

a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riverside County General Plan Figure S-11 "Wildfire Susceptibility," GIS database

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The project site is not located in a high fire area. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

HYDROLOGY AND WATER QUALITY Would the project

25. Water Quality Impacts

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County Flood Control District Flood Hazard Report/Condition.

Findings of Fact:

a) Due to the small size and limited development of the project site, the site shall not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site. Therefore, the impact is considered less than significant.

b) Due to the small size and limited development of the project site, the project is not anticipated to violate any water quality standards or waste discharge requirements.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted. Therefore, the impact is no impact.

d) Due to the small size and limited development of the project site, this proposal will not increase flow rates on downstream property owners. Therefore, no new flood control facilities or water quality mitigation will be required. Therefore, the impact is considered less than significant

e) The project site is not located within a 100 year flood zone. Therefore, the project shall not place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

f) The project site is not located within a 100 year flood zone. Therefore, the project shall not place within a 100-year flood hazard area structures which would impede or redirect flood flows.

g) The project is not anticipated to otherwise substantially degrade water quality. The project has been conditioned to provide to the Building and Safety Department evidence of compliance with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement and to obtain a construction permit from the State Water Resource Control Board (SWRCB) prior to issuance of any grading or construction permit (COA 60. BS GRADE.7). This is a standard condition of approval and is not considered mitigation pursuant to CEQA.

h) The project does not include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors). Therefore, there is no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

26. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable U - Generally Unsuitable R - Restricted

a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-9 "100- and 500-Year Flood Hazard Zones," Figure S-10 "Dam Failure Inundation Zone," Riverside County Flood Control District Flood Hazard Report/Condition, GIS database

Findings of Fact:

a) The project site is not located in a 100-year flood plain and shall not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore, there is no impact.

b) The proposed project proposes less than 900 square feet of impervious area. As such, this proposal will not increase flow rates on downstream property owners; therefore, the project will not result in changes in absorption rates or the rate and amount of surface runoff. Therefore, there is no impact.

c) The project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, there is no impact.

d) The project will not cause changes in the amount of surface water in any water body. Therefore, there is no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

LAND USE/PLANNING Would the project

27. Land Use

a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP, GIS database, Project Application Materials

Findings of Fact:

a) The proposed use is in compliance with the current land use of Rural Community: Very Low Density Residential (RC:VLDR) (1 Acre Minimum) in the Lake Mathews/Woodcrest Area Plan. The project will have a less than significant impact as it likely will not result in the substantial alteration of the present or planned land use of an area.

b) The project is located within a city sphere of influence. Therefore, there is no impact.

Mitigation: No mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring measures are required.

28. Planning

a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Land Use Element, Staff review, GIS database

Findings of Fact:

a-b) The project will be consistent with the site's existing zoning of Residential Agricultural – 1 Acre Minimum (R-A-1). The project is surrounded by properties which are zoned Residential Agricultural – 1 Acre Minimum (R-A-1) and Light Agriculture with Poultry (A-P) to the north and Residential Agricultural – 1 Acre Minimum (R-A-1) to the south, east and west.

c) The proposed cell tower will be designed as a 50 foot high monopine. As a result, the project will be compatible with existing surrounding zoning and with existing and planned surrounding land uses. Impacts are less than significant.

d-e) The project is consistent with the land use designations and policies of the General Plan. In addition, the project will not disrupt or divide the physical arrangement of an established community. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required

MINERAL RESOURCES Would the project

29. Mineral Resources

a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed, existing or abandoned quarries or mines?

Source: Riverside County General Plan Figure OS-5 "Mineral Resources Area"

a) The project site is within MRZ-3, which is defined as areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. The RCIP identifies policies that encourage protection for existing mining operations and for appropriate management of mineral extraction. A significant impact that would constitute a loss of availability of a known mineral resource would include unmanaged extraction or encroach on existing extraction. No existing or abandoned quarries or mines exist in the area surrounding the project site. The project does not propose any mineral extraction on the project site. Any mineral resources on the project site will be unavailable for the life of the project; however, the project will not result in the permanent loss of significant mineral resources.

b) The project will not result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

c) The project will not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine.

d) The project will not expose people or property to hazards from proposed, existing or abandoned quarries or mines.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

NOISE Would the project result in

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

30. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

Source: Riverside County General Plan Figure S-19 "Airport Locations," County of Riverside Airport Facilities Map

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

- a) The project site is not located within an airport land use plan or within two miles of a public airport or public use airport that would expose people residing on the project site to excessive noise levels.
- b) The project is not located within the vicinity of a private airstrip that would expose people residing on the project site to excessive noise levels.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

31. Railroad Noise

NA A B C D

Source: Riverside County General Plan Figure C-1 "Circulation Plan", GIS database, On-site Inspection

Findings of Fact: There are no railroad tracks in the vicinity of this project site. The project has no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

32. Highway Noise

NA A B C D

Source: On-site Inspection, Project Application Materials

Findings of Fact: The project is not directly adjacent to any Highway. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

33. Other Noise

NA A B C D

Source: Project Application Materials, GIS database

Findings of Fact: No additional noise sources have been identified near the project site that would contribute a significant amount of noise to the project. There will be no impact.

Mitigation: No mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring measures are required.

34. Noise Effects on or by the Project

a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"); Project Application Materials

Findings of Fact:

a) Although the project will increase the ambient noise level in the immediate vicinity during construction, and the general ambient noise level will increase slightly after project completion, the impacts are not considered significant.

b) All noise generated during project construction and the operation of the site must comply with the County's noise standards, which restricts construction (short-term) and operational (long-term) noise levels. The project will have a less than significant impact.

c-d) The project would not expose persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies or expose persons to or generation of excessive ground-borne vibration or ground-borne noise levels. The project will have a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

POPULATION AND HOUSING Would the project

35. Housing				
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing else-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
where?				
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials, GIS database, Riverside County General Plan Housing Element

Findings of Fact:

- a) The project is a 50 foot high monopine with an equipment shelter in a 900 square foot lease area. The scope of the development is not substantial enough to displace a number of housing, necessitating the construction of replacement housing elsewhere. The project will have no impact.
- b) The project will not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income. The project will have no impact.
- c) The project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. The project will have no impact.
- d) The project is not located within a Redevelopment Area. The project will have no impact.
- e) The project will not cumulatively exceed official regional or local population projections. The project will have no impact.
- f) The project could potentially encourage additional residential development in the area since there will be better wireless phone coverage, but the development would have to be consistent with the land uses designated by the General Plan. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

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

36. Fire Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Safety Element

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project area is serviced by the Riverside County Fire Department. Any potential significant effects will be mitigated by the payment of standard fees to the County of Riverside. The project will not directly physically alter existing facilities or result in the construction of new facilities. Any construction of new facilities required by the cumulative effects of surrounding projects would have to meet all applicable environmental standards. The project shall comply with County Ordinance No. 659 to mitigate the potential effects to fire services. (COA 90.PLANNING.5) This is a standard Condition of Approval and pursuant to CEQA is not considered mitigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

37. Sheriff Services

Source: RCIP

The proposed area is serviced by the Riverside County Sheriff's Department. The proposed project would not have an incremental effect on the level of sheriff services provided in the vicinity of the project area. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. The project shall comply with County Ordinance No. 659 to mitigate the potential effects to sheriff services. (COA 90.PLANNING.5) This is a standard Condition of Approval and pursuant to CEQA, is not considered mitigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

38. Schools

Source: Val Verde Unified School District correspondence, GIS database

Findings of Fact: The project will not physically alter existing facilities or result in the construction of new or physically altered facilities. The proposed project is located within the Val Verde Unified School District. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. This project has been conditioned to comply with School Mitigation Impact fees in order to mitigate the potential effects to school services. (COA 80.PLANNING.5) This is a standard Condition of Approval and pursuant to CEQA, is not considered mitigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

39. Libraries

Source: RCIP

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project will not create a significant incremental demand for library services. The project will not require the provision of new or altered government facilities at this time. Any construction of new facilities required by the cumulative effects of surrounding projects would have to meet all applicable environmental standards. This project shall comply with County Ordinance No. 659 to mitigate the potential effects to library services. (COA 90.PLANNING.5) This is a standard Condition of Approval and pursuant to CEQA is not considered mitigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

40. Health Services

Source: RCIP

The use of the proposed lease area would not cause an impact on health services. The site is located within the service parameters of County health centers. The project will not physically alter existing facilities or result in the construction of new or physically altered facilities. The project will have no impact. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

RECREATION

41. Parks and Recreation

a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

Source: GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review

a) The project proposes a 50 foot high monopine and an equipment shelter within a 900 square foot lease area. The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The project will have no impact.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) The project would not include the use of existing neighborhood or regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated. The project will have no impact.

c) The project is not located within a county service area. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

42. Recreational Trails

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: RCIP

Findings of Fact: According to the RCIP, no regional or community trails will be affected by the project area. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

TRANSPORTATION/TRAFFIC Would the project

43. Circulation

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Alter waterborne, rail or air traffic?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Cause an effect upon, or a need for new or altered maintenance of roads?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Cause an effect upon circulation during the project's construction?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP

Findings of Fact:

a) The project will generate minimal traffic to the area and regional transportation system. The project will not conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system. The impact is less than significant.

b) The project will not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. The project will have no impact.

c-d) The project does not propose any design issues that would cause a change in air traffic patterns, alter waterborne, or rail and air traffic. The project will have no impact.

e-f) The project will not substantially increase hazards due to a design feature or cause an effect upon a need for new or altered maintenance of roads. The project will have no impact.

g) The project site will cause an effect upon circulation during the project's construction; however, impacts are considered less than significant.

h) The project will not cause inadequate emergency access or access to nearby uses. The project will have no impact.

i) The project site will not conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

44. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: RCIP

Findings of Fact: According to the RCIP, no bike trails will be affected by the project area. The project will have no impact.

Mitigation: No mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring measures are required.

UTILITY AND SERVICE SYSTEMS Would the project

45. Water

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Source: Department of Environmental Health Review

Findings of Fact:

a-b) The proposed project will not require or result in the construction of new water treatment facilities or expansion of existing facilities. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

46. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source: Department of Environmental Health Review

Findings of Fact:

a-b) The proposed project will not require or result in the construction of new water treatment facilities or expansion of existing facilities. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

47. Solid Waste

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: RCIP, Riverside County Waste Management District correspondence

Findings of Fact:

a-b) The project will be served by Riverside County Waste Management Department. The proposed project will not require or result in the construction of new landfill facilities, including the expansion of existing facilities. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

48. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

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

Source: RCIP

Findings of Fact:

a-g) No letters have been received eliciting responses that the proposed project would require substantial new facilities or expand facilities. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

49. Energy Conservation

a) Would the project conflict with any adopted energy conservation plans?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The proposed project will not project conflict with any adopted energy conservation plans. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

MANDATORY FINDINGS OF SIGNIFICANCE

50. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Staff review, Project Application Materials

Findings of Fact: Implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

51. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Staff review, Project Application Materials

Findings of Fact: The project does not have impacts which are individually limited, but cumulatively considerable.

52. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Staff review, project application

Findings of Fact: The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any:

- SCAQMD CEQA Air Quality Handbook
- RCIP: Riverside County Integrated Project.
- RCLIS: Riverside County Land Information System
- County Geologic Report (GEO) No. 2215
- County Paleontological Report (PDP) No. 1385

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

Location: County of Riverside Planning Department
 4080 Lemon Street, 9th Floor
 Riverside, CA 92505

VII. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

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10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is for a wireless communication facility, for Verizon Wireless, disguised as a 50' high pine tree with eighteen (18) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain a 184 square foot equipment shelter and two (2) GPS antennas. Two 30' live trees are also proposed to be planted in the project area.

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY) its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PP24201. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Plot Plan No. 24201 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Plot Plan No. 24201, Exhibit A, (Sheets 1-4), dated November 30, 2010.

APPROVED EXHIBIT L = Plot Plan No. 24201, Exhibit L (Sheets 1-3), dated August 19, 2010.

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10. GENERAL CONDITIONS

BS GRADE DEPARTMENT

10.BS GRADE. 2 USE* - GIN VARY INTRO RECOMMND

The information provided by the applicant indicates 50 or more cubic yards of grading have occurred at the application site.

A Riverside County records search indicates a grading permit was not issued for that grading.

According to Riverside County Ordinance 457 and the California Building Code, grading in the amount of 50 cubic yards or more requires a permit.

Therefore, in order to bring the existing grading into conformance with Riverside County regulations, a condition shall be included in the final "conditions of approval" requiring the existing grading to be brought into conformance within a specified time period. The amount of time is stipulated in the "final conditions of approval" a condition "prior to a certain date".

10.BS GRADE. 3 USE-G1.2 OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 USE-G1.3 DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

10.BS GRADE. 5 USE-G1.6 DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 6 USE-G2.3SLOPE EROS CL PLAN RECOMMND

Erosion control - landscape plans, required for manufactured slopes greater than 3 feet in vertical height,

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10. GENERAL CONDITIONS

10.BS GRADE. 6 USE-G2.3SLOPE EROS CL PLAN (cont.) RECOMMND

are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47).

10.BS GRADE. 7 USE-G2.5 2:1 MAX SLOPE RATIO RECOMMND

Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 9 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

10.BS GRADE. 10 USE-G2.8MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

10.BS GRADE. 11 USE-G2.9DRNAGE & TERRACING RECOMMND

Provide drainage facilities and terracing in conformance with the California Building Code's chapter on "GRADING".

10.BS GRADE. 12 USE-G2.10 SLOPE SETBACKS RECOMMND

Observe slope setbacks from buildings & property lines per the California Building Code as amended by Ordinance 457.

10.BS GRADE. 14 USE-G.3.1NO B/PMT W/O G/PMT RECOMMND

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

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10. GENERAL CONDITIONS

10.BS GRADE. 15 USE-G3.3RETAINING WALLS

RECOMMND

Lots which propose retaining walls will require separate permits. They shall be obtained prior to the issuance of any other building permits - unless otherwise approved by the Building and Safety Director. The walls shall be designed by a Registered Civil Engineer - unless they conform to the County Standard Retaining Wall designs shown on the Building and Safety Department form 284-197.

10.BS GRADE. 17 USE-G4.1E-CL 4:1 OR STEEPER

RECOMMND

Plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the Building & Safety Department's Erosion Control Specialist.

10.BS GRADE. 20 USE-G1.4 NPDES/SWPPP

RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site.

For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

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10. GENERAL CONDITIONS

E HEALTH DEPARTMENT

10.E HEALTH. 1 UNMANNED FACILITY-GEN COMMENTS

RECOMMND

Plot Plan#24201 is proposing an unmanned wireless communications facility with no plumbing. Therefore, a proposal to connect to sewer service or an onsite wastewater treatment system is not required at this time. However, DEH reserves the right to regulate in accordance with County Ordinances should further information indicate the requirements.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD REPORT

RECOMMND

Plot Plan 24201 proposes a wireless communications facility on a 900 sq. ft of lease area on a 9.73-acres parcel in Lake Mathews/Woodcrest area. The project site is located northerly of Cajalco Road, southerly of Scottsdale Road, easterly of Harley John Road, and westerly of Wood Road.

The site is located on a ridge and as such, the proposed project does not receive offsite storm runoff. Except for nuisance nature local runoff that may traverse portions of the property, the project is considered free from ordinary storm flood hazard. However, a storm of unusual magnitude could cause some damage. New construction should comply with all applicable ordinances.

PLANNING DEPARTMENT

10.PLANNING. 1 GEN - IF HUMAN REMAINS FOUND

RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law.

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10. GENERAL CONDITIONS

10.PLANNING. 1 GEN - IF HUMAN REMAINS FOUND (cont.) RECOMMND

Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 2 GEN - INADVERTANT ARCHAEO FIND RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to it sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or

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10. GENERAL CONDITIONS

10.PLANNING. 2 GEN - INADVERTANT ARCHAEO FIND (cont.) RECOMMND
mitigation measures.

10.PLANNING. 3 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A and L, unless otherwise amended by these conditions of approval.

10.PLANNING. 4 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 5 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

10.PLANNING. 6 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 7 USE - MAX HEIGHT RECOMMND

The monopine located within the property shall not exceed a height of 50 feet.

10.PLANNING. 8 USE - CO-LOCATION RECOMMND

The applicant/operator of the facility shall agree to allow the co-location of equipment of other wireless telecommunications providers at this site when applications

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10. GENERAL CONDITIONS

10.PLANNING. 8 USE - CO-LOCATION (cont.) RECOMMND

are received by the County and it is considered feasible, subject to an agreement between the applicant/operator, the other proposed wireless telecommunications provider, and the property owner.

10.PLANNING. 9 USE - FUTURE INTERFERENCE RECOMMND

If the operation of the facilities authorized by this approved plot plan generates electronic interference with or otherwise impairs the operation of Riverside County communication facilities, the applicant shall consult with Riverside County Information Technology staff and implement mitigation measures acceptable to the Riverside County Department of Information Technology.

10.PLANNING. 12 USE - NO USE PROPOSED LIMIT CT RECOMMND

The balance of the subject property, APN: 321-110-014 (excluding the lease area and access easement), shall hereby be designated as "NO USE PROPOSED", and shall require approval of an appropriate land use application prior to utilization of any additional land uses subject to the requirements of County Ordinance No. 348.

10.PLANNING. 13 USE - EQUIPMENT/BLDG COLOR CT RECOMMND

The equipment cabinet color shall be grey or in earthtones, which will blend with the surrounding setting.

The color of the monopine (trunk) shall be light to dark brown, and the color of the antenna array shall be dark green, in order to minimize visual impacts.

Changes in the above listed colors shall be reviewed and approved by the Planning Department prior to installation of the structures, or prior to repainting of the structures.

10.PLANNING. 14 USE - SITE MAINTENANCE CT RECOMMND

The project site shall be kept in good repair. Graffiti shall be removed from any structures within one week of observation and/or notification. The project site and a minimum area of 10 feet around the project site shall be kept free of weeds and other obtrusive vegetation for fire prevention purposes.

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10. GENERAL CONDITIONS

10.PLANNING. 15 USE - BUSINESS LICENSING RECOMMND

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department at www.rctlma.org.buslic.

10.PLANNING. 16 USE- LC RECLAIMED WATER INEFFECT

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

10.PLANNING. 17 USE- LC VIABLE LANDSCAPING INEFFECT

All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the life of this permit. To ensure that this occurs, the Planning Department shall require inspections in accordance with the Planning Department's Milestone 90 condition entitled "USE - LANDSCAPE/IRRIGATION INSTALLATION INSPECTIONS."

10.PLANNING. 18 USE - GEO02215 RECOMMND

County Geologic Report (GEO) No. 2215 submitted for this project (PP24201) was prepared by Geotechnical Solutions, Inc. and is entitled "Geotechnical Engineering & Geology Report, Verizon Cellular Facility, Mead Valley at 18318 Cajalco Road, Perris, California 92570", dated March 23, 2010. In addition, Geotechnical Solutions, Inc. prepared "VZW - Mead Valley, 18318 Cajalco Road, Perris, California 92570" (response to County review comments on GEO02215), dated August 13, 2010. This document is herein incorporated as a part of GEO02215.

GEO02215 concluded:

1.The most significant geologic hazard to the project is the potential for moderate to strong ground shaking from earthquakes generated on the faults within the vicinity of the site.

2.The closest active fault is about 4.2 miles away from the site.

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10. GENERAL CONDITIONS

10.PLANNING. 18 USE - GEO02215 (cont.)

RECOMMND

3.The potential for surface fault rupture at the site due to fault plane displacement is considered unlikely.

4.The potential for liquefaction is low at the subject property.

5.The potential for subsidence is low at the subject property.

6.The potential for landsliding is low at the subject property.

GEO02215 recommended:

1.The equipment shelter and enclosure wall may be supported by a minimum of 12-inch deep and 12-inches wide continuous footings bearing into the newly compacted subgrade soil.

2.The proposed 50-foot high steel monopine may be supported by a cast in place concrete caissons bearing into natural firm material.

GEO02215 satisfies the requirement for a Geologic Study for Planning / CEQA purposes. GEO02215 is hereby accepted for Planning purposes. This approval is not intended, and should not be misconstrued as approval for grading permit. Engineering and other building code parameters will be reviewed and additional comments and/or conditions may be imposed by the Building and Safety Department upon application for grading and/or building permits.

10.PLANNING. 19 USE - PDP01385

RECOMMND

County Paleontological Report (PDP) No. 1385, submitted for this project (PP24201), was prepared by Paleo Environmental Associates and is entitled: "Paleontological Resource Assessment, Verizon Wireless Mead Valley Site, Riverside County, California (County of Riverside Plot Plan No. 24201, Assessor's Parcel No. 321-110-014)", dated October 8, 2010.

PDP01385 concluded the project's potential to impact paleontological resources is no more than low.

PDP01385 recommended no mitigation measures during construction-related earth-moving activities at the site.

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10. GENERAL CONDITIONS

10.PLANNING. 19 USE - PDP01385 (cont.)

RECOMMND

However, PDP01385 offers adequate steps to employ fossil protection and recovery should, in the unlikely event, fossil remains are encountered.

PDP01385 satisfies the requirement for a Paleontological Study for Planning/CEQA purposes. PDP01385 is hereby accepted for PP24201. Should fossil remains be encountered during site development, the developer shall immediately inform the County Geologist and shall immediately employ the steps enumerated in PDP01385 for fossil protection and recovery, as appropriate.

10.PLANNING. 20 USE - LOW PALEO

RECOMMND

Paleontological assessment report (PDP) No. 01385 concluded a low potential for encountering fossil remains at this site. As such, this project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during site development:

1.All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.

2.The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.

3.The applicant shall retain a qualified paleontologist approved by the County of Riverside.

4.The paleontologist shall determine the significance of the encountered fossil remains.

5.Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.

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10. GENERAL CONDITIONS

10.PLANNING. 20 USE - LOW PALEO (cont.)

RECOMMND

6.If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.

7.Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * The County of Riverside must be consulted on the repository/museum to receive the fossil material prior to being curated.

10.PLANNING. 21 USE - MT PALOMAR LIGHTING AREA

RECOMMND

Within the Mt. Palomar Special Lighting Area, as defined in Ordinance No. 655, low pressure sodium vapor lighting or overhead high pressure sodium vapor lighting with shields or cutoff luminaires, shall be utilized.

TRANS DEPARTMENT

10.TRANS. 1 USE - TS/EXEMPT

RECOMMND

The Transportation Department has not required a traffic study for the subject project. The Transportation Department has determined that the project is exempt from traffic study requirements.

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10. GENERAL CONDITIONS

10.TRANS. 2 USE - NO ADD'L ROAD IMPRVMENTS RECOMMND

No additional road improvements will be required at this time along Cajalco Road due to existing improvements.

10.TRANS. 3 USE - STD INTRO 3(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement tandards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 4 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

20. PRIOR TO A CERTAIN DATE

BS GRADE DEPARTMENT

20.BS GRADE. 1 USE-EXISTING GRADING TO CODE RECOMMND

Within 180 days of final approval of Plot Plan 24201, the applicant is required to obtain a grading permit and perform all grading necessary to bring the existing grading into conformance with Ordinance 457. If the applicant fails to complete the grading - including Building and Safety's Grading Division final inspection and approval, the Grading Division's approval of this application becomes null and void.

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20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 1 USE - EXPIRATION DATE-PP

RECOMMND

This approval shall be used within two (2) years of approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within a two (2) year period which is thereafter diligently pursued to completion or of the actual occupancy of existing buildings or land under the terms of the authorized use.

Prior to the expiration of the two year period, the permittee may request a one (1) year extension of time request in which to use this plot plan. A maximum of three one-year extension of time requests shall be permitted. Should the time period established by any of the extension of time requests lapse, or should all three one-year extensions be obtained and no substantial construction or use of this plot plan be initiated within five (5) years of the effective date of the issuance of this plot plan, this plot plan shall become null and void.

20.PLANNING. 2 USE - LIFE OF PERMIT

RECOMMND

A wireless communication facility shall have an initial approval period (life) of ten (10) years that may be extended if a revised permit application is made and approved by the Planning Director or the Planning Commission, whichever was the original approving officer or body. Such extensions, if approved, shall be in increments of ten (10) years. The determination as to the appropriateness of such extensions shall be made, in part, on adherence to the original conditions of approval and the number of complaints, if any, received by the County. In the case of co-located facilities, the permits of all co-locaters shall automatically be extended until the last co-locater's permit expires.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G2.1 GRADING BONDS

RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building and

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 1 USE-G2.1 GRADING BONDS (cont.) RECOMMND

Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 2 USE-G2.4GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit.

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

60.BS GRADE. 3 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

60.BS GRADE. 4 USE-G2.14OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 5 USE-G2.15NOTRD OFFSITE LTR

RECOMMND

A notarized letter of permission, from the affected property owners or easement holders, is required for any proposed off site grading.

60.BS GRADE. 7 USE-G1.4 NPDES/SWPPP

RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

60.BS GRADE. 8 USE IMPORT/EXPORT

RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety department. If an Environmental Assessment, prior to issuing a grading permit, did not previously approve either location, a Grading Environmental Assessment shall be submitted to the Planning Director and the Environmental Programs Director for review and comment and to the Building and Safety Department Director for approval. Additionally, if the movement of import/export occurs using county roads, review and approval of the haul routes by the Transportation Department will be required.

PLOT PLAN:TRANSMITTED Case #: PP24201

Parcel: 321-110-014

60. PRIOR TO GRADING PRMT ISSUANCE

EPD DEPARTMENT

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR

RECOMMND

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

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

PLANNING DEPARTMENT

60.PLANNING. 3 USE - GRADING PLANS

RECOMMND

If grading is proposed, the project must comply with the following:

a. The developer shall submit one print of a comprehensive grading plan to the Department of Building and Safety which complies with the Uniform Building Code, Chapter 70, as amended by Ordinance No. 457 and as may be additionally provided for in these conditions.

b. A grading permit shall be obtained from the Department of Building and Safety prior to commencement of any grading outside of a County maintained road right-of-way.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 3 USE - GRADING PLANS (cont.) RECOMMND

c. Graded but undeveloped land shall be planted with interim landscaping or provided with other erosion control measures as approved by the Director of Building and Safety.

d. Graded areas shall be revegetated or landscaped with native species which are fire resistant, drought tolerant, low water using and erosion controlling.

60.PLANNING. 5 USE - SKR FEE CONDITION RECOMMND

Prior to the issuance of a grading permit, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 9.688 acres (gross) in accordance with APPROVED EXHIBIT NO. A. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT RECOMMND

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

PLOT PLAN:TRANSMITTED Case #: PP24201

Parcel: 321-110-014

80. PRIOR TO BLDG PRMT ISSUANCE

PLANNING DEPARTMENT

80.PLANNING. 1 USE - ELEVATIONS & MATERIALS RECOMMND

Building and structure elevations shall be in substantial conformance with that shown on the APPROVED EXHIBIT A, dated November 30, 2010.

80.PLANNING. 2 USE - LIGHTING PLANS CT RECOMMND

Any proposed outdoor lighting must be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County General Plan.

80.PLANNING. 3 USE- LC LANDSCAPE SECURITIES INEFFECT

Performance securities, in amounts to be determined by the Director of Building and Safety to guarantee the installation of plantings, irrigation system, walls and/or fences, in accordance with the approved plan, shall be filed with the Department of Building and Safety. Securities may require review by County Counsel and other staff. Permit holder is encouraged to allow adequate time to ensure that securities are in place. The performance security may be released one year after structural final, inspection report, and the One-Year Post Establishment report confirms that the plantings and irrigation components have been adequately installed and maintained. A cash security shall be required when the estimated cost is \$2,500.00 or less.

80.PLANNING. 4 USE- SPECIMEN TREE REQUIRED RECOMMND

Landscaping plans shall incorporate the use of specimen (24" box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double-staked and secured with non-wire ties.

80.PLANNING. 5 USE - SCHOOL MITIGATION RECOMMND

Impacts to the Val Verde School District shall be mitigated in accordance with California State law.

PLOT PLAN:TRANSMITTED Case #: PP24201

Parcel: 321-110-014

80. PRIOR TO BLDG PRMT ISSUANCE

TRANS DEPARTMENT

80.TRANS. 1 USE - EVIDENCE/LEGAL ACCESS

RECOMMND

Provide evidence of legal access.

90. PRIOR TO BLDG FINAL INSPECTION

BS GRADE DEPARTMENT

90.BS GRADE. 1 USE-PRECISE GRADE APPROVAL

RECOMMND

Prior to final building inspection, the developer/applicant shall be responsible for obtaining a precise grade inspection and final grading approval, including the approval of all final certifications and reports.

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN

RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW

RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT

RECOMMND

Contact a Hazardous Materials Specialist, Hazardous Materials Management Division, at (951) 358-5055 for any additional requirements.

PLANNING DEPARTMENT

90.PLANNING. 2 USE - UTILITIES UNDERGROUND

RECOMMND

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the

PLOT PLAN:TRANSMITTED Case #: PP24201

Parcel: 321-110-014

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 2 USE - UTILITIES UNDERGROUND (cont.) RECOMMND

utilities they provide, this condition shall be null and void with respect to that utility.

90.PLANNING. 3 USE - WALL & FENCE LOCATIONS RECOMMND

Wall and/or fence locations shall be in conformance with APPROVED EXHIBIT A.

90.PLANNING. 4 USE - SKR FEE CONDITION RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection, whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance.

The amount of the fee required to be paid may vary, depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 9.688 acres (gross) in accordance with APPROVED EXHIBIT A. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 5 USE - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new

PLOT PLAN:TRANSMITTED Case #: PP24201

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 5 USE - ORD NO. 659 (DIF) (cont.)

RECOMMND

development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 24201 has been calculated to be 0.02 net acres.

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 6 USE - SIGNAGE REQUIREMENT

RECOMMND

Prior to final inspection of any building permit, the permit holder, developer or successor-in-interest shall install a sign no smaller than 12 inches by 12 inches upon an exterior wall or fence that surrounds the lease area that provides the following contact information:

- Address of wireless communications facility and any internal site identification number or code;
- Name(s) of company who operates the wireless communications facility;
- Full company address, including mailing address and division name that will address problems;
- Telephone number of wireless communications facility company.

If a co-located facility (addition antennas and/or equipment shelters or cabinets) are added to an existing facility, an additional sign, including the above described information, shall be installed on said shelter or cabinet stating the name of the company who operates the primary wireless communications facility and the name of the company that operates the co-located facility.

12/02/10
13:17

Riverside County LMS
CONDITIONS OF APPROVAL

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Parcel: 321-110-014

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 7 USE- LC LANDSCAPE INSPECT DEP INEFFECT

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of the Pre-Installation, the Installation, and One Year Post-Establishment landscape inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The estimated fee for the Pre-Installation, the Installation, and the One Year Post-Establishment landscape inspections will be determined by the County Planning Department's Landscape personnel prior to approval of the requisite Plot Plan for Planting and Irrigation. The Planning Department shall clear this condition upon determination of compliance

90.PLANNING. 8 USE- LC LANDSCAPE INSP REQUIR INEFFECT

The permit holder's landscape architect responsible for preparing the Landscaping and Irrigation Plans (or on-site representative) shall arrange for a PRE-INSTALLATION INSPECTION with the Planning Department at least five (5) working days prior to the installation of any landscape or irrigation components.

Upon successful completion of the PRE-INSTALLATION INSPECTION, the applicant will proceed with the installation of the approved landscape and irrigation system and arrange for an INSTALLATION INSPECTION at least five 5 working days prior to the building final inspection or issuance of occupancy permit, whichever occurs first and comply with the Planning Department's Milestone 80 conditions entitled "USE-LANDSCAPING SECURITY" and the Milestone 90 condition entitled "LANDSCAPE INSPECTION DEPOSIT." Upon successful completion of the INSTALLATION INSPECTION, the County Planning Department's Landscape Inspector and the permit holder's landscape architect (or on-site representative) shall execute a Landscape Certificate of Completion that shall be submitted to the Planning Department and the Department of Building and Safety. The Planning Department shall clear this condition upon determination of compliance.

PLOT PLAN:TRANSMITTED Case #: PP24201

Parcel: 321-110-014

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 9 USE- LC COMPLY W/LAND AND IRR INEFFECT

All required landscape planting and irrigation shall have been installed in accordance with approved Landscaping, Irrigation, and Shading Plans, Ordinance No. 859 (as adopted and any amendments thereto), and the Riverside County Guide to California Landscaping. All landscape and irrigation components shall be in a condition acceptable to the Planning Department through the implementation of the Department's Milestone 90 condition entitled "USE - LANDSCP/IRRIG INSTALL INS." The plants shall be healthy and free of weeds, disease or pests. The irrigation system shall be properly constructed and determined to be in good working order.

90.PLANNING. 10 USE - MIN TREE HEIGHT (LANDSC RECOMMND

The proposed landscaping plantings (trees) shall be reach a minimum of 30' high in conformance with the APPROVED EXHIBIT L.

TRANS DEPARTMENT

90.TRANS. 1 USE - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

90.TRANS. 2 USE - UTILITY PLAN CELL TOWER RECOMMND

Proposed electrical power lines below 33.6 KV within public right-of-way for this cell tower site shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. A disposition note describing the above shall be reflected on the site plan. A written proof for initiating the design and/or application of the relocation issued by the utility company shall be submitted to the Transportation Department for verification purposes.

90.TRANS. 3 USE-UTILITY INSTALL CELL TOWER RECOMMND

Proposed electrical power lines below 33.6 KV within public right-of-way for this cell tower site shall be underground in accordance with Ordinance 460 and 461, or as approved by

12/02/10
13:17

Riverside County LMS
CONDITIONS OF APPROVAL

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PLOT PLAN:TRANSMITTED Case #: PP24201

Parcel: 321-110-014

90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 3

USE-UTILITY INSTALL CELL TOWER (cont.)

RECOMMND

the Transportation Department.

A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion.

LAND DEVELOPMENT COMMITTEE
1st CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

DATE: August 25, 2009

TO

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riv. Co. Flood Control District
Riv. Co. Fire Department
Riv. Co. Dept. of Bldg. & Safety - Grading
Regional Parks & Open Space District.

Riv. Co. Environmental Programs Dept.
P.D. Geology Section-D. Jones
P.D. Trails Section-J. Jolliffe
P.D. Landscaping Section-R. Dyo
P.D. Archaeology Section-L. Mouriquand
Riv. Co. Information Tech. John Sarkasian

Riv. Co. Waste Management Dept.
1st District Supervisor
1st District Planning Commissioner
City of Riverside
Val Verde Unified School Dist.

PLOT PLAN NO. 24201 - EA42191 - Applicant: RealCom Associates - Engineer/Representative: HC&D Architects - First Supervisorial District - Cajalco Zoning District - Lake Mathews/Woodcrest Area Plan: Rural Community: Very Low Density Residential (RC-VLDR) (1 Acre Minimum) - Location: Northerly of Cajalco Road, southerly of Scottsdale Road, easterly of Harley John Road, and westerly of Wood Road - 9.73 Gross Acres - Zoning: Residential Agricultural - 1 Acre Minimum (R-A-1) - **REQUEST: The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 50' high pine tree with eighteen (18) panel antennas located on three (3) sectors, and one (1) microwave antenna. The 900 square foot lease area surrounded by chain link will contain a 184 square foot equipment shelter, and two (2) GPS antennas. - APN: 321-110-014.**

Please review the attached **Amended** map(s) and/or exhibit(s) for the above-mentioned project. Any further comments, recommendations, and/or conditions are requested prior to the pending **September 17, 2009 LDC Comment Agenda** deadline, in order that they may be incorporated in the staff report package for this project.

Should you have any questions regarding this item, please do not hesitate to contact **Damaris, Abraham**, Project Planner (951) 955-5719, or e-mail at dabraham@rctlma.org / MAILSTOP #: 1070

COMMENTS:

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Planning Department
Ron Goldman · Planning Director

APPLICATION FOR LAND USE AND DEVELOPMENT

CE005121

CHECK ONE AS APPROPRIATE:

- PLOT PLAN CONDITIONAL USE PERMIT TEMPORARY USE PERMIT
 REVISED PERMIT PUBLIC USE PERMIT VARIANCE

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP 24201 DATE SUBMITTED: 7-30-01
EA 42191 CFG 05547

APPLICATION INFORMATION

Applicant's Name: Alexis Osborn, RealCom Associates E-Mail: alex.imagine@gmail.com

Mailing Address: 27201 Puerta Real, Ste 240
Mission Viejo Street 92691
City CA State ZIP

Daytime Phone No: (949) 838-7313 Fax No: (801) 407-1643

Engineer/Representative's Name: HC&D Architects, Steve Bulkeley E-Mail: stevenb@hcanddarchite.com

Mailing Address: 250 E. Rincon St, Ste 106
Corona Street 92570
City CA State ZIP

Daytime Phone No: (951) 571-2057 Fax No: (951) 571-5924

Property Owner's Name: M. Waunell Rye E-Mail: _____

Mailing Address: 18318 Cajalco Rd
Perris Street 92570
City CA State ZIP

Daytime Phone No: (951) 780-7105 Fax No: () _____

If the property is owned by more than one person, attach a separate page that reference the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

APPLICATION FOR LAND USE AND DEVELOPMENT

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

All signatures must be originals ("wet-signed"). Photocopies of signatures are not acceptable.

Alexis Osborn

PRINTED NAME OF APPLICANT



SIGNATURE OF APPLICANT

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf.

All signatures must be originals ("wet-signed"). Photocopies of signatures are not acceptable.

Waunell Rye

PRINTED NAME OF PROPERTY OWNER(S)

See enclosed letter of authorization

SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

If the property is owned by more than one person, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

See attached sheet(s) for other property owners signatures.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): ³ ~~1~~ 21-110-014

Section: 7 Township: 4 Range: 4 West

Approximate Gross Acreage: 9.688 acres

General location (nearby or cross streets): North of Cajalco Road, South of Scottsdale Road, East of Wood Road, West of Harley John Road

Thomas Brothers map, edition year, page number, and coordinates: _____

APPLICATION FOR LAND USE AND DEVELOPMENT

Proposal (describe project, indicate the number of proposed lots/parcels, units, and the schedule of the subdivision, Vesting Map, PRD):

Proposal for a wireless telecommunications facility consisting of a new 50' monopine to hold and disguise 18 panel antennas. The associates equipment shelter will be constructed of aggregate stone material and will measure 11'6" x16'x10'5" tall.

Related cases filed in conjunction with this request:

None

Is there a previous development application filed on the same site: Yes No

If yes, provide Case No(s). _____ (Parcel Map, Zone Change, etc.)

E.A. No. (if known) _____ E.I.R. No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a copy: _____

Is water service available at the project site: Yes No

If "No," how far must the water line(s) be extended to provide service? (No. of feet/miles) _____

Is sewer service available at the site? Yes No

If "No," how far must the sewer line(s) be extended to provide service? (No. of feet/miles) _____

Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet? Yes No

How much grading is proposed for the project site?
None

Estimated amount of cut = cubic yards: _____
None

Estimated amount of fill = cubic yards _____

Does the project need to import or export dirt? Yes No

Import _____ Export _____ Neither

What is the anticipated source/destination of the import/export?
N/A

APPLICATION FOR LAND USE AND DEVELOPMENT

What is the anticipated route of travel for transport of the soil material?
N/A

How many anticipated truckloads? N/A truck loads.

What is the square footage of usable pad area? (area excluding all slopes) N/A sq. ft.

Is the development proposal located within 8½ miles of March Air Reserve Base? Yes No

If yes, will any structure exceed fifty-feet (50') in height (above ground level)? Yes No

Does the development project area exceed more than one acre in area? Yes No

If yes, in which one of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

Check answer:

- Santa Ana River Santa Margarita River San Jacinto River Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5 requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted as complete without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that:

The project is not located on or near an identified hazardous waste site.

The project is located on or near an identified hazardous waste site. Please list the location of the hazardous waste site(s) on an attached sheet.

Owner/Representative (1) *J. A. Owen* Date 7/29/09
Owner/Representative (2) _____ Date _____

NOTICE OF PUBLIC HEARING
and
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY DIRECTOR'S HEARING** to consider the project shown below:

PLOT PLAN NO. 24201 – Intent to Adopt a Mitigated Negative Declaration – Applicant: RealCom Associates – Engineer/Representative: HC&D Architects - First Supervisorial District – Cajalco Zoning District – Lake Mathews/Woodcrest Area Plan: Rural Community: Very Low Density Residential (RC-VLDR) (1 Acre Minimum) – Location: Northerly of Cajalco Road, southerly of Avenue E, and westerly of Wood Road, more specifically 18318 Cajalco Road, Perris, CA – 9.73 Gross Acres - Zoning: Residential Agricultural - 1 Acre Minimum (R-A-1) - **REQUEST:** The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 50' high pine tree with eighteen (18) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain a 184 square foot equipment shelter and two (2) GPS antennas. Two 30' live trees are also proposed to be planted in the project area. - APN: 321-110-014. (Quasi-judicial)

TIME OF HEARING: 1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING: January 3, 2011
PLACE OF HEARING: RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON STREET
1ST FLOOR CONFERENCE ROOM 2A
RIVERSIDE, CALIFORNIA 92501

For further information regarding this project, please contact Damaris Abraham at 951-955-5719 or e-mail dabraham@rctlma.org, or go to the County Planning Department's Director's Hearing agenda web page at http://www.tlma.co.riverside.ca.us/planning/content/hearings/dh/current_dh.html

The Riverside County Planning Department has determined that the above project will not have a significant effect on the environment and has recommended adoption of a mitigated negative declaration. The Planning Director will consider the proposed project and the proposed mitigated negative declaration, at the public hearing. The case file for the proposed project and the proposed mitigated negative declaration may be viewed Monday through Thursday, 8:30 a.m. to 5:00 p.m., (with the exception of Noon-1:00 p.m. and holidays) at the County of Riverside Planning Department, 4080 Lemon Street, 9th Floor, Riverside, CA 92502. For further information or an appointment, contact the project planner.

Any person wishing to comment on a proposed project may do so, in writing, between the date of this notice and the public hearing or appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Director, and the Planning Director will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Director at, or prior to, the public hearing. Be advised that, as a result of public hearings and comment, the Planning Director may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands, within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
COUNTY OF RIVERSIDE PLANNING DEPARTMENT
Attn: Damaris Abraham
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN, certify that on 10/26/2010.

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PP 24201 For

Company or Individual's Name Planning Department,

Distance buffered 1000'.

Pursuant to application requirements furnished by the Riverside County Planning Department, Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

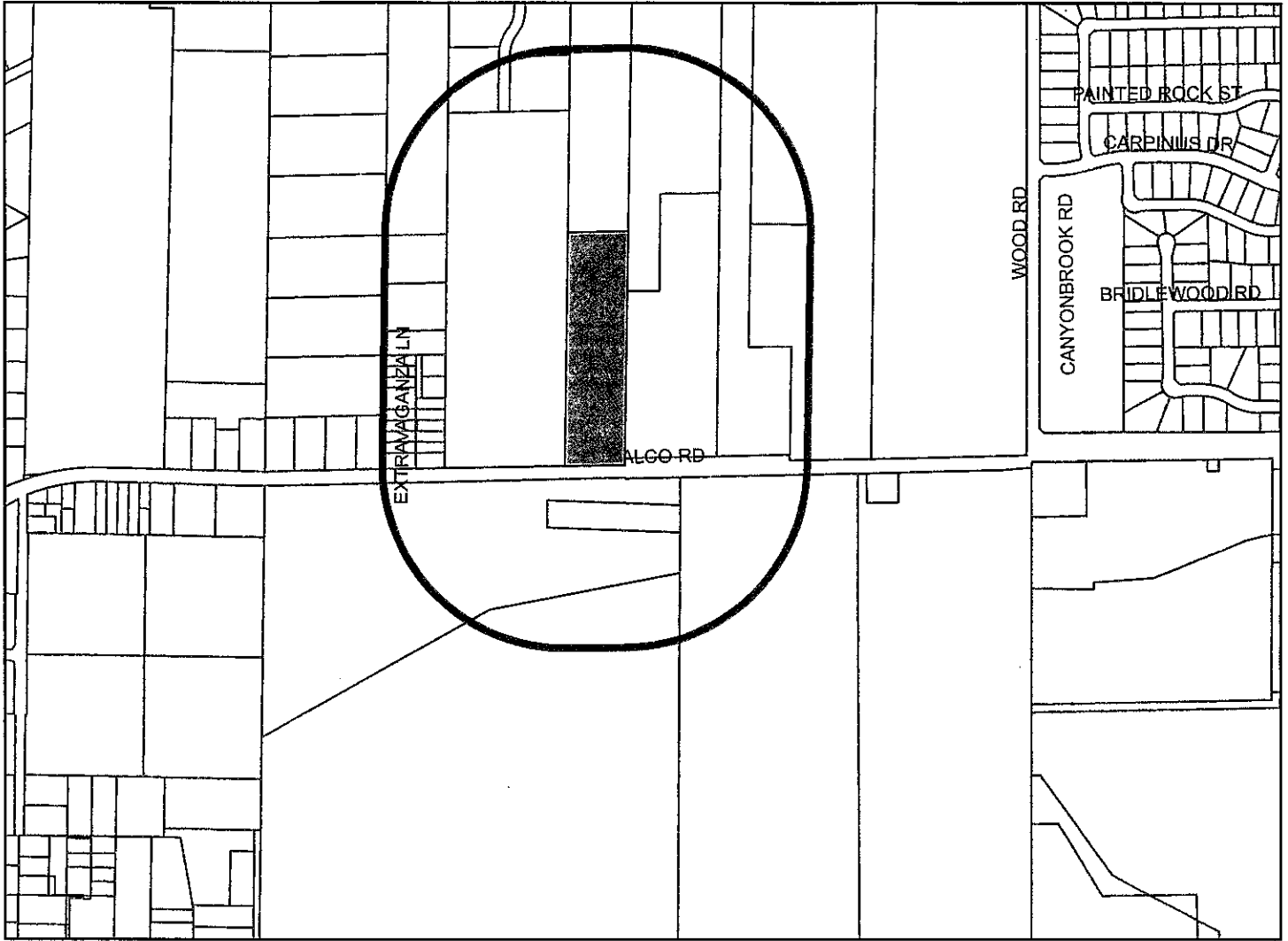
NAME: Vinnie Nguyen *Vanessa C.*

TITLE GIS Analyst *exp: 4.26.2011*

ADDRESS: 4080 Lemon Street 2nd Floor
Riverside, Ca. 92502

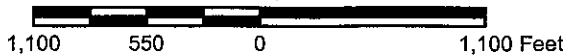
TELEPHONE NUMBER (8 a.m. - 5 p.m.): (951) 955-8158

1000 feet buffer



Selected Parcels

- | | | | | | | | | | |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 321-110-009 | 321-260-007 | 321-260-020 | 321-260-019 | 321-110-030 | 321-260-029 | 321-260-013 | 321-110-012 | 321-110-005 | 321-260-005 |
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| 321-260-008 | 321-110-010 | 321-260-017 | 321-260-027 | 321-110-025 | 321-110-013 | 321-110-008 | 321-260-023 | 321-120-011 | 321-260-009 |
| 321-260-028 | 321-260-012 | 321-260-026 | 321-110-007 | 321-260-006 | 321-110-026 | 321-110-018 | 321-110-019 | 321-110-027 | 321-120-013 |
| 321-260-015 | | | | | | | | | |



Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

APN: 321110009, ASMT: 321110009
ABEL D LOPEZ, ETAL
18294 CAJALCO RD
PERRIS CA. 92570

APN: 321110006, ASMT: 321110006
I SAKIOKA FAMILY
PMB 306
16835 ALGONQUIN
HUNTINGTON BEACH CA 92649

APN: 321260007, ASMT: 321260007
BEI GROUP
C/O BEI GROUP
5753G SANTA ANA CYN 5600
ANAHEIM CA 92807

APN: 321120024, ASMT: 321120024
INDIAN MESA
C/O NICHOLAS J COUSSOULIS
341 W 2ND ST STE 1
SAN BERNARDINO CA 92401

APN: 321260020, ASMT: 321260020
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6087 SUNNY CIR
MIRA LOMA CA 91752

APN: 321110031, ASMT: 321110031
JIM LISTON, ETAL
231 E ALESSANDRO BLV A157
RIVERSIDE CA 92508

APN: 321260019, ASMT: 321260019
CONRADO MARTINEZ
18210 CAJALCO RD
PERRIS CA. 92570

APN: 321260024, ASMT: 321260024
JUDITH D DEAN
18174 CAJALCO RD
PERRIS CA. 92570

APN: 321110030, ASMT: 321110030
DALE JAMES GILCHRIST
19030 BIRCH ST
PERRIS CA. 92570

APN: 321110029, ASMT: 321110029
KENNETH A TAYLOR, ETAL
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PERRIS CA. 92570

APN: 321260029, ASMT: 321260029
DAVID CHAVEZ, ETAL
18282 EXTRAVAGANZA LN
PERRIS CA. 92570

APN: 321260025, ASMT: 321260025
M & LK PROP
23517 BIG TEE DR
CANYON LAKE CA 92587

APN: 321260013, ASMT: 321260013
FERNANDINO M AVILA, ETAL
18090 DAY ST
PERRIS CA 92570

APN: 321110014, ASMT: 321110014
M WAUNELL RYE
C/O JAMES C RYE
18318 CAJALCO RD
PERRIS CA. 92570



APN: 321260008, ASMT: 321260008
MANUEL REYES, ETAL
18184 CAJALCO RD
PERRIS CA. 92570

APN: 321120011, ASMT: 321120011
MWD
C/O ASSEST MANAGEMENT
P O BOX 54153
LOS ANGELES CA 90054

APN: 321110010, ASMT: 321110010
MARION V SNOW, ETAL
18100 CAJALCO RD
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APN: 321260009, ASMT: 321260009
PHILLIP NORRIS, ETAL
18180 CAJALCO RD
PERRIS CA. 92570

APN: 321260017, ASMT: 321260017
MARK H WHITE, ETAL
17555 CALLE DEL CORRAL
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APN: 321260028, ASMT: 321260028
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18286 CAJALCO RD
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APN: 321260027, ASMT: 321260027
MARTHA ROCHIN
3320 LYNWOOD DR
CHULA VISTA CA 91910

APN: 321260012, ASMT: 321260012
REYNALDO SAUCEDO, ETAL
18164 CAJALCO RD
PERRIS CA. 92570

APN: 321110013, ASMT: 321110013
MENG NING LEE, ETAL
C/O WESTERN ESTATES
19057 COLIMA RD
ROWLAND HEIGHTS CA 91748

APN: 321260026, ASMT: 321260026
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18654 NANDINA
RIVERSIDE CA 92508

APN: 321110008, ASMT: 321110008
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RIVERSIDE CA 92508

APN: 321110007, ASMT: 321110007
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6961 VIA ANGELINA
HUNTINGTON BEACH CA 92647

APN: 321260023, ASMT: 321260023
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18178 CAJALCO RD
PERRIS CA. 92570

APN: 321260006, ASMT: 321260006
SYLVIA CARREON
19391 EXTRAVAGANZA LN
PERRIS CA. 92570



APN: 321110027, ASMT: 321110027
TATSUN LIN & ASSOC, ETAL
C/O MENG NING LEE
19057 COLIMA RD
ROWLAND HEIGHTS CA 91748

APN: 321120013, ASMT: 321120013
USASIA INTERNATIONAL INC
9580 GARDEN GROVE NO 300
GARDEN GROVE CA 92844

APN: 321260015, ASMT: 321260015
WESLEY L CREGGER, ETAL
18276 CAJALCO RD
PERRIS CA. 92570

Val Verde Unified School District
975 W. Morgan St.
Perris, CA 92571-3103

Applicant:
Realcom Assoc. Alexis Brown
27201 Puerta Real Ste. 240
Mission Viejo, CA 92691

Owner
Rye Waunell M
18318 Cajalco Rd.
Perris, CA 92570

Engineer
HC&D Architects
Steve Bulkley
250 E Rincon St. Ste. 106
Corona, CA 92570





RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna
Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

EA42191/Plot Plan No. 24201

Project Title/Case Numbers

Damaris Abraham

County Contact Person

951-955-5719

Phone Number

N/A

State Clearinghouse Number (if submitted to the State Clearinghouse)

RealCom Associates

Project Applicant

27201 Puerta Real, Suite 240, Mission Viejo CA 92691

Address

The project is located in the Lake Mathews/Woodcrest Area Plan, northerly of Cajalco Road, southerly of Avenue E, and westerly of Wood Road, more specifically 18318 Cajalco Road, Perris, CA.

Project Location

The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 50' high pine tree with eighteen (18) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain a 184 square foot equipment shelter and two (2) GPS antennas. Two 30' live trees are also proposed to be planted in the project area.

Project Description

This is to advise that the Riverside County Planning Director, as the lead agency, has approved the above-referenced project on January 3, 2011, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for the project pursuant to the provisions of the California Environmental Quality Act (\$2,044 + \$64.00).
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
5. A statement of Overriding Considerations WAS NOT adopted for the project.

This is to certify that the Mitigated Negative Declaration, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Damaris Abraham 
Signature

Project Planner
Title

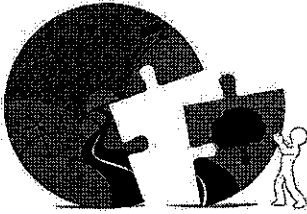
January 3, 2011
Date

Date Received for Filing and Posting at OPR: _____

DM/rj
Revised 8/25/2009
Y:\Planning Case Files-Riverside office\PP24201\DH-PC-BOS Hearings\NOD.PP24201 Form.docx

Please charge deposit fee case#: ZEA42191 ZCFG05547 .\$.2,108

FOR COUNTY CLERK'S USE ONLY



RIVERSIDE COUNTY
PLANNING DEPARTMENT

Carolyn Syms Luna
Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: Plot Plan No. 24201

Based on the Initial Study, it has been determined that the proposed project, subject to the proposed mitigation measures, will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment and Conditions of Approval)

COMPLETED/REVIEWED BY:

By: Damaris Abraham Title: Project Planner Date: October 26, 2010

Applicant/Project Sponsor: RealCom Associates Date Submitted: July 30, 2009

ADOPTED BY: Planning Director

Person Verifying Adoption: Damaris Abraham Date: January 3, 2011

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:

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

For additional information, please contact Damaris Abraham at (951) 955-5719.

Revised: 10/16/07
Y:\Planning Master Forms\CEQA Forms\Mitigated Negative Declaration.doc

Please charge deposit fee case#: ZEA42191 ZCFG05547 \$2,108

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

S* REPRINTED * R0910932

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38686 El Cerrito Rd
Indio, CA 92211
(760) 863-8271

Received from: REALCOM ASSOCIATES \$64.00
paid by: CK 11449
CA F&G FEE FOR EA42191
paid towards: CFG05547 CALIF FISH & GAME: DOC FEE
at parcel: 18318 CAJALCO RD PERR
appl type: CFG3

By _____ Jul 30, 2009 14:17
SHESTRAD posting date Jul 30, 2009

Account Code	Description	Amount
658353120100208100	CF&G TRUST: RECORD FEES	\$64.00

Overpayments of less than \$5.00 will not be refunded!

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

S* REPRINTED * R0916595

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38686 El Cerrito Rd
Indio, CA 92211
(760) 863-8271

Received from: REALCOM ASSOCIATES \$2,057.00
paid by: CK 1242
CA F&G FEE FOR EA42191
paid towards: CFG05547 CALIF FISH & GAME: DOC FEE
at parcel: 18318 CAJALCO RD PERR
appl type: CFG3

By _____ Dec 08, 2009 12:09
SBROSTRO posting date Dec 08, 2009

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$2,057.00

Overpayments of less than \$5.00 will not be refunded!

Agenda Item No.: 3.1
Area Plan: County-wide
Zoning District: County-wide
Supervisory District: County-wide
Project Planner: Kristi Lovelady
Planning Commission: February 16, 2011

General Plan Amendment No. 1096
E.A.: 42403
Applicant: County Initiated Change
Engineer/Representative: N/A

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

The Healthy Communities Element (HCE), or General Plan Amendment (GPA 1096), is a County-initiated amendment to the County of Riverside's General Plan. This new element is intended to facilitate positive health policies and programs that will benefit the residents of Riverside County. GPA 1096 demonstrates the logical link between health and the build environment. It creates policies that encourage healthy living and provide the planning and land use framework in which positive changes can be made.

GPA 1096 would apply Countywide.

BACKGROUND:

Following the adoption of the 2003 County General Plan, the Riverside County Community Health Agency (CHA) recognized an emerging correlation between land use and chronic community health conditions such as heart disease, asthma, cancer, stroke, and obesity. CHA approached the Planning Department with their observations and together they developed the framework for a prospective HCE to be included in a subsequent County-initiated General Plan Amendment. The Planning Department then developed appropriate policy language and technical data during a collaborative process with CHA and the multi-faceted Healthy Community Working Group. The resulting HCE is an innovative, optional element to the County General Plan.

On May 6, 2009 the County General Plan Advisory Committee discussed an initial draft of the HCE and ultimately recommended adding the HCE to the County General Plan as part of the comprehensive General Plan update (GPA 960). GPA 960 updates, including the HCE, were subsequently presented to the Planning Commission on June 24, 2009 as part of a workshop. The Commission indicated general support for the addition of the new HCE.

GPA 960 continues to move forward but it is not expected to conclude until the fall of 2011. Since the HCE is now complete and requires no further analysis, it is moving forward independent of GPA 960 as GPA 1096. The addition of a HCE was anticipated by GPA 960 therefore, no new General Plan amendment initiation process is necessary. Exhibit 1 includes the following GPA 1096 components:

1. A new General Plan Chapter 10: Healthy Communities Element
2. Requisite revisions to Chapter 1: Introduction to the County General Plan
3. Requisite revisions to Chapter 2: Vision Statement of the County General Plan
4. A new General Plan Appendix M: Health Indicators

On April 21, 2010, the County initiated a formal SB 18 consultation process and letters were sent to the local Native American Tribes informing them of GPA 1096 and inviting their comments. Of the 23 Tribes contacted, the County received an informal request from the Pechanga Tribe that resulted in enhancements to the GPA 1096 text. Exhibit 2 summarizes the SB 18 Tribal coordination for GPA 1096 with the participating Tribe.

GENERAL PLAN AMENDMENT NO. 1096

PC Staff Report: February 16, 2011

Page 2 of 3

Today's requested actions include the tentative approval of Environmental Assessment 42403 prepared for GPA 1096 (Exhibit 3), tentative adoption of GPA 1096 and its component parts identified above, and approval of Resolution 2011-03 (Exhibit 4) recommending the adoption of GPA 1096 to the Riverside County Board of Supervisors.

SUMMARY OF FINDINGS:

1. General Plan Land Use:	Countywide
2. Proposed Zoning:	Countywide
3. Surrounding Zoning:	Countywide
4. Existing Land Use:	Countywide
5. Surrounding Land Use:	Countywide
6. Project Data:	Total Acreage: N/A Total Proposed Lots: N/A Proposed Min. Lot Size: N/A Schedule: N/A
7. Environmental Concerns:	No significant effect on the environment. Negative Declaration will be prepared. Environmental Assessment attached.
8. SB 18:	The County has complied with the requirements of SB 18

RECOMMENDATIONS:

TENTATIVE APPROVAL of ENVIRONMENTAL ASSESSMENT NO. 42403

TENTATIVE ADOPTION of GENERAL PLAN AMENDMENT NO. 1096, based upon the findings and conclusions incorporated in the staff report; and,

ADOPTION of RESOLUTION 2011-03 recommending adoption of GENERAL PLAN AMENDMENT NO. 1096 to the Board of Supervisors;

CONCLUSIONS:

1. The proposed amendment is in conformance with the Riverside County General Plan's Land Use Policies and with all other elements of the Riverside County General Plan.
2. The proposed amendment is consistent with all applicable provisions of Riverside County Land Use Ordinance No. 348.
3. The project will have no significant effect on the environment.

INFORMATIONAL ITEMS:

1. As of this writing, no letters in support or opposition have been received on GPA1096.
2. The proposed GPA applies Countywide.

EXHIBIT 1



GPA 1096

Healthy Communities Element:

- **New General Plan Chapter 10: Healthy Communities Element**
- **Revisions to General Plan Chapter 1: Introduction**
- **Revisions to General Plan Chapter 2: Vision Statement**
- **New General Plan Appendix M: Health Indicators**



Chapter 10: Healthy Communities Element

Introduction

HEALTHY COMMUNITIES CONCEPTUAL FRAMEWORK

The General Plan Vision speaks of the importance of promoting a healthy living environment for all residents. The Healthy Communities Element provides a framework for translating the General Plan vision for a healthy Riverside County into reality by identifying policies to achieve that vision. The Healthy Communities Element addresses areas where public health and planning intersect, including transportation and active living, access to nutritious foods, access to health care, mental health, quality of life, and environmental health.

BACKGROUND

Riverside County is geographically the fourth largest county in California, stretching nearly 200 miles across and covering 7,200 square miles. The population is currently estimated at 2.1 million, after increasing 44% in the last decade. Riverside County has frequently been ranked as the fastest growing county in the state. If current projections hold true, the County population will reach 4.7 million by 2050, making it the second most populous county in the state. Much of this growth has occurred in unincorporated areas as commuters and retirees from neighboring counties have come in search of affordable housing.

While infectious diseases often receive much publicity, the real and continually growing threat to our community's health is due to chronic disease. The diseases and health conditions that currently reduce the productivity and quality of life of Riverside County residents are intricately entwined with daily routines. Daily routines are shaped by the circumstances our residents encounter in their homes and by the neighborhoods and streets that surround and connect our residents to their jobs, retail outlets, and each other. The risks from being physically inactive, eating poorly, breathing bad air, and having stress and depression does not immediately result in poor health. However, data shows that the presence of these risks over a number of years is associated with the leading causes of death and illness in our community.

For example, when obesity levels rise, so too will the number of Riverside County residents who die from the current leading causes of death: 1) heart



disease, 2) cancer, and 3) stroke. The death rates for all of these conditions were higher in Riverside County than in California, as were death rates for lung disease (COPD) and unintentional injury. With heart disease strongly linked to lifestyle and individual behavior, it is of particular concern that Riverside County ranks 53rd for heart disease mortality among its population out of the 58 counties in California. Other illnesses like diabetes, asthma, and lung disease are also related to the direct and indirect effects of built environments that discourage physical activity, promote unhealthy eating habits, and increase exposure to environmental toxins in the air, water, and soil.

HEALTH INDICATORS

In order to show the need for policies that will shape community design and the health of future generations, it is important to document the current health of residents in a measurable manner so that as changes are adopted and the environment changes, progress toward achieving health goals can be monitored at the population level. A compilation of health, social, and environmental indicators is provided in the technical document identified as Appendix M. The indicators are grouped into meaningful topic areas and are meant to provide support and justification for the policies of this Healthy Communities Element.

INITIAL EFFORTS TO IMPROVE HEALTH OUTCOMES

As noted, Riverside County is one of the fastest growing counties in the nation, and has high rates of physical inactivity and chronic disease, including cardiovascular disease, obesity and diabetes. (Figure HC-1). The rapid growth has also resulted in concerns about urban sprawl and poor air quality, both of which have health impacts. To address these health concerns, the Riverside County Department of Public Health incorporated “creating more livable communities” as a goal in the department’s Strategic Plan. To accomplish this goal a multi-disciplinary public health team was formed and works closely with what were formerly considered non-traditional partners including the Departments of Planning, Transportation, Economic Development and Fire, the Open Space and Park District, government associations, city officials and developers in integrating health and safety factors into mainstream planning efforts. Riverside County has been recognized nationally for efforts to integrate health into land use and transportation planning.

Over the past several years many programs have been implemented to improve access to healthy foods and increase opportunities for physical activity that improve health outcomes. Pedestrian and bicycle plans have been developed in cities to improve safety and increase walking and biking. The Department of Public Health has sponsored a variety of trainings and walkable community workshops countywide. Public health data has been provided to cities and various county departments on a variety of topics including obesity, physical activity levels, access to healthy foods, park inequities, crash data, and pedestrian injuries. This data has made a compelling case for improvements in the built environment that affect health. The Public Health Department has worked closely with County agencies on a number of efforts including: reviewing design guidelines for new developments, participating on the trails committee to review development applications, serving on task forces and



steering committees, preparing joint grant applications, creating a trails map for the Coachella Valley and providing technical assistance to cities to secure Safe Routes To School funding to increase the safety and walkability around schools.

The policies in this element will be instrumental in furthering these initial efforts.

Policies

The policies in the Healthy Communities Element are intended to address Riverside County's key health issues and challenges with the goal of fostering the overall health and well being of County residents. In addition, particular attention is paid to those residents who are considered especially vulnerable to public health risks, including children, the elderly, the disabled, and those in poverty.

The policies in this element address a wide range of issues that affect public health including:

- Overall health
- Land use and community design
- Healthy transportation system
- Arts and culture
- Social capital
- Parks, trails and open space
- Access to healthy foods and nutrition
- Healthcare and mental health care
- Schools, recreational centers and childcare
- Environmental health

Because health is such a comprehensive issue, the policies in this element may at times overlap with the policies in other General Plan Elements. When such overlap occurs the policies included herein are intended to work in concert with and compliment the policies in the other elements.

In each of the following sections, the policies are grouped by topic and subtopic and are preceded by a brief discussion of the issues pertaining to the topic.

OVERALL HEALTH

The County endeavors to promote a built environment that supports healthy choices and, when feasible, prevents the conditions that cause chronic health problems. The following policies outline the overarching principals of planning for Healthy Communities. These policies are intended to address the multidisciplinary nature of health issues and recognize that the efforts of many different County departments and agencies affect health outcomes. These policies also anticipate the need to understand the nature and extent of health issues and to track trends over time in order to maintain effective policies and programs to promote public health.



Policies:

HC 1.1 Foster the overall health and well being of County residents, particularly the most vulnerable populations.

HC 1.2 Promote an understanding of the connections between the built environment and the on-going health challenges in Riverside County.

LAND USE AND COMMUNITY DESIGN

Land use patterns – how the land uses are arranged and the urban form is constructed – are critical to the health and well being of residents because they affect such things as levels of physical activity, access to nutritious food, and the creation and exposure to pollutants. Healthy land use patterns can be achieved by encouraging infill, focusing development in mixed use districts and along major transit corridors, avoiding leap frog development, constructing a diverse mix of uses throughout the County and encouraging land use patterns that promote walking, bicycling and transit use.

Riverside County is very diverse; it has many urban communities which range widely in terms of densities, uses and scale. There are also many agricultural communities and rural settlements as well as large areas of open space that include significant natural and agricultural resources. The County has grown rapidly in recent decades, thus there are many new communities being built that present an important opportunity to create new, healthier development patterns.

The goal of this section is to encourage land use patterns that promote increased physical activity and healthy lifestyles in all of the communities in Riverside County. Many of the land use and community design policies relevant to health are addressed in other elements of the General Plan, most particularly the Land Use Element. Therefore, only additional policies, specifically related to health are included here.

Countywide Land Uses

These policies are relevant to many land uses in the County and shall be integrated into Riverside County communities to the maximum extent feasible.

Policies:

HC 2.1 Encourage a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution by:

- a. Promoting the use of survey tools such as Health Impact Assessments, Development Application Health Checklist, or other tools the County deems effective to evaluate the impacts of development on public health.
- b. Encouraging new growth to existing, urbanized areas while reducing new growth in undeveloped areas of the County.

HC 2.2 Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:



- a. Requiring where appropriate the development of compact, development patterns that are pedestrian and bicycle friendly.
- b. Increasing opportunities for active transportation (walking and biking) and transit use.
- c. Encouraging the development of neighborhood grocery stores that provide fresh produce.

Community Development Land Uses

Community Development Areas are described in the Land Use Element as “the appropriate location for urban and suburban development” and are intended to include: “a breadth of land uses that foster variety and choice, accommodate a range of life styles, living and working conditions, and accommodate diverse community settings.” They are also intended to provide a quality physical environment achieved through a range of community design options that respond to varied lifestyle choices with a high regard for the environment, community character and safety. These areas are intended to have a balance of jobs, housing, and services within each community to help achieve mobility, open space, and air quality goals described in the General Plan vision. Many of these same characteristics are important for creating healthy environments for living and working. Integrating land use strategies that foster improvements to the quality of the physical environment and achieve a higher level of community balance will allow County residents to thrive.

Policies:

HC 3.1 Recognize and actively promote policies that achieve positive health outcomes in the Community Development areas such as:

- a. Where appropriate, require high-density, mixed use development near existing and proposed high use transit centers.
- b. Where appropriate, design communities with a balanced mix of uses that provide regional transportation facilities within walking distance.
- c. Require Where appropriate pedestrian-oriented design and the use of bicycles and walking as alternatives to driving and as a means of increasing levels of physical activity.
- d. Provide for a range of housing options to accommodate a range of income levels and household types.
- e. Foster a robust, sustainable economy that provides an adequate balance of jobs and housing, and a decent living wage for all residents.



Open Space, Rural, Rural Community and Agriculture Land Uses

These policies are intended for Open Space, Rural, Rural Community, and Agriculture areas, which were designated in this General Plan to preserve the rural lifestyle that is an integral part of the character and appeal of Riverside County. Agriculture defines the unique character of many communities in Riverside County, and helps to define the edges of and provide separation between developed areas. Widespread and diverse agricultural lands are one of Riverside County's most important land uses in terms of historic character, economic strength and human health. When local agricultural products are grown and distributed locally, people have better access to high quality, nutritious food. In addition, local food sources are closer to local retailers and thus require less in terms of transportation costs and fossil fuel. The goal of this section is to promote development patterns in Rural and Agricultural areas that are consistent with the vision in the RCIP and which promote healthy lifestyles.

Policies:

HC 4.1 Promote healthy land use patterns in the open space, rural and agricultural areas of the County by:

- a. Preserving rural open space areas, and scenic resources.
- b. Preventing inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.
- c. Developing incentives, such as transfer of development rights, clustered development, development easements, and other mechanisms, to preserve the economic value of agricultural and open space lands.

HC 4.2 Promote services that reduce the need for residents to drive to meet their daily needs. Such services may include: shopping shuttles to nearby retail districts, retail near residential, and mobile or virtual health clinics.

Complete Communities

This section includes policies to improve the overall quality of life for community residents by encouraging the creation of complete, economically robust, safe, beautiful and culturally diverse communities. Complete communities provide for the basic needs of individuals including food, shelter and safety within a cohesive, attractive environment. In addition, basic services like childcare, dry cleaning, and regional public transportation facilities are available within easy walking distance, thus promoting physical activity, healthy nutrition and social interactions. In addition to these basic human needs, complete communities support a balance of uses that encourage job and neighborhood stability, encourage the creation of social capital and nurture spiritual, mental and cultural health as well.



Safety is an important component of a complete community. Fear of violence is a leading cause of anxiety and is a major reason people choose not to walk, use recreational facilities, or allow their children to play outside. The physical features, layout and design of many aspects of communities influence crime prevention and other crime-related outcomes, such as neighborhood deterioration and residents' fear of crime. When neighborhoods are designed to provide "defensible space," "natural surveillance," and a "sense of order", research shows a decline in street crime and, as importantly, a decline in residents' fear of crime. The following policies draw upon the principles described above to improve public safety throughout Riverside County through the creation and support of defensible, orderly and well-cared for neighborhoods.

Policies:

- HC 5.1 Coordinate the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and mental wellbeing of residents.
- HC 5.2 Ensure that new development provides the infrastructure, public facilities and services required by the projected population.
- HC 5.3 Integrate safe and appealing recreational opportunities into new development.
- HC 5.4 Recognize and actively implement policies in the Land Use Element that provide for adequate police, fire and other safety personnel and facilities.
- HC 5.5 Promote safe neighborhoods and streets by implementing policies which improve the safety and perceptions of safety of the built environment such as: providing adequate lighting, visibility to the street, and designing for defensible space.
- HC 5.6 Provide for neighborhood retail, service and public facilities within walking distance of residential areas.

HEALTHY TRANSPORTATION SYSTEM

The County strives to create a multimodal transportation system that supports active living and healthy lifestyles. The transportation system would facilitate walking, cycling and public transit use while also minimizing the need to drive long distances to meet basic daily needs or get to work. The transportation system should be designed in close coordination with land use patterns and the urban form so that all transportation facilities encourage people to drive less, walk more, and have greater access to jobs, healthy food, and community resources.

Healthier transportation networks can be achieved by creating high quality transit service with safe, attractive facilities for all users, including drivers, pedestrians and bicyclists. Such attributes encourage public use.



Many transportation policies relevant to health are included in other elements of the General Plan, especially in the Circulation Element. The following policies are intended to supplement language elsewhere in the General Plan. In this context, the policies focus on health related transportation issues.

Safe Transportation System

Motor vehicle crashes are one of the leading causes of death in Riverside County and there are a high number of pedestrian/vehicle accidents along the County's largest streets. This is especially true of areas with high pedestrian and vehicle traffic. Rural areas also experience safety issues, particularly on rural roads where drivers do not expect to encounter pedestrians or bicyclists but where these users may be present.

A safe transportation system is one in which all users –drivers, pedestrians, bicyclists, handicapped, mothers with small children – of the roads and public transportation facilities are protected from injury.

The goal of these policies is to improve the overall safety of the transportation system by applying context-sensitive design solutions, as well as improving access for and visibility of non-motorized roadway users.

Policies:

HC 6.1 Promote a balanced transportation system that ensures the safety and mobility of all users through:

- a. Roadway design improvements.
- b. Evaluation of the transportation system to identify traffic safety issues and locations with a high degree of traffic incidents.
- c. Prioritization of funding and completion of Transportation Improvement Program projects that reduce the risk of pedestrian/vehicle and bicycle/vehicle collisions, particularly in areas that have a high incidence of traffic accidents, pedestrian/motor vehicle and bicycle/motor vehicle crashes.

HC 6.2 Incorporate pedestrian safety and crime prevention in the design of transportation facilities, major transit centers and high pedestrian traffic areas, as well as connections to the surrounding area.

HC 6.3 Actively support education campaigns on traffic, bicycle and pedestrian safety.

HC 6.4 When building sidewalks, discourage pedestrian impediments.

HC 6.5 Implement design solutions for traffic calming and traffic slowing measures on roads with a high level of pedestrian activity.



Multi-Modal Transportation Network

Many areas of the county experience severe traffic congestion. A large portion of county residents experience long commute times, and the hours and miles spent driving continue to rise. Increased driving rates are a source of physical, economic and environmental stress. Driving has been linked with negative health impacts, including higher rates of traffic crashes and increased levels of stress and anxiety. In addition, more vehicle miles and vehicle hours spent traveling by motor vehicle translate into greater amounts of air pollution, which in turn has health impacts.

Driving is likely to remain the main form of transportation in Riverside County for the near future, particularly in the rural areas of the County. However, the County is striving to create a balanced, multi-modal transportation system, which gives people choices about how to get to their destinations and at the same time increase their physical activity and reduce pollution. To do this, the following policies and those in the Land Use, Circulation, Air Quality, and Multi-Purpose Open Space elements of the General Plan endeavor to improve access to and the effectiveness of alternative transportation modes, such as bus, train, bicycles and walking, for all parts of the County. As a result, high priority should be placed on transportation projects that would improve the multi-modal network and encourage transit use, bicycles and walking as major forms of transportation.

Policies:

- HC 7.1 Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout the County, including public transit.
- HC 7.2 Coordinate with transportation service providers and transportation planning entities to address the location of civic uses such as schools and government buildings, commercial corridors, and medical facilities so that they are accessible by public transit.
- HC 7.3 Coordinate with transportation service providers and transportation planning entities to ensure that public transportation facilities are located a convenient distance from residential areas.
- HC 7.4 Ensure that the Regional Trail plans are implemented at the Area Plan and Specific Plan level.
- HC 7.5 Develop policies that reduce residents' reliance on cars alternatives to driving and as a means of increasing levels of physical activity.



ARTS AND CULTURE

Arts and cultural activities are an essential part of a complete, healthy community. Arts and cultural activities contribute to the creation and sense of place, augment local economies, enhance the urban environment and engage citizens in productive dialogue about important and moving issues. A thriving arts and cultural experiences contribute to emotional and social development and provide educational opportunities for residents. The following policies articulate the County's objective to foster arts and culture as an integral part of the healthy communities program.

Policies:

HC 8.1 Acknowledge the importance of arts and culture in the overall mental and physical health of Riverside County residents by:

- a. Encouraging the provision of public art.
- b. Preserving cultural and historic resources.
- c. Increasing access to existing cultural resources.

HC 8.2 County policies, land use regulations and design guidelines should encourage opportunities for the provision of arts and culture in education, government, health, shopping and business.

HC 8.3 Encourage partnerships among government, business, educational institutions, and tribal governments which promote art and cultural programs, foster community identity, and enhance neighborhood pride.

SOCIAL CAPITAL

Communities that form and maintain social capital are healthier and provide a higher quality of life for all residents. Community design that promotes equality, access, diversity, mobility and social interaction results in building social capital with improved physical and mental health. An important component in the creation of social capital is the establishment of places for residents to meet, organize, learn and socialize.

Social capital is defined by an integrated system of human networks including family, community, civic, and institutions. Social capital is the underpinning and core fabric of social communities. If intact, this social cohesion has a stream of benefits including safety and security, friendship and community, a strong sense of civic identity, etc. Studies show that social connectedness along with improved cardio-vascular and mental health results in faster recovery from illness.

The County seeks to elevate social capital within communities for the purpose of building a strong platform upon which communities within Riverside County may thrive. The policies contained in this section reflect the County's goal to foster strong family, community and civic networks to increase social capital. They are intended to work with policies in the Land Use, Circulation, Multi-Purpose Open Space and Air Quality Elements.



Policies:

HC 9.1 Promote social capital through development patterns and policies that:

- a. Reduce commute times.
- b. Encourage the improvement of empty properties and the reinvestment in neighborhoods.
- c. Promote the development of public spaces that provide places for people to congregate and interact socially.
- d. Foster safe and attractive environments.
- e. Encourage civic participation.

HC 9.2 Support cohesive neighborhoods, especially with lifecycle housing opportunities.

PARKS, TRAILS AND OPEN SPACE

A multi-use open space network provides critical resources to improve health benefits within the County and promote the therapeutic effects of recreation. Access to such resources can aid in reducing the negative health effects associated with obesity, diabetes, and mental health. Increasing access to parks, trails and open space amenities is an important community strategy to increase physical activity. Physical activity also reduces the risk of chronic diseases, including heart disease, cancer, stroke, diabetes, Alzheimer's disease—all major health issues that affect Riverside County residents. Additional health benefits of easy access to physical activity include increased mental health and psychological development. Studies show that people who live within a ¼ mile of a park are 25 percent more likely to meet the minimum weekly physical activity.

An additional indicator of how much people use recreational facilities is the perception of safety. Therefore, providing for safe, well-lighted environments within easy access of a wide range of people is also important to create a useful and accessible multi-use open space system.

Riverside County has many diverse open space resources ranging from national and regional open spaces to local and neighborhood parks. However, access to these resources differs throughout the county. The following policies articulate the County's commitment to providing a sustainable, accessible multi-use open space system that is accessible, safe and enjoyable for every Riverside County resident.

Policies:

HC 10.1 Provide convenient and safe opportunities for physical and recreational activities for residents of all ages and income levels.

HC 10.2 Increase access to open space resources through policies that:



- a. Support a diversity of passive and active open spaces throughout the County.
 - b. Facilitate the location of additional transportation routes to existing recreational facilities.
 - c. Locate parks in close proximity to homes and offices.
 - d. Require that development of parks, trails, and open space facilities occur concurrent with other development in an area.
- HC 10.3 Promote physical and community activities through the expansion of recreational facilities. Such efforts would:
- a. Support recreational facilities for all residents, especially for youth, seniors, and disabled populations.
 - b. Encourage developers to expand or add new facilities and amenities in neighborhoods and regional parks as part of their project design.
- HC 10.4 Incorporate design features in parks, trails and open space resources that reflect the sense of place and unique characteristics of their community, as directed by the local jurisdiction.
- HC 10.5 Address both actual and perceived safety concerns that create barriers to physical activity by providing adequate lighting, requiring adequate visibility to and from the street and designing for defensible space.
- HC 10.6 When planning communities, encourage the location of parks near other community facilities such as schools, senior centers, recreation centers, etc.
- HC 10.7 When feasible, enter into joint-use agreements with school districts to open school properties for public use during non-school hours.
- HC 10.8 When feasible, encourage the construction of new parks and open spaces in existing urbanized areas.
- HC 10.9 When feasible, coordinate with public entities to allow public easements as parks and trails.

ACCESS TO HEALTHY FOODS AND NUTRITION

A healthy, varied diet is a critical component to a healthy life. Poor diet is a primary risk factor in many of the major chronic health issues facing Riverside County, California and the nation, including: heart disease, diabetes, obesity, cancer and stroke. Nearly 2 out of 3 adults and 15 percent of youth are overweight or obese in Riverside County. There are many adults and children that live with diabetes in the County as well. As of 2005, there were over 115,000 adults diagnosed with diabetes living in Riverside County, an increase of roughly 40,000 people since 2003. At the same time, 80% of teens, 50% of



adults, and 50% of children do not eat the recommended five fruits and vegetables a day and over 40,000 teens and children report eating fast food two or more times a day.

Residents in Riverside County often do not have access to local, affordable healthy food outlets. Convenience stores, fast food restaurants, gas stations and car-oriented strips are more prevalent and accessible large parts of Riverside County. The average community in Riverside County has nearly twice as many fast food outlets and convenience stores as grocery stores and produce stands and several communities have more than three times as many unhealthy food choice options as healthy options. A balanced retail food environment provides choices and adequate nutritional information so that consumers can access healthy foods and make informed decisions about the meals that would be best for them.

In addition to the traditional food retail outlets, farm- and garden-scale urban agriculture has benefits for public health, including encouraging people to consume fresh products and involving city dwellers in healthy, active work and recreation. Urban agriculture also contributes to the creation of safe, healthy, and green environments in neighborhoods and the reuse of otherwise vacant or underutilized land.

The following policies articulate the County’s program for increasing access to and information about healthy food choices. These policies are intended to complement policies in the Land Use and Circulation Elements.

Policies:

- HC 11.1 Improve access to fresh fruits, vegetables, and other healthy food.
- HC 11.2 Promote the production and distribution of locally grown food by reducing barriers to farmers markets, food cooperatives, neighborhood or community gardens, ethnobotanical gardens, etc.
- HC 11.3 Develop a program that encourages a mix of food establishments which offer healthy food choices.

HEALTHCARE AND MENTAL HEALTH CARE

Affordable and accessible healthcare and mental health care provide timely intervention with health issues and preventive services to reduce the impact of illnesses. Preventive measures – such as screening for common health problems like diabetes and respiratory illnesses, dental care, vaccinations – have been shown to reduce incidences and severity of illnesses. Stress and high blood pressure are associated with increased risk of several chronic illnesses including stroke, obesity, diabetes and heart disease. Anxiety is also associated with increased risk of aggression, depression and substance abuse. Similarly, attributes of the built environment, including the amount of driving, access to



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green space and nature, and the condition of the built environment, can affect mental health by impacting levels of stress, anxiety and depression.

The following policies articulate the County's program for increasing access to healthcare and mental health care. For additional policies see the Department of Public Health 2007-2011 Strategic Plan.

Policies:

HC 12.1 Improve access to healthcare, medical and mental health facilities for County residents by coordinating with public transit agencies to improve transit access to health clinics and hospitals.

HC 12.2 When planning facility locations, provide for a wide range of healthcare and mental health facilities throughout the County that are transit-accessible and pedestrian-friendly.

HC 12.3 Encourage social and mental health care support services that reduce recidivism and prevent criminal behaviors.

SCHOOLS, RECREATIONAL CENTERS AND CHILD DAY CARE CENTERS

A community that is designed to serve the full lifecycle requires a range of facilities that serves all ages and vulnerable populations. Child day care centers, senior centers, schools and other recreational centers are important civic institutions that contribute to the overall well being of residents. These services function best when they are centrally located and evenly distributed. These policies set a framework for encouraging the provision of those services.

Policies:

HC 13.1 Encourage joint-use agreements with school districts to open school properties for public use during non-school hours.

HC 13.2 Ensure the safety of children traveling to school by foot or bicycle by implementing traffic calming and other injury prevention measures in areas immediately around schools.

HC 13.3 Encourage development of recreational centers to serve all phases of life (e.g. children, young professionals, families, and older residents).

HC 13.4 Encourage the development of child day care centers, senior centers, schools and other recreational centers throughout the County where they are easily accessible by public transportation.

ENVIRONMENTAL HEALTH

People today are exposed to an unprecedented amount of harmful substances ranging from particulate matter and emissions from auto and industrial sources to toxic pesticides and ingredients found in every day household and



pharmaceutical products. These harmful substances enter into our air and water supplies and accumulate in our bodies causing a range of health effects such as increased incidences of respiratory illnesses, cancer and other chronic health problems. Consequently, decisions about the location and mix of land uses, transportation investments, design and building practices and building materials can all have an impact on the environment and human health. Policies in this section address air quality (both indoor and outdoor), water quality, and exposure to industrial waste products and toxic products used by households and farms.

Motor vehicles are the principal source of particulate matter and other pollutants that contribute to poor air quality and associated respiratory illnesses. In general, the more vehicle miles traveled in a region, the worse the air pollution. Factories, concentrated in heavily industrial areas, are equally problematic. Heavy industrial areas have the potential for toxic releases resulting in increased incidences of cancer, respiratory illness, reduced school performance, or other negative health impacts.

Building materials can also impact human health. There is growing research linking many of the chemicals in building products with negative human health effects. Some of the commonly used building materials in health care facilities may contain formaldehyde (a known human carcinogen), be made from PVC (implicated in dioxin formation during production, manufacture, and disposal) include toxic chemicals found increasingly in human breast milk, blood, and urine. Recognizing this, health care providers, such as Kaiser Permanente, are taking the lead in addressing this issue by adopting policies to use building materials that do not contain these toxic products.

Products that we use to maintain landscaping affect ground water and the environment. The widespread use of pesticides and herbicides to maintain parks, roadsides, and other public spaces may result in unhealthy levels of exposure to toxins over time for the people – particularly children – who use these public spaces. The misuse of pesticides can contribute to the contamination of rivers and streams.

The following policies strive to achieve good air quality and improved respiratory health, to ensure clean water in adequate quantity and quality for drinking, washing, and sanitary purposes, to protect against the harmful effects of hazardous materials and waste, and to facilitate the building of safe swimming pools, spas and restaurants.

Policies:

- HC 14.1 Pursue a comprehensive strategy to ensure that residents breathe clean air and drink clean water in adequate quality and quantity.
- HC 14.2 To the extent feasible, avoid siting homes and other sensitive receptors near known or expected new stationary sources of air pollution.
- HC 14.3 To the extent feasible, avoid locating new facilities that may produce harmful air pollution near homes and other sensitive receptors.
- HC 14.4 Incorporate design features into flood control and water quality basins to minimize the harborage of vectors such as mosquitoes.



Chapter 1: Introduction

The Origin: Setting the Stage for the General Plan

Two powerful and consistent messages were voiced by the residents of Riverside County when asked for their input into the direction of the Riverside County Integrated Project and the General Plan. During 22 outreach meetings conducted throughout the County, and in a countywide public opinion survey, the messages were:

- The public does not want Riverside County to be like much of the older development in Southern California that symbolizes urban sprawl; and
- The communities that make up the County are important, distinct and special, and must be preserved or enhanced.

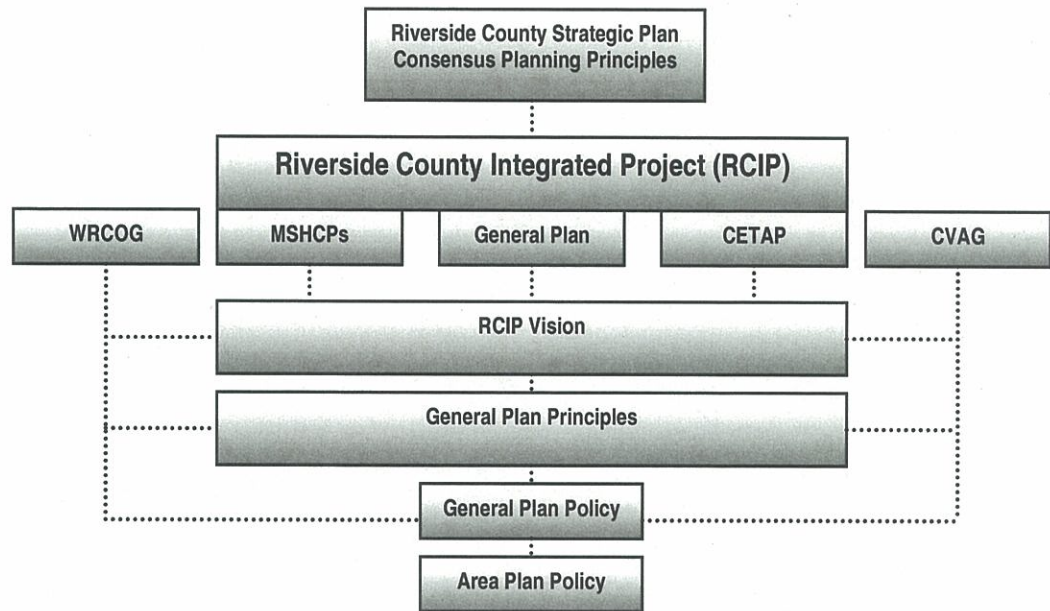
The foundation for this revised and restructured General Plan for the County of Riverside has developed over a number of years. The County's *Strategic Vision*, adopted in October of 1998, incorporates a set of 15 Consensus Planning Principles drafted and endorsed by a coalition of County stakeholders, including the building industry, property owners, environmental groups, and others, and are intended to guide the work of the Riverside County Integrated Project (RCIP). The RCIP is comprised of the Community Environmental Transportation Corridor Acceptability Process (CETAP), a Multiple Species Habitat Conservation Plan (MSHCP) and the Riverside County General Plan update. The Consensus Planning Principles have in fact become the foundation for the RCIP Vision statement that was developed by a similarly diverse and expanded stakeholder group that has served as the General Plan Advisory Committee (GPAC.) (See Chapter 2, Vision, for the text of the Vision Statement.)

This revised General Plan's structure is two-tiered (see diagram below). The General Plan covers the entire unincorporated portion of the County and is augmented by 19 more detailed Area Plans covering the County's territory with the exception of the undeveloped desert areas and the March Air Reserve Base. The thrust of the General Plan is to manage the overall pattern of development more effectively. The Area Plans provide a clear and more focused opportunity to enhance community identity within the County and stimulate quality of life at the community level.

The following diagram does not depict a conventional hierarchy of authority. It intends to illustrate the interactive and intergovernmental process that shaped the development of this General Plan. The remarkable consistency in the Consensus Planning Principles, the RCIP Vision, and the General Plan Principles is most significant. These documents reflect several common themes that have driven the development of this General Plan, and that should shape the future of this County. These themes are:

Quality of Life: Securing a high quality of life for County residents, even as we face a large projected population increase, by integrating and balancing the need for community and economic development, permanent multipurpose open space preservation, and multimodal transportation systems development. The innovative features of this Plan are designed to keep Riverside County economically competitive within the region and to provide an attractive environment and mobility for the high-wage employers sought by the County. This is the key to bringing jobs and housing into better balance in the County and significantly improving quality of life.

Community Identity, Form and Focus: Providing expanded opportunities for strategically located, compact activity centers, or nodes, that foster community identity and a sense of place. Key to this identity is a mix of land uses that will enable a broader range of community needs to be met (e.g. living, working, shopping, playing) within compact development areas, while at the same time providing them with definite edges or separation from other communities or clusters of communities.



Choice: Enabling the development of a greater variety of housing types than has previously been developed in the County. This involves strategies that enable the County to develop multiple housing types and meet the housing needs of residents in a wide range of socioeconomic categories.

Refining and Redefining the Development Process: Revising the County development processing system in order to strike a balance between certainty

and flexibility, regulation and incentives. This involves providing certainty in the pattern of development and conservation, allowing flexibility in development choices within defined areas, and attempting to achieve the development we want by using a blend of incentives and regulations.

Incentives: Developing a system of practical incentives to stimulate compliance with the Vision, reward excellence in planning and development, and stimulate compact forms of development where they are most appropriate.

Stakeholders as Part of the Team: Building and maintaining a strong constituency for the Plan through stakeholder involvement and buy-in during its development. Stakeholder participation has been one of the key and unique features of the planning program. The involvement of stakeholders in Advisory Committees had a major impact on the content of the General Plan and Area Plans. Support from a committed group of stakeholders during the Plan's implementation will be equally important.

Collaboration: Fostering a new level of regional collaboration between cities and the County. Many General Plan-level issues are not the County's alone; they are regional. Solutions, in relation to transportation systems development, for example, must be collaborative.



The Process: Foundation

BACKGROUND

The last update of the County's General Plan, prior to this Plan revision, was in 1987. At that time the Plan did not contain a countywide land use map for the unincorporated area. Instead, policy direction was given in relation to land use at the General Plan level, and the Open Space, Agriculture, Mountainous, and approved Specific Plans' areas of the County were mapped for reference. The Plan has been amended over 300 times since that date. Eleven Community Plans describing and mapping land use, policy direction and consistency zoning had also been adopted by the Board of Supervisors as part of the General Plan. Four more Community Plans were in draft form.

This update of the General Plan was undertaken by a team of consultants over a 36-month period of time, in order to:

- *clearly map the County's land use designations for the unincorporated areas;*
- *develop a streamlined, consistent set of land use categories for the County;*
- *update and restructure the existing Community Plans and translate them into a new set of 19 Area Plans covering most of the western County area, the Coachella Valley, Desert Center and the Palo Verde Valley*

Team

The consulting team developed the General Plan in concert with County staff. Perhaps most significant is that a General Plan Advisory Committee also worked closely with consultants and staff as an integral part of the team, and strongly influenced the content of the General Plan. The General Plan Advisory Committee met monthly for the entire life of the project. A Subcommittee of the GPAC met weekly and at key intervals in the project with consultants and County staff.

The GPAC was comprised of two representatives appointed directly by each County Supervisor, as well as representatives of the Western Riverside Council of Governments, Building Industry Association, California Department of Fish and Game, US Fish and Wildlife Service, Community Access Center, Endangered Habitats League, Sierra Club, Farm Bureau, Riverside County Office of Education, Riverside County Economic Development Agency, Riverside County Property Owners Association, and selected cities.

The CETAP effort included preparation of the circulation element, examination of transit options, and identification and refinement of four new transportation corridors for the County. The consultant's work was also undertaken in concert with County staff and an Advisory Committee composed of a diverse group of County stakeholders.

The MSHCP for Western Riverside County, if adopted, will be implemented through integration into the General Plan Multipurpose Open Space element, and at the Area Plan level. The MSHCP Advisory Committee, a third stakeholder group, also played a key role in shaping the development of the MSHCP for Western Riverside County, together with County staff and consultants. The proposed Coachella Valley MSHCP is referred to in the General Plan Multipurpose Open Space Element, as well as the Area Plans for REMAP, The Pass, Western Coachella Valley and Eastern Coachella Valley.



VISION PROCESS

Public Meetings & Survey—Between June and October of 1999, two rounds of community meetings were held to determine the issues that residents of Riverside County wanted to have considered in planning for the County's future. The meetings were designed to engage the public in dialog with County staff and the consultants, and with each other, about issues critical to the success of the Plan and to Riverside County's future in general. (See Appendix D for a summary of these community workshops.) A survey relating to planning, traffic and circulation, and multi-species habitat areas was distributed, and the results were incorporated into the subsequent refinement of the RCIP Vision statement. At the same time a professional research firm completed a telephone survey of 600 registered voters in Riverside County, including 120 from each Supervisorial District. (See Appendix C for a summary of the community survey results.) Additional input came from a workshop that involved members of the Board of Supervisors and the Riverside County Transportation Commission.

The public input garnered from the public in the Vision outreach process did shape the structure of the Vision statement, which was further developed and deepened under the leadership of the General Plan Advisory Committee.

Resident's responses in the outreach process indicated their support for the following key ideas related to the General Plan:

1. Continued planned growth in response to population growth;
2. Road corridors that connect communities and connect Riverside County and adjacent counties;
3. Open space corridors that connect habitats;
4. No leapfrog development;
5. Less sameness, greater densities for "smart" developments;
6. Regional north/south and east/west solutions to congestion;
7. Better air quality through less traffic congestion and more local jobs;
8. A Plan that has a financing strategy; and
9. A planning pact with cities to help achieve the plan.

TECHNICAL STUDIES

Fiscal/Financial Analysis—Growth scenarios were prepared incorporating analysis of: employment and payroll trends, demographics, residential real estate trends, taxable retail sales, industrial and commercial real estate trends, community characteristics, competitive advantage, and infrastructure environment. The scenarios predicting low, medium, and high potentials for growth over the next 20 years were then used to evaluate the land use alternatives generated in the preparation of the Plan. (See Appendix F, Riverside County Population & Employment Forecasts, and Appendix G, Fiscal Analysis)

Existing Conditions Report—The Existing Conditions Report prepared as part of this General Plan update provides a description of the countywide conditions that form the assumptions upon which the plan is based. This report covers land use, circulation, housing, open space and conservation and public safety conditions, and is published as part of the Environmental Impact Report for the General Plan.



PLAN DEVELOPMENT

Review/Assessment of Existing General Plan & Community Plans—The consultants analyzed fifteen existing community plans, eleven approved by the Board of Supervisors and four in draft form. The plans were reviewed with respect to the following topics and characteristics: consistent or inconsistent structure; areas of distinction; land use designation systems; socioeconomic characteristics; land use allocation maps; zoning consistency; communities of interest/unincorporated communities boundaries; linkages with other areas; potential CETAP, MSHCP impacts; and growth predictions.

All of the policies contained in the Community Plans were reviewed, and if found relevant and applicable, were reassigned either to Area Plans or to the General Plan.

General Plan Development & Revision: Three land use alternatives were pursued in the preparation of the General Plan and Area Plans: a Trends alternative reflecting the County's approved community plans, specific plans and zoning; a Spheres alternative reflecting cities' designations for their spheres of influence, where those designations differed from the County's designations; and a Vision alternative reflecting land use patterns more consistent with the goals and principles of the Vision and General Plan principles.

The proposed General Plan Land Use Alternatives were presented to the Board of Supervisors in March of 2000, and direction was given to pursue the Vision alternative for further refinement. This latter alternative also contained many features derived from the first two alternatives.

THE ENVIRONMENTAL IMPACT REPORT (EIR)

In addition to this General Plan document, a comprehensive EIR has been published as a companion document. It should be referred to for more extensive information about the impacts of the Plan and how they will be mitigated (offset or reduced), as well as background information that aided the development of the EIR.



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Introduction – December 1, 2010

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The Result: Plan Features

VISION-DRIVEN PLAN

Designed to meet State General Plan requirements (per California Government Code Section 65300 et seq.) and implement the RCIP Vision, this Plan outlines policies, standards, and programs to guide day-to-day decisions concerning Riverside County's future. Updating and revising the County's General Plan also serves several other important purposes, it:

- Provides clarity and stability in community development policy;
- Establishes a comprehensive and sound database for further implementation, project evaluation, administration, and monitoring; and
- Provides a basis for collaborative planning initiatives by cities, councils of government, the County and other governmental agencies.

The General Plan is grounded in the RCIP Vision, sets the direction for the County's land use and development in strategic locations, as well as the development of its economic base, the framework of its transportation system, and the preservation of the extremely valuable natural and cultural resources it contains. The Riverside County General Plan serves as a "guidebook" containing direction that will enable achievement of its Vision Statement.

A set of General Plan Principles has been developed as an outgrowth of the Consensus Planning Principles and Vision. One section of those Principles, relating to the General Plan Certainty System, is introduced in this section and contained in the General Plan. The remaining sections of that document are contained in Appendix B to the General Plan. Together, the Consensus Planning Principles, the Vision, and the General Planning Principles contain a number of significant new directions, embodied in the Plan, which are intended to chart Riverside County a new course for the 21st century.

Significant new General Plan features include:

Clarity in Land Use Guidance

Completely Mapped Policy —Land use mapping at the General Plan level (see Chapter 3, Land Use Element) depicts four "Foundation" Components, while Area Plans use a streamlined, consistent set of land use designations that fall under the umbrella of the Foundation Components.

The Foundation Components —The RCIP Vision calls for the land uses in the County to be clearly mapped, and areas suitable for development or agriculture to be easily distinguishable from those to be permanently conserved, either for habitat or to accommodate natural resources or open space. As a result, the land use designations used in this General Plan fall under the umbrella of four Foundation Components, or major categories of County land use: Community Development, Rural, Agriculture, and Multipurpose Open Space. The countywide map of land use delineates only those four Foundation Components (see Chapter 3, Land Use Element).

As detailed in the description of the General Plan Certainty System (see general description below and Chapter 10, Administration), the significance of these foundation components is that General Plan Amendments proposing a change of land use designation from one Foundation Component to another will only be entertained by the County at five-year intervals, except in specific extraordinary circumstances and Agriculture Foundation Amendments which are considered at 2 ½ year intervals.

Area Plans —Nineteen Area Plans replace the previously adopted set of Community Plans as well as the Riverside Extended Mountain Area Plan and the



Southwest Area Plan. Area Plan boundaries have been adjusted to include most of the unincorporated area of western Riverside County, as well as the Coachella Valley, Desert Center and the Palo Verde Valley. Area Plans are comprised of a land use map and other illustrative materials relevant to the area, as well as specific policy direction required to provide guidance unique to each area. The Area Plans incorporate a streamlined land use designation system representing a full spectrum of categories that relate to the natural or economic characteristics of the land in Riverside County. This system consolidates and replaces over 200 classifications in the previous General Plan.

Hazards Mapping – The General Plan incorporates a comprehensive set of natural hazards maps identifying physical development constraints within the County, including floodplains and dam inundation areas, areas of seismic activity or faulting, liquefaction and landslide areas, and high fire hazard areas. These maps provide clearer and more comprehensive direction regarding development constraints than had previously been available.

Contemporary Policies and Standards

The General Plan also provides updated policy direction and standards related to land use, housing, safety, circulation, open space and conservation, air quality, and noise that is relevant countywide.

Preserving Stability and Flexibility In the Plan Over Time: The Certainty System

The Riverside County General Plan Certainty System provides clarity regarding the interpretation and use of the General Plan in ongoing decision making, and seeks to sustain the Plan's policy direction over time (see Chapter 10, Administration). It recognizes that circumstances will change, imperfections in the Plan will be discovered, and events will occur that require changes in the Plan. The overriding consideration, however, is the absolute necessity to maintain a high level of confidence in the Plan and enable people affected by it to have reasonable expectations regarding how the Plan will impact them. The Certainty System serves the needs of those who value a rural lifestyle, farmers who have invested in their operations, and developers who want to ensure return on their investments. The System also ensures that open space is preserved in the County for the benefit of all.

State law limits amendments to the General Plan to four times per year. Each one can include multiple areas of change. The Certainty System takes the state guidelines a step further by identifying specific amendment categories and a time frame within which each can be considered for amendment to the General Plan. It is essential to the integrated character of this plan that changes made to it do not create inconsistencies with other parts of the Plan.

Tracking Progress

Carrying out the adopted General Plan requires numerous individual actions and ongoing programs involving almost every County department, as well as many other public agencies and private organizations. Implementing Actions for General Plan policies are referenced within each General Plan element and compiled into an Implementation Program contained in Appendix K of this Plan.



The General Plan implementation database is intended to be a responsive, highly automated system for monitoring and assessing cumulative effects of implementation of the Plan, including documentation of development, land preservation, and transportation activities. Reference to this monitoring information is an essential ingredient in the consideration of any change in the Plan, especially regarding land use designations. The information in this system will be maintained in such a way that basic development activity can be summarized at any time for use in reporting mechanisms, including an annual General Plan progress report.

Integrating Realistic Mobility Options

The CETAP incorporates three levels of effort: identification of transportation corridors, development of the General Plan Circulation Element (Chapter 4), and exploration of options for transit system development in the County. Further, guidance for the implementation of the four CETAP corridors and the transit system concepts identified, is incorporated into the General Plan's policies and Implementation Plan.

A transit concept, known as the Oasis Transit System, has been developed to fit the unique needs of Riverside County (see Chapter 4). It entails localized transit loops centered around focal points of relatively compact development, tied in with regional transit corridors and, in turn, connected to the County's burgeoning Metrolink system. For the foreseeable future, the system would consist of rubber-tired vehicles resembling small rail cars, and would connect to neighborhoods through transit stations highly integrated into development concentrations at key locations. These nodes of development would contain a mix of uses normally required to serve each community, but would be designed to reinforce and/or benefit from transit service.



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The Structure: a Reader's Guide to the General Plan Document

State General Plan law mandates seven required elements of the General Plan and allows optional additional elements. State law also requires that these elements must be internally consistent with one another, though it does not mandate either the format or structure of each element. For example, policies in the Land Use element must be consistent with policies in the Noise Element.

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



Quotes — quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



Factoids — interesting information about Riverside County that is related to the element



References — contacts and resources that can be consulted for additional information



Definitions — clarification of terms and vocabulary used in certain policies or text.

PLAN ORGANIZATION & USE

The Riverside County General Plan is organized in the following manner:

Preface: Introduces the General Plan document and incorporates the summary Vision statement, "Riverside County is a family of special communities in a remarkable environmental setting."

1. **Introduction:** Describes the background, development process, features and structure of the General Plan.
2. **Vision:** Contains the full version of the Vision Statement.
3. **Land Use Element:** Designates the general distribution and intensity of all uses of the land in the County. This includes residential, commercial, industrial, public facilities, and open space uses. Also provides development standards related to each land use category, and general policy level direction for an array of land use-related issues such as hillside development and community design.
4. **Circulation Element:** Identifies the general location and extent of existing and proposed major transportation facilities, including major roadways, rail, transit systems, and airports. The Circulation Element for the Riverside County General Plan also identifies and provides policy direction for the implementation of the CETAP Corridors.
5. **Multipurpose Open Space Element:** In this General Plan, the Conservation and Open Space elements have been combined into the Multipurpose Open Space Element. Addresses the conservation, development, and use of natural resources including water, soils, rivers, and mineral deposits. Details plans and measures for preserving open space for: protection of natural resources such as wildlife habitat; the managed availability of space for parks, trails, and scenic vistas; and protection of public health and safety through protection of areas subject to geologic hazards, flooding, and fires.
6. **Safety Element:** Establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.
7. **Noise Element:** Identifies and appraises noise problems and includes policies to protect the County from excessive noise.
8. **Housing Element:** Assesses current and projected housing needs, and sets out policies and proposals for the improvement of housing and the provision of adequate sites for housing to meet the needs of all economic segments of the County.
9. **Air Quality Element:** This General Plan includes an optional Air Quality element that identifies and appraises air quality problems and includes policies to improve air quality.
10. **Healthy Communities Element:** *This General Plan includes an optional, Healthy Communities Element that establishes policies to address primary health issues such as high rates of obesity, chronic illness, air pollution, lack of access to healthy foods, unsafe environments, and lack of access to health care and mental health services.*



11. **Administration:** Incorporates policies and procedures for administering the General Plan.

Appendices: The following Appendices to the General Plan are also available:

- A. Glossary of Acronyms & Terms
- B. General Planning Principles
- C. Public Opinion Survey
- D. Summary of Community Workshops
- E. General Plan: Socioeconomic Build-Out Projections Assumptions & Methodology
- F. Riverside County Population & Employment Forecasts
- G. Fiscal Analysis
- H. Geotechnical Report
- I. Noise Element Data
- J. Community Center Guidelines
- K. Implementation Program
- L. Airport Land Use Compatibility Plans
- M. Health Indicators**

Each element of the General Plan contains the following internal structure and reference system:

Policy Structure and Reference System

The General Plan expresses the broad direction of the Consensus Planning Principles, Vision, and General Plan Principles in the form of policies. Policies are statements that guide the course of action the County must take to achieve the goals outlined in the three guidance documents mentioned above. It is important to note that policies are guides for decision makers, not decisions themselves. The policies themselves are organized by topical area or issue. For instance, policies related to “land use compatibility” can be found under that topical area.

In order for these policies to be successfully implemented, they must be related to specific courses of action. The key questions that need to be answered for policy in the General Plan are:

1. Who is responsible for implementing the policy?
2. When is it to be carried out?
3. How much will it cost?

Details for implementing policies in the General Plan are contained in the Implementation Program in the form of action items (See Appendix K). An action item describes the specific steps necessary to achieve an objective, and defines the level of commitment to be executed.

In order to allow easy reference, a numbering system has been established. Each policy is identified by both its element and a sequential number (see the example in the box at left). For instance, the first policy in the Land Use Element is identified as LU 1.1. Policies can also be followed by a set of numbers in parenthesis. This would be a reference to the action item related to the policy.

Policy Interpretation

For a policy to be useful, it must be clear. However, not all policies are the same; they differ in terms of expected results, commitment of resources, and indication of importance or urgency. Therefore, it is important to simplify the language used in the General Plan and understand the distinctions between the



An Example of

references system:

Identifies which element contains the Policy, in this case the Land Use Element, and the sequential number.

LU 1.3

Neighborhood Commercial uses should be located near residential uses.

(AI 1 and AI 4)

Reference to the relevant Action Items contained in the implementation Program



The policies for each

element of the General Plan are organized in the following simple structure:

- Topic Example “Land Use Compatibility”
- Policy Example: “Locate neighborhood commercial uses should near residential uses.”
- Action Item (Example: “Establish and maintain a set of community profile maps”



different levels of policy. The following definitions of terms provide guidance in interpreting the policy language of the General Plan:

- *Shall*: Policies containing the word “shall” indicate that an action must be taken in all cases. This represents absolute commitment to the policy, and the expectation is that the policy will always be carried out.
- *Should*: Policies containing the word “should” indicate that an action will be taken in most cases, but exceptions are acceptable for good reason.
- *Allow*: Policies containing the word “allow” indicate that a proposed action will be supported within certain parameters and following certain guidelines.
- *Coordinate*: Policies containing the word “coordinate” indicate that an action will occur along with some other entity, and the County will carry its share of the burden or responsibility.
- *Explore*: Policies containing the word “explore” indicate that an action will be taken to investigate the subject at hand to discover whether or not some further commitment is in order.
- *Consider*: Policies containing the word “consider” indicate that an action may or may not be taken, depending upon the results of analysis that remain to be completed.
- *Limit*: Policies containing the word “limit” indicate that an action will be taken to keep the subject within certain limits, or at least operate to make undesired change more difficult.
- *Restrict*: Policies containing the word “restrict” indicate that an action will be taken to actively keep the undesired action to a minimum.

Where other action terms are used that are not specified here, they are to be equated to the closest applicable term described above.

GENERAL PLAN & AREA PLANS RELATIONSHIP TO OTHER PLANS AND REGULATIONS

A number of plans and ordinances implement or are impacted by the County's General Plan:

Zoning Ordinance - The County administers its General Plan primarily through its Zoning Ordinance. While the General Plan identifies land use designations in the long-term, zoning identifies specific, immediate uses of land. The General Plan's successful implementation can only occur if the County Zoning Ordinance is updated and consistent with it (State law mandates General Plan-Zoning consistency), and is able to implement the long-term intent of the Plan.

Subdivision Ordinance - State law mandates local approval of land subdivision via the Subdivision Map Act. Local review of proposed subdivisions and parcel maps includes assessment of consistency with, and implementation of, General Plan objectives and policies.

Specific Plans - Specific plans are customized regulatory documents in lieu of standard zoning that are used to plan projects and delineate land uses, infrastructure, development standards and criteria, and implementation measures. Specific plans must address consistency with the jurisdiction's General Plan, and can be used to implement the General Plan within a limited area.



Development Agreements - Development agreements are entered into by developers and local governments. These agreements define permitted uses of property, density and intensity of uses, development criteria, and provisions for the reservation or dedication of land for public purposes. They are in effect for predetermined periods of time and identify vested development rights that apply to the specific development project they govern. Development agreements assure that general plan objectives and policies are carried as development occurs; however, unincorporated territory can be governed by development agreements with cities, subject to annexation, if the property is within the city's sphere of influence.

Transit Village Plans - The Transit Village Planning Act of 1994 authorizes cities and counties to prepare Transit Village Plans to encourage compact, mixed use development in close vicinity to transit stations. A transit village plan must be consistent with the county general plan. A county adopting a transit village plan is eligible for State transportation funds, will receive priority help from the Office of Permit Assistance in establishing a streamlined permitting process, and may be excluded from conformance with county Congestion Management Plan level-of-service standards with the approval of the Congestion Management Agency.

JURISDICTIONAL SYSTEM

The following types of plans and designations, though administered by other jurisdictions, can also impact the County's General Plan:

City General Plans - City General Plans have authority over territory within city limits. This General Plan only has jurisdiction over unincorporated territory within the County of Riverside that is under the authority of the Board of Supervisors. Land within a city's sphere of influence (see definition below) can be given land use designations by both the city and the county. The city's designation applies if the land is annexed into the city, otherwise the county's designation prevails.

City Spheres of Influence - Spheres of influence are established by the Local Agency Formation Commission (LAFCO) and are intended to reflect "the probable physical boundaries and service area" of cities. LAFCO is directed by State law (the Cortese/Knox Local Government Reorganization Act of 1985, as amended) to establish and periodically review the spheres of influence for each agency under its jurisdiction.

Communities of Interest (COI) - The Riverside County LAFCO may designate Community of Interest study areas within the County of Riverside unincorporated territory. Proponents of the designation are given two years to evaluate long-term jurisdictional alternatives and submit a summary report to the Commission. Alternative courses of action within this time frame could include annexation to one or more cities or special districts, incorporation as a new city, or the long-term designation of Unincorporated Community. During the study period, piecemeal annexations are strongly discouraged.



Unincorporated Communities(UC) - The Riverside County LAFCO may designate Unincorporated Communities within the County of Riverside unincorporated territory. A UC designation by LAFCO recognizes the Commission's intent that the area designated remains unincorporated for the foreseeable future. Designation of an area as a UC may require removal from a municipal sphere of influence, since the two designations are mutually exclusive. The UC designation for a community is to be reviewed every five years.



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Chapter 2: A Vision for Riverside County

Overview

If you are reading this vision statement it is because you have some interest in what is happening in Riverside County. You may be concerned about your current or future quality of life, how your property will be impacted by change, whether to locate your business here, or, as a government official, what a decision should be regarding a particular issue. This vision will tell you in broad terms what values prevail here and how future community-building decisions will be affected by those values.

A vision is a positive mental image of the future that is expressed as if it had already been achieved. It is used, not only to shape plans, but also to motivate long term commitment to those plans and their implementation. It is a tool for inspiring achievement and unifying energies toward a future that is considerably more desirable than it would be without such thoughtful preparation.

Our vision for the County is designed to:

1. Build on lasting values;
2. Appeal to the best in people;
3. Have universal appeal, despite unavoidable differences in priority;
4. Communicate in terms people can easily understand;
5. Represent common ground as the basis for resolving inevitable differences;
6. Be both visionary and practical; and
7. Be rich with opportunities for personal interpretation within the framework of the common ground.

The process for developing this vision involved:

1. Listening to the people of Riverside County through outreach meetings and public opinion polling;
2. Consolidating information from workshops involving the Board of Supervisors, Riverside County Transportation Commission, County Planning Commission, cities, tribal governments, appointed advisory committees, and special interest groups;
3. Augmenting that input with technical and planning knowledge from the staff and consultants;



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4. Discussions among participants in the planning process of important issues that must be addressed in the vision; and
5. Preparing and refining the draft vision based on these discussions.

This Vision is made up of four parts. The first is a summary version that captures the essence of the Vision, but does not contain the depth of content generated by the outreach process. It is designed to be published separately as an easy to read, stand-alone document. The second part is this overview, which sets the stage for the substance of the Vision. The third part is a statement of fundamental values that provide the foundation for the Vision. The importance of these values cannot be overstated. They are the rationale for everything that appears on the Vision statement. The fourth is the Vision Statement itself. This part describes what the County is like after 20 years of collaboration, based on the common ground established through the process of preparing the Riverside County Integrated Plan.

The essence of the Vision Statement is a description of conditions related to twelve major topics arising from the public outreach process. Each topic contains a number of issues that had to be addressed if the stated values were to truly influence the future. The translation of these issues into a description of results after 20 years of implementation provides the substance of the Vision for the County.

How is this Vision used? Here are some ways:

1. Each General Plan Element contains a description of how it implements the Vision.
2. Each Area Plan contains a description of how the Vision applies uniquely to that area and how it is implemented.
3. The land use and supporting transportation and open space systems respond directly to the Vision through the General Plan Elements and Area Plans.
4. Communities in unincorporated areas are shaped by the content of the Vision.
5. The General Plan Implementation Program is reviewed annually as part of the County budget process and achievements toward the Vision are documented. County resources are focused on supporting the Vision.
6. Achievement of the Vision is being tracked by indicators that are either measurable or at least clearly defined based on a shared definition of success.
7. Staff reports on public improvement projects and private development projects specify how they serve to implement the Vision.
8. Public interest groups regularly observe the implementation process to both celebrate achievements and raise concerns when they are warranted.



9. The Riverside County Vision is frequently the subject of news media stories that call attention to aspects of its status.
10. Educational programs throughout the County contain segments on current issues and how their resolution reinforces the direction stated by the Vision.
11. The entire General Plan is reviewed and refined periodically in response to changing conditions and the degree to which the Vision is being achieved.

In short, the County Vision is at the heart of a great many public deliberations and has the continual attention of the public. It is a central part of the decision-making systems that shape what happens, where it happens, and how it happens.

FUNDAMENTAL VALUES

The physical character of our communities cannot be divorced from the values they respect. Sooner or later, these values manifest themselves in how our development decisions are made and how those decisions shape our communities. Where our values and results are synchronized, our communities prosper; where they are in conflict, so are the communities.

The simplest way to summarize our vision for Riverside County is to say that:

Riverside County is a family of special communities in a remarkable environmental setting.

Our vision is based on values that provide the foundation for common ground that, in turn, underpin the General Plan's goals, policies, and actions. The people of Riverside County declare that they join together in holding the following values and seeking a community future based on them. It can be argued that our values are optimistic and very ambitious: that they require our best instincts to prevail. Of course-why would we seek less in shaping our communities?

So, with that theme in mind, let us express the values that have motivated our community building and that will continue to do so in the future.

Community

We are, in fact, a community within which a family of local communities exists. "Family" means that we treat each other with the compassion and respect that one rightfully expects of family members. The richness of our natural setting is a shared resource of inestimable value. Despite differences in priorities and approaches, we are engaged in community building for ourselves and our heirs based on the common ground we have forged.

Health

We value the health of our residents. Therefore, we seek to reverse significant negative national health trends so that: 1) children live healthier and longer lives than their parents; 2) air and water quality are improved, 3) respiratory illnesses are reduced so that people spend fewer days out of work and school because of health problems; 4) health care costs have decreased; 5) obesity has decreased; and 6) people are physically active.



Inter-relatedness

We acknowledge the inter-relatedness of the economic, environmental, cultural, and institutional realms of our community life as we continue to plan and build our communities in a manner that enables us to achieve mutually beneficial results.

Rights

We respect the rights of others in the often complex process of developing our communities: property rights, including those associated with Indian lands; the right to dissent; and freedom from infringement on constitutional rights as citizens and as fellow humans seeking their rightful place in society.

Responsibilities

We affirm that, concurrent with rights, lie significant individual responsibilities to our communities and to each other in pursuing our personal priorities along with others engaged in community building.

Risks

We readily acknowledge that there is a certain degree of risk and uncertainty regarding future expectations, especially as they relate to land resources and how we manage them. At the same time, through the unique planning opportunities present here, we seek to make the risks known and avoid arbitrary and capricious decision making that aggravates the normal risks in human affairs.

Diversity

We respect the diversity of our peoples, with their fundamental and common beliefs and convictions. Accordingly, we cherish their rights to live their lives without unnecessary governmental regulation. At the same time, we acknowledge that the diversity we value so much requires leadership and tradeoffs in balancing the interests involved in a community development decision.

Equity

We strive to take care of all residents regardless of age, income, race, or ethnicity. We strive to equitably distribute community facilities and services throughout the County especially health care facilities, preventative care, and early intervention programs designed to serve all populations, particularly children, the elderly, and the mentally ill.

Valued Contributions

We value the contributions to our communities on the part of many sectors of our population whose age, youth, disability, health, or other characteristics may limit their contributions and satisfaction as community members unless they have equal access and are assured opportunities to be full members of our communities.



Varied Communities

We value the contribution to our overall quality of life by the richly varied municipalities, Indian nations, unincorporated communities, and rural communities in the County.

Balance

We acknowledge that balancing a variety of important considerations in making community decisions is a constant challenge. We have faith that the foundation provided through our participation in shaping this vision and its implementing mechanisms will achieve a workable balance of mutual benefit.

Participation

We seek and take seriously the public's involvement in shaping our communities and participation in determining how they evolve over time. We affirm that the people of the County who require a part in whatever forums and opportunities for public dialogue take place include residents, workers, students, business owners and operators, and property owners.

Volunteerism

We value the voluntary effort invested by our citizens in community building and place great worth in the voluntary expression of good will, compassion, understanding, and democratic ideals displayed by those who freely give of their valuable time and resources. We seek to sustain the recognition and continued involvement of the volunteer and not-for-profit sector as they contribute so much to our community life.

Decision Making

We expect decision-making to be informed by the best available information and seek a quality of decision making that is democratic, timely and equitable.

Creativity and Innovation

We seek bold and creative planning approaches and initiatives to implement our communal future based on these shared values and aspirations. We value such innovation because, sometimes, thinking "outside the box" is necessary to achieve the benefits people in our County seek in selecting their preferred life style, community characteristics, and housing types.

Distinctiveness

We are proud of the distinctive identities that our communities now possess and cherish the sense of place that results from them. We want this sense of place and distinctiveness maintained and enhanced in our planning and development activities.



Livable Centers

We value built environments that are concentrated in and around livable centers that have a diverse mix of uses, unique character, and easy access to a wide range of transportation choices.

Housing

We acknowledge shelter as one of the most basic community needs and value the willingness of our communities and their leaders to accept housing for our growing population in our communities, particularly with respect to the ongoing shortage of affordable housing and its negative impacts on our communities.

Natural Environment

We value the unusually rich and diverse natural environment with which we are blessed and are committed to maintaining sufficient areas of natural open space to afford the human experience of natural environments as well as sustaining the permanent viability of the unique landforms and ecosystems that define this environment.

Man-made Environment

We acknowledge and respect the long heritage of economic endeavors that have shaped portions of our environment through mining, agriculture, renewable energy development and similar enterprises and continue to take their value into consideration in shaping our environmental management.

Multi-Modal Transportation

We value streets that are safe, attractive, and designed to include convenient and affordable public transit throughout the County. We strive for bicycling and pedestrian networks that connect most major destinations and for adequate supplemental transportation for people with special needs.

Employment

We acknowledge gainful employment as one of the most basic individual needs and value a growing and diversified job base within which our residents may find a wide range of income opportunities in the agricultural, commercial, industrial, office, tourism, and institutional sectors of our economy.

Safety

We acknowledge security of person and property as one of the most basic community needs and commit to designing our communities so that vulnerability to natural and man made hazards, as well as criminal activities, is anticipated and kept to a minimum.



Planning Integration

We are proud of the multi-faceted approach taken in Riverside County to planning on countywide and community scales and we dedicate ourselves to its continued support for the coherent and comprehensive implementation of this approach. At the same time, we seek an implementation approach that simplifies and focuses on essentials, without being unnecessarily complex.

Communication and Information

We expect the fullest possible communication between our community leaders and the people and believe in the value of information sharing as broadly as possible as the basis for effective communication and problem solving.

Quality Management

We seek and reward quality management of the institutions, organizations, and resources that belong to us. This includes the expectation that accountability and measures of achievement will be a prominent part of public management systems.

Sustainability

We are beneficiaries of the past and we value that. We seek the same for our heirs. We declare that they should have an expectation that they will inherit communities and a natural environment that offer them a reasonable range of choices.

Recreation

We seek an environment where residents of the County enjoy better access to parks, trails and open spaces than the previous generation. This means a county where most neighborhoods have parks, trails and community facilities that are safe, appealing, and that encourage people of all ages to remain physically and socially active.

Healthy Food

We strive to eliminate barriers to healthy foods throughout the County especially locally grown or produced foods. We encourage neighborhood stores, supermarkets, farmers markets and community supported agriculture drop centers that provide a wide range of nutritious food choices at reasonable prices.

Costs

We know that community-building involves significant costs. We seek sharing of benefits and costs in a proportional manner: the community should fund community-wide benefits and development related benefits should be funded by the development, all as part of an equitable overall financing strategy. We seek shared funding methods through partnerships that improve overall cost-effectiveness.



Governmental Cooperation

We expect the considerable number of governmental entities that guide and influence the quality of our communities to avoid parochial thinking and make their decisions and conduct their activities with the general community welfare and benefit in mind. This includes pursuing joint priorities where that approach offers community advantages that exceed independent action.

Youth in the Community

We affirm that the future of our community lies with our children and that their education and support are essential to community well being. We dedicate ourselves to building and sustaining a network of support for the youth in our community.



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A Vision for Riverside County

VISION AS A GUIDE FOR THE RCIP

Our values drive our vision. What we, the people of Riverside County want for our future, our communities, and ourselves will shape the Riverside County Integrated Plan. Implementing the plan will unify our resources to achieve our common purpose. What we choose to do or not to do will, in turn, validate or refine our vision so that it is not only imaginative in seeking a better future, but practical in creating expectations that are real. In short, this will lead to a comprehensive plan that says what it means and means what it says.

Why is this so important? It is because the only way for our vision to be translated into reality is to work at it and persist. In other words, completing the RCIP is not the end of the process; it is the beginning. That is when the hard-but truly rewarding-work begins.

Integration: The Hallmark of the County Plan

The key to the entire RCIP lies in the word “integration.” There are a number of movements throughout the nation that seek to improve quality of life. They all include useful ideas, usually organized around a major theme or emphasis. Examples include Healthy Cities, Sustainable Development, Livable Cities, Safe Communities, Smart Growth, Clean Cities and a number of others. The RCIP is not beholden solely to any one of these ways of defining “quality of life.” Rather, it seeks to integrate combinations of the best ideas from these programs and locally initiated concepts. That will allow us and our leaders to tailor the most applicable ideas to the County’s needs and potentials. If any single quality is evident regarding the County, it is diversity. So, the vision for its future must respect the fact that “one size does not fit all.” The foundation for this approach is integration of a host of ideas rich in potential, based not on a single theme, but on what makes the most sense for the County.

It is essential to appreciate the fact that this vision for the County allows for varied interpretations, depending on one’s priorities. This cannot and should not be avoided. Yet, it should become clear, as implementation of the vision occurs, if some aspect of the vision is completely ignored. That is not acceptable and will require serious attention. So this vision should be thought of as a consolidation of many legitimate agendas within which balanced response is expected. That this balance will vary at different times and in different locales does not diminish the value of the vision. After all, the vision is intended to motivate excellence, not impose a singular straightjacket on the future. Rather, it reflects the heritage of diversity that has always enriched the character of this place.

This thought leads to one final idea reflected in our community vision statement. We constantly refer to the term “quality of life” in describing what we seek in our living environment. We all agree that this is a desirable purpose, yet we may define quality to mean widely differing things. For purposes of this vision statement, quality of life is defined to include all of the ingredients contained in our vision. It is not exactly the same thing in every portion of the County. It is a balancing of competing priorities that do not enjoy universal support throughout



the County. Yet the vision statement includes an essential common ground that must be found to some degree in any quality of life definition used here.

With this in mind, the RCIP...

1. Adapts the best part of many themes to the needs of the County.
2. Derives its power from the values that are held by the people here.
3. Balances stability in the landscape with the dynamism and flexibility to adapt to changing future circumstances.
4. Uses the best available data and analysis to guide decision making without constraining the overall vision.
5. Is flexible so that it can be adjusted to accommodate future circumstances, yet provides a solid foundation of stability so that basic ingredients in the plan are not sacrificed.
6. Protects high-value environmental resources and private property rights – and develops the complex tools needed to do so.
7. Integrates and works closely with cities and their planning efforts.
8. Provides a long-term means for economic stability to be achieved through investment by a variety of interests: residential, agricultural, property owner, environmental, institutional, business community, labor, and others.
9. Seeks a balanced transportation system where people do not need to be totally dependent on the single-occupant vehicle.
10. Stimulates an unprecedented level of intergovernmental cooperation and collaboration.

The RCIP will...

1. Provide on-going monitoring, measurement, and status on progress toward achieving the vision.
2. Preserve crucial open space and transportation corridors, resulting in more compact and efficient development than would otherwise happen.
3. Provide a range of community design options to respond to varied lifestyle choices.
4. Put a focus on high quality, efficient growth that uses land resources efficiently.
5. Provide a process for adjustment through General Plan reviews, in accordance with state law, at regular intervals or when triggered by key events.



Draft Vision Concepts

The most powerful way to state our vision is to place ourselves in the future and see what we have achieved; what our communities are like; what the quality of life means at that point in time. So, if you will “fast forward” to about the year 2020 and look around, you will see our vision.

Because the Riverside County Integrated Plan was adopted and implementation has been underway for almost 20 years...

1. Corridors and areas are preserved for distinctive purposes: multi-purpose open space, including wildlife; economic development, including agriculture; residences; public facilities; and transportation systems.
2. Growth involving new development or expansion of existing development is consistently accompanied by the public improvements required to serve it.
3. The rich diversity of the County’s environmental resources—even those modified by human activities—is preserved and enhanced for the enjoyment of present and future generations.
4. There is an adequate supply and quality of critical water resources essential to support development, agriculture, wildlife, and open space.
5. Multipurpose regional open space and community/neighborhood public spaces are permanent elements of the County’s landscape.
6. Public facilities such as schools, law enforcement related facilities, libraries, fire stations, community centers and other facilities essential to providing community services are in place.
7. Public access to recreation opportunities is part of the overall open space system, with multi-purpose parks, play fields, and community facilities at varied sizes in accessible locations.
8. Our communities maintain their individual distinctive qualities and character, surrounded in most cases (except in the Coachella Valley, where cities physically merge into a continuous development pattern) by open space or non-intensive uses to contribute to their sense of unique identity. Community centers, gathering places, and special focal points unique to each community also aid this identity.
9. A full range of housing has been achieved and an ongoing program is in operation to continually meet this need.
10. Development standards are consistently high, offset in cost by the absence of unpredictable time delays and conflict in the development review process. This is possible because the places where development should occur are clearly defined and the standards for development in cities and the County highly consistent.
11. Infill and redevelopment that enhance and revitalizes communities are contributing to the accommodation of growth.



12. Our communities—both improvements to existing ones and newly emerging ones—are models for new ways to provide and manage infrastructure, deliver education, access jobs, apply new technology, and achieve greater efficiency in the use of land, structures, and public improvements.
13. A comprehensive transportation system operates at regional, countywide, community and neighborhood scales. As part of that system, transportation corridors serve as unifying connectors between communities, provide high capacity linkages between jobs, residences and recreational opportunities, and offer multiple modes of travel.
14. Expanded local employment opportunities and broadening of choices provided by the transportation system and technological advances in communications systems have resulted in reduced vehicle miles and vehicle hours traveled (compared to what would otherwise have occurred), contributing to an improved quality of life generally and improved air quality specifically.
15. Clusters of similar businesses and industries are created within areas designated for job generating uses and our expanded educational institutions provide preparation and training for the new jobs created in these clusters.
16. Though overall acreage in agricultural production has diminished, proactive measures have retained economically viable agricultural lands, which are well protected as valuable economic resources and, in some areas, have expanded.
17. Many dimensions of the County’s Vision are being achieved through expanded levels of intergovernmental cooperation and partnerships that represent commitments to common ground not achievable in the past.
18. Because of the achievements in an improved quality of life, more people are involved in assisting the planning and implementation process than has historically been the case.

TRANSLATING ISSUES INTO VISION

A number of issues were raised by the people of Riverside County during the outreach process aimed at finding out their opinions and concerns about the future. The people had much to say. The issues they talked about and the ideas they had for improvement fell into twelve subject areas. Those subject headings follow, with vision statements applicable to each one. Each topic begins with a brief narrative summary, followed by a number of specific items that make up the vision for that topic.



Population Growth

There is no question that the process of accommodating almost a doubling of population in the last 20 years has been challenging. Yet, the emerging pattern of growth is now much clearer that it was during earlier growth periods. Perhaps more importantly, because of this clarity, there is now a much stronger focus on the quality of growth and development, rather than a fear of being overwhelmed by the numbers. Population growth has been accompanied by an even greater expansion of jobs.

Riverside County and its cities are so well coordinated in their growth forecasting activities that regional forecast revisions accept locally generated forecasts as a matter of course. This has many benefits for the people of the County, such as unquestioned qualifications for receiving funding under various state and federal programs and stronger competition for available discretionary funding programs to supplement local resources.

1. New growth patterns no longer reflect a pattern of random sprawl. Rather, they follow a framework of transportation and open space corridors, with concentrations of development that fit into that framework. In other words, important open space and transportation corridors define growth areas.
2. Growth focus in this County is on quality, not on frustrating efforts to halt growth.
3. Population growth continues and is focused where it can best be accommodated.
4. Growth is well coordinated between cities and the County and they jointly influence periodic state and regional growth forecasts affecting the County and its cities.

Our Communities and Their Neighborhoods

Each community in the County is identified uniquely as a special place. This includes incorporated cities, unincorporated communities, new communities, and tribal holdings. The combination of multipurpose open space systems, transportation networks, and land suitable for development distinguishes those areas that logically fit into future expansion of cities, creation of new communities, and preservation of rural enclaves.

Cooperative policies and programs are now in place that closely coordinate cities, the County of Riverside, and the Local Agency Formation Commission in concentrating development where it is most appropriate and still allowing considerable choice in location for individual property owners, developers and future residents. This collaboration is widely respected as a means of assuring the integrity of communities within the County, whether they are incorporated, unincorporated, or tribal in status.

Earlier problems clearly associated with leapfrog development (development that "skips over" developable land and establishes inefficient development patterns) have virtually disappeared. Areas slated for development are clearly identified and mapped. Areas not acceptable for development, based on cause, within the time frame of the General Plan are also clearly identified and



mapped. Development proposed at some distance from existing communities occurs because of a conscious commitment to a new community there, and it must demonstrate its self-sufficiency in terms of public facilities and services. This may eventually facilitate infill development where that is clearly consistent with planning policy and mapped designations. New communities are demonstrating methods for achieving efficient development and building a sense of community from the very beginning.

The pattern of development is now leading toward more efficient use of land resources and the incentives for intensification of development are working very effectively. As a result, the initial components of a transit system are in place, and the capability for expansion is preserved through rights-of-ways that can be brought on line as service needs dictate and financial resources permit.

Not only are multipurpose open space areas permanently protected, but also numerous rural areas are likewise assured a continuation of that lifestyle. Limitations on the erosion of this lifestyle are well respected because of the clarity and strength of commitment by the County and other agencies, and because extensive opportunities for more urban and suburban development exist which are not vulnerable to successful legal challenge regarding their appropriateness.

1. A high degree of consistency now exists between County and city land use and transportation planning within city spheres of influence, resulting in a reduction in development policy conflicts and confusion. In some cases this has been driven by city initiatives, in others by County policy direction, and in still others through a negotiated blend of city/county preferences.
2. Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods, walking, bicycling, and transit systems are attractive alternatives to driving for many residents.
3. Incentives and the competitive need to “raise the bar” in creating communities of excellence commonly stimulate the development community to exceed the norms of development standards.
4. The regulatory system consistently rewards implementation of concepts that contribute to achievement of the County’s vision.
5. All communities in the County have complied with legal requirements for universal access to public buildings, sidewalks, and public spaces. Many have established an incentive system to expand similar access in buildings and spaces not covered by legal requirements.
6. Incentives to achieve development efficiency often results in reduced fee costs.
7. The financial implications of implementing the RCIP are well documented and understood.



8. The planning process continues to refine acceptable densities as a means of accommodating additional growth so that the extensive permanent open space that now exists can be sustained.
9. The extensive heritage of rural living continues to be accommodated in areas committed to that lifestyle and its sustainability is reinforced by the strong open space and urban development commitments provide for elsewhere in the RCIP.
10. Each of our rural areas and communities has a special character that distinguishes them from urban areas and from each other. They benefit from some conveniences such as small-scale local commercial services and all-weather access roads, yet maintain an unhurried, uncrowded life style. Rural residents accept the fact that they must travel some distance for more complete services and facilities.
11. Some rural residential development and support uses are accommodated in open space preserves where the type of development and sensitivity of the natural resource are mutually compatible.
12. Considerable protection from natural hazards such as earthquakes, fire, flooding, slope failure, and other hazardous conditions is now built into the pattern of development authorized by the General Plan.
13. Major backbone infrastructure systems are funded in a number of locations by grants, ongoing funding programs and supplemental mechanisms supported by the public.
14. Local infrastructure systems to improve levels of service and the quality of life in existing communities and to support new growth are being installed and expanded, with costs paid by those who benefit directly from these improvements. Cooperative and equitable arrangements to accomplish this continue to be crafted to respond to specific local situations.
15. Development occurs only where appropriate and where adequate public facilities and services are available or are provided for at the time of development in accordance with adopted level-of-service standards.

Housing

Our housing choices range from rural retreat to suburban neighborhood, from exclusive custom estate to modest but sound starter housing for young families. Our housing choices also cover the complete spectrum of housing costs and include rental as well as for sale units. People are now seeking housing here, not because it costs less than more developed counties, but because the quality housing choices are attractive as a place to live. Housing here is thriving, not only because it offers an excellent value, but because the communities and neighborhoods are well planned and offer ample opportunities for families to move up or down the cost range as their needs dictate.

1. The people of Riverside County represent a richly varied range of income categories. Housing is available in every increment of this range, from highly affordable to exclusive executive housing and from rental to various forms of ownership housing. This is being satisfied through a combination of new housing, rehabilitated housing, group housing, resale, mixed-use



- development, and various housing assistance programs where they are needed.
2. Regional forecasts of housing needs are well coordinated within the County and are accepted by regional and state agencies.
 3. Census data is well-integrated into housing needs forecasts.
 4. There is now a balance between the residential development capacities of the County and city general plans within the County and regional housing needs.
 5. Mixed-use development occurs at numerous urban concentrations in city spheres and unincorporated communities, many of which include residential uses.
 6. All housing projects required by law to provide access to people with disabilities now do so.
 7. Universal access guidelines are adopted and a system of incentives is in place to include them as a key feature of residential development projects.
 8. Because of the clarity of direction now provided by the General Plan and the cooperative arrangements with most of the cities, constraints on providing affordable housing attributable to excessive local regulations have been eliminated.
 9. Adequate housing for farm laborers is now provided.
 10. Housing plans are well-integrated throughout the County at four levels:
 - a. Subregionally at the Area Plan level;
 - b. Within cities and unincorporated communities;
 - c. Within large-scale development projects; and
 - d. At the project site planning level where housing is involved.

Transportation

Our transportation system has more than kept pace with the growth in population, employment and tourism and their demands for mobility. New and expanded transportation corridors connect growth centers at key locations throughout the County. Several corridors have built-in transit service and all have expansion capability to accommodate various forms of transit. Some are now providing express bus service to Metrolink stations. These same corridors are designed with a high regard for the environment, including provision of critical wildlife corridor crossings so that our open spaces can sustain their habitat value. Air travel access by our residents and businesses is convenient and is an integral part of the Southern California air transportation network with worldwide connections.

1. Major new and expanded transportation corridors accommodating automobiles and other transit modes are now partially developed, with



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- design and funding for additional segments underway. The existing components of the system now work together with each other to afford optimum mobility for the people being served.
2. Strategies of local job creation, coupled with improvements to the transportation system, allow County residents to have access to a wide range of job opportunities within reasonable commute times.
 3. Riverside County and its communities are preeminent in their commitment to providing public transportation facilities and services to all people who need them. Where shortfalls remain, strategies are in place to expand universal access services as funding can be established.
 4. Airports serving the County are tied into the regional air transportation system and operate as an efficient and convenient transportation mode to accommodate the traveling needs of the people and move selected goods quickly in the highly competitive international marketplace. Measures have been taken to preserve the long-term viability of airports by protecting them from the encroachment of incompatible development.
 5. New fuels technologies are in place at key locations making a diversity of choices available according to the needs of users, particularly among the business fleet users.
 6. Toll-way options are being explored as a means of achieving improved capacity in critical corridors.
 7. Investment in, and expansion of, the existing freeway and arterial street networks continue to be a critical part of our comprehensive transportation system development.
 8. Strategically planned truck routes (including exclusive truck lanes) provide for the movement of goods as a critical component of our transportation system.
 9. The new California high-speed rail system now serves Riverside County directly, providing a strategic advantage for the County's business community.
 10. Promotion of efficient intermodal freight facilities in the Inland Empire has achieved a shift of a portion of the goods previously moved by trucks onto the rail freight system.
 11. The land use/transportation connection is a key part of the development process and has served to reduce the number of vehicle trips compared to earlier patterns of development.
 12. Direct and immediate access to multi-purpose open space areas is provided in most areas of the County.
 13. The transportation system now has sufficient financial supported to ensure that what is built can be adequately maintained.
 14. Ample use is made of advanced transportation technology to ensure that the physical infrastructure is used to its maximum potential. This includes



methods of achieving optimum efficiency of transit operations to provide increased frequency and reliability of transit delivery systems.

15. Reliable, real-time information is readily available to travelers for all major transit system routes, including fares, schedules, and current level of service on major roadways in the region to assist travelers in making choices regarding routes and mode of travel.

Healthy Communities

Our communities are built with the overall health and well being of our residents in mind. The communities are sustainable and continue to thrive because the residents take advantage of the amenities and healthy choices provided by the built and natural environment. The residents are provided options to live close to work, health services, and child day care; to safely travel as they choose (by car, public transit, foot, bicycle or other non-motorized form of travel); to have access to trails, parks and open-space; and have the choice of accessible healthy food. Partnerships are formed between the public and private agencies, as well as the community members to help endow the residents a healthier lifestyle. These options and the continued partnerships have improved the quality of life of our residents. Children live longer, healthier lives than their parents; air and water quality have improved, respiratory illnesses have declined; people spend fewer days out of work and school because of health problems; health care costs have decreased; obesity has decreased; and people are more physically active.

1. *Communities are focused around existing urban areas with transit opportunities.*
2. *Critical community facilities, such as parks, schools, healthcare and mental health facilities, as well as civic institutions, are distributed throughout the County in both urban and rural areas so that they are accessible to and benefit all residents.*
3. *Communities are developed so that they support and encourage residents to be more physically active; achieved by increasing the number of and access to active parks and trails, creating new passive open spaces, working with schools to open up school yards as parks, and promoting well balanced transportation networks with an equity between vehicle, public transit, bicycling and walking networks.*
4. *County residents are provided with a wide range of physical and cultural opportunities. The County consistently promotes recreational, cultural and educational opportunities to all residents in a safe and welcoming environment.*
5. *Throughout the County there are hubs of complete, compact and transit-oriented communities, with a mix of housing, jobs, retail, and community facilities. These types of communities flourish because it brings housing, jobs and shopping opportunities close together to create cohesive and beautiful communities that provide for the daily needs of residents within easy walking distance of homes and workplaces.*



6. *Land use and transportation decisions are made with an understanding of their impact on the health of County residents; achieved through partnerships with project sponsors and evaluation of land use and transportation decisions from the perspective of health outcomes.*
7. *Healthy food options are recognized as a critical factor in maintaining healthy lifestyles and local agriculture is considered important both for the health and the long term economic well-being of the community. There is access to nutritious and locally grown food and the prevalence of unhealthy food sources is reduced.*

Conservation and Open Space Resource System

The County's conservation and open space resources are preserved and managed to a degree not thought possible 20 years ago. The multi-purpose open space system provides for the preservation of multiple species. This enables the natural diversity of plants and animals to sustain themselves because of the critical relationships between them. Land areas will be preserved, set-aside for this purpose, and linked by corridors of various designs to allow movement between habitat areas. In addition, the public's access to the open space system is significantly expanded for recreation purposes, enabling a variety of active and passive recreation pursuits. Trails provide a means of recreation in themselves, as well as access for less intensive recreation. Creative and effective means of acquiring open space have enabled establishment of this system so that private property rights are respected and acquisition costs are feasible. This system also provides an effective approach that has eliminated conflict over development activities because of the demonstrated commitment to permanently preserving critical open space resources.

1. Conserved multi-purpose open space is viewed as a critical part of the County's system of public facilities and services required to improve the existing quality of life and accommodate new development.
2. The open space system and the methods for its acquisition, maintenance, and operation are calibrated to its many functions: visual relief, natural resource protection, habitat preservation, passive and active recreation, protection from natural hazards, and various combinations of these purposes. This is what is meant by a multi-purpose open space system.
3. A major thrust of the multipurpose open space system is the preservation of components of the ecosystem and landscape that embody the historic character and habitat of the County, even though some areas have been impacted by man-made changes.
4. Native habitat for plants and animals endemic to this area that make up such important parts of our natural heritage now have interconnected spaces in a number of locations that allow these natural communities to prosper and be sustained.
5. An incentive-based market system for habitat protection is in operation that includes options to use transfers of development rights (TDRs), conservation credits, and management programs to achieve equitable sharing of costs and benefits.



6. The cost to the public of maintaining open space and critical habitat areas continues to be supported because of the habitat value, recreational contributions and economic benefits the areas provide.
7. Lands identified for habitat preservation are based on the best available scientific information regarding species and habitat requirements and that information is updated as better methods emerge.
8. Programs educating students about the rich natural environment are available and offered to local schools.
9. Strategies and incentives for voluntary conservation on private land are an integral part of the County's policy/regulatory system and are referred to nationwide as model approaches.
10. Where natural streams and watercourses are located within designated multipurpose open space systems, they have been preserved as natural living systems. Where they pass through areas that are developed or designated for development (including agriculture), to the extent allowed by existing conditions, their continuity is maintained and protected as environmental corridors linking open space areas. Their viability is enhanced in numerous cases by being included in publicly maintained open spaces rather than in narrow concrete channels.
11. Important watershed resources to support downstream habitat are being maintained. This includes watershed functions such as peak flows, water quality, recharge, and sediment transport, which are necessary for sustaining downstream resources.
12. The Salton Sea, as a result of sustained efforts to return it to a viable condition, is now a thriving water, recreation, and environment resource.

Air Quality

Air quality attainment goals established by the South Coast Air Quality Management District have been more than met despite the substantial growth in the region in the last 20 years. Most of this is a result of significantly improved engine technology and the replacement of more polluting vehicles. However, local initiatives that expanded transit options, concentrated development more efficiently, and increased local employment opportunities have also contributed to air quality improvement.

1. Air quality is viewed as such an important factor in quality of life that its measurements are used as a major factor in evaluating the Plan's performance.
2. The County is an active participant in programs to base air quality improvement techniques on "best available science" methods.
3. Implementing strategies have been accomplished to transition public and private fleets from petroleum-based fuels to alternative fuels and the County is known as a center for applied new technology.



4. The County actively participates with other regional jurisdictions in implementing strategies to reduce air pollution spillover into Riverside County from adjacent counties as well as limiting pollutants generated within the County. This participation has led to measures that contributed to exceeding attainment goals established by the South Coast Air Quality Management District.
5. Land use strategies being implemented in the County reflect an improved balance of jobs and housing, resulting in significant reduction in the average commute times and related motor vehicle pollutants.

Jobs and the Economy

Job growth in Riverside County has exceeded the remarkable population growth experienced during the last 20 years. This is a consequence of the natural pattern of jobs following labor force and the extensive efforts by local governments, the business community and educational institutions to stimulate and reinforce new economic activity. The effort has been aided by the fact that the County offers an outstanding variety of living environments and housing choices and now enjoys a reputation as a highly desirable place for business relocation. The expansion of educational opportunities and complementary programs between education, industry, and the work force has played a significant part in this economic vitality.

1. Implementation of the RCIP provides a clear picture of the fiscal implications of land use policies and documents the financial, as well as physical and social viability of communities in the County.
2. Jobs/housing balance is significantly improved overall, as well as within subregions of the County.
3. Voluntary tax sharing arrangements continue to be available to cities and the County to reduce the negative impacts of large scale projects that would otherwise generate tax revenue problems for adjacent jurisdictions.
4. Economic development coalitions at several levels are active partners in implementing the County Plan through their involvement in stimulating new business development. This has resulted in new and expanded clusters of business activities, aided in part through cooperation with university and college research and development programs.
5. Jobs training programs to put people into new industry clusters are operational throughout the county and serve as an attraction to firms seeking a capable and stable labor force.
6. School programs are coordinated with economic clusters in terms of curriculum emphasis and cooperative internship and training arrangements with businesses.
7. Emerging and expanding employment sectors, such as the hospitality industry and high-tech industries, are receiving renewed emphasis in job training and investment focus.



Agricultural Lands

Agriculture remains a strong component of the County's economy. Even though some agricultural land has been urbanized, there has also been expansion in other locations. The place of agriculture in the community remains strong and conflicts between agricultural operations and nearby development are rare. The County's agricultural industry is a strong competitor in the global agricultural market.

1. The County continues to be one of the major agricultural forces among California counties and competes successfully in the global agricultural economy.
2. Many agricultural properties remain as economically productive businesses, whereas others are phasing into development through a carefully managed transition program designed to stage the transition from farming to clearly designated urban and suburban uses.
3. Productive agricultural lands are broadly understood to be a valuable economic resource and have expanded in some areas. In selected areas they also serve as a valuable buffer between suburban and open space uses. Where agricultural lands are slated for transition to other forms of development, they are still valued for their contribution to the County's economy and continue in productive operation.
4. Financial incentives, such as transfer of development rights, development easements, and other mechanisms are available for voluntary use to preserve the economic value of agricultural lands. Availability of these tools acknowledges the potential development value of these properties and enables property owners to capture some of that value without giving up agricultural production if they so desire.
5. Agricultural operations of varying sizes and types are accommodated under the Plan in response to prevailing market opportunities. In some cases this has resulted in expanding the lands devoted to agriculture.
6. Where agricultural activities, such as dairies, egg production, and animal husbandry are accommodated, they are accompanied by special provisions for mitigating impacts on adjacent development to facilitate their continued operation consistent with State and local Right-to-Farm laws.
7. Agricultural land that remains economically viable, either as a permanent or temporary economic resource, is well protected by policies, ordinances, and design regulations applicable to new development that may be planned nearby.
8. More efficient use of developable land is facilitating the continued use of agricultural lands and the acquisition of open space.
9. Agricultural lands remain as a valuable form of development. Although they are not publicly owned open space, through voluntary agreements, many of them have become part of the County's multi-purpose open space system for their visual value and as buffers to other forms of development.



Educational Facilities

The educational system in the County is highly respected as a valued positive force in the County's communities and economic environment. From pre-school through advanced degrees, the educational infrastructure has expanded remarkably in synch with the County's growth. A particularly effective aspect of education's role in the community is the array of partnership programs with the business community and local governments, dealing with job training, environmental resource management, recreation, and a host of other initiatives. Basic educational programs have moved the County's student population near the top ranks in the State as revealed by academic testing.

1. The priority need for quality educational facilities and programs in the County (in order to educate our youth, serve the ongoing educational needs of our existing communities and attract additional industry, business, and quality development) is satisfied through universally established partnerships between school districts and local governments. This is reflected in cooperative planning for school facilities and access to them.
2. A considerable contribution to the educational excellence within the County has been made by expanded and new facilities at the community college and university levels.
3. There are now numerous examples of arrangements for joint use and financing of school facilities, as well as cooperative community based programs made possible by reduced costs of facilities.
4. Several industrial/office park sectors of the County include community college branch facilities in which job training and employee professional development programs are conducted under a business/college partnership arrangement.
5. The special housing needs of educators and students are recognized through innovative partnerships between developers, communities, and educational institutions to provide a range of residential choices for this segment of the population.
6. Effective and widespread initiatives to bolster resources and focus energies on basic education for our student population have resulted in the County's academic performance making a remarkable surge toward the top of county rankings in the State.

Plan Integration

The major thrusts of the County's planning program have resulted in a high degree of program component integration. New transportation corridors (and expansion of older ones) are designed to either avoid environmentally sensitive areas or, if necessary, to pass through them in a very sensitive way. The multi-purpose open space system not only provides a remarkable habitat and recreation resource, but it also provides a framework that distinguishes our family of communities. These components are both integrated into the General Plan through the system of Area Plans covering all but the most remote desert areas of the County. As a consequence, our communities and their development areas are well served by transportation networks and our priceless environmental resources are permanently preserved for future generations.



1. A key opportunity for plan integration is exemplified by the existence of critical corridors linking our communities – all of which are part of the service systems that enable our communities to prosper. This includes open space corridors for vistas and recreation, habitat corridors for wildlife and plants, transportation corridors for mobility, riding and hiking trails for recreational travel, and bikeways as an alternate mode of travel as well as recreation pursuit. In essence, this is resulting in a planned, interdependent network of systems to serve our communities.
2. Many of the corridors are recognized, not only as community links or buffers, but also as unifying elements that reinforce community identity.
3. The need for safe and efficient access to jobs, housing, commerce, and public services for residents of all ages, income groups, and physical abilities is reflected in the comprehensive transportation network serving the County.
4. Flexible planning tools such as mixed use zoning, incentives for creative use of land, overlay zoning, and multiple, flexible use of open space are in common use as our communities mature and new communities take shape.

Financial Realities

Few of the aspirations reflected in the current state of community development, transportation support, and multi-purpose open space preservation could have come about without an aggressive and creative financing strategy. The financing of improvements and programs has benefitted from the unique breadth and integration of the County's planning program. We are very competitive for grant funding. The burden for costs to achieve what we have today has fallen on those who benefit to a degree not achieved in many locales.

1. A wide variety of public and private funding arrangements are in operation, including creative use of state and federal grant and loan funds to confront the continuing financial reality of not having enough money to do everything that is desired.
2. The County has a reputation for being unusually creative in gaining leverage out of limited funds by using them as seed money to attract larger investments in community facilities and programs, to obtain public and private grants, and stimulate investment participation by the private sector.
3. Along with its emphasis on achieving community desires, the County remains highly respected for its sensitivity to private property rights.
4. Because of its fiscal achievements, the County and its cities are exceptionally effective at forestalling unfunded mandates from state and federal levels.

Intergovernmental Cooperation

The integration of planning and importance of the transportation corridors, multi-purpose open space system, and development commitments have had an



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impact on governmental decision making at many levels. Numerous examples now exist of intergovernmental arrangements to facilitate continued implementation of the policy direction established almost 20 years ago. The result of this is not only improved governmental effectiveness, but also less conflict over policy issues, increased competitiveness for grant funding, and establishment of a strong tradition of intergovernmental cooperation.

Recognition that many aspects of the vision are boundary-less is exemplified by the extensive array of intergovernmental arrangements involving the County, cities, special districts, Indian tribes, and unincorporated communities.

A coordinated and streamlined permitting process is now in operation that is feasible because areas clearly slated for development are identified and appropriate open space areas are acquired or protected.

Because of additional regional County facilities and cooperative agreements with some cities and other institutions, public hearings on certain issues and projects are now held locally so as to be more convenient to those most impacted by the decisions.

New school sites are used as a focal point of neighborhoods as a result of collaboration between local governments.

Intergovernmental partnerships have eliminated the once common contentiousness surrounding annexations, incorporations, and preservation of unincorporated community integrity.

Several inter-county and intra-county compacts now exist regarding cooperative programs for open space management, transportation corridor planning and implementation, air quality and water quality improvements, water resource management, and other critical topics of mutual concern.

The tradition of intergovernmental cooperation is well established and office seekers habitually include this topic in their campaigns city and County decision-makers and other opinion leaders actively support intergovernmental initiatives.

A Countywide information and education program is in place to sustain an understanding of the unique planning program that has emerged from the RCIP. This program includes a section in school curricula, a summary brochure that is updated from time to time, an orientation program for newly elected officials, a strong internet presence, and an ongoing speakers bureau to reinforce this strong tradition.



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Appendix M: Health Indicators

INTRODUCTION

Concept and Purpose of the Element

The burden of disease has shifted dramatically from infectious diseases to chronic disease conditions over the past 100 years. The threat of illness and death from epidemics of smallpox, polio, and tuberculosis has largely been removed in the developed world. Advances in public health and sanitation have increased life expectancies dramatically, allowing young children to grow up free of illnesses that had previously cut their lives short. In the current age of chronic illness, the choices we make on a daily basis, and repeat for months and years, have the biggest impact on our health. The challenge facing our community is how to build health into the everyday lives of our citizens so that making choices that help prevent chronic disease are as convenient, practical, logical, and affordable as the choices that lead to poor health. The policy decisions we make today will improve local conditions in the short-term by reducing stress and enhancing well-being. By incorporating health into land use and transportation planning efforts we will protect the County's current and future residents from chronic disease for years to come.

Links between Health and Planning

The legal and historical link between city planning and public health is strong. Planning authority originated from the mandate of a city or county to protect a community's "health, safety and general welfare." Modern American urban planning and zoning grew explicitly in response to the public health crises that arose from the rapid industrialization and urbanization of the late 19th and early 20th centuries. Early planners required sanitary sewers to prevent cholera epidemics and zoned city blocks to buffer residential neighborhoods from polluting industries, often resulting in a strict separation of uses that is still common today. Early zoning was also often used to exclude the poor and recent immigrants – and the health threats and loss of status they were perceived to represent – from wealthier neighborhoods through limits on density, commercial development, and workforce housing.

In 1926, the Supreme Court decision *Village of Euclid vs. Ambler Realty Co* cited preservation of public health as one of the basic responsibilities of local government, and interpreted zoning as an extension of the local police power to promote the "health, safety and general welfare" of a community. The result was the Zoning Enabling Act, which enabled modern zoning and is still the legal rationale for land use regulation and planning across the country. Because public health is such a tangible example of the "health, safety and general welfare" that is to be promoted through planning and the police power, it remains one of the most legally justified reasons for making planning decisions.

Despite its historical connection and legal standing, addressing public health through city planning became less common as the 20th Century progressed. One reason is that early planning practices successfully resolved many of the public health issues plaguing urban areas during the early 20th century, such as overcrowding and the close proximity of housing to heavy industry. Health professionals began to focus on disease treatment, education, and discouraging unhealthy behaviors, while planning professionals shifted their attention to such issues as economic development and transportation. In particular, planners focused on how to accommodate rapid population growth and the desire for unlimited personal mobility through driving. Zoning increasingly became a means to protect property values, and infrastructure projects more often served to bolster the tax base.



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Appendix M: Health Indicators December 1, 2010

Recently, however, planning and public health professions are rediscovering the impact of planning on public health. The increased prevalence of chronic diseases in the United States, including diabetes, obesity, heart disease and respiratory illnesses has been widely recognized as one of the major social and economic challenges. Recent research has found that people's environments – where they live and work, how they travel, what they eat and where and when they play, socialize, and are physically active – have a major impact on their health and well-being.

Although conventional planning practices (such as separating residential and commercial uses, building low density areas, constructing streets primarily for automobiles, and not providing adequate transportation choices,) are not the single cause of chronic health problems in the United States, there is increasing documentation that they are often a contributing factor. Research indicates that auto-oriented, low density, single use places – as well as places underserved by parks and active recreation facilities – discourage physical activity and therefore contribute to an increased risk of heart disease, cancer, stroke, and diabetes. These four diseases are among the top ten causes of death in California; heart disease, stroke and cancer are also the top three killers in Riverside County. Poor nutrition, which can be exacerbated by land use decisions that limit people's access to healthy food, also contribute to these chronic diseases. Physical inactivity and poor nutrition is also a primary risk factor for obesity (the fastest-growing disease in California, along with diabetes), and obesity in turn increases the risk of a myriad of chronic diseases. Conversely, research shows that higher density, walkable urban places, transportation choices, and access to recreation all increase physical activity, and thus promote positive health impacts.

Land uses and urban form have other health impacts as well. Emissions from transportation sources are strongly linked with respiratory diseases, while automobile accidents consistently kill over 40,000 Americans each year. Land use decisions also impact people's access to grocery stores, farmers markets, community gardens and other sources of nutritious foods and healthcare. Poor mental health is associated with a number of factors related to planning, including long commute times, exposure to crime, lack of transportation choice and lack of access to public spaces.

Exposure to harmful substances ranging from particulate matter and emissions from industrial sources to toxic pesticides and ingredients with some toxicity found in every day household and pharmaceutical products are all Environmental Health related concerns that impact health. These harmful substances enter into our air and water supplies and accumulate in our bodies causing a range of health effects such as increased incidences of respiratory illnesses, cancer and other chronic health problems. Consequently decisions about the location and mix of land uses, transportation investments, design and building practices and building materials can all have an impact on the environment and human health.^{i,ii,iii,iv}

DEVELOPMENT OF THE ELEMENT

The Healthy Communities Element was developed by Riverside County Staff with input from the Healthy Community Working Group and the assistance from Raimi + Associates. The Working Group was formed to provide technical assistance in developing the Healthy Communities Element. Members included staff from a variety of County programs and services including the following: Health, Epidemiology and Program Evaluation, Nutrition Services, Injury Prevention Services, Livable Communities Program, County Parks, County Planning, County Transportation, Environmental Health, Mental Health, Office on Aging, a physician from Department of Public Health, Clinic Management and the Inland Empire Health Plan. The Healthy Community Working Group assisted in identifying and translating the fundamental values of the element into strategies, identifying the key health issues and indicators, exploring creative and innovative methods of achieving improved health outcomes through existing and new policies and providing input on the policies and implementation actions in the Healthy Communities Element.

As part of the development of this Element, the project team, guided by the Healthy Community Working Group developed a Vision Statement and Guiding Principles for the Healthy Communities Element.



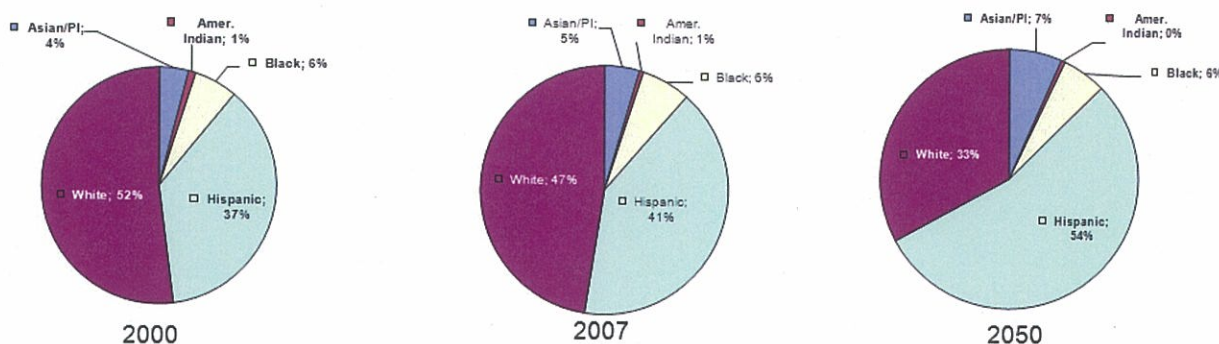
The Vision and Guiding Principles provide the conceptual foundation for the policies of the Healthy Communities Element. The Vision describes how Riverside County will be in terms of health twenty years from today if the policies of this Element are successful. The General Plan Vision Statement expresses the overarching strategies that are being pursued with the adoption of the Healthy Communities Element. They are intended to add specificity to the Vision and to provide a roadmap to achieve the vision.

COUNTY HEALTH STATUS

Current Challenges

Along with the richness of culture afforded by the County’s diversity comes the challenge of serving groups of citizens with different needs and priorities. In addition to overall population growth, Riverside County has experienced shifts in its diverse racial and ethnic composition. Between 2000 and 2007, the proportion of County residents of Hispanic origin increased by 10.8%, though there was very little change in the proportion of the population that identified as Black, Asian, and Native American. By the year 2050, the Hispanic population will become the County’s majority ethnic group comprising 54% of the population^v (Fig. 1).

Figure 1: Population by Race/Ethnicity, Riverside County: 2000, 2007 and 2050



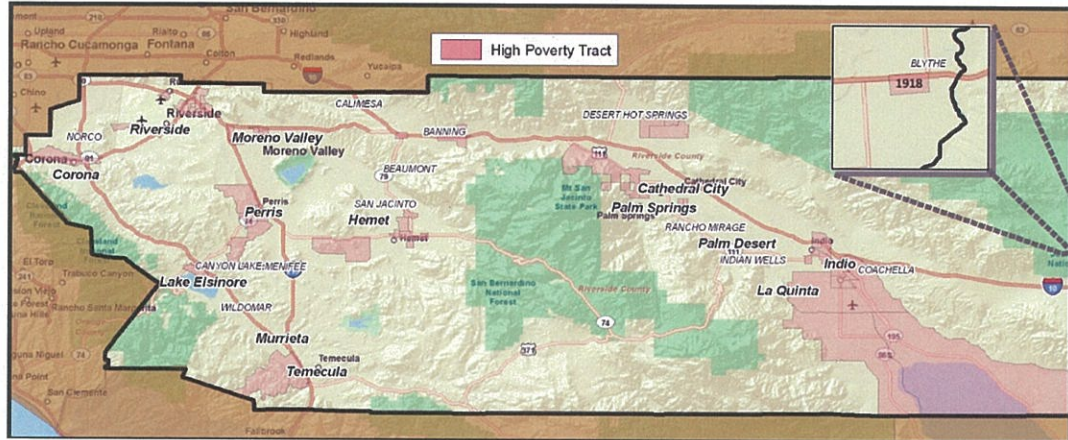
With nearly 40 percent of the County’s population speaking a language other than English at home, it is imperative that resources and services are accessible to all.^{vi} Health disparities exist across all groups of people represented in the County and are closely linked to availability of resources and the pattern of environmental exposures that have followed different groups over time. For example, the most recent data available indicates that Hispanic populations are more likely to live within ½ mile of a major freeway in Riverside County.^{vii} This is concerning because exposure to diesel exhaust has been associated with increased risk for developing chronic lung diseases like asthma, cancer and heart disease.^{viii}

As with most problems in our society, illness and disease are exacerbated by structural inequity, resource disparity, and poverty. In the current economic climate when local unemployment rates have climbed above 10 percent, more Riverside County residents will make choices that compromise their health. Those recently affected by the job loss may now be joining the more than 200,000 Riverside County residents who lived below the Federal Poverty Level (FPL) before the current recession – which in 2007 was 20,000 dollars for a family of four.^{ix,x} Our residents living in poverty, regardless of their ethnic background, language, or skin color are extremely vulnerable to the unhealthy pressures of society and have increased exposure to environmental maladies like air pollution, toxic lead in substandard housing, and decreased opportunities to find affordable, healthy food. Intense poverty is concentrated in census tracts across the County. Public health programs often identify geographic priorities as those areas where greater than 50%



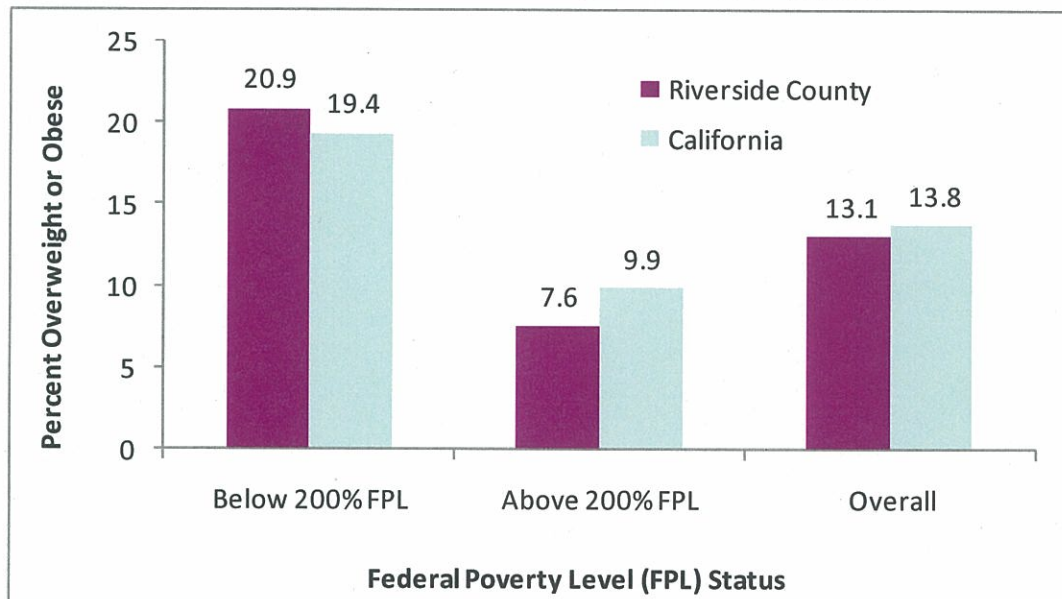
of a census tract’s population earns less than 185% of the FPL, which is roughly \$32,000 per year for a family of four (Fig. 2).

Figure 2: Census Tracts Where More Than Half of Population Lives Below 185% of Federal Poverty Level: Riverside County, Census 2000



Perhaps most importantly, poverty jeopardizes the health of Riverside County’s children. For example, among Riverside County youth aged 12-17, those living below 200% of FPL are nearly 3 times more likely to be overweight than youth living above 200% FPL^{xi} (Fig. 3). In fact, the obesity epidemic threatens to make today’s generation the first in this country to live shorter lives than their parents. Scientists forecast a two- to five-year drop in life expectancy unless aggressive action manages to reverse obesity rates.^{xii}

Figure 3: Percentage of Adolescents Age 12-17 Who Are Overweight or Obese by Income Level, Riverside County and California, 2005 and 2007 Combined.

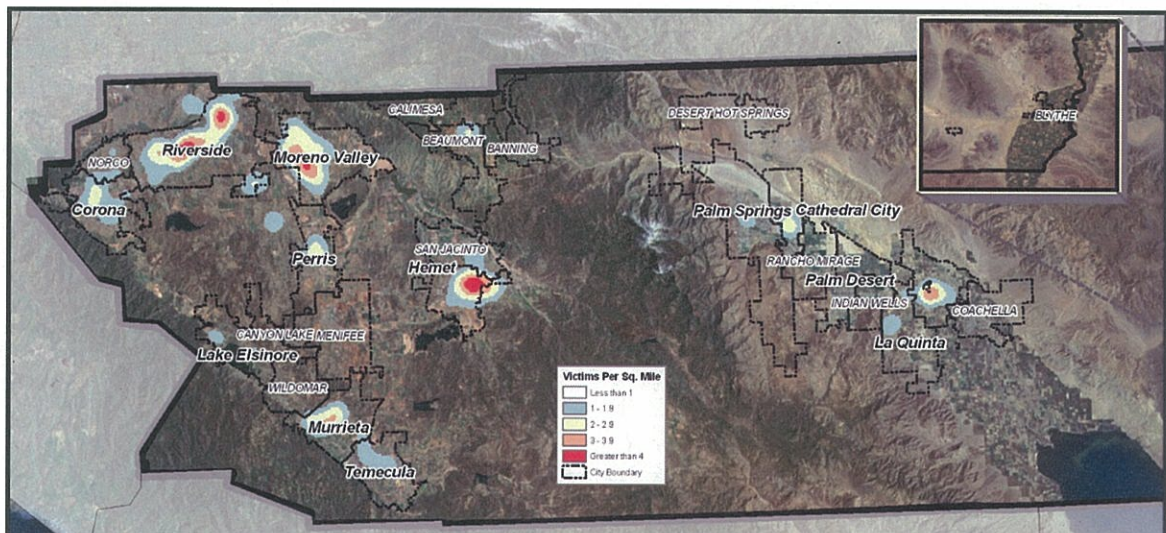




In addition, many of our children are potentially being exposed to environmental toxins, the effects of which may not be seen for years to come. According to a recent report, five schools in Riverside County rank in the 10th percentile for air quality, meaning that 90 percent of the schools in the country had better air. Twenty-five schools ranked in the 50th percentile or below.^{xiii} Many of these schools are located in close proximity to major industrial operations that produce potentially harmful waste.

The vast geography of Riverside County poses challenges for residents by concentrating resources in urban areas and making health care access and resource acquisition difficult for rural residents. These challenges are further exacerbated by poverty which can create pockets of resource deficiency in heavily populated urban areas as well as make it even more difficult for the rural poor to access resources great distances from their homes. The County is home to more than 500,000 rural residents and 1.5 million urban dwellers. Rural residents are also more likely to live in poverty than urban residents (16% vs. 13%).^{xiv} Despite sharing overlapping health concerns, rural and urban environments require specific solutions to their problems. For example, while preventing automobile injuries are relevant to both rural and urban citizens, the approach to prevention may take different forms. *Safe Routes to School* programs may be effective in urban environments but lack relevance in rural areas where walking to school is not feasible (Fig. 4). Whereas many Riverside County residents suffer from health conditions related to the excesses of the urban environment such as overabundance of fast food, high levels of automobile pollution, inability to find safe spaces for children to play, and raised levels of stress, the County’s rural residents may find their health disrupted by an inability to access necessary services in a timely manner.

Figure 4: Youth (Aged 5-15yrs) Pedestrian and Bicycle Victim Hot-Spots: Riverside County, 2005-2006



Major Illnesses

The overwhelming majority of illnesses that affect Riverside County residents are of a chronic nature. The most notable chronic health conditions include heart disease, cancer, stroke, diabetes, chronic obstructive pulmonary disease (COPD), and asthma. The top three leading causes of death—heart disease, cancer, and stroke—account for nearly 60% of all deaths in Riverside County.^{xv} Aside from stealing years of life, these diseases typically reduce quality of life by requiring patients to take a barrage of costly medications, make frequent doctor and hospital visits, and make exercise and leisure activities painful or intensely onerous.



Environmental Health

While chronic disease accounts for the bulk of morbidity and mortality in Riverside County, we must remain vigilant for new infectious diseases that continue to evolve and "emerge." Changes in human demographics, behavior, land use, etc. are contributing to new disease emergence by changing transmission dynamics to bring people into closer and more frequent contact with pathogens. This may involve exposure to animal or arthropod carriers of disease. Increasing trade in exotic animals for pets and as food sources has contributed to the rise in opportunity for pathogens to jump from animal reservoirs to humans.

Meanwhile, infectious diseases that have posed ongoing health problems in developing countries are re-emerging in the United States (e.g., food- and waterborne infections, dengue, West Nile virus). The rise in the transmission of food borne illnesses are facilitated by the dining habits of people in this State as they gravitate toward eating out more often. Also, as the main food sources have become more centralized we can see the effects in large scale outbreaks covering multiple communities, Counties and/or States.

People today are exposed to an unprecedented amount of harmful substances ranging from particulate matter and emissions from auto and industrial sources to toxic pesticides and ingredients with some toxicity found in every day household and pharmaceutical products. These harmful substances enter into our air and water supplies and accumulate in our bodies causing a range of health effects such as increased incidences of respiratory illnesses, cancer and other chronic health problems.

Environmental characteristics like traffic safety and air and water quality can also have direct and indirect health consequences. While traffic accidents may entail immediate life threatening circumstances, perception of safety can influence behavior to the point of increasing chronic disease risk. If children and parents feel unsafe in their neighborhoods due to perceived risk from automobiles or poor air quality, they are less likely to be active outdoors and, consequently, more likely to maintain sedentary lifestyles, increasing their risk of obesity, diabetes, and heart disease.

HEALTH INDICATORS

As part of our efforts to present the urgent need for policies that will shape community design and the health of future generations, it is important to document the current health of residents in a measurable and discrete manner so that as changes are adopted and the environment changes, progress toward achieving health goals can be monitored at the population level. A compilation of health, social, and environmental indicators is provided below. The indicators are grouped into meaningful topic areas that correspond to the policy components of the Health Element. They are provided here to lend support and justification for the policies of the Healthy Communities Element.

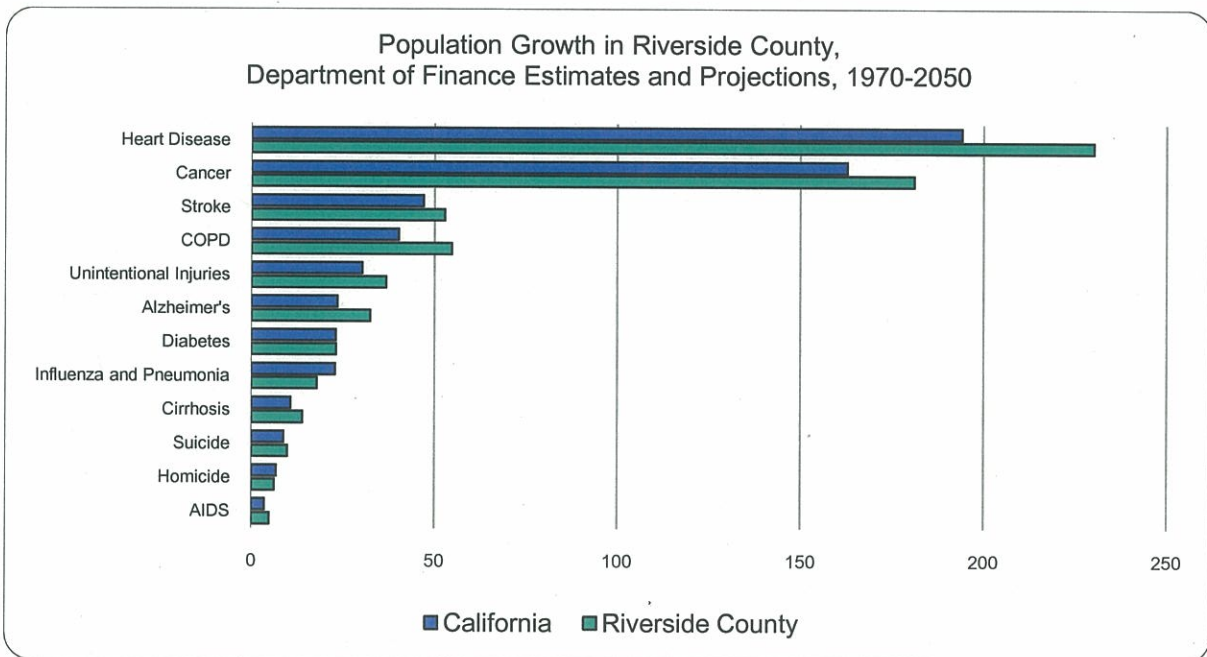
OVERALL HEALTH

- **Inland Empire residents not in good health**
The Riverside San Bernardino–Ontario Metropolitan area ranked 127th out of the 184 areas surveyed for the percent of residents who say they are in good health, according to a recent analysis using the CDC's SMART BRFSS data.. (<http://www.webmd.com/news/20081117/healthiest-us-city-lincoln-neb>)
- **Health not improving**
The percent of Riverside County residents claiming excellent health fell 4 percentage points from 2003 to 2005 while the percent of those in Fair health increased from 12 percent to 15 percent during the same period. (CHIS 2003 and 2005).



- Impairment of daily activities due to physical/mental health**
 Over 100,000 adults (8%) in Riverside County had more than 5 days a month where their ability to work or perform daily activities was limited by their physical/mental health. (CHIS 2005).
- Ranking in heart disease mortality rates**
 Riverside County is ranked 53rd for heart disease mortality out of the 58 counties in California. The age-adjusted rate for coronary heart disease mortality was approximately 25% higher than the rate for California and the national rate (Fig. 5). (Community Health Profile, 2008: Riverside County Department of Public Health)

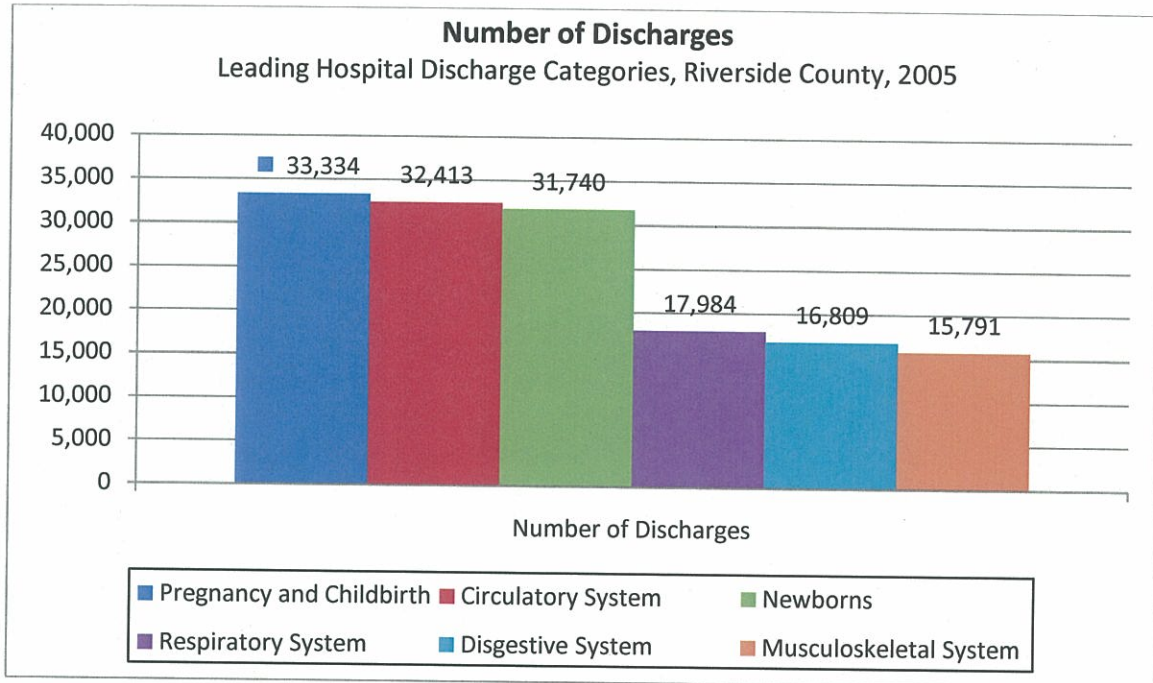
Figure 5: Population Growth in Riverside County, Department of Finance Estimates and Projections, 1970-2050



- Causes of hospitalization**
 Disease of the circulatory system, like heart disease and stroke, account for more than 1/3rd of all non-birth/newborn related hospitalizations. These are partially influenced by obesity and levels of physical activity (Fig. 6). (Community Health Profile, 2008: Riverside County Department of Public Health)



Figure 6: Leading Hospital Discharge Categories, Riverside County, 2005

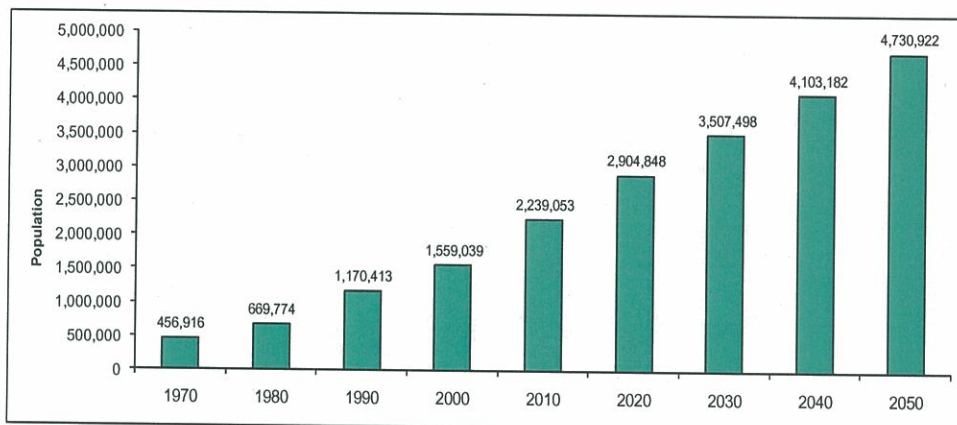


LAND USE AND COMMUNITY DESIGN

- **Population growth**

The County experienced a 40% increase in population during the last decade; contributing to its ranking as the fastest growing County in the state. Riverside County ranks fourth in population size in California, with a projected population size reaching 4.7 million by 2050, making it the second largest county in the state (Fig. 7). (Community Health Profile, 2008: Riverside County Department of Public Health)

Figure 7: Population Growth in Riverside County: Department of Finance Estimates and Projections, 1970-2050





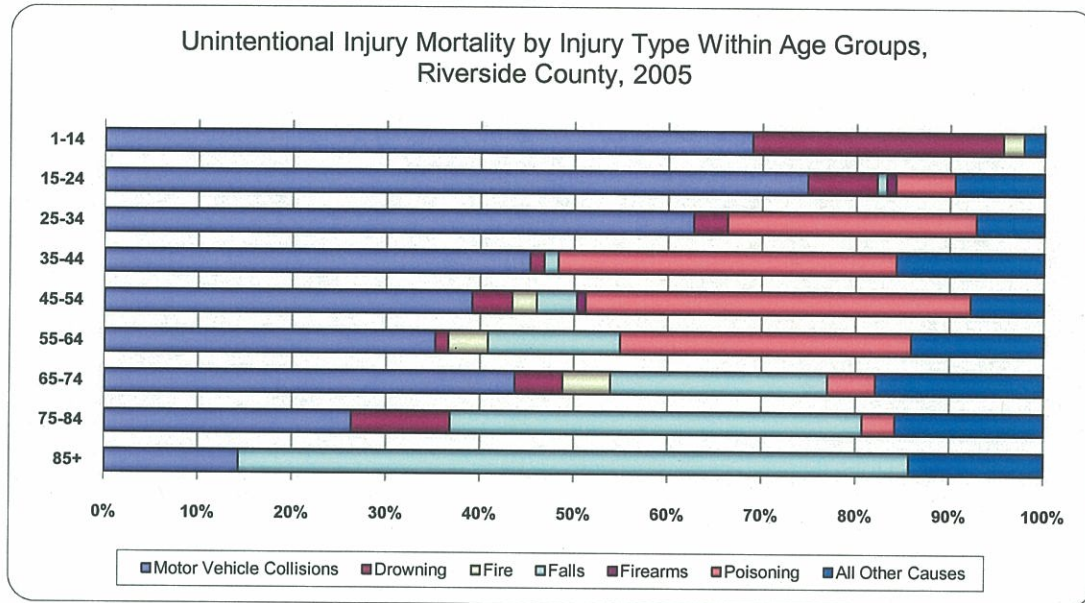
- **Population density**
Riverside was ranked 460th out of 3140 counties for population density with 214 persons per sq. mile. New York County was ranked 1st with 66,718 persons per sq. mile. The least dense place was the Yukon, Alaska at 0.045 ppl/sq.mi (www.dataplace.org/rankings).
- **Number of single family detached housing units**
Roughly two-thirds (67%) of housing units in Riverside County are “single-unit, detached” compared to 58% in California. (American Community Survey 2006 and 2007).
- **Median size of house**
The median number of rooms in a house is 5.4 in 2007, compared to 5.2 in 2000. The median in California is 5.0 (American Community Survey 2006 and 2007, Census 2000).

HEALTHY TRANSPORTATION SYSTEM

- **Inland Empire residents drive more than most Americans**
The Riverside-San Bernardino-Ontario metropolitan area is ranked 14th out of 100 metropolitan areas for the number of Vehicle Miles Traveled (VMT) per capita, and 10th overall for total VMT (Brookings Institute, Metropolitan Policy Program: The Road Less Traveled, 2008)
- **Getting to work**
In Riverside County, the average (mean) commute time to work was 31.6 minutes in 2007 compared to 25.1 minutes in the U.S. (American Community Survey 2007)
- **Youth injured in pedestrian/bicycle collisions with motor vehicles**
In the time period of 2005 and 2006 there were 486 youth pedestrian/bicycle victims injured by motor vehicles in Riverside County. Three of these bicyclists and seven pedestrians were killed. Forty children were severely injured. (Statewide Integrated Traffic Reporting System (SWITRS) 2005 and 2006)
- **Motor vehicles are a leading cause of death among youth**
Nearly 70% of children (aged 1-14 years) who died from unintentional injury in 2005 did so as a result of a motor vehicle crash(Fig. 8). (Community Health Profile, 2008: Riverside County Department of Public Health)



Figure 8: Unintentional Injury Mortality by Injury Type within Age Groups, Riverside County, 2005



- Number of vehicles per household**
 The percent of occupied housing units with no car available decreased from 7% in 2000 to 4.5% in 2007. During the same time period the percent of houses with 3 or more cars increased from 19% to 26%. (American Community Survey 2007, Census 2000)
- Rates of walking**
 Roughly 1/3rd of adults do not walk for transportation, fun, or exercise. (CHIS 2003 and 2005)

SOCIAL CAPITAL

- Unemployment rate**
 In February 2009, the unemployment rate in Riverside County is estimated at 12.6%. (California Employment Development Department, Labor Market Information Division. <http://www.labormarketinfo.edd.ca.gov/>).
- Voting rates**
 73.0% of registered voters voted in the 2008 presidential election. (<http://www.smartvoter.org/2008/11/04/ca/rv/president.html>)
- Poverty**
 In Riverside County, 12% of the overall population had an income placing them below the Federal Poverty Level and 14% of families with children under the age of 5 were in poverty. These numbers likely underestimate the number of people in poverty since they are calculated using a federal scale



that does not account for California's higher cost of living and also do not reflect the recent economic downturn. (American Community Survey 2007 and <http://aspe.hhs.gov/POVERTY/07poverty.shtml>)

- **Education**
Roughly 20% of the population over the age of 25 has not received a high school diploma compared to around 16% of the U.S. population. (American Community Survey 2007)
- **Violent crime rates**
Between 2005 and 2006 violent crime increased 8.4% in Riverside County, with Robbery and Aggravated Assault increasing 23.4% and 2.8%, respectively. (California Department of Justice, Criminal Justice Statistics Center 2006)
- **Homicide deaths**
Roughly 15% of all deaths among 1-24 year olds in Riverside County were due to homicide, placing it in the middle third of the 58 counties in California. (Children Now Scorecard 2008, from RAND 2001, 2003, and 2005).

PARKS, TRAILS AND OPEN SPACE

- **Children within walking distance of outdoor space**
As of 2003, 71% of children 0-18 were within walking distance to a park, playground, or open space. This scored a medium ranking among counties in the same income and population density category. (Children Now Scorecard 2008, from CHIS 2003).
- **Population within walking distance of a park**
Roughly 500,000 people do not live within a half-mile of a park in Riverside County. That's 30% of the County's population. (Census 2000. Riverside County Department of Transportation and Land Management (TLMA) Parks Data 2008).

ACCESS TO HEALTHY FOODS AND NUTRITION

- **Rates of overweight and obesity**
Nearly 2 out of 3 adults and 15 percent of youth are overweight or obese in Riverside County. (CHIS 2005)
- **Number of adult diabetes diagnoses**
There were over 115,000 adults diagnosed with diabetes living in Riverside County as of 2005, an increase of roughly 40,000 people since 2003. (CHIS 2003 and 2005)
- **Number of adult heart disease diagnoses**
There were nearly 140,000 adults diagnosed with heart disease living in Riverside County as of 2005, an increase of roughly 50,000 people since 2003. (CHIS 2003 and 2005)
- **Percentage of overweight or obese teens and adults**
The percent of overweight or obese teens and adults increased 2% from 2003 to 2005. Nearly 2 out of every 3 adults in Riverside is overweight or obese. (CHIS 2003 and 2005)



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- **Children within a healthy weight zone**
Only 68 % of children in Riverside County are considered to be a healthy weight. (Children Now Scorecard 2008, from Healthy Kids Survey 2003-05, and 2005-07).
- **Fast food consumption among youth**
Over 40,000 teens and children eat fast food two or more times a day. (CHIS 2003 and 2005)
- **Consumption of fruits and vegetables**
80% of teens, 50% of adults, and 50% of children do not eat the recommended 5 fruits and vegetables a day. (CHIS 2003 and 2005)

HEALTHCARE AND MENTAL HEALTH CARE

- **Licensed hospital beds**
In 2005, there were 80,932 licensed hospital beds in California, a rate of 2.2 beds per 1,000 residents. Riverside County had 2,880 licensed beds in 2005, a rate of 1.47 per 1,000 residents, 33% lower than the California rate. (Office of Statewide Health Planning and Development (OSHPD), Regional Medical Facility Profile, 2008)
- **Physician to population ratio**
Nationally, there were 198 active physicians per 100,000 residents in 2000. California maintains a higher rate of active physicians with 231 physicians per 100,000 residents. Yet, Riverside County has only 125.8 active physicians per 100,000 residents. (Center for Health Workforce Studies University at Albany, SUNY (2004). California Physician Workforce Supply and Demand through 2015. Regional Medical Facility Profile, 2008: Riverside County Department of Public Health)
- **Health insurance**
The percent of children with health insurance increased from 89.9% in 2005 to 93.1% in 2007. However, the percentage of insured adults (18-64 yrs) fell from 80.8% to 77.7% during the same time period. (CHIS 2005 and 2007)
- **Usual source of care or medical home**
In 2007, roughly 76,000 children and teens in Riverside County had no usual source of care to go to when sick. (CHIS 2007)
- **Adolescents at risk for depression**
25% of adolescents are at risk for depression in Riverside County. (Children Now Scorecard 2008, from Healthy Kids Survey 2003-05, and 2005-07)
- **Suicides**
There are nearly 200 suicides a year in Riverside County. Between 2006 and 2007, there were more than 5 suicides a year among children below the age of 18. Among high school students, Hispanic females and Black males are most likely to think about and attempt suicide when compared to their classmates. (Death Statistical Master Files 2006-2007: California Department of Public Health. Riverside County Sheriff-Coroner. Prevention and Early Intervention, 2008: Riverside County Department of Mental Health)



- **Prevalence of mental illness**
The State of California estimates that 114,240 Riverside County residents have some form of mental illness. The latest estimate is that 60% of these individuals are not receiving needed mental health services. (Prevention and Early Intervention, 2008: Riverside County Department of Mental Health)

SCHOOLS, COMMUNITY FACILITIES AND CHILDCARE

- **Percent of children who walked/biked to school**
Roughly 20% of school aged children in Riverside County walked/biked to school versus 30% in California overall. (CHIS 2005)
- **Child care availability**
Riverside County child care centers currently have 15 slots available for every 100 children aged 0-5. This is much lower than the 22 slots per 100 in California overall, meaning that Riverside needs to increase its child care capacity significantly just to get on par with the State. (Child Care Licensing Division, 12/2008; American Community Survey 2007, and American Community Survey 2005-2007)

ENVIRONMENTAL HEALTH

Air Quality

- **Asthma-related hospitalizations**
In 2005, the greatest percentage of asthma-related hospitalizations were among those under age 18 (38%), followed by those over 65 (19%). Blacks experienced the greatest rate of hospitalizations in 2005, at 225.7 per 100,000 population, versus 99.5 and 81.2 per 100,000 for Hispanics and whites, respectively. (Community Health Profile, 2008: Riverside County Department of Public Health. Data from Office of Statewide Health Planning and Development (OSHPD), 2005)
- **Risk of cancer from diesel soot and other toxic air pollutants**
The cancer risk from diesel soot and other toxic air pollutants increased 2 percent in Riverside County between 1998 and 2005, a period in which the regional risk dropped by 8 percent. (Press Enterprise 9/10/2008; South Coast Air Quality Management District (AQMD))
- **Cost of poor air quality**
Poor air quality costs Riverside and San Bernardino counties an estimated \$6.3 billion in health care expenses, sick days and deaths with the average cost of \$1,500 to \$1,600 per person. (Press Enterprise, 11/13/2008: Cal State Fullerton's Institute for Economic and Environmental Studies).
- **School children exposed to excess air pollution**
29 of 155 (19%) private schools in Riverside County are located within a ¼ mile of a major highway. In addition, 55 of 498 public schools (11%), and 83 of 392 (21%) licensed child care centers are located within a ¼ mile of a major highway. The licensed child care centers have a capacity to provide care for over 5,500 young children. (Network for Healthy California GIS, Child Care Licensing Division, 2008)



- **Housing locations place residents at risk**
 Nearly 350,000 Riverside County residents live within a ½ mile or less of a major highway, including roughly 40,000 children under the age of 5. (Census 2000)

Hazardous Waste/Substances

- **Growth in chemical waste production**
 48 Riverside County facilities produced nearly 6,200 tons (12,385,985 lbs) of chemical waste that required disposal. In 2002, 49 County facilities produced roughly 4,800 tons of waste that required management. (EPA, TRI Explorer Waste Quantity: Chemical Report data for 2006 and 2002, accessed 11/20/2008)
- **School children at risk from potentially harmful toxins**
 According to a recent report, 5 schools in Riverside County rank in the 10th percentile for air quality, meaning that 90 percent of the schools in the country had better air. Twenty-five schools ranked in the 50th percentile or below. Many of these schools are located in close proximity to major industrial operations that produce potentially harmful waste.
 (USA Today online report accessed Dec. 2008
[http://content.usatoday.com/news/nation/environment/smokestack/search/CA/~Riverside+County/~name/~1/.](http://content.usatoday.com/news/nation/environment/smokestack/search/CA/~Riverside+County/~name/~1/))

Infectious Disease

- **West Nile Virus**
 West Nile Virus (WNV) remains a potential health hazard in Riverside County. Controlling mosquito populations is important for community health. Unmonitored swimming pools and other sources of standing water can provide havens for mosquitoes which can increase WNV activity in surrounding areas. The number of cases increased substantially in 2008 after large decreases in 2006 and 2007 (Fig. 9). (Riverside County Department of Public Health)

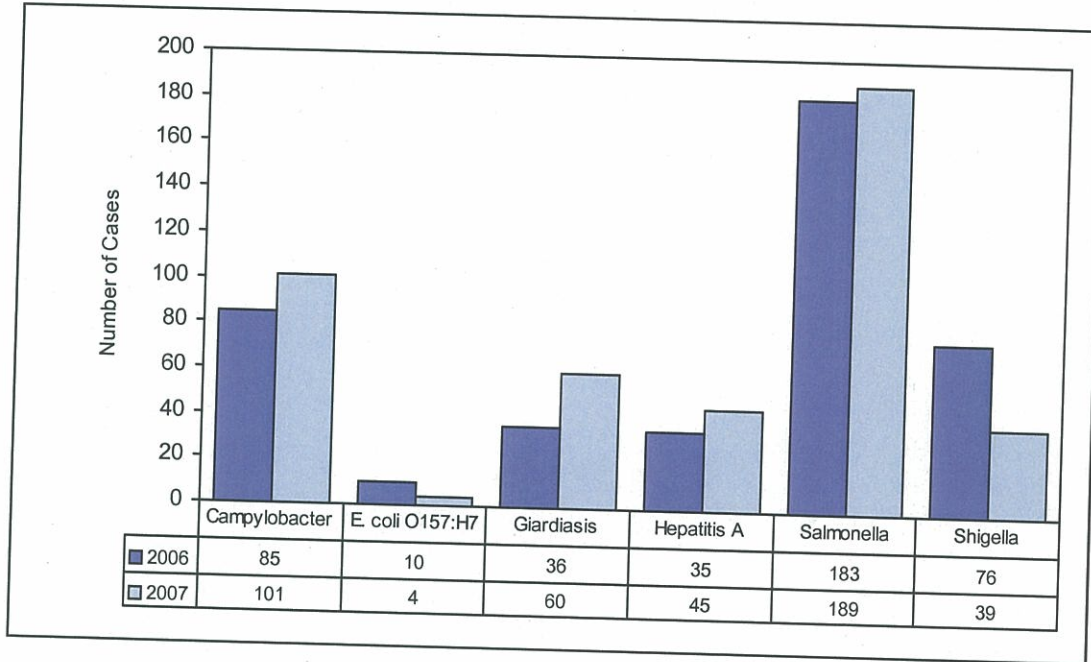
Figure 9: Reported West Nile Virus (WNV) Cases, Riverside County 2000-2008

Disease	2000	2001	2002	2003	2004	2005	2006	2007	2008
West Nile Virus	0	0	0	0	116	103	4	17	62

- **Diseases Spread by Food and Water**
 Although infectious diseases commonly spread by contaminated food and water do not typically cause epidemic levels of illness or death, prevention and containment remains an integral part of public health. For the past 7 years, salmonellosis has been the most commonly reported disease spread by food and water in Riverside County. Rates for enteric infections of salmonella, shigella, campylobacter, and giardia are higher among 0-4 year olds compared to other age groups. There was a 66.6% increase in the number of giardiasis cases from 2006 to 2007 (Fig. 10). (Riverside County Department of Public Health, Communicable Disease Report 2007)



Figure 10: Incidence of Diseases Spread by Food and Water, Riverside County 2006-2007



ⁱ D. Stokols et al., *Traffic Congestion, Type A Behavior, and Stress*, Vol. 63, *Journal of Applied Psychology*, at 467-480 (1978).

ⁱⁱ R. Novaco et al., *Transportation, Stress, and Community Psychology*, Vol. 7, *American Journal of Community Psychology*, at 361-380 (1979).

ⁱⁱⁱ Pastor, M. Jr, Sadd J L, Morello-Frosch R, 2004, "Reading, writing, and toxics: children's health, academic performance, and environmental justice in Los Angeles" *Environment and Planning C: Government and Policy* 22(2), pages 271 – 290.

^{iv} *Toxic Chemicals in Building Materials: An Overview for Health Care Organizations*. Healthy Building Network in conjunction with Kaiser Permanente. May 2008

^v State of California, Department of Finance, *Race/Ethnic Population with Age and Sex Detail, 2000–2050*. Sacramento, CA, July 2007.

^{vi} *American Community Survey, 2007: U.S. Census Bureau*

^{vii} *Census 2000 Block-Level Demographic data for Riverside County: U.S. Census Bureau*

^{viii} South Coast Air Quality Management District. *Analysis: Riverside County cancer risk from smog rose between 1998-2005*. Press Enterprise. September 2008.

^{ix} *American Community Survey, 2007: U.S. Census Bureau*



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^x U.S. Department of Health and Human Services. <http://aspe.hhs.gov/POVERTY/07poverty.shtml>. Original Source: Federal Register, Vol. 72, No. 15, January 24, 2007, pp. 3147–3148.

^{xi} California Health Interview Survey (CHIS). 2005-2007 pooled data.

^{xii} Olshansky SJ, Passaro DJ, Hershow RC, Layden J, Carnes BA, Brody J, Hayflick L., Butler RN, Allison DB, and Ludwig DS, “A Potential Decline in Life Expectancy in the United States in the 21st Century,” *New England Journal of Medicine*, 352:11, pp. 1138-1145.

^{xiii} USA Today online report accessed Dec. 2008 <http://content.usatoday.com>

^{xiv} California Health Interview Survey, 2007.

^{xv} Community Health Profile, 2008: Riverside County Department of Public Health

EXHIBIT 2

SUMMARY OF SB18 TRIBAL CONSULTATION FOR GPA 1096

Tribe	SB 18 Initiation Letter	Meeting Date(s)	Tribal Letters Received	County Follow Up Correspondence
Pechanga Cultural Resources - Temecula Band of Luiseño Mission Indians	April 21, 2010	June 2, 2010	None	November 8, 2010

Exhibit 3

**COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY**

Environmental Assessment (E.A.) Number: 42403
Project Case Type (s) and Number(s): General Plan Amendment No. 1096 (GPA01096)
Lead Agency Name: County of Riverside Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Kristi Lovelady
Telephone Number: 951-955-0781
Applicant's Name: County of Roverside
Applicant's Address: 4080 Lemon Street, 12th Floor, P.O. Box 1409, Riverside, CA 92502

I. PROJECT INFORMATION

A. Project Description: The Healthy Communities Element (HCE) will be added as a new, optional element to the Riverside County General Plan. This new element is intended to facilitate positive health policies and programs that will benefit the residents of Riverside County. The HCE demonstrates the link between health and the built environment. It creates appropriate policies that encourage healthy living and provides the land use-planning framework in which positive changes can be made. The policies within the element are focused on those areas which, with proper planning, can have positive impacts on community health. Such policies include but are not limited to: designing the built environment to promote increased physical activity through walkable neighborhoods, parks, trails, bike routes, etc.; improving access to healthy foods; increasing access to recreation and open space areas; providing improved access to public transit and health care services; and improving air quality; promoting arts and culture; and improving social capital. It is anticipated that the goals, policies and programs found within the element will aide in addressing many of Riverside County's health concerns as identified by the Riverside County Community Health Agency and further promote the Vision of the Riverside County General Plan.

B. Type of Project: Site Specific ; Countywide ; Community ; Policy .

C. Total Project Area: Countywide (unincorporated areas)

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: N/A			

D. Assessor's Parcel No(s): All APN's within Riverside County

E. Street References: All Publically Maintained Streets within Riverside County

F. Section, Township & Range Description or reference/attach a Legal Description: All Sections, Townships and Ranges in Riverside County

G. Brief description of the existing environmental setting of the project site and its surroundings: Varies Countywide

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** Varies Countywide
2. **Circulation:** Varies Countywide
3. **Multipurpose Open Space:** Varies Countywide
4. **Safety:** Varies Countywide
5. **Noise:** Varies Countywide
6. **Housing:** Varies Countywide
7. **Air Quality:** Varies Countywide

B. General Plan Area Plan(s): Varies Countywide

C. Foundation Component(s): Varies Countywide

D. Land Use Designation(s): Varies Countywide

E. Overlay(s), if any: Varies Countywide

F. Policy Area(s), if any: Varies Countywide

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any: Varies Countywide

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** Not Applicable

2. **Specific Plan Planning Area, and Policies, if any:** Not Applicable

I. Existing Zoning: Varies Countywide

J. Proposed Zoning, if any: Not Applicable

K. Adjacent and Surrounding Zoning: Varies Countywide

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or

negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Tamara Harrison
Signature

12/1/2010
Date

Tamara Harrison
Printed Name

For Carolyn Syms Luna, Planning Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have a substantial effect upon scenic highway corridors nor will the element substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view.

Mitigation: None Required

Monitoring: None Required

2. Mt. Palomar Observatory				
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655.

Mitigation: None Required

Monitoring: None Required

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly create a new source of substantial light or glare which would adversely affect day or nighttime views in the area nor would the element expose any residential properties to unacceptable light levels.

Mitigation: None Required

Monitoring: None Required

AGRICULTURE & FOREST RESOURCES Would the project

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly convert farmland to non-agricultural use, conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve.

Mitigation: None Required

Monitoring: None Required

5. Forest

a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly conflict with existing zoning for, or cause rezoning of, forest land or timberland nor will the proposed element directly result in the loss of forest land or conversion of forest land to non-forest use.

Mitigation: None Required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None Required

AIR QUALITY Would the project

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly conflict with or obstruct implementation of any applicable air quality plan, violate any air quality standard or contribute substantially to an existing or projected air quality violation nor will the proposal involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter, expose sensitive receptors or create objectionable odors affecting a substantial number of people. Rather, the HCE prescribes policies such as Policy HC 14.1 which requires applicants to "pursue a comprehensive strategy to ensure that residents breathe clean air... in adequate quality and quantity" that strive to achieve good air quality and improved respiratory health. Policies such as HC 14.2 and 14.3 also aim to achieve good air quality for the residents of Riverside County, to the extent feasible, by avoiding the siting of proposed residential developments "near stationary sources of air pollution" and avoiding the siting of proposed facilities that may produce harmful air pollution near homes and other sensitive receptors. However, as mentioned above, future developments that may be subject to the HCE will undergo project specific CEQA review in order to determine and/or mitigate, if necessary, any related impacts.

Mitigation: None Required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None Required

BIOLOGICAL RESOURCES Would the project

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?

b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have adverse impacts on wildlife or vegetation within Riverside County.

Mitigation: None Required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: None Required

CULTURAL RESOURCES Would the project

8. Historic Resources

a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have adverse impacts on historic resources within Riverside County. Rather, HCE policies, specifically HC 8.1 promotes the preservation of cultural and historic resources as well as increasing access to such resources.

Mitigation: None Required

Monitoring: None Required

9. Archaeological Resources

a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have adverse impacts on archaeological resources within Riverside County. Rather, HCE policies, specifically HC 8.1 promotes the preservation of cultural and historic resources as well as increasing access to such resources. Policy HC 11.2 promotes "the production and distribution of locally grown food by reducing

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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barriers to farmers markets, food cooperatives, neighborhood or community gardens, ethnobotanical gardens, etc.," the latter of which is of interest and importance to many Native American tribes.

Mitigation: None Required

Monitoring: None Required

10. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have adverse impacts on paleontological resources within Riverside County.

Mitigation: None Required

Monitoring: None Required

GEOLOGY AND SOILS Would the project

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?

b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death nor will the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposal directly be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map.

Mitigation: None Required

Monitoring: None Required

12. Liquefaction Potential Zone

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

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly be subject to liquefaction or other seismic related ground failures.

Mitigation: None Required

Monitoring: None Required

13. Ground-shaking Zone

Be subject to strong seismic ground shaking?

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly be subject to strong seismic ground shaking.

Mitigation: None Required

Monitoring: None Required

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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14. Landslide Risk

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

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. It is not anticipated that the proposed element will impact landslide risks.

Mitigation: None Required

Monitoring: None Required

15. Ground Subsidence

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

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. It is not anticipated that the proposed element will impact ground subsidence.

Mitigation: None Required

Monitoring: None Required

16. Other Geologic Hazards

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

Source: Project Description, Staff Review, County of Riverside General Plan

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. It is not anticipated that the proposed element will impact geologic hazards.

Mitigation: None Required

Monitoring: None Required

17. Slopes

a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly change topography or ground surface relief features nor will the proposal result in any direct grading.

Mitigation: None Required

Monitoring: None Required

18. Soils

a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly impact soils.

Mitigation: None Required

Monitoring: None Required

19. Erosion

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in any increase in water erosion either on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake nor will the proposal result in any increase in water erosion.

Mitigation: None Required

Monitoring: None Required

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed Healthy Communities Element itself would substantially affect the environment. The proposed element will not directly impact or result in an increase in wind erosion or blowsand.

Mitigation: None Required

Monitoring: None Required

GREENHOUSE GAS EMISSIONS Would the project

21. Greenhouse Gas Emissions

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly generate greenhouse gas emissions nor will the proposal conflict with any applicable plans and/or policies that have been adopted for the purpose of reducing greenhouse gas emissions.

Mitigation: None Required

Monitoring: None Required

HAZARDS AND HAZARDOUS MATERIALS Would the project

22. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Emit hazardous emissions or handle hazardous or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly emit or cause any significant hazardous materials that will impact the public or the environment.

Mitigation: None Required

Monitoring: None Required

23. Airports

a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have an impact on Riverside County Airports.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None Required

Monitoring: None Required

24. Hazardous Fire Area

a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly impact hazardous fire areas.

Mitigation: None Required

Monitoring: None Required

HYDROLOGY AND WATER QUALITY Would the project

25. Water Quality Impacts

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

b) Violate any water quality standards or waste discharge requirements?

c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly impact hydrology or water quality. The HCE contains policies to ensure clean water in "adequate quality and quantity" such as HC 14.1 which requires developers to "pursue a comprehensive strategy to ensure that residents... drink clean water in adequate quality and quantity."

Mitigation: None Required

Monitoring: None Required

26. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable U - Generally Unsuitable R - Restricted

a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the

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environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly alter existing drainage patterns or surface water amounts. The proposal will not directly expose people or structures to a significant risk of loss, injury or death involving flooding; it will not directly alter any existing drainage patterns, increase the amount of runoff in an area nor will the proposal change the amounts of surface water in any water body.

Mitigation: None Required

Monitoring: None Required

LAND USE/PLANNING Would the project

27. Land Use

a) Result in a substantial alteration of the present or planned land use of an area?

b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. In an effort to guide the County, the HCE encourages land use and planning patterns that will link health and the built environment and promote increased physical activity and healthy lifestyles for all residents of Riverside County. Multiple policies within the proposed element promote this link including policy HC 2.1 which would require "a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution." Policy HC 2.1 identifies a number of ways to achieve the goals of the policy including identifying and educating the public about the link between public health and the built environment. Although the proposed element encourages the recognition of this link, the proposal itself would not alter the present land use of an area nor would it affect land use within a city sphere of influence or within adjacent city or county boundaries.

Mitigation: None Required

Monitoring: None Required

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
28. Planning				
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly conflict with any existing and/or proposed zoning or land uses and the proposal will remain consistent with the land use designations and the policies of the General Plan. The physical patterns of established communities will not be disrupted due to the proposal.

Mitigation: None Required

Monitoring: None Required

MINERAL RESOURCES Would the project

29. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have adverse impacts on mineral resources within Riverside County.

Mitigation: None Required

Monitoring: None Required

NOISE Would the project result in

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

30. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have an adverse impact on noise and will not expose residents to excessive noise, including airport noise.

Mitigation: None Required

Monitoring: None Required

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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31. Railroad Noise

NA A B C D

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have an adverse impact on noise and will not expose residents to excessive noise, including railroad noise.

Mitigation: None Required

Monitoring: None Required

32. Highway Noise

NA A B C D

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have an adverse impact on noise and will not expose residents to excessive noise, including highway noise.

Mitigation: None Required

Monitoring: None Required

33. Other Noise

NA A B C D

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will

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be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have an adverse impact on noise and will not expose residents to excessive noise.

Mitigation: None Required

Monitoring: None Required

34. Noise Effects on or by the Project

a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have an adverse impact on noise and will not expose residents to excessive noise.

Mitigation: None Required

Monitoring: None Required

POPULATION AND HOUSING Would the project

35. Housing

a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing else-	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
where?				
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly have an adverse impact on the population within Riverside County or housing within Riverside County. Rather, the proposed element includes policy HC 3.1 which promotes "policies that achieve positive health outcomes in the Community Development areas" by requiring developers to "provide for a range of housing options to accommodate a range of income levels and household types."

Mitigation: None Required

Monitoring: None Required

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

36. Fire Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not result in any adverse physical impacts to public services, including fire services.

Mitigation: None Required

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Monitoring: None Required

37. Sheriff Services

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not result in any adverse physical impacts to public services, including sheriff services.

Mitigation: None Required

Monitoring: None Required

38. Schools

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not result in any adverse physical impacts to public services, including schools.

Mitigation: None Required

Monitoring: None Required

39. Libraries

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not result in any adverse physical impacts to public services, including libraries.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None Required

Monitoring: None Required

40. Health Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not result in any adverse physical impacts to public services, including health services.

Mitigation: None Required

Monitoring: None Required

RECREATION

41. Parks and Recreation

a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed Healthy Communities Element itself would substantially affect the environment. The proposed HCE does not propose any specific Parks and or Recreational development. However, policies within the proposed element such as Policy HC 10.3 which would require "that development of parks, trails and open space facilities occur concurrent with other development in an area" in order to provide a significant resource to residents of the Riverside County and may facilitate the development of such facilities.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None Required

Monitoring: None Required

42. Recreational Trails

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed HCE does not propose any specific Recreational Trails; however, policies within the proposed element such as Policy HC 10.3 which would require "that development of parks, trails and open space facilities occur concurrent with other development in an area" in order to provide a significant resource to residents of the Riverside County and may facilitate the development of Recreational Trails. Policy HC 7.4 aims to "ensure that the Regional Trail plans are implemented at the Area Plan and Specific Plan level."

Mitigation: None Required

Monitoring: None Required

TRANSPORTATION/TRAFFIC Would the project

43. Circulation

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Alter waterborne, rail or air traffic?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly impact current transportation or traffic patterns. Rather, the HCE promotes a healthy transportation system that will support a healthy lifestyle. Although many transportation policies related to health are found in other elements of the General Plan, a number of HCE policies support a healthy transportation system as well. Policy HC 6.1 promotes "a balanced transportation system that ensures the safety and mobility of all users through: evaluation of the transportation system to identify traffic safety issues and locations with a high degree of traffic incidents..." HCE policy HC 6.6 aims to "implement design solutions for traffic calming and traffic slowing measures on roads with a high level of pedestrian activity. Aside from policies that focus on a safe transportation system, the proposed element also prescribes policies that will facilitate a "Multi-Modal Transportation Network." Policy HC 7.1 encourages the coordination with "transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout the County, including public transit" while HCE policy 7.5 encourages the development of policies "that reduce residents' reliance on cars and supports alternatives to driving as a means of increasing levels of physical activity."

Mitigation: None Required

Monitoring: None Required

44. Bike Trails

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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substantially affect the environment. The proposed HCE does not propose any specific Bike Trails; however, policies within the proposed element promote the development of such trails in conjunction with other development in an area in order to provide a significant resource to residents of the Riverside County and may ultimately facilitate the development of Bike Trails.

Mitigation: None Required

Monitoring: None Required

UTILITY AND SERVICE SYSTEMS Would the project

45. Water

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly impact utility and service systems, including water.

Mitigation: None Required

Monitoring: None Required

46. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly impact utility and service systems, including sewer.

Mitigation: None Required

Monitoring: None Required

47. Solid Waste

a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly impact utility and service systems, including solid waste.

Mitigation: None Required

Monitoring: None Required

48. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

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

Source: Project Description, Staff Review, County of Riverside General Plan

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly impact utility and service systems.

Mitigation: None Required

Monitoring: None Required

49. Energy Conservation

a) Would the project conflict with any adopted energy conservation plans?

Source: Project Description, Staff Review, County of Riverside General Plan

Findings of Fact: Those policies proposed by the HCE will guide the County in addressing the link between health and the built environment. As such, the proposal will not directly impact the environment but will address the impacts of the subject policy on the County as opposed to the impacts of project specific, site development on the County. Project level California Environmental Quality Act (CEQA) review to address and/or mitigate, if necessary, any environmental concerns will be reviewed for any future development. It is not expected that the proposed HCE itself would substantially affect the environment. The proposed element will not directly impact utility and service systems, including energy conservation.

Mitigation: None Required

Monitoring: None Required

OTHER

50. Other: N/A

Source: Staff review

Findings of Fact:

Mitigation: None Required

Monitoring: None Required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MANDATORY FINDINGS OF SIGNIFICANCE

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

Source: Staff review, Project Application Materials

Findings of Fact: Implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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

Source: Staff review, Project Description, County of Riverside General Plan

Findings of Fact: The project does not have impacts which are individually limited, but cumulatively considerable.

53. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Source: Staff review, Project Description, County of Riverside General Plan

Findings of Fact: The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any: N/A

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Location Where Earlier Analyses, if used, are available for review:

Location: N/A

VI. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised: 1/4/2011 10:54 AM
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Planning Commission

County of Riverside

**RESOLUTION 2011-003
RECOMMENDING ADOPTION OF
COMPREHENSIVE GENERAL PLAN AMENDMENT NO. 1096**

WHEREAS, pursuant to the provisions of Government Code Section(s) 65350 et. seq., a public hearing was held before the Riverside County Planning Commission in Riverside, California on February 16, 2011 to consider the above-referenced matter; and,

WHEREAS, a environmental assessment was prepared; and,

WHEREAS, General Plan Amendment No. 1096 will not have a significant effect on the environment and therefore a negative declaration will be prepared; and,

WHEREAS, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Planning Commission of the County of Riverside, in regular session assembled on February 16, 2011 that it has reviewed and considered the environmental assessment prepared for GPA 1096 and recommends the following based on the staff report and the findings and conclusions stated therein:

TENTATIVE ADOPTION of Comprehensive General Plan Amendment No. 1096.

Agenda Item No.: 3.2
Area Plan: County-wide
Zoning District: County-wide
Supervisory District: County-wide
Project Planner: Kristi Lovelady
Planning Commission: February 16, 2011

General Plan Amendment No. 1088
E.A.: CEQA Exempt
Applicant: County Initiated Change
Engineer/Representative: N/A

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

General Plan Amendment 1088 (GPA 1088) proposes to modify a section of the Riverside County General Plan Land Use Element that deals with Areas Subject to Indian Jurisdiction. When the County updated its General Plan in 2003 and created the section concerning Areas Subject to Indian Jurisdiction, no land use distinctions were made between the fundamental classifications of Indian land within the County unincorporated area. GPA 1088 now distinguishes between four distinct Indian land classifications subject to Indian Jurisdiction, provides clarification of the planning assumptions for lands owned by non-tribal members ("Fee Lands"), and gives policy level guidance for land use proposals on Fee Lands. GPA 1088 does not change land use designations.

GPA 1088 would apply Countywide.

BACKGROUND:

When the County updated its General Plan in 2003, it created a section within the Land Use Element that dealt with Areas Subject to Indian Jurisdiction. In late 2008, the County initiated General Plan Update (GPA 960) anticipated a number of modifications to the 2003 General Plan including the section now covered by GPA 1088. In conjunction with the original GPA 960 effort, an Initial Study was issued and two public Scoping Sessions were held for interested public and agencies.

On May 6, 2009 the County General Plan Advisory Committee discussed and approved revisions to the section of the General Plan concerning Areas Subject to Indian Jurisdiction. The updates were subsequently presented to the Planning Commission on June 24, 2009 as part of a larger GPA 960 workshop. During the June 24, 2009 meeting, the Commission indicated support for the revised text.

GPA 960 continues to move forward but it is not expected to conclude until the fall of 2011. Since the requisite modifications to the General Plan Land Use Element concerning Areas Subject to Indian Jurisdiction are complete and required no further analysis, the section is moving forward independent of GPA 960 as GPA 1088. Revisions to the text concerning Areas Subject to Indian Jurisdiction were anticipated by GPA 960 therefore, no new General Plan amendment initiation process is necessary.

At the request of three local Native American Tribes, further refinements were made to the draft GPA 1088 text in early 2010. On April 21, 2010, the County initiated a formal SB 18 consultation process and letters were sent to the local Tribes informing them of GPA 1088 and inviting their comments. Of the 23 Tribes contacted, the County received a formal consultation request from one Tribe. Exhibit 1 presents the final text for GPA 1088 while Exhibit 2 compares the differences between the text included in the existing County General Plan and modifications made as a result of GPA 1088. Exhibit 3 summarizes the SB 18 Tribal coordination for GPA 1088 with the participating Tribe.

Today's requested action includes the Planning Commission tentatively approving GPA 1088 and formally adopting the attached Resolution 2011-02 (Exhibit 4) recommending the adoption of GPA 1088 to the Riverside County Board of Supervisors.

SUMMARY OF FINDINGS:

1. General Plan Land Use:	Countywide
2. Proposed Zoning:	Countywide
3. Surrounding Zoning:	Countywide
4. Existing Land Use:	Countywide
5. Surrounding Land Use:	Countywide
6. Project Data:	Total Acreage: N/A Total Proposed Lots: N/A Proposed Min. Lot Size: N/A Schedule: N/A
7. Environmental Concerns:	Exempt from CEQA (see attached Notice of Exemption)
8. SB 18:	The County has complied with the requirements of SB 18

RECOMMENDATIONS:

TENTATIVE APPROVAL of General Plan Amendment No. 1088, based upon the findings and conclusions incorporated in the staff report; and,

ADOPTION of RESOLUTION 2011-02 recommending adoption of **General Plan Amendment No. 1088** to the Board of Supervisors;

CONCLUSIONS:

1. The proposed amendment is in conformance with the Riverside County General Plan's Land Use Policies and with all other elements of the Riverside County General Plan.
2. The proposed amendment is consistent with all applicable provisions of Riverside County Land Use Ordinance No. 348.
3. The amendment is exempt from the provisions of the California Environmental Quality Act (CEQA) based on CEQA Section 15061(b)(3).

INFORMATIONAL ITEMS:

1. As of this writing, no letters in support or opposition have been received.
2. The proposed GPA applies Countywide.



County of Riverside General Plan GPA 1088

Land Use Element - December 1, 2010

AREAS SUBJECT TO INDIAN JURISDICTION

The General Plan and Area Plan maps depict some properties as Areas Subject to Indian Jurisdiction. Properties so depicted are, according to best available records, either located within the boundaries of Indian reservations or owned by Indian tribes or their members in trust. Within Indian reservation boundaries, properties so depicted include parcels owned in fee simple by non-Indians (“Fee Lands”); parcels owned by Tribal members either in trust or in fee (“Allotment Lands”); parcels owned by the Tribe as a government, corporation, or organization, and held either in trust by the United States or in fee (“Tribal Lands”); parcels that are located in those areas of an Indian reservation that are closed to members of the general public as authorized by federal law (“Closed Lands”); and parcels owned in fee or in trust by Indians who are not members of the Tribe which exercises governmental authority over the reservation. This depiction is specifically designed to acknowledge the sovereignty of the various Tribes relative to state and local governments. Because there is potential for conflicting assertions of jurisdictions between the County and the Indian Tribes with regard to regulatory authority over Fee Lands located within reservation boundaries, the County and various Indian Tribes have entered into inter-governmental agreements which spell out the procedures under which land use regulation authority will be administered with regard to those Tribes’ reservation lands.

Policies:

- LU 33.1 The County of Riverside will continue to work with Tribal authorities to implement existing inter-governmental agreements with regard to land use regulatory authority over lands within Indian reservation boundaries.
- LU 33.2 The County of Riverside will continue to work with Tribal authorities to negotiate inter-governmental agreements in situations where such agreements would be mutually beneficial.
- LU 33.3 Where no inter-governmental agreements are in place or can be executed, the County and affected Indian Tribe will seek to agree on minimum development standards on Fee Lands that shall be applied to any application submitted to the County or the Tribe for approval of development plans. In the event that an agreement is reached between the County and the affected Indian Tribe, then the standards shall be designed to ensure that reservation land remains consistent with the reservation’s purpose and character while recognizing the rights of all reservation landowners and residents.
- LU 33.4 The County of Riverside will continue to work with Tribes to seek compatibility between County and Tribal land use plans and policies.
- LU33.5 All new development proposals concerning Fee Lands should be consistent with the surrounding County and Tribal land use plans and policies.

[*GPA 1088, BOS RSLN #, mm/dd/yy].



County of Riverside General Plan GPA 1088

Land Use Element - December 1, 2010

AREAS SUBJECT TO INDIAN JURISDICTION

The General Plan and Area Plan maps depict some properties as Areas Subject to Indian Jurisdiction. Properties so depicted are, according to best available records, either located within the boundaries of Indian reservations or owned by Indian tribes *or their members in trust*. Within Indian reservation boundaries, properties so depicted include *parcels properties owned in fee simple by non-Tribal members non-Indians ("Fee Lands"); as well as properties parcels owned by Tribal members either in trust or in fee ("Allotment Lands"); properties parcels owned by the Tribe as a unit government, corporation, or organization, and held either in trust by the United States or in fee ("Tribal Lands"); parcels that are located in those areas of an Indian reservation that are closed to members of the general public as authorized by federal law ("Closed Lands"); and parcels owned in fee or in trust by Indians who are not members of the Tribe which exercises governmental authority over the reservation*. This depiction is specifically designed to acknowledge the sovereignty of the various Tribes relative to state and local governments. ~~Some Tribes have specifically requested that the County of Riverside avoid designation of properties within reservation boundaries. Because there is potential for conflicting assertions of jurisdictions between the County and the Indian Tribes with regard to regulatory authority over Fee Lands located within reservation boundaries, the County and various Indian Tribes have entered into inter-governmental agreements which spell out the procedures under which land use regulation authority will be administered with regard to those Tribes' reservation lands. It is the position of the County of Riverside that each Tribe maintains land use jurisdiction over properties within reservation boundaries, regardless of the ownership of such properties, just as cities maintain land use jurisdiction over properties inside city limits, whether or not the property owner is a resident of that city.~~

Policies:

- LU 33.1 *The County of Riverside will continue to work with Tribal authorities to implement existing inter-governmental agreements with regard to land use regulatory authority over lands within Indian reservation boundaries. The County of Riverside will continue to work with Tribal authorities to forge inter-governmental agreements in situations where such agreements would be mutually beneficial in the absence of agreements specifying otherwise, questions regarding development within areas subject to Indian jurisdiction should be referred to the applicable Tribal authorities. (AI A)*
- LU 33.2 *The County of Riverside will continue to work with Tribal authorities to negotiate inter-governmental agreements in situations where such agreements would be mutually beneficial.*
- LU 33.3 *Where no inter-governmental agreements are in place or can be executed, the County and affected Indian Tribe will seek to agree on minimum development standards on Fee Lands that shall be applied to any application submitted to the County or the Tribe for approval*



County of Riverside General Plan

Land Use Element – December 1, 2010

of development plans. In the event that an agreement is reached between the County and the affected Indian Tribe, then the standards shall be designed to ensure that reservation land remains consistent with the reservation's purpose and character while recognizing the rights of all reservation landowners and residents.

LU 33.4 The County of Riverside will continue to work with Tribes to seek compatibility between County and Tribal land use plans and policies.

LU33.5 All new development proposals concerning Fee Lands should be consistent with the surrounding County and Tribal land use plans and policies.

*[*GPA 1088, BOS RSLN #, mm/dd/yy].*

EXHIBIT 3

SUMMARY OF SB18 TRIBAL CONSULTATION FOR GPA 1088

Tribe	SB 18 Initiation Letter	Meeting/Conference Call Date(s)	Tribal Letters Received	County Follow Up Correspondence
<p align="center">Pechanga Cultural Resources - Temecula Band of Luiseño Mission Indians</p>	<p align="center">April 21, 2010</p>	<p align="center">June 9, 2010 (cancelled at request of Tribe)</p>	<p align="center">July 23, 2010</p>	<p align="center">July 14, 2010</p>
		<p align="center">July 14, 2010</p>		<p align="center">August 3, 2010 e-mail</p>
		<p align="center">August 16, 2010</p>		<p align="center">August 4, 2010 e-mail</p>
				<p align="center">August 9, 2010 letter</p>
				<p align="center">August 11, 2010 e-mail</p>
				<p align="center">December 1, 2010 letter</p>

Planning Commission

County of Riverside

**RESOLUTION 2011-002
RECOMMENDING ADOPTION OF
COMPREHENSIVE GENERAL PLAN AMENDMENT NO. 1088**

WHEREAS, pursuant to the provisions of Government Code Section(s) 65350 et. seq., a public hearing was held before the Riverside County Planning Commission in Riverside, California on February 16, 2011 to consider the above-referenced matter; and,

WHEREAS, pursuant to CEQA Guidelines Section 15061(b)(3), it can be seen with certainty that there is no possibility that General Plan Amendment No. 1088 may have a significant effect on the environment and is therefore not subject to CEQA; and,

WHEREAS, a notice of exemption has been prepared; and,

WHEREAS, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Planning Commission of the County of Riverside, in regular session assembled on February 16, 2011 that it has reviewed and considered the notice of exemption and recommends the following based on the staff report and the findings and conclusions stated therein:

TENTATIVE ADOPTION of Comprehensive General Plan Amendment No. 1088.



RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna
Director

NOTICE OF EXEMPTION

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, CA 92201

Project Title/Case No.: General Plan Amendment No. 1088

Project Location: In the unincorporated area of Riverside County.

Project Description: The proposed project is a County-initiated amendment to a section of the Riverside County General Plan Land Use Element that deals with Areas Subject to Indian Jurisdiction. When the County updated its General Plan in 2003 and created the section concerning Areas Subject to Indian Jurisdiction, no land use distinctions were made between the fundamental classifications of Indian land within the County unincorporated area. GPA 1088 now distinguishes between four distinct property ownership types subject to Indian Jurisdiction, provides clarification of the planning assumptions for lands owned by non-tribal members ("Fee Lands"), and gives policy level guidance for land use proposals on Fee Lands. GPA 1088 does not change land use designations.

Name of Public Agency Approving Project: Riverside County

Project Sponsor: Riverside County Planning Department

Exempt Status: (Check one)

- Ministerial (Sec. 21080(b)(1); 15268) Categorical Exemption ()
 Declared Emergency (Sec. 21080(b)(3); 15269(a)) Statutory Exemption (____)
 Emergency Project (Sec. 21080(b)(4); 15269 (b)(c)) Other: Sec. 15061(b)(3)

Reasons why project is exempt: The proposed project is covered by the general rule that the California Environmental Quality Act (CEQA) applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA (Section 15061(b)(3)). The intent of GPA 1088 is to further define the four fundamental classifications of Indian lands and provide more clarity concerning the land use consistency requirements and permitting process for lands owned by non-Indians. GPA 1088 does not change land use designations. Therefore, it can be seen with certainty that there is no possibility that the adoption of GPA 1088 may have a significant effect on the environment.

Kristi Lovelady 951-955-0781
County Contact Person *Phone Number*

Signature **Title** **Date**

Date Received for Filing and Posting at OPR: _____

Revised: 3/15/10: Y:\Planning Master Forms\Templates\CEQA Forms\NOE Form.docx

FOR COUNTY CLERK'S USE ONLY

Agenda Item No.: **3.3**
Area Plan: Harvest Valley / Winchester
Zoning District: Winchester
Supervisorial District: Third
Project Planner: Christian Hinojosa
Planning Commission: February 16, 2011

CONDITIONAL USE PERMIT NO. 3662
E.A. NO. 42193
Applicant: Zeny Ward
Engineer/Representative: Carlos Ortuno

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

Conditional Use Permit No. 3662 proposes to extend the life of an existing 6.16 net acre swap meet approved under Conditional Use Permit No. 3421 for ten (10) years to February 16, 2021 and relocate previously approved, but never constructed 768 square foot snack bar on a 34.64 gross acre site. All other improvements are existing onsite.

The project site is located in the Community of Winchester of the Harvest Valley / Winchester Area Plan in Western Riverside County; more specifically, northerly of East Newport Road and easterly of Winchester Road (Highway 79).

BACKGROUND:

Conditional Use Permit No. 3421 proposed a 6.16 net acre swap meet with 13,835 square feet (5%) of landscaping area and 115 parking spaces including 1.45 acres of future expansion previously approved under CUP03421 on a 34.64 gross acre site approved by the Riverside County Planning Commission on July 28, 2004. The life of Conditional Use Permit No. 3421 was conditioned to terminate on July 1, 2009.

SUMMARY OF FINDINGS:

1. Existing Land Use (Ex. #1): Commercial, single family residences and vacant land.
2. Surrounding Land Use (Ex. #1): Vacant land to the north, south and west, and single family residences and vacant land to the east.
3. Existing Zoning (Ex. #2): General Commercial (C-1/C-P) within the proposed area of development and Rural Residential (R-R).
4. Surrounding Zoning (Ex. #2): Specific Plan (SP) to the north and west, Light Agriculture - 20 acre minimum (A-1-20) to the south and Rural Residential (R-R) to the east.
5. General Plan Land Use (Ex. #5): Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) and Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio).
6. Surrounding General Plan Land Use (Ex. #5): Open Space: Conservation (OS: C) to the north, Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) and Open Space: Recreation (OS: R) to the south, Community Development: Commercial Tourist

D.M.

(CD: CT) (0.20 - 0.35 Floor Area Ratio) and Rural: Rural Residential (RUR: RR) (5 Acre Minimum) to the east, and Community Development: Medium Density Residential (CD: MDR) (2 - 5 Dwelling Units per Acre) to the west.

7. Project Data:

Total Acreage: 34.64 Gross / 6.16 Net
Total Proposed Number of Buildings: 1
Total Proposed Building Area: 768 Square Feet
Total Existing Landscape Area: 13,835 Square Feet (5%)
Total Existing Parking Spaces: 115

8. Environmental Concerns:

See attached Environmental Assessment No. 42193

RECOMMENDATIONS:

ADOPTION of a **NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42193**, based on the findings incorporated in the initial study, and the conclusion that the project will not have a significant effect on the environment; and,

APPROVAL of **CONDITIONAL USE PERMIT NO. 3662**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

CONCLUSIONS:

1. The proposed project is in conformance with the Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) and Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) land use designations, and with all other elements of the Riverside County General Plan.
2. The proposed project is consistent with the General Commercial (C-1/C-P) zoning classification of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348.
3. The proposed project is consistent with the adopted policies of the Winchester Road / Newport Road Policy Area.
4. The public's health, safety and general welfare are protected through project design.
5. The proposed project is compatible with the present and future logical development of the area.
6. The proposed project will not preclude reserve design for the Multi-Species Habitat Conservation Plan (MSCHP).
7. The proposed project will not have a significant effect on the environment.

FINDINGS: The following findings are in addition to those incorporated in the summary of findings, and in the attached environmental assessment, which is incorporated herein by reference.

CONDITIONAL USE PERMIT NO. 3662

PC Staff Report: February 16, 2011

Page 3 of 4

1. The project site is designated Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) and Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) on the Harvest Valley / Winchester Area Plan.
2. The proposed use, swap meet, is a permitted use in the Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) and Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) land use designations.
3. The project site is surrounded by properties which are designated Open Space: Conservation (OS: C) to the north, Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) and Open Space: Recreation (OS: R) to the south, Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) and Rural: Rural Residential (RUR: RR) (5 Acre Minimum) to the east, and Community Development: Medium Density Residential (CD: MDR) (2 - 5 Dwelling Units per Acre) to the west.
4. The zoning for the subject site is General Commercial (C-1/C-P) within the proposed area of development and Rural Residential (R-R).
5. The proposed use, swap meet, is a permitted use, subject to approval of a conditional use permit in the General Commercial (C-1/C-P) zone.
6. The proposed use, swap meet, is consistent with the development standards set forth in the General Commercial (C-1/C-P) zone.
7. The project site is surrounded by properties which are zoned Specific Plan (SP) to the north and west, Light Agriculture - 20 acre minimum (A-1-20) to the south and Rural Residential (R-R) to the east.
8. Within the vicinity of the proposed project there is vacant land to the north, south and west, and single family residences and vacant land to the east.
9. The proposed project meets the requirements of the Winchester Road / Newport Road Policy of the Harvest Valley / Winchester Area Plan.
10. This project is not located within a Criteria Area of the Multi-Species Habitat Conservation Plan.
11. Environmental Assessment No. 42193 concluded that there are no potentially significant impacts from the project proposal, and no CEQA mitigation measures were required.

INFORMATIONAL ITEMS:

1. As of this writing, no letters, in support or opposition have been received.
2. The project site is not located within:
 - a. A City of Sphere of Influence;
 - b. An Agriculture Preserve;
 - c. A Redevelopment Area;
 - d. An Airport Influence Area;
 - e. A WRCMSHCP Criteria Cell;

CONDITIONAL USE PERMIT NO. 3662

PC Staff Report: February 16, 2011

Page 4 of 4

- f. A High Fire area;
- g. A County Fault Zone;
- h. A Flood Zone;
- i. An Area Drainage Plan Area; or,
- j. A Dam Inundation Area.

3. The project site is located within:

- a. The Boundaries of the Harvest Valley / Winchester Area Plan;
- b. An MSHCP Fee Area (Ordinance No. 810);
- c. A Development Impact Fee Area (Ordinance No. 659);
- d. The SKR Fee Area (Ordinance No. 663.10);
- e. The Mt. Palomar Lighting Ordinance No. 655 (Zone B);
- f. The Eastern Municipal Water District;
- g. The Lakeview/Nuevo/Romoland/Homeland Number146 County Service Area (Street Lighting Library);
- h. A Circulation Element Right-Of-Way (Expressway 184' to 220' ROW & Major 118' ROW);
- i. The Winchester Road / Newport Road Policy Area;
- j. A Low Paleontological Potential;
- k. An Area Low Liquefaction Potential;
- l. An Area Susceptible to Subsidence; and,
- m. The boundaries of the Hemet Unified School District.

4. The subject site is currently designated as Assessor's Parcel Number 465-190-030.

5. This project was filed with the Planning Department on August 7, 2009.

6. This project was reviewed by the Land Development Committee 1 time on the following date October 15, 2009.

7. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$15,429.18.

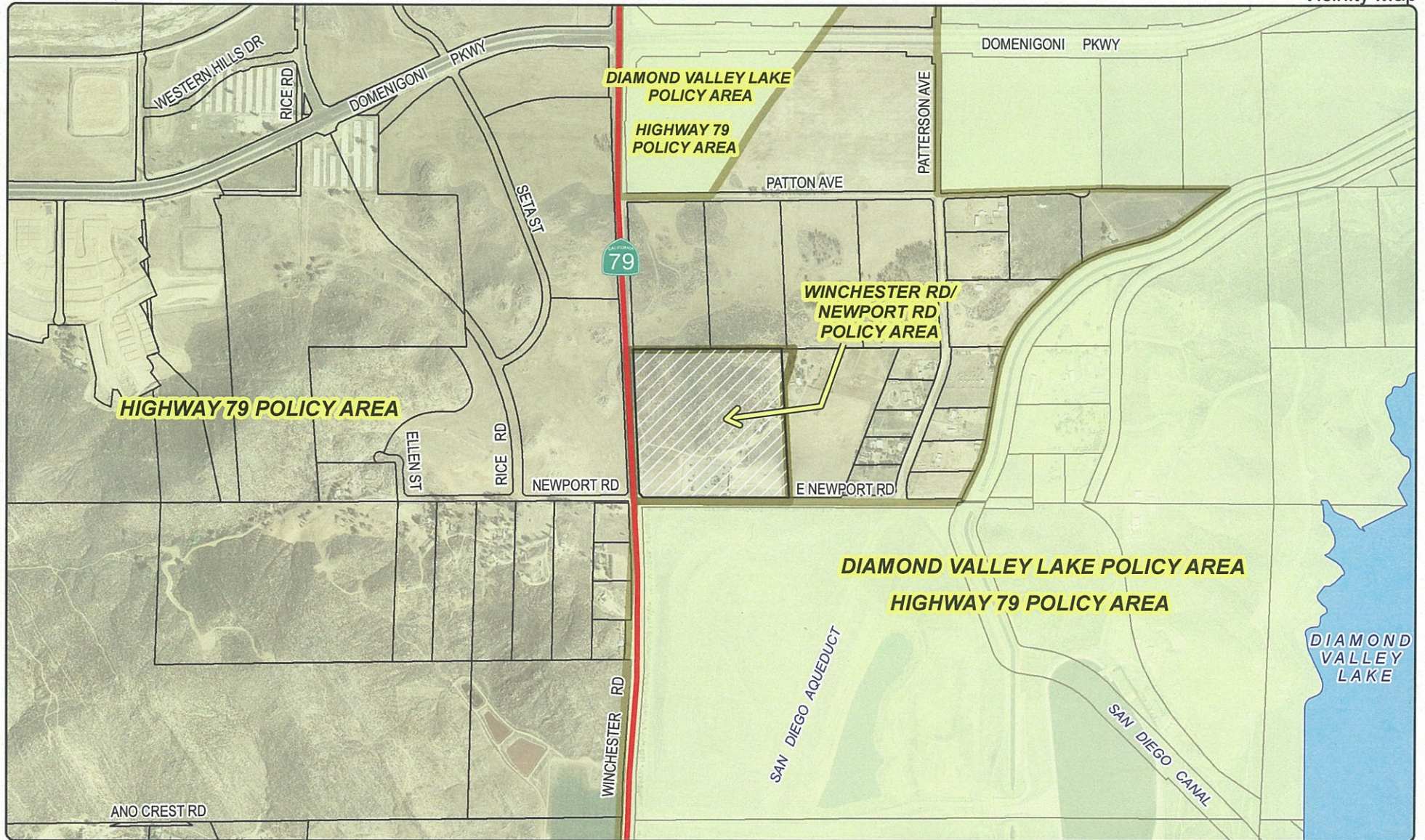
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03662

VICINITY/POLICY AREAS

Supervisor Stone
District 3

Date Drawn: 07/19/10
Vicinity Map



Zoning Area: Winchester
Township/Range: T5SR2W
Section: 34

Assessors Bk. Pg. 465-19
Thomas Bros. Pg. 869 F2
Edition 2009

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.ima.co.riverside.ca.us/index.html>



RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03662

LAND USE

Supervisor Stone
District 3

Date Drawn: 7/19/10
Exhibit 1



Zoning Area: Winchester
Township/Range: T5SR2W
Section: 34

Assessors Bk. Pg. 465-19
Thomas Bros. Pg. 869 F2
Edition 2009



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RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03662

EXISTING ZONING

Supervisor Stone
District 3

Date Drawn: 7/19/10
Exhibit 2



Zoning Area: Winchester
Township/Range: T5SR2W
Section: 34

Assessors Bk. Pg. 465-19
Thomas Bros. Pg. 869 F2
Edition 2009



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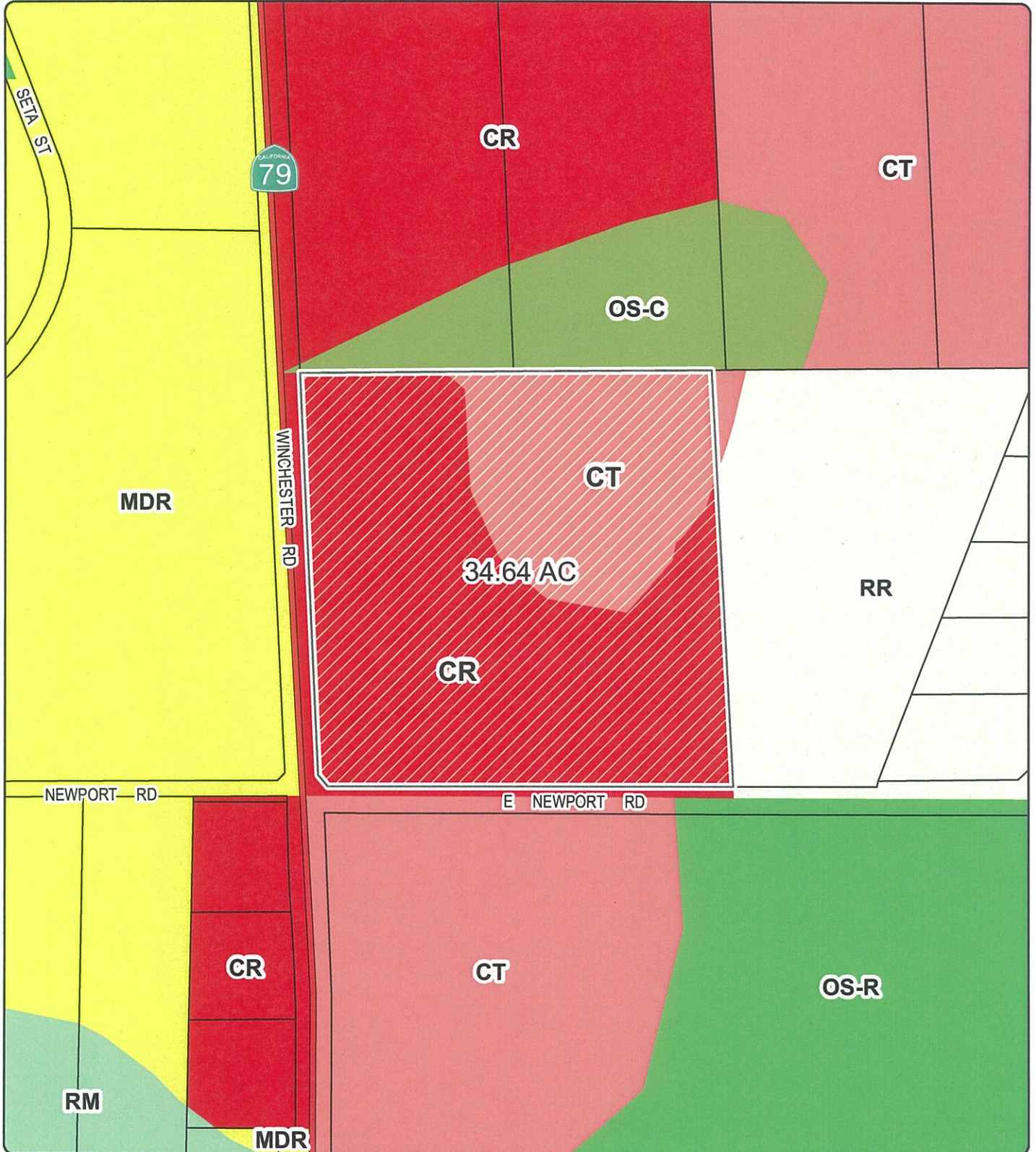
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03662

EXISTING GENERAL PLAN

Supervisor Stone
District: 3

Date Drawn: 7/19/10
Exhibit 5



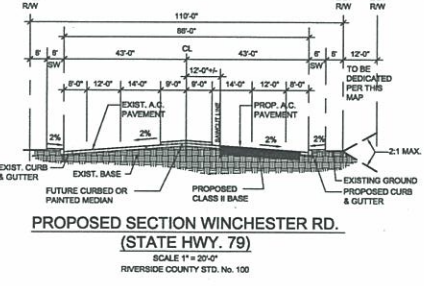
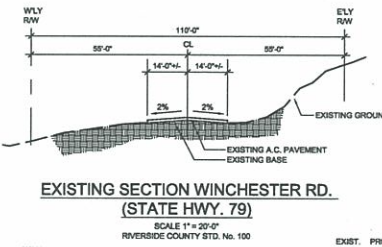
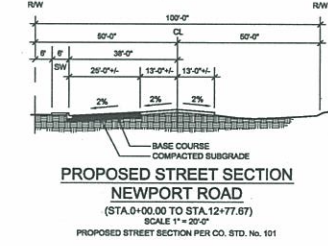
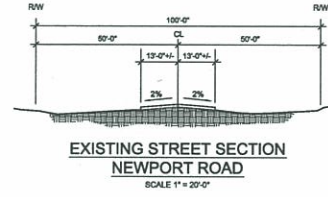
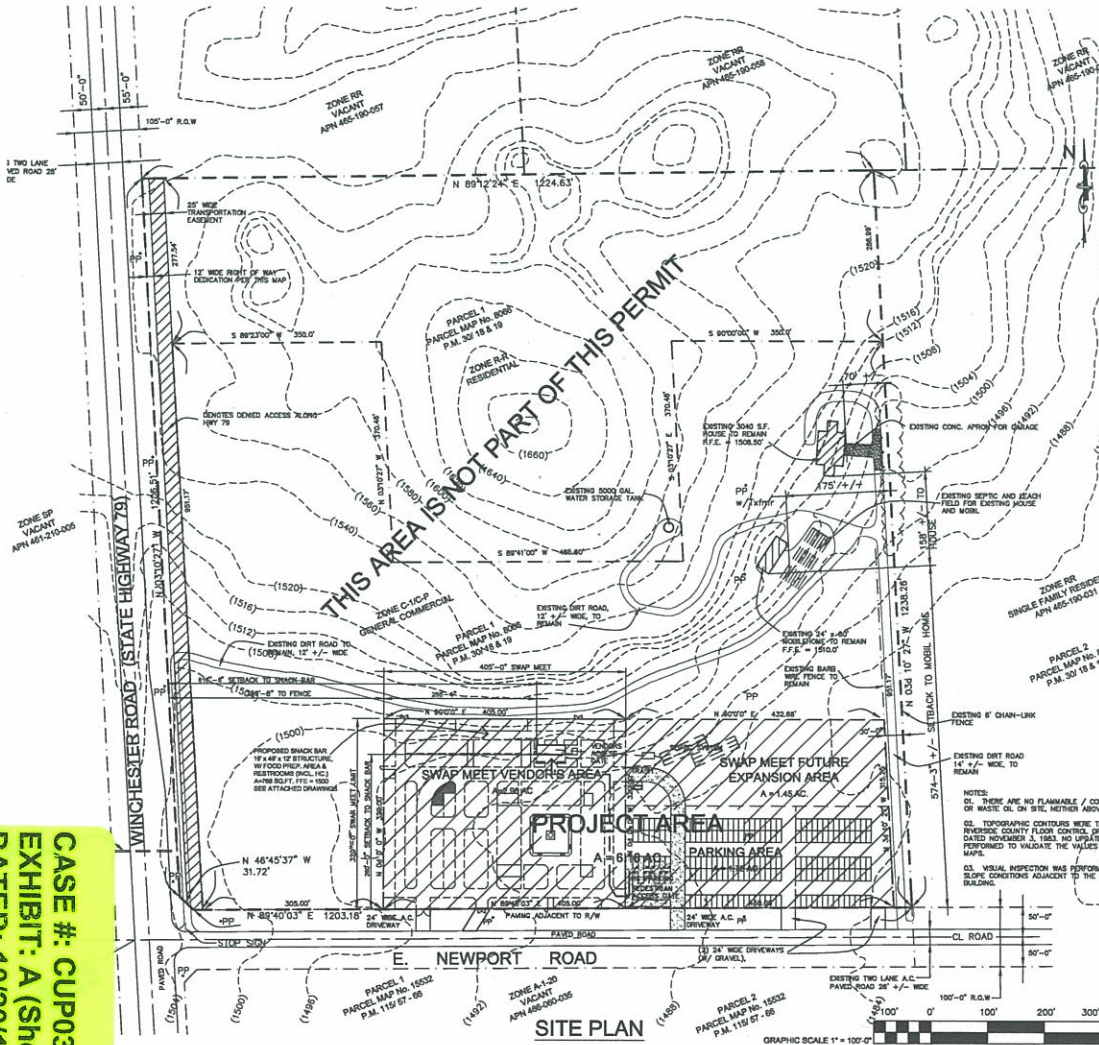
Zoning Area: Winchester
Township/Range: T5SR2W
Section: 34

Assessors Bk. Pg. 465-19
Thomas Bros. Pg. 869 F2
Edition 2009



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CONDITIONAL USE PERMIT EXHIBIT



Amendments:			
No.	Date	By	Description

OWNER
ZENY WARD
2571 YUCCA ROAD
OCEANSIDE, CA 92054
PHONE (760) 966-7409

APPLICANT/PREPARER
CARLOS ORTUÑO, Architect
1517 BLACK WALNUT DRIVE
SAN ELIJO HILLS, CA 92078-7985
PHONE (760) 689-4326

LIST OF DRAWINGS

- 01 PROJECT SITE PLAN AND DATA
- 02 SWAP MEET AND PARKING SITE PLAN
- 03 SITE GRADING AND DRAINAGE PLAN
- 04 SNACK BAR SITE PLAN
- 05 SNACK BAR FLOOR PLAN, SECTION AND ELEVATIONS
- 06 SNACK BAR - ROOM FINISHES AND EQUIPMENT SCHEDULES

LEGAL DESCRIPTION
THAT PROPERTY KNOWN AS PARCEL 1 OF PARCEL MAP No. 8066 BEING A DIVISION OF A PORTION OF THE SOUTHWEST QUARTER, AND THE SOUTHEAST QUARTER OF SECTION 34, ALL IN TOWNSHIP 5 SOUTH, RANGE 2 WEST, S.B.M., AS SHOWN ON A MAP FILED IN BOOK 30, PAGES 18 & 19 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA.

PROPERTY INFORMATION
SITE ADDRESS: 33280 NEWPORT ROAD
WINCHESTER, CA 92596
ASSESSORS PARCEL NUMBER: 465-190-030
EXISTING LOTS: 1
TOTAL ACREAGE: 34.64 ACRES
EXISTING USE: RESIDENTIAL AND VACANT
EXISTING ZONING: C-1/C-P AND R - R
GENERAL PLAN: RURAL RESIDENTIAL
SURROUNDING LAND USE: RESIDENTIAL AND AGRICULTURAL
SUPERVISORIAL DISTRICT 3 (JIM VENABLE)
SCHOOL DISTRICT: HEMET UNIFIED No. 16
TOPOGRAPHIC DATA: RIVERSIDE COUNTY FLOOD CONTROL ORTHOPHOTO
LOT DRAINAGE: SURFACE RUNOFF
FLOOD ZONE: ZONE "C" PER RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT
THIS SITE IS NOT WITHIN A KNOWN SPECIFIC PLAN
THIS SITE IS NOT WITHIN A KNOWN COMMUNITY SERVICE DISTRICT
THIS SITE IS WITHIN A SHR FEE AREA PER ORDINANCE 863.10
THIS SITE IS NOT IN A FAULT ZONE AND IS NOT SUBJECT TO LIQUIFICATION
FIRE SERVICE PROVIDED BY RIVERSIDE COUNTY FIRE PROTECTION
POLICE SERVICE PROVIDED BY RIVERSIDE COUNTY SHERIFF (TEMECULA STATION)
LIGHTING ORDINANCE 855: ZONE B 25.87 MILES

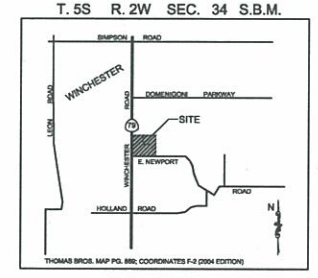
UTILITY PURVEYORS

WATER: EASTERN MUNICIPAL WATER DISTRICT
2045 S. SAN JACINTO ST.
SAN JACINTO, CA 92583
PHONE: (951) 925-7676

SEWER: SEPTIC SYSTEM (NO SEWER IN AREA)

ELECTRICITY: SOUTHERN CALIFORNIA EDISON
28100 MENEFEE ROAD
ROMOLAND, CA 92380
SOUTHERN CALIFORNIA GAS CO.
25211 SAN JACINTO ST.
HEMET, CA 92243
GENERAL TELEPHONE
150 S. JUANITA ST.
HEMET, CA 92243
PHONE (909) 658-9427

CABLE: NO SERVICE



CASE #: CUP03662
EXHIBIT: A (Sheets 1-2)
DATED: 10/20/10
PLANNER: C.HINOJOSA

Revisions:				Approved by:	
No.	Date	By	Description		

Approved by:	Date:	
Approved by:	Date:	
Designed By: CD	Drawn By: CD	Checked By: CD

ARCHITECT:
CARLOS ORTUÑO
LICENSE No. C2881

SCALE:
1" = 100'0"

Date: August 20, 2009

Branch Mark:
Contours per Riverside County Flood Control Ortho Photo Map.
Date: November 3, 1963

REGISTERED ARCHITECT
STATE OF CALIFORNIA
No. 2881
Exp. 08/31/11

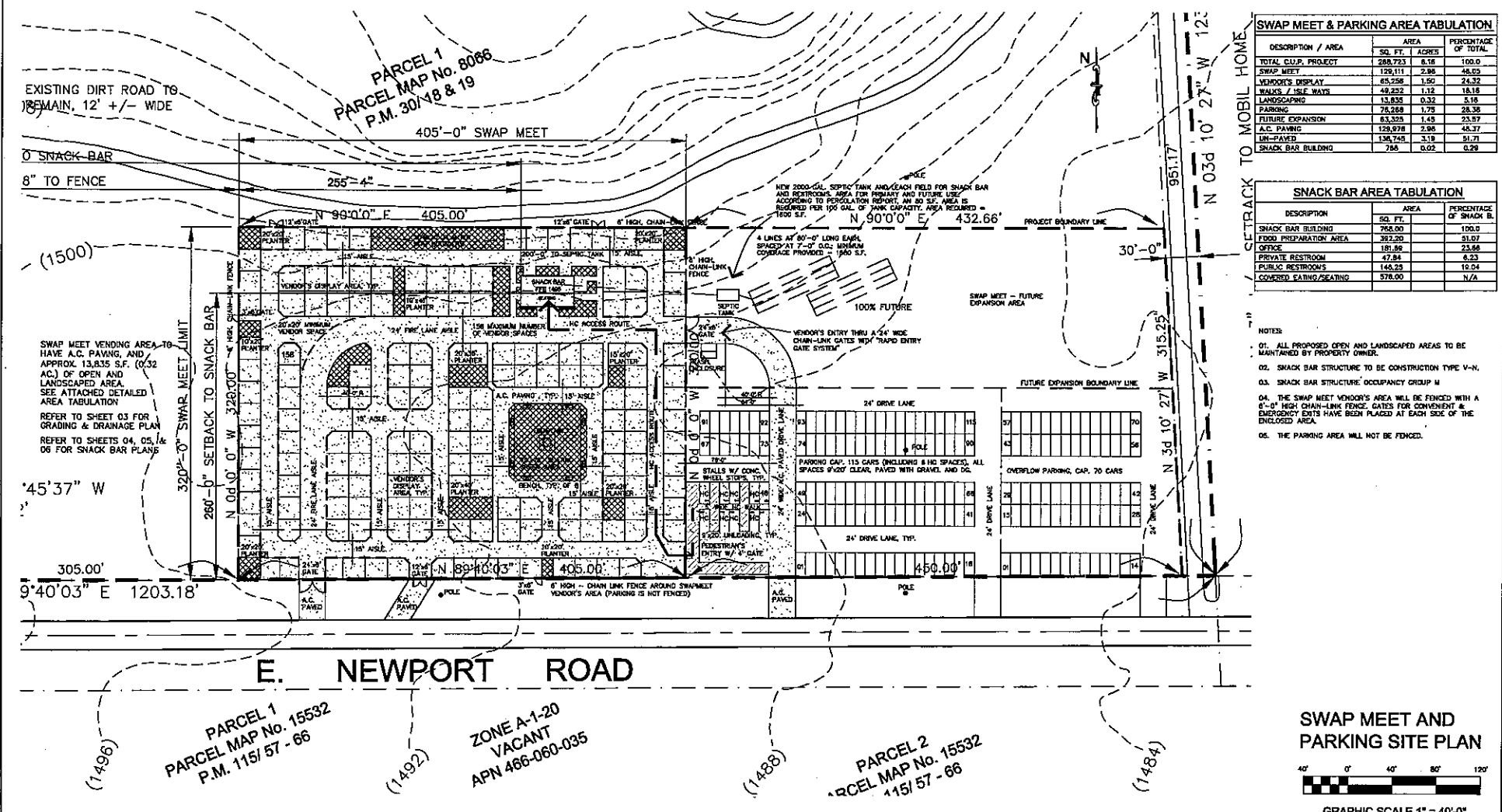
COUNTY OF RIVERSIDE
CONDITIONAL USE PERMIT
CUP No. 3421
FOR
33280 NEWPORT ROAD, WINCHESTER

Sheet No. 01
Of 05 Sheets
FILE No.

DWG. INFO: Print Date: March 22, 2004 File Name: Winchester CUP-Sheet-A1

CONDITIONAL USE PERMIT EXHIBIT

No.	Date	By	Description



DESCRIPTION / AREA	SQ. FT.	ACRES	PERCENTAGE OF TOTAL
TOTAL C.U.P. PROJECT	285,723	6.56	100.0
SWAP MEET	129,111	2.96	46.00
VENDOR'S DISPLAY	85,256	1.90	29.32
WALKS / USE WAY	49,232	1.12	18.18
LANDSCAPING	13,825	0.32	5.18
PARKING	75,289	1.75	28.38
FUTURE EXPANSION	63,325	1.45	23.57
A.C. PAVING	129,978	2.96	46.37
USE-FENCED	136,745	3.19	51.71
SNACK BAR BUILDING	784	0.02	0.29

DESCRIPTION	AREA	PERCENTAGE OF SNACK B.
SNACK BAR BUILDING	784.00	100.0
100% PREPARATION AREA	32.20	31.07
OFFICE	181.85	23.58
PRIVATE RESTROOM	47.84	6.23
PUBLIC RESTROOMS	140.23	18.04
COVERED EATING/SEATING	578.00	N/A

- NOTES:
01. ALL PROPOSED OPEN AND LANDSCAPED AREAS TO BE MAINTAINED BY PROPERTY OWNER.
 02. SNACK BAR STRUCTURE TO BE CONSTRUCTION TYPE V-N.
 03. SNACK BAR STRUCTURE OCCUPANCY GROUP M.
 04. THE SWAP MEET VENDOR'S AREA WILL BE FENCED WITH A 6'-0" HIGH CHAIN-LINK FENCE, GATES FOR CONVENIENT & EMERGENCY EXITS HAVE BEEN PLACED AT EACH SIDE OF THE ENCLOSED AREA.
 05. THE PARKING AREA WILL NOT BE FENCED.

SWAP MEET AND PARKING SITE PLAN

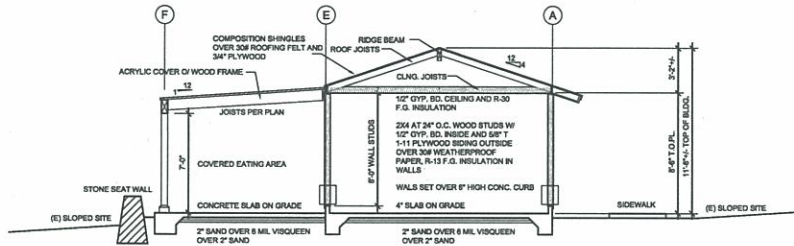
40' 0' 40' 80' 120'

GRAPHIC SCALE 1" = 40'-0"

Revisions: No. Date By Description _____ _____ _____			Approved by: _____ Date: _____		Architect: CARLOS ORTURO License No. 1289	COUNTY OF RIVERSIDE CONDITIONAL USE PERMIT CUP No. 3421 FOR 33280 NEWPORT ROAD, WINCHESTER	Sheet No. 02 of 05 Sheets FILE No. _____
Designed By: CO Drawn By: CO Checked By: CO	Approved by: _____ Date: _____	SCALE: 1" = 40'-0" Date: August 20, 2008	Bench Mark: Centerline of Riverside County Flood Control Ditch Photo Map. Dated: November 3, 1983		DWG. INFO: Print Date: March 22, 2004. File Name: Winchester CUP-Sheet -A2		

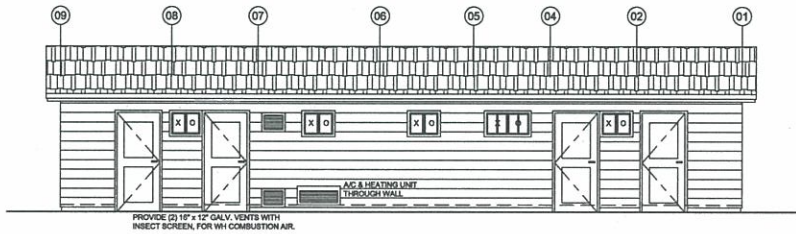
CONDITIONAL USE PERMIT EXHIBIT

Amendments:			
No.	Date	By	Description



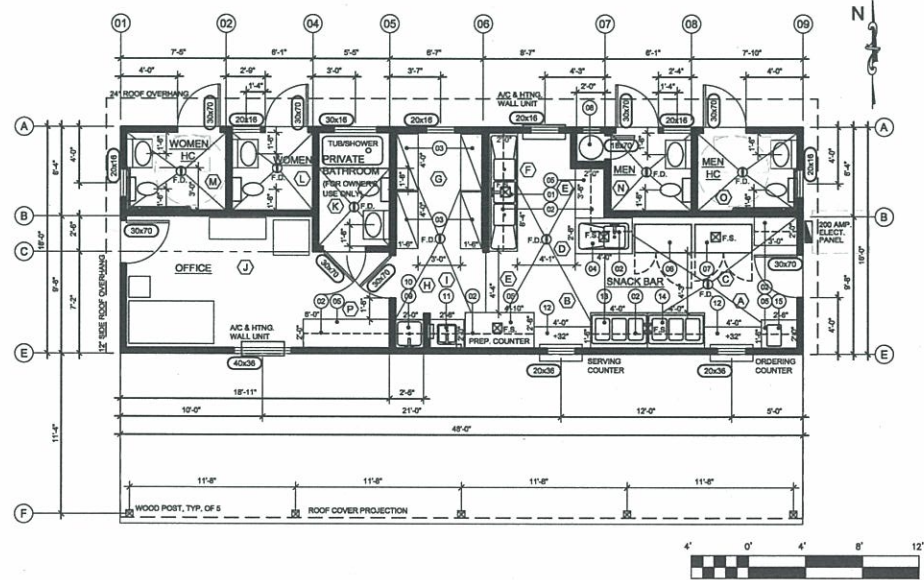
SNACK BAR - BUILDING AND SITE SECTION "A"

SCALE 1/4" = 1'-0"



SNACK BAR - NORTH EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"

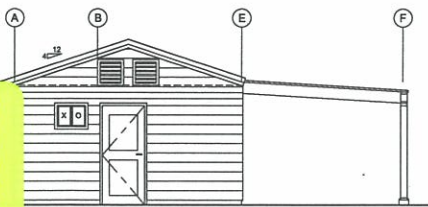


SNACK BAR - FLOOR PLAN

A = 768 SQ. FT.

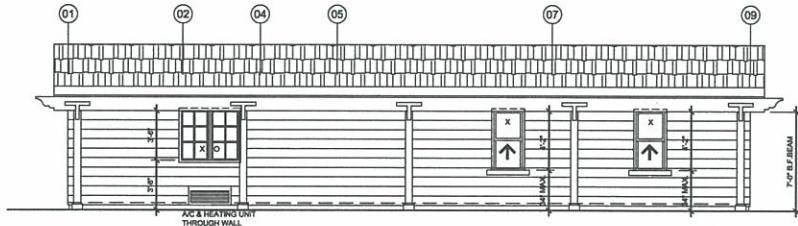
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GRAPHIC SCALE 1" = 4'-0"



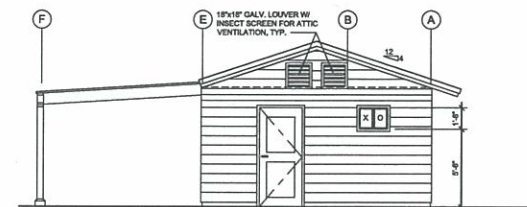
SNACK BAR - WEST EXT. ELEV.

SCALE 1/4" = 1'-0"



SNACK BAR - SOUTH EXTERIOR ELEVATION

SCALE 1/4" = 1'-0"



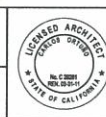
SNACK BAR - EAST EXT. ELEV.

SCALE 1/4" = 1'-0"

CASE #: CUP03662
EXHIBIT: B
DATED: 10/20/10
PLANNER: C. HINOJOSA

Revisions:			
No.	Date	By	Description

Approved by:	Date:
Approved by:	Date:
Designed By: CD	Drawn By: CD
	Checked By: CD



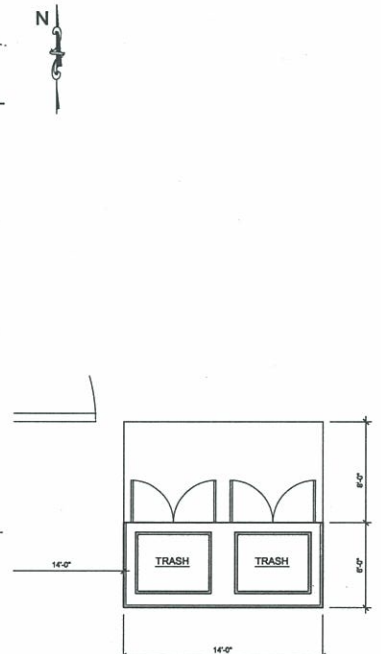
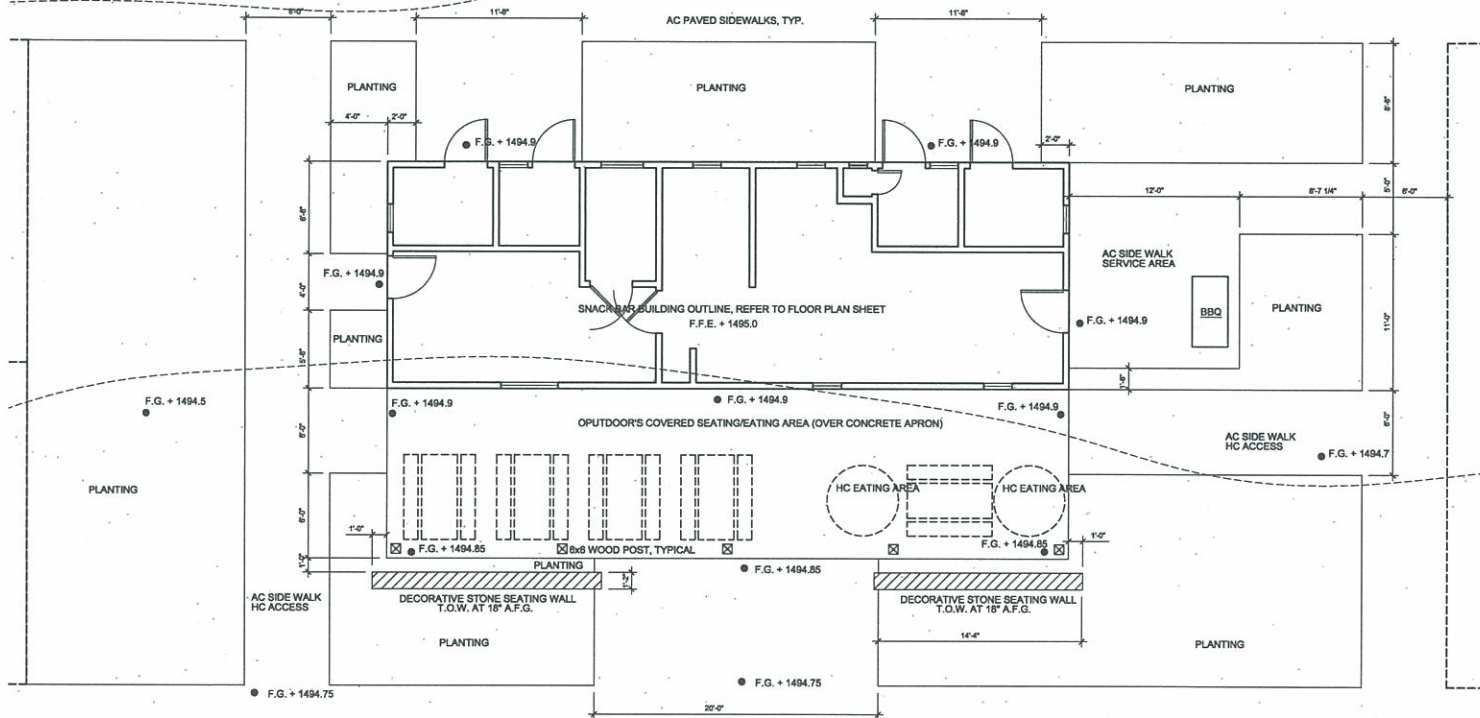
Architect:	Carlos Ortuño
License No.:	C 20201
Scale:	1" = 4'-0"
Date:	August 20, 2009

County of Riverside	Conditional Use Permit
CUP No. 3421	FOR
33280 NEWPORT ROAD, WINCHESTER	
DWG. INFO: Print Date: March 22, 2004	File Name: Winchester CUP-Sheet-A5

Sheet No.	05
Of 05 Sheets	
FILE No.	

CONDITIONAL USE PERMIT EXHIBIT

Amendments:		
No.	Date	By: Description



- NOTES:
01. TRASH ENCLOSURE. REFER TO SITE PLAN FOR RELATION TO SITE.
 02. DUMPSTER TO BE ENCLOSED WITH 6'-0" HIGH CHAIN LINK FENCE, WITH GREEN VINYL SLATS.
 03. ENCLOSURE TO HAVE A 4" THICK CONCRETE SLAB AND APRON.
 04. CHAIN LINK GATES TO HAVE GREEN SLATS TO MATCH THE FENCE.

SNACK BAR - SITE PLAN

SCALE 1/8" = 1'-0"

SNACK BAR SITE PLAN



GRAPHIC SCALE 1" = 4'-0"

CASE #: CUP03662
EXHIBIT: C
DATED: 10/20/10
PLANNER: C. HINOJOSA

Revisions:			
No.	Date	By:	Description

Approved:	Approved by:
Date:	Date:
Approved by:	Approved by:
Date:	Date:

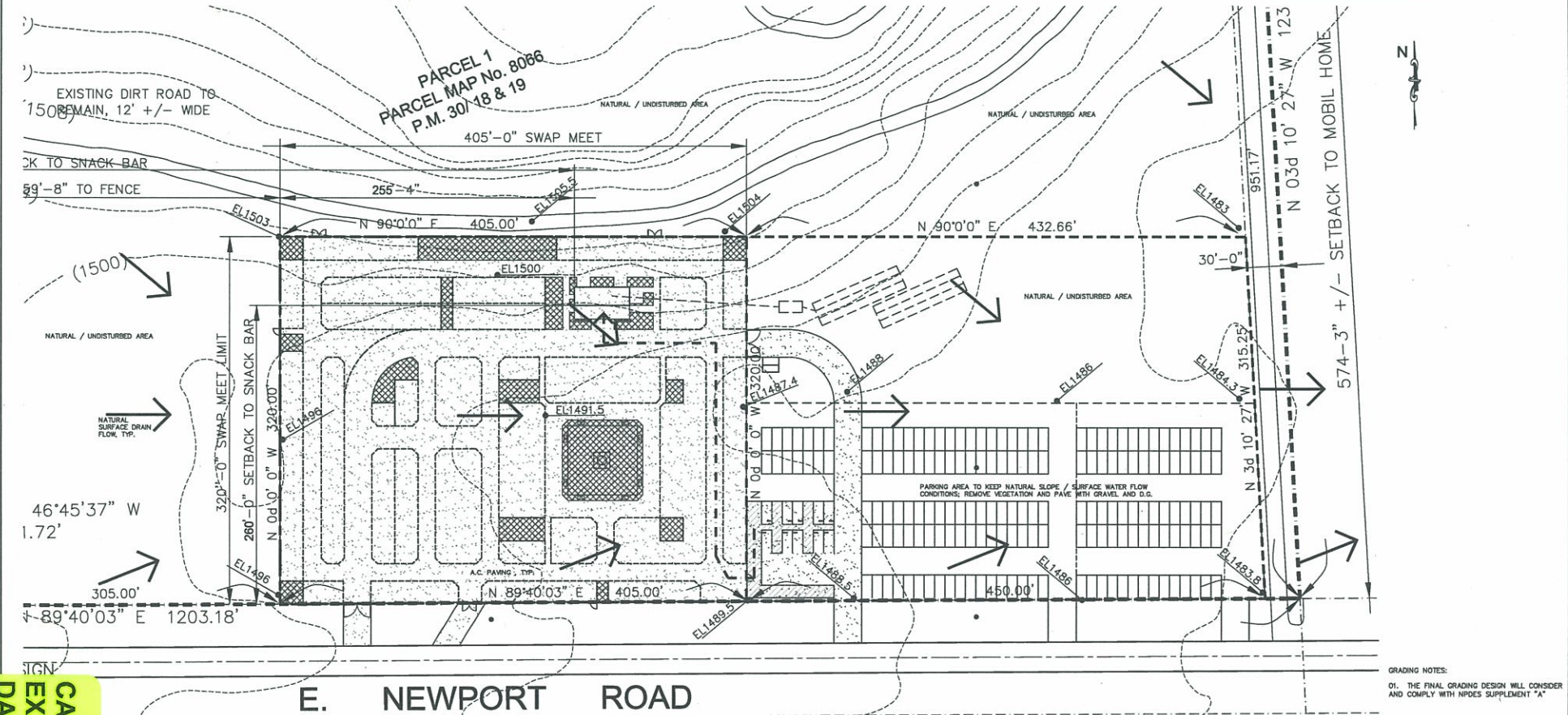


Architect:	
CARLOS ORTUÑO	
LICENSE NO. C 20091	
SCALE:	Bench Mark:
1" = 4'-0"	Contours per Riverside County Flood Control District Photo Map.
Date: August 20, 2009	Dated: November 3, 1983

COUNTY OF RIVERSIDE		Sheet No.
CONDITIONAL USE PERMIT		04
CUP No. 3421		Of 05 Sheets
FOR		FILE No.
33280 NEWPORT ROAD, WINCHESTER		
DWG. INFO: Print Date: March 22, 2004 File Name: Winchester CUP-Sheet -A4		

CONDITIONAL USE PERMIT EXHIBIT

Amendments:			
No.	Date	By	Description



GRADING NOTES:
01. THE FINAL GRADING DESIGN WILL CONSIDER AND COMPLY WITH NPDES SUPPLEMENT "A"

SITE GRADING AND DRAINAGE PLAN



CASE #: CUP03662
EXHIBIT: G
DATED: 10/20/10
PLANNER: C. HINOJOSA

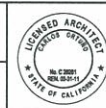
PARCEL 1
PARCEL MAP No. 15532
P.M. 115/ 57 - 66

ZONE A-1-20
VACANT
APN 466-060-035

PARCEL 2
PARCEL MAP No. 15532
P.M. 115/ 57 - 66

Revisions:				Approved by:	
No.	Date	By	Description		Date:

Approved by:		Date:	



Architect:
CARLOS ORTUÑO
License No. C 2091
SCALE:
 1" = 40'-0"
Bench Mark: Contours per Riverside County Flood Control Ortho Photo Map. Dated: November 3, 1993
 Date: August 20, 2009

COUNTY OF RIVERSIDE
CONDITIONAL USE PERMIT
CUP No. 3421
FOR
33280 NEWPORT ROAD, WINCHESTER
DWG. INFO: Print Date: March 22, 2004. File Name: Winchester CUP-Sheet -A3

Sheet No. **03**
 of 03 Sheets
 FILE No.

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42193
Project Case Type (s) and Number(s): Conditional Use Permit No. 3662
Lead Agency Name: County of Riverside Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Christian Hinojosa, Project Planner
Telephone Number: (951) 955- 0972
Applicant's Name: Zeny Ward
Applicant's Address: 2571 Yucca Road; Oceanside, CA 92054
Engineer's Name: Carlos Ortuno
Engineer's Address: 1517 Black Walnut Drive; San Elijo Hills, CA 92078-7985

I. PROJECT INFORMATION

A. Project Description:

Conditional Use Permit No. 3662 proposes to extend the life of an existing 6.16 net acre swap meet approved under Conditional Use Permit No. 3421 for ten (10) years to February 16, 2021 and relocate previously approved, but never constructed 768 square foot snack bar on a 34.64 gross acre site. All other improvements are existing onsite.

B. Type of Project: Site Specific ; Countywide ; Community ; Policy .

C. Total Project Area: 34.64 Gross / 6.16 Net

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 6.16	Lots: 1	Sq. Ft. of Bldg. Area: 768	Est. No. of Employees: N/A
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: N/A		Sq. Ft.: N/A	

D. Assessor's Parcel No: 465-190-030

E. Street References: northerly of East Newport Road and easterly of Winchester Road (Highway 79)

F. Section, Township & Range Description or reference/attach a Legal Description:
Township 5 South, Range 2 West, Section 34

G. Brief description of the existing environmental setting of the project site and its surroundings: The project site is located in the Harvest Valley / Winchester Area Plan of the Riverside County General Plan. Urban development projects have been approved or are currently being processed through the County of Riverside to the north, south and west. Single family residences and vacant land currently surround the project site. The majority of the project site is vacant with low-growing vegetation. Currently on-site there is a 24'x60' mobilehome and a 3,040 square foot single family residence located in the easterly portion of the site. The 6.16 acre swap meet is located in the southerly portion of the 34.64 gross acre site.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The proposed project meets the requirements of the Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) and Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) general plan land use designations. The proposed project meets all other applicable land use policies, including the adopted policies of the Winchester Road / Newport Road Policy Area.
2. **Circulation:** The proposed project has been reviewed for conformance with County Ordinance 461 by the Riverside County Transportation Department. Adequate circulation facilities exist to serve the proposed project. The proposed project meets with all applicable circulation policies of the General Plan.
3. **Multipurpose Open Space:** No natural open space land was required to be preserved within the boundaries of this project. The proposed project meets with all other applicable Multipurpose Open Space Element policies.
4. **Safety:** The proposed project is within an area that has a low susceptibility to liquefaction. The proposed project is not located within any other special hazard zone (including fault zone, high fire hazard area, dam inundation zone, etc.). The proposed project has allowed for sufficient provision of emergency response services to the future users of this project through the project design and payment of development impact fees. The proposed project meets with all other applicable Safety Element policies.
5. **Noise:** Sufficient mitigation measures against any foreseeable noise impacts have been incorporated into the design of the project. The proposed project meets all other applicable Noise Element policies.
6. **Housing:** The project proposes to extend the life of an existing 6.16 net acre swap meet approved under Conditional Use Permit No. 3421 for ten (10) years to February 16, 2021 and relocate previously approved, but never constructed 768 square foot snack bar with General Commercial (C-1/C-P) zoning. The proposed project could potentially induce population growth in the area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). There are no impacts to housing as a direct result of this project at this time. The proposed project meets all other applicable Housing Element policies.
7. **Air Quality:** The proposed project has been conditioned to control any fugitive dust during grading and construction activities. The proposed project meets all other applicable Air Quality Element policies.

B. General Plan Area Plan(s): Harvest Valley / Winchester

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Commercial Retail (CR) (0.20 - 0.35 Floor Area Ratio) and Commercial Tourist (CT) (0.20 - 0.35 Floor Area Ratio)

E. Overlay(s), if any: N/A

F. Policy Area(s), if any: Winchester Road / Newport Road

G. Adjacent and Surrounding:

1. **Area Plan(s):** Harvest Valley / Winchester

2. **Foundation Component(s):**

To the North: Open Space

To the South: Community Development and Open Space

To the East: Community Development and Rural

To the West: Community Development

3. **Land Use Designation(s):**

To the North: Conservation

To the South: Commercial Tourist (CT) (0.20 - 0.35 Floor Area Ratio) and Recreation

To the East: Commercial Tourist (CT) (0.20 - 0.35 Floor Area Ratio) and Rural Residential (RR) (5 Acre Minimum)

To the West: Medium Density Residential (MDR) (2 - 5 Dwelling Units per Acre)

4. **Policy Area(s):**

To the North: Highway 79

To the South: Highway 79 and Diamond Valley Lake

To the East: Highway 79

To the West: Highway 79

H. **Adopted Specific Plan Information**

1. **Name and Number of Specific Plan, if any:** N/A

2. **Specific Plan Planning Area, and Policies, if any:** N/A

I. **Existing Zoning:** General Commercial (C-1/C-P) and Rural Residential (R-R)

J. **Proposed Zoning, if any:** N/A

K. **Adjacent and Surrounding Zoning:**

To the North: Specific Plan (SP)

To the South: Light Agriculture - 20 acre minimum (A-1-20)

To the East: Rural Residential (R-R)

To the West: Specific Plan (SP)

III. **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

IV. **DETERMINATION**

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

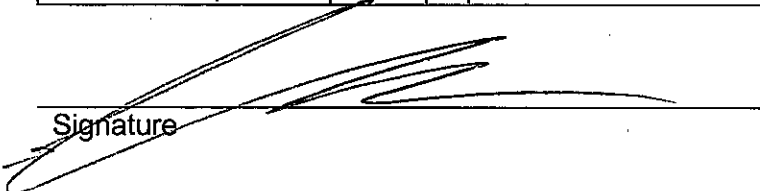
I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the

environment, but the project proponents decline to adopt the mitigation measures or alternatives.



Signature

January 20, 2011

Date

Christina Hinojosa, Project Planner

Printed Name

For Carolyn Syms Luna, Planning Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure C-7 "Scenic Highways"

Findings of Fact:

a) The project site is located in a primarily urban area of Riverside County, which has no designated Scenic Highways. The Riverside County Integrated Plan (RCIP) indicates that the project site is not located within a designated scenic corridor. Development of the project site will not affect any scenic resources, as adjacent lands have been developed with uses compatible with the proposed project.

b) The proposed project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features, or obstruct a prominent scenic vista or view open to the public, as these features do not exist on the project site. Additionally, the proposed project will not result in the creation of an aesthetically offensive site open to public view.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

2. Mt. Palomar Observatory	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: GIS database, Ord. No. 655 (Regulating Light Pollution)

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

a) According to the GIS Database, the project site is located approximately 25.87 miles from the Mt. Palomar Observatory which is within the designated Zone B Special Lighting Area that surrounds the Mt. Palomar Observatory. Ordinance No. 655 contains approved materials and methods of installation, definition, general requirements, requirements for lamp source and shielding, prohibition and exceptions. With incorporation of project lighting requirements of the Riverside County Ordinance No. 655 into the proposed project, this impact will be reduced to a less than significant impact. (COA: 10.PLANNING.28). This is a standard condition of approval and therefore is not considered mitigation pursuant to CEQA.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

b) Expose residential property to unacceptable light levels?

Source: On-site Inspection, Project Application Materials

Findings of Fact:

a) The proposed project will result in a new source of light and glare from the addition of security lighting, facility lighting, as well as vehicular lighting from cars traveling on adjacent roadways.

Riverside County Ordinance No. 655 is applicable to the project site. Pursuant of this Ordinance, the project's onsite lighting will be directed downward or shielded and hooded to avoid shining onto adjacent properties and streets. Conditions of Approval 10.PLANNING.03 and 80.PLANNING.02 are not considered unique mitigation measures pursuant to CEQA. No additional mitigation is identified or required.

b) The proposed project is not expected to create unacceptable light levels as it has been conditioned for conformance with Ordinance No. 655. Therefore, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or expose residential property to unacceptable light levels. Impacts would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

AGRICULTURE & FOREST RESOURCES Would the project

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-2 "Agricultural Resources," GIS database, and Project Application Materials.

Findings of Fact:

- a) The project site will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- b) The project site will not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve.
- c) The property to the south of the project site is zoned Light Agriculture - 20 acre minimum (A-1-20). The proposed project will therefore cause development of a non-agricultural use within 300' of an agricultural zoned property (Ordinance No. 625 "Right-to-Farm"). However, due to the low impact nature of the swap meet, the proposed project will have no impact on the agricultural zoned property to the south.
- d) The project site will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

5. Forest				
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-3 "Parks, Forests and Recreation Areas," and Project Application Materials.

Findings of Fact:

a-b) The proposed project will not conflict with or cause rezoning of any forest land or timberland zoned areas. Nor is the proposed project in a forest area.

b) The project will not involve any other changes to the environment which could result in conversion of forest land to non-forest use.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Air Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: SCAQMD CEQA Air Quality Handbook Table 6-2; AQMD Air Quality Management Plan (2007); County General Plan Air Quality Element; Project Application Materials

Findings of Fact:

a) The South Coast Air Quality Management District (SCAQMD) is responsible for developing a regional air quality management plan to insure compliance with state and federal air quality standards. The SCAQMD has adopted the 2003 Air Quality Management Plan (AQMP). The 2003 AQMP is based on socioeconomic forecasts (including population estimates) provided by the Southern

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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California Association of Governments (SCAG). The County General Plan is consistent with SCAG's Regional Growth Management Plan and SCAQMD's Air Quality Management Plan. This project is consistent with the General Plan land use designations and population estimates.

b) The SCAQMD permit is evidence that the point source complies with all SCAQMD rules and regulations. Air quality impacts would occur during site preparation, including grading and equipment exhaust. Major sources of fugitive dust are a result of grading and site preparation during construction by vehicles and equipment and generated by construction vehicles and equipment traveling over exposed surfaces, as well as by soil disturbances from grading and filling. These short-term construction related impacts will be reduced below a level of significance by dust control measures implemented during grading. (COA: 10.BS GRADE.06). This is a standard condition of approval and is not considered mitigation pursuant to CEQA.

c) The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

d) A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Sensitive receptors (and the facilities that house them) in proximity to localized CO sources, toxic air contaminants or odors are of particular concern. High levels of CO are associated with major traffic sources, such as freeways and major intersections, and toxic air contaminants are normally associated with manufacturing and commercial operations. Land uses considered to be sensitive receptors include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. Surrounding land uses include single family residences, which are considered a sensitive receptor; however, the project is not expected to generate substantial point source emissions. The long-term project impacts in the daily allowable emissions for the project's operational phase are considered to be not significant.

e) The project will not create sensitive receptors located within one mile of an existing substantial point source emitter.

f) The project will not create objectionable odors affecting a substantial number of people.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

BIOLOGICAL RESOURCES Would the project

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?

b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
50, Code of Federal Regulations (Sections 17.11 or 17.12)?				
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: GIS Database, WRC-MSHCP, On-site Inspection

Findings of Fact:

- a) The proposed project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.
- b) The proposed project will not conflict with any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12) as a result of mitigation.
- c) The proposed project will not have a significant substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service.
- d) The proposed project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- e) The proposed project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) The proposed project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

g) The proposed project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

CULTURAL RESOURCES Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure OS-7, Project Application Materials

Findings of Fact:

a) A records search conducted at the Eastern Information Center (EIC) indicated that no historical resources existed on the project site. Therefore the proposed project will not alter or destroy an historic site.

b) Development of the proposed project will have a less than significant impact on a historical resource as defined in California Code of Regulations, Section 15064.5.

If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the Native American tribal representative and the Planning Director to discuss the significance of the find.

2. At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal representative and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation. Conditions of Approval 10.PLANNING.36 and 10.PLANNING.37 are not considered unique mitigation measures pursuant to CEQA. No additional mitigation is identified or required.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

9. Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Alter or destroy an archaeological site.			<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-6 "Relative Archaeological Sensitivity of Diverse Landscapes," Project Application Materials

Findings of Fact:

a) This area has been completely disturbed. It is not identified as an area of Relative Archaeological Sensitivity of Diverse Landscapes map of the RCIP, Multipurpose Open Space Element (Figure OS-06). Therefore, this project will have no impact on archaeological resources.

b) This project will have a less than significant impact change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5.

c) This project will have less than significant impact on human remains, including those interred outside of formal cemeteries. However, as a precaution, this project has been conditioned to halt construction and immediately contact the State Health and Safety Code Section 7050.5 if human remains are found. If remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify the appropriate Native American Tribe who is the most likely descendant. The descendant shall inspect the site of discovery and make a recommendation as to the appropriate mitigation. After the recommendation has been made, the property owner, Native American Tribe representative, and a County representative shall meet to determine the appropriate mitigation measures and corrective actions to be implemented. Condition of Approval 10.PLANNING.36 is not considered a unique mitigation measure pursuant to CEQA. No additional mitigation is identified or required.

d) This project will not restrict existing or religious or sacred uses within the potential impact area.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

10. Paleontological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?			<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) According to the Riverside County General Plan, the project site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for paleontological resources. (COA: 10.PLANNING.35). Therefore, this project will have a less than significant impact on potential paleontological resources.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

GEOLOGY AND SOILS Would the project

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," GIS database

Findings of Fact:

a) The project site is not located within an Alquist-Priolo Earthquake Fault Zone. The proposed project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. California Building Code (CBC) requirements pertaining to commercial development will mitigate the potential impact to less than significant. As CBC requirements are applicable to all commercial development they are not considered mitigation for CEQA implementation purposes.

b) The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known fault lines are present on or adjacent to the project site. Therefore, there is a low potential for rupture of a known fault.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

12. Liquefaction Potential Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction"

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The project site is located within an area of low liquefaction potential. The County Geologist has reviewed and approved the project with no conditions of approval.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

13. Ground-shaking Zone

Be subject to strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map," and Figures S-13 through S-21 (showing General Ground Shaking Risk)

Findings of Fact:

a) There are no known active or potentially active faults that traverse the site and the site is not located within an Alquist-Priolo Earthquake Fault Zone. The principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along several major active or potentially active faults in southern California. The County Department of Building and Safety requires construction to conform to the California Building Code (CBC). Through the compliance with Riverside County requirements related to geotechnical and soil reports, the potential of the proposed project due to ground shaking will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

14. Landslide Risk

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope"

Findings of Fact:

a) The project site is generally flat and according to Figure S-5, the project site is not located in an area with slopes greater than 25%; therefore, there is no potential for landslides. The project site and surrounding area does not consist of rocky terrain therefore the project is not subject to rock fall hazards. No impacts will occur as a result of the proposed project.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. Ground Subsidence

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

Source: RCIP Figure S-7 "Documented Subsidence Areas"

Findings of Fact:

a) The project site is located in an area susceptible to subsidence, but not located near any documented areas of subsidence. California Building Code (CBC) requirements pertaining to development will mitigate the potential impact to less than significant. As CBC requirements are applicable to all development, they are not considered mitigation for CEQA implementation purposes.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

16. Other Geologic Hazards

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

Source: Project Application Materials

Findings of Fact:

a) The project site is not located in an area susceptible to unstable geologic hazards such as seiche, mudflow, or volcanic hazard on the project site.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

17. Slopes

a) Change topography or ground surface relief features?

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

c) Result in grading that affects or negates subsurface sewage disposal systems?

Source: RCIP figure S-5 "Regions Underlain by Steep Slopes", Building and Safety – Grading Review, Project Application Materials

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The project will have a less than significant impact change to the existing topography on the subject site. The grading will follow the natural slopes and not alter any significant elevated topographic features located on the site.

b) The project will not cut or fill slopes greater than 2:1, but may create a slope higher than 10 feet. In order to minimize the impact, the project has been conditioned to grade so that the slopes reflect the natural terrain.

c) The project will not result in grading that affects or negates subsurface sewage disposal systems.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

18. Soils

a) Result in substantial soil erosion or the loss of topsoil?

b) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Source: RCIP figure S-6 "Engineering Geologic Materials Map", Flood Control review, Building and Safety Grading review, Project Application Materials

Findings of Fact:

a) The development of the project site may have the potential to result in soil erosion during grading and construction. Standard Conditions of Approval have been issued regarding soil erosion that will further ensure protection of public health, safety, and welfare upon final engineering of the project and are not considered mitigation for CEQA implementation purposes. (COA: 10.BS GRADE.04)

b) The project may be located on expansive soil; however, California Building Code (CBC) requirements pertaining all structures will mitigate the potential impact to less than significant. As IBC requirements are applicable to all structures they are not considered mitigation for CEQA implementation purposes.

c) The project is currently connected to a sewer system, there is no septic on site.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

19. Erosion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?				
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Flood Control District review, Building and Safety – Grading Review, Project Materials

Findings of Fact:

a) The project site is not located near the channel of a river, or stream, or the bed of a lake. Thus the proposed project does not change deposition, siltation or erosion that may modify the channel of a river or stream or the bed of a lake.

b) The project may result in an increase in water erosion either on or off site. Building and Safety Department has provided standard conditions of approval to ensure erosion impacts are mitigated to less than significant levels upon final engineering and are not considered mitigation for CEQA implementation purposes. (COA: 10.BS GRADE.04)

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

20. Wind Erosion and Blowsand from project either on or off site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

Source: Riverside County General Plan Figure S-8 “Wind Erosion Susceptibility Map,” Ord. 460, Sec. 14.2 & Ord. 484

Findings of Fact:

a) The project site is located within a moderate wind erosion area. All projects proposing grading are condition for dust control (COA: 10.BS GRADE.06). The RCIP, Safety Element Policy for Wind Erosion requires buildings to be designed to resist wind loads which are covered by the California Building Code (CBC). With such compliance, impacts to wind erosion and blowsand from the project on or off site are considered to be less than significant. As no unique mitigation measures are identified, no additional mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

GREENHOUSE GAS EMISSIONS Would the project				
21. Greenhouse Gas Emissions				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
environment?				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials

Findings of Fact:

a-b) The County Planning Department specifies that greenhouse gas (GHG) emissions exceeding 900 metric tons per year (MTY) of carbon dioxide equivalents (CO₂e) are the threshold for which a project must be examined for potentially significant contributions to global climate change. The California Air Pollution Control Officers Association (CAPCOA) estimates that to exceed the 900 MTY level, a commercial use would need to be approximately 30,000 square feet (sf) in size. As the proposed project involves operation of a use that is roughly 20% this size, it can readily be estimated that the proposed use's operational emissions will be well under the 900 MTY CO₂e threshold for GHG emissions.

In addition, a number of measures associated with the project as Conditions of Approval or requirements of existing County ordinances will serve to qualitatively reduce GHG. These measures include:

- Design, installation and maintenance of landscaping and irrigation systems for the site in accordance with County Ordinance No. 859, Water Efficient Landscaping.
- Preparation and implementation of a Waste Recycling Program approved by the County Waste Management Department for reduction and recycling of both construction and operational wastes.
- Use of equipment and fixtures that comply with applicable Title 24 energy conservation requirements.
- Project construction activities will conform to all applicable SCAQMD and CARB air quality protection requirements for construction equipment and vehicles.
- Project will comply with all applicable AB 32 / Scoping Plan early implementation measures implemented by the California Air Resources Board (CARB) via the South Coast Air Quality Management District (SCAQMD).

Taken together these project features, conditions and compliance actions will serve to further reduce project GHG emissions below the expected business-as-usual levels that would exist without the project. Therefore, the project will not contribute significant GHG emissions nor will it interfere with implementation of any GHG reduction plans, including California AB 32.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

HAZARDS AND HAZARDOUS MATERIALS Would the project				
22. Hazards and Hazardous Materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				

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

Source: Project Application Materials, Departments of Environmental Health and Fire Review

Findings of Fact:

a-b) During construction of the proposed project, there is a limited potential for accidental release of construction-related products although not in sufficient quantity to pose a significant hazard to people and the environment. The proposed project will not create a hazard to the public or the environment. Impacts would be less than significant.

c) The project has been reviewed by the Riverside County Fire Department for emergency access, and will not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.

d) The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

e) The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

23. Airports	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project result in a safety hazard for people residing or working in the project area?

d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?

Source: Riverside County General Plan Figure S-19 "Airport Locations," GIS database, Project Application Materials

Findings of Fact:

a) The project site is not located within the vicinity of any public or private airport; therefore, the project will not result in an inconsistency with an Airport Master Plan.

b) The project site is not located within the vicinity of any public or private airport; therefore will not require review by the Airport Land Use Commission (ALUC).

c) The proposed project is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and will not result in a safety hazard for people residing or working in the project area.

d) The project is not within the vicinity of a private airstrip, or heliport and would not result in a safety hazard for people residing or working in the project area.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

24. Hazardous Fire Area

a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Source: Riverside County General Plan Figure S-11 "Wildfire Susceptibility," GIS database

Findings of Fact:

a) According to GIS, the project site is not located in a hazardous fire area. No impacts will occur as a result of the proposed project.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

HYDROLOGY AND WATER QUALITY Would the project

25. Water Quality Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County Flood Control District Flood Hazard Report/Condition, Harvest Valley / Winchester Area Plan Figure 11 "Flood Hazards"

Findings of Fact:

- a) The proposed project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site.
- b) The project will not violate any water quality standards or waste discharge requirements, and has been conditioned to comply with standard water quality conditions of approval.
- c) The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.
- d) The project will not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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e) The project will not place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

f) The project will not place structures within a 100 flood hazard area which would impede and/or redirect flows.

g) The proposed project will not violate any water quality standards or waste discharge requirements and it will not substantially deplete or degrade groundwater supplies or interfere substantially with groundwater recharge.

h) The project will not include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors).

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

26. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable <input checked="" type="checkbox"/>	U - Generally Unsuitable <input type="checkbox"/>	R - Restricted <input type="checkbox"/>
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-9 "100- and 500-Year Flood Hazard Zones," Figure S-10 "Dam Failure Inundation Zone," Riverside County Flood Control District Flood Hazard Report/Condition, GIS database

Findings of Fact:

a) The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.

b) The project will not substantially change absorption rates or the rate and amount of surface runoff.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) The project will not place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

d) The project will not cause changes in the amount of surface water in any water body.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

LAND USE/PLANNING Would the project

27. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP, GIS database, Project Application Materials

Findings of Fact:

a) The project would not result in a substantial alteration of the present or planned land of the area.

b) The project does not affect land use within a city sphere of influence or within adjacent city or county boundaries.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

28. Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Land Use Element, Staff review, GIS database

Findings of Fact:

a) The project is consistent with the site's existing zoning General Commercial (C-1/C-P).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) The surrounding zoning is Specific Plan (SP) to the north and west, Light Agriculture - 20 acre minimum (A-1-20) to the south and Rural Residential (R-R) to the east. The project will be compatible with the surrounding zoning classifications.

c) The project site is designated Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) and Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) in the RCIP. Surrounding properties are also designated Open Space: Conservation (OS: C) to the north, Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) and Open Space: Recreation (OS: R) to the south, Community Development: Commercial Tourist (CD: CT) (0.20 - 0.35 Floor Area Ratio) and Rural: Rural Residential (RUR: RR) (5 Acre Minimum) to the east, and Community Development: Medium Density Residential (CD: MDR) (2 - 5 Dwelling Units per Acre) to the west.

d) The project is consistent with current land use designations and the policies of the RCIP.

e) The project will not disrupt or divide the physical arrangement of an established community.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

MINERAL RESOURCES Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
29. Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-5 "Mineral Resources Area"

Findings of Fact:

a) The project site is within an unstudied mineral resource area. Therefore, the significance of a mineral resource deposit is undetermined.

The RCIP identifies policies that encourage protection for existing mining operations and for appropriate management of mineral extraction. A significant impact that would constitute a loss of availability of a known mineral resource would include unmanaged extraction or encroach on existing extraction. No existing or abandoned quarries or mines exist in the area surrounding the project site. The project does not propose any mineral extraction on the project site. Any mineral resources on the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project site will be unavailable for the life of the project; however, the project will not result in the permanent loss of significant mineral resources.

b) The project will not result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

c) The project will not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine.

d) The project will not expose people or property to hazards from proposed, existing or abandoned quarries or mines.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

NOISE Would the project result in

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

30. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

Source: Riverside County General Plan Figure S-19 "Airport Locations," County of Riverside Airport Facilities Map, Project Application Materials

Findings of Fact:

a) The project site is not located within an airport land use plan or within two miles of a public airport or public use airport that would expose people residing on the project site to excessive noise levels.

b) The project is not located within the vicinity of a private airstrip that would expose people residing on the project site to excessive noise levels.

Mitigation: No mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring measures are required.

31. Railroad Noise

NA A B C D

Source: Riverside County General Plan Figure C-1 "Circulation Plan", GIS database

Findings of Fact:

The project site is not located adjacent to a rail line. No impacts will occur as a result of the proposed project.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

32. Highway Noise

NA A B C D

Source: Riverside County General Plan Figure C-1 "Circulation Plan", GIS database

Findings of Fact:

The project site is located approximately 400 feet east of Highway 79. Therefore, due to distance, impacts would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

33. Other Noise

NA A B C D

Source: Project Application Materials, GIS database

Findings of Fact:

No other noise sources have been identified near the project site that would contribute a significant amount of noise to the project.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

34. Noise Effects on or by the Project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials, Riverside County General Plan Noise Element; Riverside County Noise Ordinance No. 847

Findings of Fact:

a) The proposed project will not cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

b) The project might create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. However, all noise generated during project construction and the operation of the site must comply with the County's noise standards, which restricts construction (short-term) and operational (long-term) noise levels. Therefore, any potential noise impact is considered less than significant.

c) The project will not cause exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

d) Persons might be exposed to groundborne vibration or groundborne noise levels during construction and operation of the project; however, to minimize ambient noise levels during construction and operation of the proposed project, construction and operation shall be restricted substantially to daylight hours.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

POPULATION AND HOUSING Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
35. Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials, GIS database, Riverside County General Plan Housing Element

Findings of Fact:

- a) The project will not necessitate the construction or replacement of housing elsewhere.
- b) The project could create a demand for additional housing; however, any demand will be accommodated on the housing market and any development will be required to develop per the General Plan.
- c) The project will not displace any people.
- d) The project site is not located within a County Redevelopment Project Area.
- e) The project will not cumulatively exceed official regional or local population projections.
- f) Development of the proposed project site will have a less than significant impact on inducing substantial population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

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

36. Fire Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Safety Element

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project will have no impact on the demand for Fire services. Prior to the issuance of a certificate of occupancy, the applicant shall comply with the provision of Ordinance No. 659 which requires payment of the appropriate fees set forth in the Ordinance. Ordinance 659 is established to set forth policies, regulations and fees related to the funding and construction of facilities necessary to address the direct a cumulative environmental effect generated by new development projects. With compliance to Ordinance No. 659, impact to Fire services is viewed as less than significant.

Additionally, the project with not result in substantial adverse physical impacts associate with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities. As such, this project will not cause the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response ties or other performance objectives for any of the public services.

Any project subject to Ordinance No. 659 will be conditioned for compliance. Compliance with Ordinance No. 659 is not considered a unique mitigation measure. No additional mitigation is identified or required. (COA: 90.PLANNING.28)

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

37. Sheriff Services

Source: RCIP

Findings of Fact:

The proposed project will have no impact on the demand for Sheriff services. Prior to the issuance of a certificate of occupancy, the applicant shall comply with the provision of Ordinance No. 659 which requires payment of the appropriate fees set forth in the Ordinance. Ordinance 659 is established to set forth policies, regulations and fees related to the funding and construction of facilities necessary to address the direct a cumulative environmental effect generated by new development projects. With compliance to Ordinance No. 659, impact to Sheriff services is viewed as less than significant.

Additionally, the project with not result in substantial adverse physical impacts associate with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities. As such, this project will not cause the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response ties or other performance objectives for any of the public services.

Any project subject to Ordinance No. 659 will be conditioned for compliance. Compliance with Ordinance No. 659 is not considered a unique mitigation measure. No additional mitigation is identified or required. (COA: 90.PLANNING.28)

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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38. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: GIS database

Findings of Fact:

The proposed project is located within the Hemet Unified School District. The impact of the project is considered less than significant.

Additionally, the project will not result in substantial adverse physical impacts associated with the new provision of new or physically altered government facilities or the need for new or physically alter governmental facilities. As such, this project will not cause the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios and performance objectives for any public services.

These projects have been conditioned to comply with School Mitigation Impact fees in order to mitigate the potential effects to school services. This is a standard condition of approval and pursuant to CEQA is not considered mitigation (COA 80.PLANNING.18). Therefore, impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

39. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: RCIP

Findings of Fact:

The proposed project will have no impact on the demand for Library services. Prior to the issuance of a certificate of occupancy, the applicant shall comply with the provision of Ordinance No. 659 which requires payment of the appropriate fees set forth in the Ordinance. Ordinance 659 is established to set forth policies, regulations and fees related to the funding and construction of facilities necessary to address the direct a cumulative environmental effect generated by new development projects. With compliance to Ordinance No. 659, impact to Library services is viewed as less than significant.

Additionally, the project with not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities. As such, this project will not cause construction which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

Any project subject to Ordinance No. 659 will be conditioned for compliance. This is not a unique mitigation measure. No further mitigation measures have been identified; no additional or unique mitigation is required. (COA: 90.PLANNING.28)

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

Monitoring: No monitoring measures are required.

40. Health Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: RCIP

Findings of Fact:

The construction of health service buildings in conjunction with the proposed development is not anticipated. Existing health services facilities will serve the site.

Additionally, the project will no result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities. As such, this project will not cause construction which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

Any project subject to Ordinance No. 659 will be conditioned for compliance. This is not a unique mitigation measure. No further mitigation measures have been identified; no additional or unique mitigation is required. (COA: 90.PLANNING.28)

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

RECREATION

41. Parks and Recreation

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Is the project located within a C.S.A. or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a-b) The proposed project does not include public recreational facilities or require the construction or expansion of recreational facilities as well as it does not include the use of existing neighborhood or regional parks or other recreational facilities.

c) The project is within the Lakeview/Nuevo/Romoland/Homeland County Service Area No. 146. Ordinance No. 460 does not require payment of Quimby fees for commercial / industrial developments.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

42. Recreational Trails

Source: Riverside County Parks, RCIP Figure C-7 "Trails and Bikeway System", Ord. No. 460, Ord. No. 461

Findings of Fact:

The Harvest Valley / Winchester Area Plan indicates that no trails are proposed to be constructed and dedicated along East Newport Road and Winchester Road (Highway 79).

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

TRANSPORTATION/TRAFFIC Would the project

43. Circulation

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Alter waterborne, rail or air traffic?

e) Substantially increase hazards due to a design

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				
f) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP, Transportation Department Review, Ord. No. 348, Ord. No 659

Findings of Fact:

- a) The proposed project site will have a less than significant impact on an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. The project site would not result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads or congestion at intersections.
- b) The project will have a less than significant impact on the level of service standard established by the county congestion management agency for designated road or highways.
- c) The project will have a less than significant impact on circulation that would result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- d) The project site will have no impact on circulation altering waterborne, rail or air traffic.
- e) The proposed project site would have no impact on circulation substantially increasing hazards to a design feature or incompatible uses.
- f) The proposed project site would have less than significant impact on circulation causing an effect upon, or need for new or altered maintenance of roads.
- g) The proposed project site would have a less than significant impact on circulation because there are improvements that are going to be constructed.
- h) The proposed project site would have no impact on circulation resulting in inadequate emergency access or access to nearby uses.
- i) Development of this project will not conflict with adopted policies supporting alternative transportation such as bus turnouts or bicycle racks.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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44. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riverside County Parks, RCIP Figure C-7 "Trails and Bikeway System", Ord. No. 460, Ord. No. 461

Findings of Fact:

The project site is not located near a bike trail.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

UTILITY AND SERVICE SYSTEMS Would the project

45. Water	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Department of Environmental Health Review, Letter from Eastern Municipal Water District (EMWD), dated September 21, 2009 from Linda H. Petersen, Development Coordinator

Findings of Fact:

a) The Eastern Municipal Water District (EMWD) currently services the project with water. The Riverside County Department of Environmental Health has reviewed this project. The project does not require or will not result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

b) There is a sufficient water supply available to serve the project from existing entitlements and resources. This project has been conditioned to comply with the requirements of the Riverside County Department of Environmental Health.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
46. Sewer	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Department of Environmental Health Review

Findings of Fact:

a) This project will require the installation of a septic tank and leach lines. However, do to the large amount of acreage for the overall site; the installation of one (1) septic tank will not cause significant environmental effects.

b) This project has been conditioned to comply with the requirements of the Riverside County Department of Environmental Health.

Mitigation: No mitigation measures are necessary.

Monitoring: No monitoring measures are necessary.

47. Solid Waste	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid wastes (including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: RCIP, Letter from Riverside County Waste Management Division, dated September 24, 2009 from Mirtha Liedl, Planner, Letter from Riverside County Waste Management Division, dated March 4, 2004 from Sung Key Ma, Planner

Findings of Fact:

a) The project will not substantially alter existing or future solid waste generation patterns and disposal services. The landfill that will serve the project has sufficient capacity to accommodate the project's anticipated solid waste disposal needs.

b) The development will comply with federal, state, and local statutes and regulations related to solid wastes. Conditions of Approval 10.PLANNING.34, 80.PLANNING.16 and 90.PLANNING.24 are not considered unique mitigation measures pursuant to CEQA. No additional mitigation is identified or required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation measures are necessary.

Monitoring: No monitoring measures are necessary.

48. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

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

Source: RCIP, Ord. No 517, Ord. No. 659

Findings of Fact:

a-c) The project will require utility services in the form of Electricity, Natural gas, and Telecommunications. Utility service infrastructure is available to the project site and the project is not anticipated to create a need for new facilities.

d) Storm water drainage will be handled on-site.

e-f) Street lighting exists for the access to the project site. Overall, the project will have an incremental impact on the maintenance of public facilities, including roads.

g) The project will not require additional government services.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

49. Energy Conservation

a) Would the project conflict with any adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Project Application Materials

Findings of Fact:

a) The proposed project will not impact any adopted energy conservation plans.

Mitigation: No mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring measures are required.

MANDATORY FINDINGS OF SIGNIFICANCE

50. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal to eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Staff review, Project Application Materials

Findings of Fact:

Implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

51. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Staff review, Project Application Materials

Findings of Fact:

The project does not have impacts which are individually limited, but cumulatively considerable.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
52. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Staff review, Project Application Materials

Findings of Fact:

The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

VI. EARLIER ANALYSES

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

- Earlier Analyses Used, if any: RCIP: Riverside County Integrated Project
- Harvest Valley / Winchester Area Plan
- SCAQMD CEQA Air Quality Handbook
- Letter from Eastern Municipal Water District (EMWD), dated September 21, 2009 from Linda H. Petersen, Development Coordinator
- Letter from Riverside County Waste Management Division, dated September 24, 2009 from Mirtha Liedl, Planner
- Letter from Riverside County Waste Management Division, dated March 4, 2004 from Sung Key Ma, Planner

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

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409

VII. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

CONDITIONAL USE PERMIT Case #: CUP03662

Parcel: 465-190-030

10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is to extend the life of an existing 6.16 net acre swap meet approved under Conditional Use Permit No. 3421 for ten (10) years to February 16, 2021 and relocate previously approved, but never constructed 768 square foot snack bar on a 34.64 gross acre site. All other improvements are existing onsite.

The project site is located in the Community of Winchester of the Harvest Valley / Winchester Area Plan in Western Riverside County; more specifically, northerly of East Newport Road and easterly of Winchester Road (Highway 79).

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY) its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Conditional Use Permit No. 3662. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Conditional Use Permit No. 3662 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Site Plan (Sheets 1-2) for Conditional Use Permit No. 3662, dated October 20, 2010.

APPROVED EXHIBIT B = Project Elevations for Conditional Use Permit No. 3662, dated October 20, 2010.

APPROVED EXHIBIT C = Project Floor Plans for Conditional Use Permit No. 3662, dated October 20, 2010.

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10. GENERAL CONDITIONS

10. EVERY. 3 USE - DEFINITIONS (cont.) RECOMMND

APPROVED EXHIBIT G = Conceptual Grading Plan for
Conditional Use Permit No. 3662, dated October 20, 2010.

10. EVERY. 4 USE - 90 DAYS TO PROTEST RECOMMND

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 2 USE - GIN VARY INTRO RECOMMND

The Conditional Use Permit proposes to extend the life of an existing swap meet approved under CUP03421R1 for ten (10) years and to construct a 768 sq. ft. snack bar on 6.16 acres of a 34.64 gross arce site. All other improvements are existing onsite.

10.BS GRADE. 3 USE - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 USE - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

10.BS GRADE. 5 USE-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge

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10. GENERAL CONDITIONS

10.BS GRADE. 5 USE-G1.4 NPDES/SWPPP (cont.) RECOMMND

Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

10.BS GRADE. 6 USE - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

E HEALTH DEPARTMENT

10.E HEALTH. 1 EMWD POTABLE WATER SERVICE RECOMMND

Conditional Use Permit#3662 is proposing Eastern Municipal Water District (EMWD) potable water service only. It is the responsibility of the developer to ensure that all requirements to obtain potable water service are met with EMWD as well as all other applicable agencies.

Any existing well(s) must be properly removed or abandoned under permit with the Department of Environmental Health (DEH).

10.E HEALTH. 2 SARWQCB CLEARANCE - GEN INFO RECOMMND

If the project's aggregate total estimated daily wastewater discharge is in exceedance of 5000 gallons per day, Santa Ana Regional Water Quality Control Board clearance will be required. Aggregate daily wastewater flows between 3000 gallons per day and 5000 gallons per day will require an advanced treatment unit.

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10. GENERAL CONDITIONS

10.E HEALTH. 3 DEH SITE EVALUATION REQUIRED RECOMMND

The Department of Environmental Health (DEH) Site Evaluation is required. The applicant must ensure that the groundwater detection boring (4 inch perforated pipe installed at a depth that extends at least 10 feet below the proposed leach line trench bottom) is installed for DEH staff to evaluate.

In addition, the applicant must ensure that the job property is clearly identified with a durable placard delineating the site address or APN# as well as ensure that all property corners are clearly staked or marked.

**Please note that if groundwater encroachment is observed, further engineering as well as Regional Water Quality Control Board Clearance may be required.

10.E HEALTH. 5 USE - PERC TEST REQD RECOMMND

For all new proposed onsite wastewater treatment systems (OWTS) and/or advanced treatment unit (ATU); a satisfactory detailed soils percolation test in accordance with the procedures outlined in the Riverside County Department of Environmental Health (DEH) Technical Guidance Manual.

FIRE DEPARTMENT

10.FIRE. 1 USE-#50-BLUE DOT REFLECTOR RECOMMND

Blue retroreflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 2 USE-#23-MIN REQ FIRE FLOW RECOMMND

Minimum required fire flow shall be 1500 GPM for a 2 hour duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site. Fire flow is based on type VB construction.

10.FIRE. 3 USE-#20-SUPER FIRE HYDRANT RECOMMND

Super fire hydrants) (6"x4"x 2-2 1/2") shall be located ot less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel

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10. GENERAL CONDITIONS

10.FIRE. 3 USE-#20-SUPER FIRE HYDRANT (cont.) RECOMMND
ways.

10.FIRE. 4 USE-#25-GATE ENTRANCES RECOMMND

ny gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38 foot turning radius shall be used.

10.FIRE. 5 USE-#88A-AUTO/MAN GATES RECOMMND

Gate(s) shall be automatic operated, minimum 20 feet in width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD RPT 01/20/11 RECOMMND

Conditional Use Permit 3662 is a proposal to extend the life of an existing 6.16 net acre swap meet approved under CUP3421R1 for ten (10) years to February 16, 2021 and relocate previously approved, but never constructed 768 square foot snack bar on 34.64-acre site gross acre site. All improvements are existing onsite. Therefore, this flood hazard report only address the construction of the snack bar. The site is located in the Winchester area, north of Newport Road, east of Winchester Road, and south of Domenigoni Parkway. This case replaces CUP3421R1 due to expiration issues.

This site is impacted by runoff discharged from a 24 or 30-inch CMP under Winchester Road. Due to the alluvial nature of the watershed, a drainage area of 125-acres can be tributary to this site. The swap meet area will have sheet flow crossing the site during storms.

The proposed building shall be floodproofed by elevating

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10. GENERAL CONDITIONS

10.FLOOD RI. 1 USE FLOOD HAZARD RPT 01/20/11 (cont.) RECOMMND

the finished floor a minimum of 18 inches above the highest adjacent ground. Erosion protection shall be provided for mobile home supports and fill slopes.

The development of this project adversely impacts water quality. To mitigate for these impacts, the development must incorporate site design Best Management Practices (BMPs) and source control BMPs, as applicable and feasible, into the project plans. Site design BMPs includes minimizing urban runoff, minimizing impervious footprint and conserving natural areas. Source control BMPs include (but are not limited to) education, activity restrictions and proper maintenance (non-structural) as well as proper design of trash areas, outdoor material storage areas, outdoor work areas, and wash water controls for food preparation areas (structural). Additional information can be found in Sections V.1 and V.2 of the WQMP template.

10.FLOOD RI. 2 USE SITE DSGN&SOURCE CTRL WQMP RECOMMND

The development of this project adversely impacts water quality. To mitigate for these impacts, the development must incorporate site design Best Management Practices (BMPs) and source control BMPs, as applicable and feasible, into the project plans. Site design BMPs includes minimizing urban runoff, minimizing impervious footprint and conserving natural areas. Source control BMPs include (but are not limited to) education, activity restrictions and proper maintenance (non-structural) as well as proper design of trash areas, outdoor material storage areas, outdoor work areas, and wash water controls for food preparation areas (structural). Additional information can be found in Sections V.1 and V.2 of the WQMP template.

10.FLOOD RI. 3 USE 18" ELEVATE FINISH FLOOR RECOMMND

The finished floor of new structures shall be elevated 18 inches above the highest adjacent ground. Any mobile home/premanufactured building shall be placed on a permanent foundation.

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10. GENERAL CONDITIONS

PLANNING DEPARTMENT

10.PLANNING. 1 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

10.PLANNING. 2 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 3 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

10.PLANNING. 5 USE - LAND DIVISION REQUIRED RECOMMND

Prior to the sale of any individual structure as shown on APPROVED EXHIBIT A, a land division shall be recorded in accordance with Riverside County Ordinance No. 460, and any other pertinent ordinance.

10.PLANNING. 6 USE - HOURS OF OPERATION RECOMMND

Use of the facilities approved under this conditional use permit shall be limited to the hours of 6:30 a.m. to 3:00 p.m., Saturday and Sunday in order to reduce conflict with adjacent residential zones and/or land uses.

10.PLANNING. 7 USE - BASIS FOR PARKING RECOMMND

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b),

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10. GENERAL CONDITIONS

10.PLANNING. 7 USE - BASIS FOR PARKING (cont.) RECOMMND

Uncovered sales area: 1 space per 1,000 square feet of uncovered sales area and 1 space per employee.

Currently exists 65,340 square feet of uncovered sales area that requires 66 parking spaces. The project currently provides a total of 115 parking spaces.

10.PLANNING. 8 USE - LIMIT ON SIGNAGE RECOMMND

There is no signage being proposed for this project. Any signage shall be approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

10.PLANNING. 9 USE - NO OUTDOOR ADVERTISING RECOMMND

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

10.PLANNING. 10 USE - NO OFF-ROAD USES ALLOWED RECOMMND

Trail bikes, dune buggies, off-road vehicles and other similar powered apparatus shall not be operated for purposes such as, but not limited to, hill climbing, trail riding, scrambling, racing and riding exhibitions.

10.PLANNING. 11 USE - EXTERIOR NOISE LEVELS RECOMMND

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 45 db(A), 10-minute LEQ, between the hours of 10:00 p.m. to 7:00 a.m., and 65 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. The permit holder shall comply with the applicable standards of Ordinance No. 847.

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10. GENERAL CONDITIONS

10.PLANNING. 12 USE - PREVENT DUST & BLOWSAND RECOMMND

Graded but undeveloped land shall be maintained in a condition so as to prevent a dust and/or blowsand nuisance and shall be either planted with interim landscaping or provided with other wind and water erosion control measures as approved by the Building and Safety Department and the State air quality management authorities.

10.PLANNING. 17 USE - NO RESIDENT OCCUPANCY RECOMMND

No permanent occupancy shall be permitted within the property approved under this conditional use permit as a principal place of residence except the caretaker's dwelling as shown on the APPROVED EXHIBIT A. No person, except the caretaker and members of the caretaker's family, shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

10.PLANNING. 22 USE - CAUSES FOR REVOCATION RECOMMND

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

10.PLANNING. 23 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 24 USE - NO USE PRPSED LIMIT RECOMMND

The balance (undeveloped) portion of the property, APN: 465-190-030, shall be designated as "NO USE PROPOSED", and shall require approval of an appropriate land use application prior to utilization of any additional land uses subject to the requirements of County Ordinance No. 348.

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10. GENERAL CONDITIONS

10.PLANNING. 25 USE - IND OCCUPANT CHANGE RECOMMND

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

10.PLANNING. 28 USE - MT PALOMAR LIGHTING AREA RECOMMND

Within the Mt. Palomar Special Lighting Area, as defined in Ordinance No. 655, low pressure sodium vapor lighting or overhead high pressure sodium vapor lighting with shields or cutoff luminaires, shall be utilized.

10.PLANNING. 29 USE - ORD 810 O S FEE (1) RECOMMND

In accordance with Riverside County Ordinance No. 810, to assist in providing revenue to acquire and preserve open space and habitat, an Interim Open Space Mitigation Fee shall be paid for each development project or portion of an expanded development project to be constructed in Western Riverside County. The amount of the fee for commercial or industrial development shall be calculated on the basis of "Project Area," which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development.

Any area identified as "NO USE PROPOSED" on the APPROVED EXHIBIT shall not be included in the Project Area.

10.PLANNING. 32 USE - 3RD & 5TH DIST DSGN STDS RECOMMND

The permit holder shall comply with the "DESIGN STANDARDS & GUIDELINES, THIRD AND FIFTH SUPERVISORIAL DISTRICTS, COUNTY OF RIVERSIDE, adopted by the Board of Supervisors, July 17, 2001.

10.PLANNING. 33 USE - BUSINESS LICENSING RECOMMND

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department at www.rctlma.org.buslic.

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10. GENERAL CONDITIONS

10.PLANNING. 34

USE - WASTE MGMT CLEARANCE

RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated September 24, 2009, summarized as follows:

The Riverside County Waste Management Department (RCWMD) has reviewed the proposed project located northerly of East Newport Road, easterly of Winchester Road and southerly of Domenigoni Parkway, in the Winchester Zoning Area. The RCWMD issued Conditions of Approval in a letter dated March 4, 2004, referenced below. These Conditions remain valid today and should be incorporated as Conditions of Approval for Conditional Use Permit No. 3421, Revised Permit No. 1.

Any questions, please contact Mirtha Liedl, Planner from the Riverside County Waste Management Department Phone (951) 486-3284.

Waste Management Department (RCWMD) letter dated March 4, 2004:

The Riverside County Waste Management Department has reviewed the proposed project, located on the northeast corner of intersection between Winchester Road and East Newport Road, north of Holland Road and south of Domenigoni Parkway in Winchester. The project is subject to Assembly Bill 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991 (Act). The Act requires that all new commercial and industrial projects provide adequate areas for collecting and loading recyclable materials such as paper products, glass and other recyclables. The standard conditions for these recyclable collection areas are as follows:

1. Prior to building permit issuance, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash

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10. GENERAL CONDITIONS

10.PLANNING. 34 USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

and recycling enclosures shall be accessed by the hauler.

2. Prior to building final inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

Items to be collected for recycling from a residential, commercial or industrial establishment depend on the types of materials available for recycling and the hauler's collection system. The project proponent should work with his permitted refuse hauler to identify which materials may be collected for recycling and on what schedule.

10.PLANNING. 35 USE - LOW PALEO

RECOMMND

According to the County's General Plan, this site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during site development:

1.All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.

2.The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.

3.The applicant shall retain a qualified paleontologist approved by the County of Riverside.

4.The paleontologist shall determine the significance of the encountered fossil remains.

5.Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may

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10. GENERAL CONDITIONS

10.PLANNING. 35 USE - LOW PALEO (cont.)

RECOMMND

expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.

6.If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.

7.Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * The County of Riverside must be consulted on the repository/museum to receive the fossil material prior to being curated.

10.PLANNING. 36 GEN - IF HUMAN REMAINS FOUND

RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left

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10. GENERAL CONDITIONS

10.PLANNING. 36 GEN - IF HUMAN REMAINS FOUND (cont.) RECOMMND

in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 37 GEN - INADVERTANT ARCHAEO FIND RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance,

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10. GENERAL CONDITIONS

10.PLANNING. 37 GEN - INADVERTANT ARCHAEO FIND (cont.) RECOMMND

etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 38 USE - LC LANDSCAPE REQUIREMENT RECOMMND

Prior to the installation or rehabilitation of 2,500 square feet or more of landscaped area, the developer/ permit holder/landowner shall:

1)Submit landscape and irrigation plans to the County Planning Department for review and approval. Such plans shall be submitted as a Minor Plot Plan subject to the appropriate fees and inspections as determined by the County, comply with Ordinance No. 859 and be prepared in accordance with the County of Riverside Guide to California Friendly Landscaping. Emphasis shall be placed on using plant species that are drought tolerant and low water using.

2)Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;

3)Ensure all landscaping is provided with a weather based irrigation controller(s) as defined by County Ordinance No. 859; and,

4)Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,

The developer/permit holder is responsible for the maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the Installation Inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

10.PLANNING. 39 USE - LC LANDSCAPE SPECIES RECOMMND

The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. The list can be found at the following web site

<http://www.rctlma.org/planning/content/devproc/landscape/lan>

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10. GENERAL CONDITIONS

10.PLANNING. 39 USE - LC LANDSCAPE SPECIES (cont.) RECOMMND

scape.html. Use of plant material with a "low" or "very low" water use designation is strongly encouraged.

TRANS DEPARTMENT

10.TRANS. 1 USE - STD INTRO 3(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement

Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. These ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 2 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

10.TRANS. 3 USE - TS/EXEMPT RECOMMND

The Transportation Department has not required a traffic study for the subject project. The Transportation Department has determined that the project is exempt from traffic study requirements.

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20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 2 USE - LIFE OF THE PERMIT RECOMMND

The life of Conditional Use Permit No. 3662 shall terminate on February 16, 2021. This permit shall thereafter be null and void and of no effect whatsoever.

20.PLANNING. 3 USE - REVIEW OPERATION HOURS RECOMMND

One year after issuance of occupancy permit the Planning Director and the Director of Building and Safety shall review this permit to consider the hours of operation. If significant complaints have been received regarding noise and nuisance, the hours of operation of the swap meet may be further restricted.

20.PLANNING. 4 USE - EXPIRATION DATE-CUP RECOMMND

This approval shall be used within two (2) years of the approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within two (2) year period which is thereafter diligently pursued to completion or to the actual occupancy of existing buildings or land under the terms of the authorized use. Prior to the expiration of the two year period, the permittee may request a one (1) year extension of time in which to begin substantial construction or use of this permit. Should the one year extension be obtained and no substantial construction or use of this permit be initiated within three (3) years of the approval date this permit, shall become null and void.

TRANS DEPARTMENT

20.TRANS. 1 USE - CONDITIONAL USE PERMIT RECOMMND

The Conditional Use Permit 3662 is hereby permitted to the life of ten (10) years. The life of this permit shall be terminated in ten years from the effective date of this permit. This permit shall thereafter be null and void and no longer effective whatsoever.

CONDITIONAL USE PERMIT Case #: CUP03662

Parcel: 465-190-030

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G1.4 NPDES/SWPPP

RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

PLANNING DEPARTMENT

60.PLANNING. 7 USE - SKR FEE CONDITION

RECOMMND

Prior to the issuance of a grading permit, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 6.16 acres (net) in accordance with APPROVED EXHIBIT NO. A. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance

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Riverside County LMS
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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 7 USE - SKR FEE CONDITION (cont.) RECOMMND

shall be required.

60.PLANNING. 10 USE - FEE STATUS RECOMMND

Prior to the issuance of grading permits for Conditional Use Permit No. 3662, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

60.PLANNING. 11 USE - GRADING PLAN REVIEW RECOMMND

The permit holder shall submit an application for a grading plan check to be submitted to the County T.L.M.A - Land Use Division for review by the County Planning Department. Said grading plan shall be in conformance with the APPROVED EXHIBITS of this plot plan, in compliance with County Ordinance No. 457, and the conditions of approval.

60.PLANNING. 12 USE - PLANNING DEPT REVIEW RECOMMND

As part of the plan check review of the proposed grading plan for the subject property, the Department of Building and Safety - Grading Division shall submit a copy of the proposed grading plan, along with the applicable Log/Permit Numbers for reference, to the county Planning Department to be reviewed for compliance with the approved site plan.

TRANS DEPARTMENT

60.TRANS. 1 USE-SBMT/APPVD GRADG PLAN/TRAN RECOMMND

When you submit a grading plan to the Department of Building and Safety, a copy of the grading plan shall be submitted and approved by the Transportation Department prior to a grading permit issuance.

Submit required grading plan to the Transportation Department, Plan Check Section, 8th Floor, 4080 Lemon Street, Riverside, CA.

CONDITIONAL USE PERMIT Case #: CUP03662

Parcel: 465-190-030

80. PRIOR TO BLDG PRMT ISSUANCE

E HEALTH DEPARTMENT

80.E HEALTH. 1 C42 CERTIFICATION W/ PLOT PLAN

RECOMMND

Provide a C42 Certification of all existing septic systems along with a detailed contoured plot plan drawn to an appropriate scale showing all required detail as specified in the Department of Environmental Health (DEH) Technical Guide Manual.

80.E HEALTH. 3 USE - SEPTIC PLANS

RECOMMND

The applicant must provide at least three copies of detailed contoured plot plans wet stamped and signed by the Professional of Record (individual or firm who is responsible for the soils percolation report) and drawn to an appropriate scale showing the location of all required detail as specified in the Department of Environmental Health (DEH) Technical Guidance Manual.

80.E HEALTH. 4 USE - FOOD PLANS REQD

RECOMMND

A total of 3 complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with current State and Local regulations.

FIRE DEPARTMENT

80.FIRE. 1 USE-#17A-BLDG PLAN CHECK \$

RECOMMND

Building Plan check deposit base fee of \$1,056.00, shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

80.FIRE. 2 USE-#4-WATER PLANS

RECOMMND

The applicant or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements.

Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

CONDITIONAL USE PERMIT Case #: CUP03662

Parcel: 465-190-030

80. PRIOR TO BLDG PRMT ISSUANCE

FLOOD RI DEPARTMENT

80.FLOOD RI. 1 USE SUBMIT FINAL WQMP

RECOMMND

The development of this project adversely impacts water quality. To mitigate for these impacts, the development must incorporate site design Best Management Practices (BMPs) and source control BMPs, as applicable and feasible, into the project plans. Site design BMPs includes minimizing urban runoff, minimizing impervious footprint and conserving natural areas. Source control BMPs include (but are not limited to) education, activity restrictions and proper maintenance (non-structural) as well as proper design of trash areas, outdoor material storage areas, outdoor work areas, and wash water controls for food preparation areas (structural). Additional information can be found in Sections V.1 and V.2 of the WQMP template.

A copy of the project specific WQMP shall be submitted to the District for review and approval.

PLANNING DEPARTMENT

80.PLANNING. 2 USE - LIGHTING PLANS

RECOMMND

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

80.PLANNING. 3 USE - CONFORM TO ELEVATIONS

RECOMMND

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B.

80.PLANNING. 4 USE - CONFORM TO FLOOR PLANS

RECOMMND

Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT C.

80.PLANNING. 5 USE - ROOF EQUIPMENT SHIELDING

RECOMMND

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

CONDITIONAL USE PERMIT Case #: CUP03662

Parcel: 465-190-030

80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 11 USE - PLANS SHOWING BIKE RACKS RECOMMND

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval.

80.PLANNING. 16 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated March 4, 2004, summarized as follows:

Prior to building permit issuance, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

80.PLANNING. 18 USE - SCHOOL MITIGATION RECOMMND

Impacts to the Hemet Unified School District shall be mitigated in accordance with California State law.

80.PLANNING. 19 USE - FEE STATUS RECOMMND

Prior to issuance of building permits for Conditional Use Permit No. 3662, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

TRANS DEPARTMENT

80.TRANS. 1 USE - R-O-W DEDICATION 1 RECOMMND

Sufficient public street right-of-way along East Newport shall be conveyed for public use to provide for a 59' to 76 foot half-width right-of-way per County Standard No. 93, Ordinance 461.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 1 USE - R-O-W DEDICATION 1 (cont.) RECOMMND

Sufficient public street right-of-way along SH-79 (Winchester Road) shall be conveyed for public use to provide for a 110 foot half-width right-of-way per County Standard No: 82, Ordinance 461.

80.TRANS. 2 USE - MAP CORNER CUT-BACK I RECOMMND

All corner cutbacks shall be applied per Standard 805, Ordinance 461, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit ' C' of the Countywide Design Guidelines.

80.TRANS. 3 USE - ACCESS RESTRICTION/SUR RECOMMND

Lot access shall be restricted on SH-79 (Winchester Road) and so noted on the map.

90. PRIOR TO BLDG FINAL INSPECTION

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE- E.HEALTH CLEARANCE REQ RECOMMND

Environmental Health Clearance prior to final inspection.

90.E HEALTH. 2 USE-FEE STATUS RECOMMND

Prior to final approval, the Environmental Health Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay any outstanding balances. Contact the accounting section at (951) 955-8982.

FIRE DEPARTMENT

90.FIRE. 1 USE-#45-FIRE LANES RECOMMND

The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#27-EXTINGUISHERS RECOMMND

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in

CONDITIONAL USE PERMIT Case #: CUP03662

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90. PRIOR TO BLDG FINAL INSPECTION

90.FIRE. 2 USE-#27-EXTINGUISHERS (cont.) RECOMMND

public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

90.FIRE. 3 USE-#36-HOOD DUCTS RECOMMND

A U.L. 300 hood duct fire extinguishing system must be installed over the cooking equipment. Wet chemical extinguishing system must provide automatic shutdown of all electrical componets and outlets under the hood upon activation. System must be installed by a licensed C-16 contractor. Plans must be submitted with current fee to the Fire Department for review and approval prior to installation.

NOTE: A dedicated alarm system is not required to be installed for the exclusive purpose of monitoring this suppression system. However, a new or pre-existing alarm system must be connected to the extinguishing system. (* separate fire alarm plans must be submitted for connection)

PLANNING DEPARTMENT

90.PLANNING. 3 USE - PARKING PAVING MATERIAL RECOMMND

A minimum of one-hundred and fifteen (115) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be surfaced with asphaltic concrete and decomposed granite to current standards as approved by the Department of Building and Safety.

90.PLANNING. 4 USE - ACCESSIBLE PARKING RECOMMND

A minimum of eight (8) accessible parking spaces for persons with disabilities shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 4 USE - ACCESSIBLE PARKING (cont.) RECOMMND

height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense. Towed vehicles may be reclaimed by telephoning the local sheriff's office."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

90.PLANNING. 8 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

90.PLANNING. 10 USE - INSTALL BIKE RACKS RECOMMND

A bicycle rack with a minimum of two (2) spaces shall be provided in convenient locations to facilitate bicycle access to the project area as shown on APPROVED EXHIBIT A. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans.

90.PLANNING. 11 USE - UTILITIES UNDERGROUND RECOMMND

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

CONDITIONAL USE PERMIT Case #: CUP03662

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 15 USE - TRASH ENCLOSURES

RECOMMND

One (1) trash enclosure which is adequate to enclose a minimum of two (2) bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

90.PLANNING. 16 USE - EXISTING STRUCTURES

RECOMMND

All existing buildings, structures and uses on the entire property shall conform to all the applicable requirements of Ordinance No. 348 and Ordinance No. 457, and the conditions of this permit.

90.PLANNING. 19 USE - WALL & FENCE LOCATIONS

RECOMMND

Wall and/or fence locations shall be in conformance with APPROVED EXHIBIT A.

90.PLANNING. 23 USE - SKR FEE CONDITION

RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection, whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance.

The amount of the fee required to be paid may vary, depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 6.16 acres (net) in accordance with APPROVED EXHIBIT A. If the development is subsequently

CONDITIONAL USE PERMIT Case #: CUP03662

Parcel: 465-190-030

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 23 USE - SKR FEE CONDITION (cont.) RECOMMND

revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 24 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated March 4, 2004, summarized as follows:

Prior to building final inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

90.PLANNING. 25 USE - CONDITION COMPLIANCE RECOMMND

The Department of Building and Safety shall verify that the Development Standards of this approval and all other preceding conditions have been complied with prior to any use allowed by this permit.

90.PLANNING. 27 USE - ORD 810 O S FEE (2) RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Conditional Use Permit No. 3662 is calculated to be 6.16 net acres. In the event Riverside County Ordinance No. 810 is rescinded, this condition will

CONDITIONAL USE PERMIT Case #: CUP03662

Parcel: 465-190-030

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 27 USE - ORD 810 O S FEE (2) (cont.) RECOMMND

no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 28 USE - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Conditional Use Permit No. 3662 has been calculated to be 6.16 net acres.

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

TRANS DEPARTMENT

90.TRANS. 1 USE - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 2

USE - R-O-W DEDICATION 1/SUR

RECOMMND

Sufficient public street right-of-way along East Newport shall be conveyed for public use to provide for a 59' to 76 foot half-width right-of-way per County Standard No. 93, Ordinance 461.

Sufficient public street right-of-way along SH-79 (Winchester Road) shall be conveyed for public use to provide for a 110 foot half-width right-of-way per County Standard No. 82, Ordinance 461.

LAND DEVELOPMENT COMMITTEE
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

DATE: September 14, 2009

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riv. Co. Flood Control District
Riv. Co. Fire Department
Riv. Co. Dept. of Bldg. & Safety – Grading
Riv. Co. Dept. of Bldg. & Safety 2nd Floor
Regional Parks & Open Space District.
Riv. Co. Environmental Programs Dept.

P.D. Trails Coordinator – J. Jolliffe
P.D. Geology Section-D. Jones
Riverside Transit Agency
Riv. Co. Sheriff's Dept.
Riv. Co. Waste Management Dept.
3rd District Supervisor
3rd District Planning Commissioner
Valley-Wide Recreation & Parks Dist.

County Service Area #146 c/o EDA
Eastern Municipal Water Dist.
CALTRANS District #8
Reg. Water Qlty. Ctrl. Brd. San Diego
U.S. Postal Service (San Bernardino)
Southern California Edison
Southern California Gas Co.

CONDITIONAL USE PERMIT NO. 3421, REVISED PERMIT NO. 1 - EA42193 - Applicant: Zeny Ward - Third Supervisorial District - Winchester Zoning Area - Winchester/Harvest Valley Area Plan - Commercial Retail (CR) and Commercial Tourist (CT) - Location: Northerly of Newport Road, easterly of Winchester Road, and southerly of Domenigoni Parkway - 34.64 Acres - Rural Residential (R-R) and General Commercial (C-1/C-P) - REQUEST: The **Conditional Use Permit proposes to extend the life of an existing Swap Meet for ten (10) years and to relocate the proposed pad of a previously approved 768 sq. ft. snack bar on 6.16 acres of a 34.64 gross acre site. All other improvements are existing onsite. - APN: 465-190-030 - Related Cases: CUP03421**

Please review the attached map(s) and/or exhibit(s) for the above-described project. This case is scheduled for a **LDC meeting on October 15, 2009**. All LDC Members please have draft conditions in the Land Management System on or before the above date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and DENY the routing on or before the above date. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing.

All other transmitted entities, please have your comments, questions and recommendations to the Planning Department on or before the above date. Your comments/recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this project, please do not hesitate to contact **Jeff Horn**, Project Planner, at **(951) 955-4641** or email at jhorn@rctlma.org / **MAILSTOP# 1070**.

COMMENTS:

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.

CUTU 572111



September 21, 2009

Board of Directors

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Randy A. Record

Legal Counsel

Redwine and Sherrill

County of Riverside
Planning Department
PO Box 1409
Riverside, Ca. 92502-1409

Attn. Jeff Horn

The County of Riverside has requested EMWD to review and comment on APN 465-190-030.

EMWD requires beginning dialogue with the applicant at or before the tentative phase of a project, in order to assess the infrastructure needs. Accordingly, we offer to meet with developers/engineers for one initial due-diligence meeting, without requiring a deposit. This meeting is to review your project and determine potential service from EMWD. The objective is to provide a forum to resolve any questions about our development process and help to determine if there are any potential issues that may exist in the area concerning EMWD facilities. No improvement plans will be accepted until this pre-project phase is completed and an EMWD Plan of Service has been approved.

In order to set up a Due Diligence meeting we need:

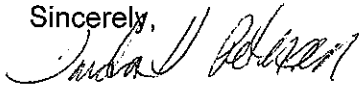
- 1- A completed Due Diligence questionnaire.
- 2- Your proposed agenda for the due-diligence meeting
- 3- Location Map
- 4- Proposed development plan layout if available (hard copy and JPEG format)

I encourage developers/engineers to become familiar with EMWD New Development processes, while designing your project. They have been developed over many years and serve a great importance as they can prevent complications and save time.

More information can be found at http://www.emwd.org/new_biz/new-biz-dev.html

If at any point in time there are questions or concerns, please do not hesitate to contact me.

Sincerely,



Linda H. Petersen
Development Coordinator ex. 4310
Petersel@emwd.org

cc: Zeny Ward



Riverside County
Waste Management Department

Hans W. Kernkamp, General Manager-Chief Engineer

September 24, 2009

Jeff Horn, Project Planner
Riverside County Planning Department
P.O. Box 1409
Riverside, CA 92502-1409

**RE: Conditional Use Permit No. 3421R1 — Extend the life of an existing Swap Meet for 15 years and to construct a 768 sq. ft. snack bar on 6.16 acres of a 34.64 acre site
APN: 465-190-030**

Dear Mr. Horn:

The Riverside County Waste Management Department (RCWMD) has reviewed the proposed project located northerly of Newport Road, easterly of Winchester Road, and southerly of Domenigoni Parkway, in the Winchester Zoning Area. The RCWMD issued Conditions of Approval in a letter dated March 4, 2004, which is attached. These Conditions remain valid today and should be incorporated as Conditions of Approval for Conditional Use Permit No. 3421R1

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (951) 486-3284.

Sincerely,

Mirtha Liedl, Planner

PD#82169



Riverside County
Waste Management Department

Hans W. Kernkamp, General Manager-Chief Engineer

March 4, 2004

Ebru Ozdil, Project Planner
Riverside County Planning Department
39493 Los Alamos Road
Murrieta, CA 92563

RE: Conditional Use Permit No. 3421 — A SWAP Meet with a Snack Bar Structure

Dear Ms. Ozdil:

The Riverside County Waste Management Department has reviewed the proposed project, located on the northeast corner of intersection between Winchester Road and East Newport Road, north of Holland Road and south of Domenigoni Parkway in Winchester. The project is subject to Assembly Bill 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991 (Act). The Act requires that all new commercial and industrial projects provide adequate areas for collecting and loading recyclable materials such as paper products, glass and other recyclables. The standard conditions for these recyclable collection areas are as follows:

Prior to building permit issuance, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to *Design Guidelines for Recyclables Collection and Loading Areas*, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage.

Prior to building final inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department, and as verified by the Riverside County Building and Safety Department through site inspection.

Items to be collected for recycling from a residential, commercial or industrial establishment depend on the types of materials available for recycling and the hauler's collection system. The project proponent should work with his permitted refuse hauler to identify which materials may be collected for recycling and on what schedule.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (909) 486-3283.

Sincerely,

Sung Key Ma
Planner

721 107
0005122

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Planning Department
Ron Goldman · Planning Director

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- PLOT PLAN
- REVISED PERMIT
- CONDITIONAL USE PERMIT
- PUBLIC USE PERMIT
- TEMPORARY USE PERMIT
- VARIANCE

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: CUPD3662 DATE SUBMITTED: 7/30/09

APPLICATION INFORMATION

Applicant's Name: Zeny Ward E-Mail: _____

Mailing Address: 2571 Yucca Rd.
Oceanside, Ca 92054
Street City State ZIP

Daytime Phone No: (760) 966 7409 Fax No: (760) 966 7409 - same as phone

Engineer/Representative's Name: _____ E-Mail: _____

Mailing Address: _____
Street City State ZIP

Daytime Phone No: (____) _____ Fax No: (____) _____

Property Owner's Name: ZENY WARD E-Mail: _____

Mailing Address: 2571 YUCCA RD
Oceanside CA 92054
Street City State ZIP

Daytime Phone No: (760) 966 7409 Fax No: (____) SAME

If the property is owned by more than one person, attach a separate page that reference the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

APPLICATION FOR LAND USE AND DEVELOPMENT

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

All signatures must be originals ("wet signed"). Photocopies of signatures are **not** acceptable.

Zeny Ward
PRINTED NAME OF APPLICANT

[Signature]
SIGNATURE OF APPLICANT

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

Zeny Ward
PRINTED NAME OF PROPERTY OWNER(S)

[Signature]
SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

If the property is owned by more than one person, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

See attached sheet(s) for other property owners signatures.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 465190030

Section: 34 Township: 55 Range: 2W

Approximate Gross Acreage: Project AREA 6.16 ac / Total 34.64 ac

General location (nearby or cross streets): North of Newport Rd, South of Patterson, East of Winchester, West of Windsor

Thomas Brothers map, edition year, page number, and coordinates: B69 F2

APPLICATION FOR LAND USE AND DEVELOPMENT

Proposal (describe project, indicate the number of proposed lots/parcels, units, and the schedule of the subdivision, Vesting Map, PRD):

Extending the time for the CUPO3421
for 10 more years
15

Related cases filed in conjunction with this request:

Is there a previous development application filed on the same site: Yes No

If yes, provide Case No(s). CUPO3421 (Parcel Map, Zone Change, etc.)

E.A. No. (if known) 39381 E.I.R. No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a copy: _____

Is water service available at the project site: Yes No

If "No," how far must the water line(s) be extended to provide service? (No. of feet/miles) _____

Will the proposal eventually require landscaping either on-site or as part of a road improvement or other common area improvements? Yes No

Is sewer service available at the site? Yes No

If "No," how far must the sewer line(s) be extended to provide service? (No. of feet/miles) _____

Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet? Yes No

How much grading is proposed for the project site?

Estimated amount of cut = cubic yards: 0

Estimated amount of fill = cubic yards 0

Does the project need to import or export dirt? Yes No

Import _____ Export _____ Neither _____

APPLICATION FOR LAND USE AND DEVELOPMENT

What is the anticipated source/destination of the import/export? N/A

What is the anticipated route of travel for transport of the soil material? N/A

How many anticipated truckloads? N/A truck loads.

What is the square footage of usable pad area? (area excluding all slopes) 6.16 AC sq. ft.

Is the development proposal located within 8½ miles of March Air Reserve Base? Yes No

If yes, will any structure exceed fifty-feet (50') in height (above ground level)? Yes No

Does the development project area exceed more than one acre in area? Yes No

Is the development project located within any of the following watersheds (refer to Riverside County Land Information System (RCLIS) (<http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html>) for watershed location)?

- Santa Ana River Santa Margarita River San Jacinto River Whitewater River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5 requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted as complete without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that:

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. Please list the location of the hazardous waste site(s) on an attached sheet.

Owner/Representative (1) _____ Date _____

Owner/Representative (2) _____ Date _____

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN, certify that on 1/19/2011

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers CUPO366Z For

Company or Individual's Name Planning Department;

Distance buffered 1600'

Pursuant to application requirements furnished by the Riverside County Planning Department, Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

NAME: Vinnie Nguyen

*Checked by: Walden
Exp: 7.19.11*

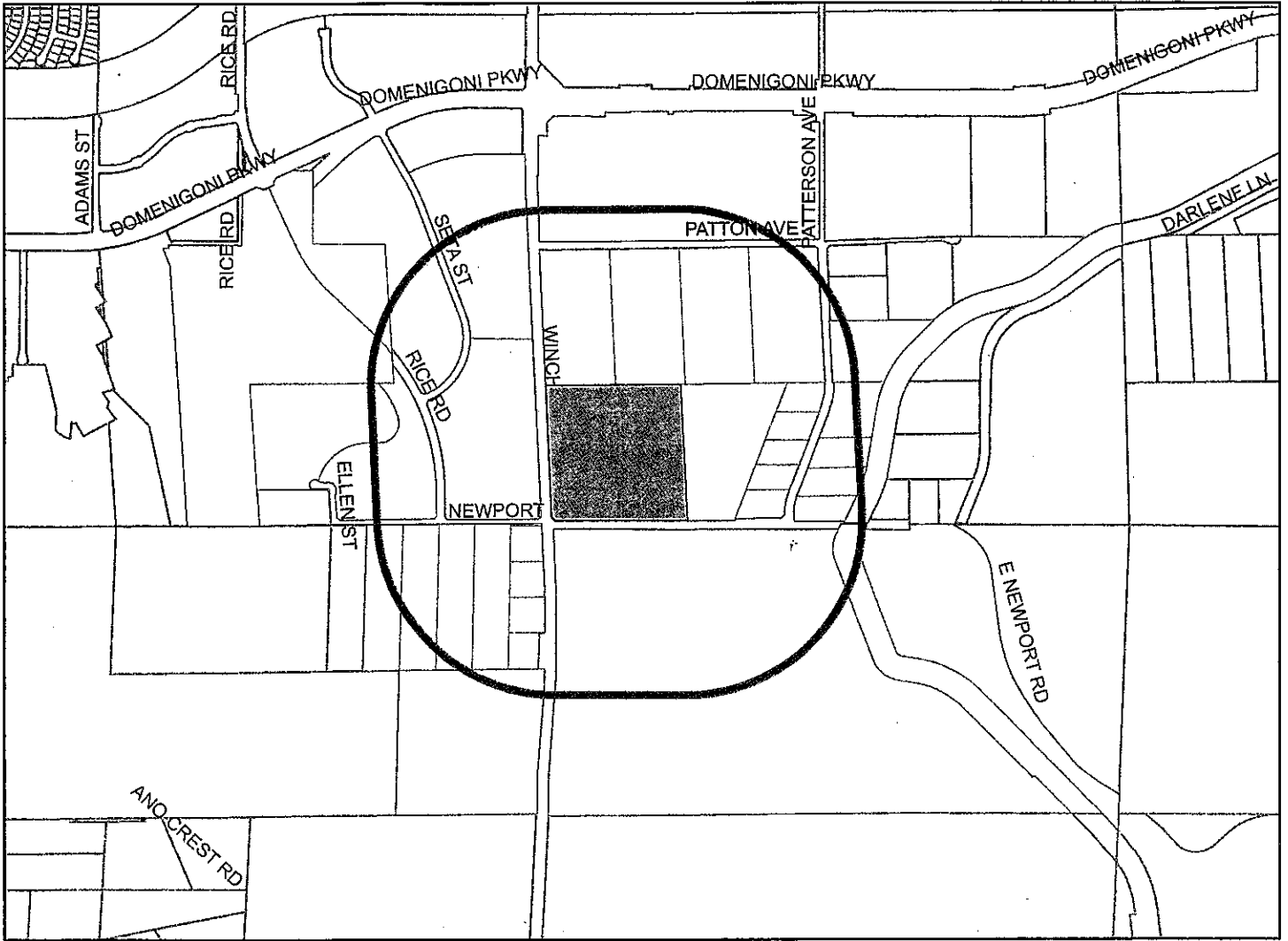
TITLE GIS Analyst

ADDRESS: 4080 Lemon Street 2nd Floor

Riverside, Ca. 92502

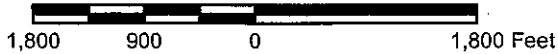
TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

1600 feet buffer



Selected Parcels

465-190-063	466-050-004	466-050-006	461-210-020	465-190-057	465-190-060	465-190-059	465-190-058	466-050-011	466-050-010
466-050-009	466-050-017	465-190-065	465-180-016	465-190-064	465-190-062	466-050-013	465-190-071	465-190-066	465-190-069
465-190-031	466-050-007	465-190-070	466-060-037	466-060-035	466-060-009	465-190-041	461-220-007	461-210-019	461-220-003
461-220-004	461-220-005	461-220-006	465-190-072	465-190-068	466-050-015	466-050-005	465-190-067	465-190-030	



Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

APN: 465190063, ASMT: 465190063
ALLAN R CALL
P O BOX 1466
ROMOLAND CA 92585

APN: 465190065, ASMT: 465190065
DIANE M LANDRY
P O BOX 711
WINCHESTER CA 92596

APN: 466050004, ASMT: 466050004
ARNOLD M FRANCO, ETAL
4081 LINCOLN AVE
HEMET CA 92544

APN: 465180016, ASMT: 465180016
EASTERN MUNICIPAL WATER DIST
P O BOX 8300
PERRIS CA 92572

APN: 466050006, ASMT: 466050006
BONNIE J MACDONALD
25957 CLEARVIEW DR
HEMET CA 92544

APN: 465190064, ASMT: 465190064
EFREN PEREZ, ETAL
29765 PATTERSON AVE
WINCHESTER CA. 92596

APN: 461210020, ASMT: 461210020
BRIDGES CLV
C/O ANDREW P COOK
2392 MORSE AVE
IRVINE CA 92614

APN: 465190062, ASMT: 465190062
FEDERAL NATL MORTGAGE ASSN
C/O RECONTRUST CO
1800 TAPO CANYON SV2202
SIMI VALLEY CA 93063

APN: 465190058, ASMT: 465190058
BRUCE ALLEN
C/O COOPER AND COMPANY INC
13661 166TH ST
BONNER SPRINGS KS 66012

APN: 466050013, ASMT: 466050013
JACK D STIEFEL
32760 HOLLAND RD
WINCHESTER CA 92596

APN: 466050009, ASMT: 466050009
CAS DEV
PMB 519
668 N COAST HWY
LAGUNA BEACH CA 92651

APN: 465190071, ASMT: 465190071
JAIME SERRANO, ETAL
P O BOX 1024
WINCHESTER CA 92596

APN: 466050017, ASMT: 466050017
COUNTY OF RIVERSIDE
C/O REAL ESTATE DIVISION
3403 10TH ST STE 500
RIVERSIDE CA 92501

APN: 465190066, ASMT: 465190066
JAMES W FUTCHER, ETAL
28032 WHISPENWOOD DR
MENIFEE CA 92584



APN: 465190069, ASMT: 465190069
JUDY J CARTER
P O BOX 58
WINCHESTER CA 92596

APN: 465190068, ASMT: 465190068
RODNEY L JANOUSEK, ETAL
P O BOX 31
WINCHESTER CA 92596

APN: 465190031, ASMT: 465190031
MARY DEE ROBINSON
32770 ST ANDREWS DR
THOUSAND PALMS CA 92276

APN: 466050015, ASMT: 466050015
RUBY M BISSETT
4116 TEE RD
SARASOTA FL 34235

APN: 466050007, ASMT: 466050007
MATT DAHL
8052 SUNDANCE LN
LA PALMA CA 90623

APN: 466050005, ASMT: 466050005
SUSAN SANCHEZ, ETAL
C/O SUSAN SANCHEZ
9413 CECILIA ST
DOWNEY CA 90241

APN: 465190070, ASMT: 465190070
MICHAEL A CORTES
31120 AARON RD
WINCHESTER CA 92596

APN: 465190067, ASMT: 465190067
WALTER CAPPS, ETAL
29905 PATTERSON AVE
WINCHESTER CA. 92596

APN: 465190041, ASMT: 465190041
MWD
C/O ASSEST MANAGEMENT
P O BOX 54153
LOS ANGELES CA 90054

APN: 465190030, ASMT: 465190030
ZENY WARD
2571 YUCCA RD
OCEANSIDE CA 92054

APN: 461220006, ASMT: 461220006
RANCON CROSSROADS
41391 KALMIA ST NO 200
MURRIETA CA 92562

APN: 465190072, ASMT: 465190072
REMEDIOS C ABE, ETAL
C/O REMIE FREEMAN
3369 ORANGE AVE
SAN DIEGO CA 92104



ATTN: Nate Picket
CALTRANS District #8
464 W. 4th St., 6th Floor
Mail Stop 728
San Bernardino, CA 92401-1400

Centralized Correspondence,
Southern California Gas Company
P.O. Box 3150
San Dimas, CA 91773

ATTN: Elizabeth Lovsted
Eastern Municipal Water District
2270 Trumble Rd.
P.O. Box 8300
Perris, CA 92570

Growth Managment,
U.S. Postal Service
P.O. Box 19001
San Bernardino, CA 92423

ATTN: Michael McCann / David Barker
Reg.Water Quality Control Board #9
San Diego
9174 Sky Park Court, Suite 100
San Diego, CA 92123-4340

Southern California Edison
2244 Walnut Grove Ave., Rm 312
P.O. Box 600
Rosemead, CA 91770

ATTN: Jeffrey R. Leatherman,
General Manager
Valley-Wide Recreation & Park District
901 W. Esplanade
P.O. Box 907
San Jacinto, CA 92582

Applicant:
Zeny Ward
2571 Yucca Road
Oceanside, CA 92054

Engineer:
Carlos Ortuno
1517 Black Walnut Drive
San Elijo Hills, CA 92078-7985

Owner:
Zeny Ward
P.O. Box 298
Winchester, CA 92596



RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna
Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: EA42193, Conditional Use Permit No. 3662

Based on the Initial Study, it has been determined that the proposed project, subject to the proposed mitigation measures, will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment and Conditions of Approval)

COMPLETED/REVIEWED BY:

By: Christian Hinojosa Title: Project Planner Date: January 20, 2011

Applicant/Project Sponsor: Zeny Ward Date Submitted: August 7, 2009

ADOPTED BY: Other

Person Verifying Adoption: _____ Date: _____

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:

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

For additional information, please contact Christian Hinojosa at (951) 955-0972.

Revised: 10/16/07
Y:\Planning Master Forms\CEQA Forms\Mitigated Negative Declaration.doc

Please charge deposit fee case#: ZEA42193 ZCFG05548

FOR COUNTY CLERK'S USE ONLY



RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna
Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

EA42193, Conditional Use Permit No. 3662

Project Title/Case Numbers

Christian Hinojosa
County Contact Person

(951) 955-0972
Phone Number

N/A
State Clearinghouse Number (if submitted to the State Clearinghouse)

Zeny Ward
Project Applicant

2571 Yucca Road; Oceanside, CA 92054
Address

Northerly of East Newport Road and easterly of Winchester Road (Highway 79)
Project Location

The proposes to extend the life of an existing 6.16 net acre swap meet approved under Conditional Use Permit No. 3421 for ten (10) years to February 16, 2021 and relocate previously approved, but never constructed 768 square foot snack bar on a 34.64 gross acre site. All other improvements are existing onsite.
Project Description

This is to advise that the Riverside County Planning Commission, as the lead agency, has approved the above-referenced project on February 16, 2011, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. A Negative Declaration was prepared for the project pursuant to the provisions of the California Environmental Quality Act (\$2,044.00 + \$64.00).
3. Mitigation measures WERE NOT made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS NOT adopted.
5. A statement of Overriding Considerations WAS NOT adopted for the project.

This is to certify that the Negative Declaration, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Signature

Project Planner

Title

January 20, 2011

Date

Date Received for Filing and Posting at OPR: _____

DM/rj
Revised 8/25/2009
Y:\Planning Master Forms\CEQA Forms\NOD Form.doc

Please charge deposit fee case#: ZEA42193 ZCFG05548 .

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

J* REPRINTED * R0911391

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38686 El Cerrito Rd
Indio, CA 92211
(760) 863-8271

Received from: WARD ZENY \$64.00
paid by: CK 2408
CA FISH AND GAME FOR EA42193
paid towards: CFG05548 CALIF FISH & GAME: DOC FEE
at parcel: 33280 NEWPORT RD WINC
appl type: CFG3

By _____ Aug 07, 2009 16:59
GLKING posting date Aug 07, 2009

Account Code	Description	Amount
658353120100208100	CF&G TRUST: RECORD FEES	\$64.00

Overpayments of less than \$5.00 will not be refunded!

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

J* REPRINTED * I1100157

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38686 El Cerrito Rd
Indio, CA 92211
(760) 863-8271

Received from: WARD ZENY \$2,044.00
paid by: VI 04529C
CA FISH AND GAME FOR EA42193
paid towards: CFG05548 CALIF FISH & GAME: DOC FEE
at parcel: 33280 NEWPORT RD WINC
appl type: CFG3

By _____ Jan 20, 2011 08:43
JCMITCHE posting date Jan 20, 2011

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$2,044.00

Overpayments of less than \$5.00 will not be refunded!

Agenda Item No.: 3.4
Area Plan: Jurupa
Zoning District: Pedley
Supervisorial District: Second
Project Planner: Christian Hinojosa
Planning Commission: February 16, 2011
Continued From: January 5, 2011

ENVIRONMENTAL IMPACT REPORT NO. 505
TENTATIVE PARCEL MAP NO. 36192
Applicant: WCP Deanza, LLC
Engineer/Representative: Albert A. Webb
Associates

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

Environmental Impact Report No. 505 analyzes the potential environmental impacts of Tentative Parcel Map No. 36192.

Tentative Parcel Map No. 36192 is a Schedule 'E' subdivision of 68.05 gross (67.36 net) acres into twenty (20) industrial parcels and four (4) lettered lots for ingress/egress, open space and detention basin purposes. The proposed subdivision also includes architectural design guidelines and a trail that will run along the northern boundary of the Project site in the riparian area. The trail is proposed to be a minimum of 10 feet wide with total easement of 20 feet minimum.

The project site is located in the Community of Pedley of the Jurupa Area Plan in Western Riverside County; more specifically, northerly of the Union Pacific Railroad, southerly of Limonite Avenue, easterly of Pedley Road and westerly of Clay Street.

FURTHER PLANNING CONSIDERATIONS:

January 5, 2011

The project was continued from the January 5, 2011 Planning Commission in order to allow the Applicant and EIR Consultant additional time to properly address the South Coast Air Quality Management District (SCAQMD) letter, dated January 4, 2011 presented at public hearing. A written response, dated January 18, 2011 has been prepared and attached for reference.

BACKGROUND:

Development of individual buildings is not proposed at this time. However, development of the proposed subdivision will not exceed 889,502 square feet of light industrial and business park building area which, at full occupancy would support approximately 900 employees. Environmental Impact Report No. 505 analyzed a maximum building square footage of 889,502 with a floor area ratio of 0.60 (Light Industrial requires a 0.25 - 0.60 floor area ratio).

ISSUES OF POTENTIAL CONCERN:

Environmental Impacts (EIR00505):

The project has been designed or conditioned to mitigate most environmental impacts to below a level of significance. However, the Riverside County Planning Commission will be required to adopt a statement of overriding findings for the following unavoidable adverse impacts:

Air Quality (cumulative impacts: indirect) – In the long-term, the project's vehicular-related emissions would contribute to the regional inability to attain the ozone standard based on SCAQMD's established significance levels for Mobile Source Emissions.

D.M.

SUMMARY OF FINDINGS:

- | | |
|--|---|
| 1. Existing Land Use (Ex. #1): | Vacant Land, formerly the Northwest Pipe Company |
| 2. Surrounding Land Use (Ex. #1): | Commercial to the north, the Union Pacific Railroad and vacant land to the south, vacant land, commercial and single family residences to the east, and vacant land, industrial and single family residences to the west. |
| 3. Existing Zoning (Ex. #2): | Manufacturing-Service Commercial (M-SC) |
| 4. Surrounding Zoning (Ex. #2): | Manufacturing-Service Commercial (M-SC) and Scenic Highway Commercial (C-P-S) to the north, Manufacturing-Heavy (M-H) to the south, Industrial Park (I-P) to the east, and Manufacturing-Service Commercial (M-SC) to the west. |
| 5. General Plan Land Use (Ex. #5): | Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) |
| 6. Surrounding General Plan Land Use (Ex. #5): | Community Development: Business Park (CD: BP) (0.25 – 0.60 Floor Area Ratio) to the north, south, east and west. |
| 7. Project Data: | Total Acreage: 68.05 Gross / 67.36 Net
Total Proposed Lots: 20 Industrial / 4 Letter
Proposed Schedule Subdivision: 'E' |
| 8. Environmental Concerns: | See attached Environmental Impact Report No. 505 |

RECOMMENDATIONS:

ADOPTION of **RESOLUTION NO. 2011-05** for **ENVIRONMENTAL IMPACT REPORT NO. 505**, which has been completed in compliance with CEQA Guidelines;

CERTIFICATION of **ENVIRONMENTAL IMPACT REPORT NO. 505**, based on the findings incorporated in the staff report, and subject to resolution adoption by the Planning Commission certifying the Environmental Impact Report; and,

APPROVAL of **TENTATIVE PARCEL MAP NO. 36192**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

CONCLUSIONS:

1. The proposed project is in conformance with the Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) land use designation, and with all other elements of the Riverside County General Plan.

2. The proposed project is consistent with the Manufacturing-Service Commercial (M-SC) zoning classification of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348.
3. The proposed subdivision is consistent with the Schedule 'E' map requirements of Ordinance No. 460, and with other applicable provisions of Ordinance No. 460.
4. The proposed project is compliant with the adopted policies of the Jurupa Valley Redevelopment Project Area (JVPA) (Pedley sub-area).
5. The public's health, safety and general welfare are protected through project design.
6. The proposed project is compatible with the present and future logical development of the area.
7. The proposed project will not preclude reserve design for the Multi-Species Habitat Conservation Plan (MSCHP).
8. The Environmental Impact Report has determined that most potential adverse impacts can be mitigated to a level of less than significant by the recommended mitigation measures. However, the Riverside County Planning Commission will be required to adopt a statement of overriding findings for unavoidable impacts to Air Quality.

FINDINGS: The following findings are in addition to those incorporated in the summary of findings, and in the attached environmental impact report, which is incorporated herein by reference.

1. The project site is designated Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) on the Jurupa Area Plan.
2. The proposed use, industrial parcels, is a permitted use in the Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) land use designation.
3. The project site is surrounded by properties which are designated Community Development: Business Park (CD: BP) (0.25 - 0.60 Floor Area Ratio) to the north, south, east and west.
4. The zoning for the subject site is Manufacturing-Service Commercial (M-SC).
5. The proposed use, industrial parcels, is permitted subject to approval of a tentative parcel map in the Manufacturing-Service Commercial (M-SC) zone.
6. The proposed use, industrial parcels, is consistent with the development standards set forth in the Manufacturing-Service Commercial (M-SC) zone.
7. The project site is surrounded by properties which are zoned Manufacturing-Service Commercial (M-SC) and Scenic Highway Commercial (C-P-S) to the north, Manufacturing-Heavy (M-H) to the south, Industrial Park (I-P) to the east, and Manufacturing-Service Commercial (M-SC) to the west.
8. Within the vicinity of the proposed project there is commercial to the north, the Union Pacific Railroad and vacant land to the south, vacant land, commercial and single family residences to the east, and vacant land, industrial and single family residences to the west.

9. The improvements proposed for the subdivision are consistent with the Schedule 'E' map requirements of Ordinance No. 460.
10. The Redevelopment Development Agency (RDA) has reviewed the proposed project and has determined that the project is compliant with the objectives of the Jurupa Valley Redevelopment Project Area (JVPA) (Pedley sub-area).
11. The project site is located within the boundaries of the Riverside Municipal Airport Influence Area Zones D and E. On July 10, 2009, the project was reviewed by the Riverside County Airport Land Use Commission (ALUC) and was found to be consistent with the 2005 Riverside Municipal Airport Land Use Compatibility Plan.
12. This project is not located within a Criteria Area of the Multi-Species Habitat Conservation Plan.
13. Environmental Impact Report No. 505 identified the following potentially significant impacts:
 - a. Air Quality
 - b. Biological Resources
 - c. Cultural Resources
 - d. Geology/Soils
 - e. Greenhouse Gas Emissions
 - f. Hazards & Hazardous Materials
 - g. Hydrology/Water Quality
 - h. Noise
 - i. Transportation/Traffic

These listed impacts will be fully mitigated by the measures indicated in the environmental impact report, conditions of approval, and attached letters. Air Quality could not be mitigated to a level of less than significant; as such, the adoption of overriding findings is recommended as it has been determined that the benefits of the project outweigh and render acceptable those impacts identified in EIR00505.

INFORMATIONAL ITEMS:

1. As of this writing, no letters, in support or opposition have been received.
2. The project site is not located within:
 - a. An Area subject to the Mt. Palomar Lighting Ordinance No. 655;
 - b. A City of Sphere of Influence;
 - c. The SKR Fee Area (Ordinance No. 663.10);
 - d. An Agriculture Preserve;
 - e. A WRCMSHCP Criteria Cell;
 - f. A High Fire area; or,
 - g. A County Fault Zone.
3. The project site is located within:

- a. The Boundaries of the Jurupa Area Plan;
 - b. An MSHCP Fee Area (Ordinance No. 810);
 - c. A Development Impact Fee Area (Ordinance No. 659);
 - d. The Jurupa Community Service District;
 - e. The Riverside Municipal Airport Influence Area Zones D and E;
 - f. An Area Required Flood Plain Review;
 - g. A Circulation Element Right-Of-Way (Major 118' ROW);
 - h. The Jurupa Valley Redevelopment Project Area (JVPA) (Pedley sub-area);
 - i. A Partially Low and High Paleontological Potential (High A);
 - j. An Area High Liquefaction Potential;
 - k. An Area Susceptible to Subsidence; and,
 - l. The boundaries of the Jurupa Unified School District.
4. The subject site is currently designated as Assessor's Parcel Numbers 163-400-001 and 163-400-002.
 5. This project was filed with the Planning Department on June 22, 2009 for PM36192 and November 5, 2007 for EIR00505.
 6. This project was reviewed by the Land Development Committee 2 times on the following dates July 30, 2009 and December 10, 2009.
 7. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$78,110.44.

**RESOLUTION NO. 2011-05
CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 505
AND APPROVING
TENTATIVE PARCEL MAP NO. 36192**

WHEREAS, pursuant to the provisions of Government Code Section 65450 et. seq., a public hearing was held before the Riverside County Planning Commission in Riverside, California on January 5, 2011 and February 16, 2011 to consider Tentative Parcel Map No. 36192.

WHEREAS, all the provisions of the California Environmental Quality Act (CEQA) and Riverside County CEQA implementing procedures have been satisfied, and Environmental Impact Report (EIR) No. 505, prepared in connection with Tentative Parcel Map No. 36192 (collectively referred to alternatively herein as "the Project"), is sufficiently detailed so that all of the potentially significant effects of the Project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with the above-referenced Act and Procedures; and,

WHEREAS, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Planning Commission of the County of Riverside, in regular session assembled on February 16, 2011 that:

Tentative Parcel Map No. 36192 is a Schedule E subdivision of 68.05 gross (67.36 net) acres into 20 industrial parcels (including parcels 8a and 12a) and four (4) lettered lots for ingress/egress, open space and detention basin purposes. Development of individual buildings is not proposed at this time. However, development of the proposed Project will not exceed 889,502 square feet of light industrial and business park building area which, at full occupancy would support approximately 900 employees. The proposed Project will include a trail that will run along the northern boundary of the Project site in the riparian area. The trail is proposed to be a minimum of 10 feet wide with total easement of 20 feet minimum.

FORM APPROVED COUNTY COUNSEL
BY: *[Signature]*
LUCASIA MCKENNA
DATE: *2/16/11*

1 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that the
2 following environmental impacts associated with the Project are potentially significant unless otherwise
3 indicated, but each of these impacts will be avoided or substantially lessened by the identified mitigation
4 measures:

5 A. Aesthetics

6 1. Impacts.

7 The views from the Project site include Pedley Hills to the north, Mount
8 Rubidoux to the east and Arlington Mountains to the south. The Project
9 will result in a substantial change in views from vacant land to light
10 industrial/business park uses. While, the visual change would be
11 noticeable, impacts would be less than significant as the Project site and
12 surrounding areas are designated for industrial land uses. In addition, the
13 future development of building sites within the Project will be required to
14 comply with County height and setback restrictions, landscaping standards
15 and as well as design guidelines that are specific to this Project.

16 Views from the residences on the west side of Pedley Road looking east
17 toward the Project site are already somewhat blocked by the ground height
18 difference between the site and the residences, which is as much as 35 feet
19 in some places. The area to the south of the Project site is bordered by the
20 existing rail line and is otherwise vacant. Much of the area to the east of
21 the Project site is vacant or is occupied by commercial uses, and, given the
22 fact that they are separated from the Project site by Clay Street, affects on
23 scenic views from Project implementation would be very minimal.

24 The Project site does not contain, nor will it damage scenic resources on site
25 or off site; including specimen trees, rock outcroppings or historic
26 buildings. In addition, the Project is not located within a scenic highway
27 corridor. The existing trees, riparian area, watercourse and ponds along
28

1 the northwestern and western boundary of the Project site may be
2 considered a scenic resource, although implementation of the Project
3 involves only very minor modifications to this area and will leave the this
4 resource intact.

5 Development of the Project will introduce new lighting features (e.g.,
6 lighting for internal streets, parking areas, and security lighting) on the
7 Project site and surrounding areas. The Project has the potential to impact
8 the residential neighborhood to the west, by introducing light incursion and
9 glare from the Project's building and street/parking lights. However, the
10 application of the requirements of Ordinance No. 655, which regulates
11 lighting, along with other standard control measures (i.e. shield, fixture
12 direct, brightness controls) would minimize potential impacts to day or
13 nighttime views, in the area.

14 It should also be noted that the Project site is not located within the 30-mile
15 radius from the Mt. Palomar Observatory as defined by the Mt. Palomar
16 Observatory Street Lighting Policies of the Riverside County
17 Comprehensive General Plan, nor within the 45-mile radius from the Mt.
18 Palomar Observatory, as defined by Ordinance No. 655. Therefore, the
19 Project is not subject to the special lighting policies related to the protection
20 of the Mt. Palomar Observatory.

21 Accordingly, development of the Project is not expected to produce
22 significant lighting impacts that would adversely affect views or expose
23 neighboring residents to an unacceptable light level.

- 24
25 2. Mitigation. No mitigation is required.
26
27
28

1 B. Land Use and Planning

2 1. Impacts.

3 The proposed Project will be constructed on vacant, undeveloped land.
4 Currently, the Project site does not consist of any established communities.
5 The Project site is located in an area that has been characterized by
6 manufacturing uses for several years and the surrounding land uses mostly
7 include commercial and industrial uses. Except for a few existing homes to
8 the west and a senior citizen housing facility to the east of the Project site,
9 all other surrounding areas are planned for commercial/industrial uses.
10 Therefore, development of the proposed Project will not separate or divide
11 this area from any other existing residential neighborhoods in the area.

12 According to the findings of the Traffic Impact Analysis conducted for the
13 Project (KA 2009), the Project will meet the applicable requirements and
14 policies of the General Plan Circulation Element. In addition, the Project
15 does not hinder the implementation of the County's alternative
16 transportation programs and therefore the Project is consistent with the
17 Southern California Association of Governments (SCAG) Regional
18 Transportation Plan Goals.

19 The Project site is zoned Manufacturing-Service Commercial (M-SC) under
20 the Riverside County Zoning Ordinance. M-SC land has a multitude of
21 permitted uses, including uses in the industrial, manufacturing, service, and
22 commercial sectors. The proposed Project's intended uses are all permitted
23 under the M-SC zoning.

24 The Project site is located within the boundaries of the Jurupa Area Plan.
25 The site is designated as Light Industrial (LI) (0.25 – 0.60 Floor Area Ratio)
26 under the foundation component of Community Development in the Area
27 Plan. This designation permits the uses contemplated by the proposed
28

1 Project. Therefore, the proposed Project is consistent with the Jurupa Area
2 Plan.

3 The Project site is located within the boundaries of the Riverside Municipal
4 Airport Land Use Compatibility Plan and, therefore, the Project required
5 review by the Riverside County Airport Land Use Commission (ALUC).
6 According to Riverside County ALUC concluded that the proposed
7 development is consistent with the 2005 Riverside Municipal Airport Land
8 Use Compatibility Plan subject to the conditions related to safety hazards.

9 Consequently, the Project is consistent with all applicable land use policies,
10 plans, or regulations of agencies with jurisdiction over the Project.

11 The Project site is within the boundaries of the Western Riverside County
12 Multiple Species Habitat Conservation Plan (MSHCP). The proposed
13 Project is outside an area proposed for conservation but in close proximity
14 to Criteria Cell 617, which is within Existing Core A. Additionally, the
15 large drainage feature onsite continues southwest of the property where it
16 connects to the Santa Ana River within existing Core A.

17 The Urban/Wildlife Interface Guidelines will be incorporated into the
18 design of the Project to ensure that indirect Project-related impacts,
19 including drainage, toxics, lighting, noise, invasive plant species, barriers,
20 and grading/land development, are avoided or minimized.

21 The Project will be fully consistent with the Western Riverside County
22 MSHCP upon compliance and adherence with the recommendations
23 outlined within the Draft EIR and will not conflict with any habitat
24 conservation plan, or otherwise adversely affect any significant biological
25 communities.

26
27 2. Mitigation.

28 No mitigation is required.

1 C. Population and Housing

2 1. Impacts.

3 The Project does not propose any new housing on- or off site, therefore, the
4 Project will not induce direct population growth. The proposed
5 development may induce indirect population growth as the Project is
6 expected to generate approximately 900 new jobs, although it is likely that
7 persons already residing in the Inland Empire region would fill the bulk of
8 these jobs. Even if it were assumed that new residents would fill all of the
9 jobs, impacts to population growth would not be significant. The projected
10 housing growth of the Western Riverside Council of Governments
11 (WRCOG) subregion from 2010 to 2015 is 68,723 dwellings. Based on the
12 assumption that each of the 900 new jobs would create an addition dwelling
13 in the WRCOG subregion, 900 only represents a less than two percent of
14 the 2010 to 2015 housing growth. In addition, the 900 employees that
15 would be generated by the Project will be needed and are consistent with
16 the WRCOG subregion employment forecast which predicts that 102,737
17 jobs would be generated from 2010 to 2015. Therefore, the Project would
18 not induce substantial population or employment growth beyond what was
19 already projected in the WRCOG and SCAG Regional Transportation Plan.
20 The Project site does not have existing housing units; therefore, the
21 proposed development would not result in the displacement of housing.
22 Moreover, implementation of the proposed Project does not contemplate
23 any off-site development activity that may eliminate or adversely affect
24 existing housing supplies (or require the development of replacement
25 housing). Therefore, impacts related to displacement of substantial
26 numbers of existing houses necessitating the construction of replacement
27 housing, is less than significant.
28

1 1,000, respectively; however, the County has a goal of 1.4 officers per
2 1,000 residents.

3 Industrial uses do not generate a substantial number of law enforcement
4 service calls compared to residential uses. Based on current service levels,
5 the proposed Project could generate an additional 1.1 calls for service per
6 day (based on a Countywide average of 1.2 calls per thousand population
7 per day), with approximately two percent of the calls being priority one
8 calls.

9 In order to maintain adequate funding for law enforcement facilities, the
10 proposed Project would provide DIF to the County of Riverside for capital
11 improvements to the Sheriffs Department facilities. These fees would be
12 used to fund improvements/construction of land, equipment, and facilities.
13 The fees would avoid potentially significant impact by offsetting
14 incremental increases in demand for the police service.

15 The Project site is located within the Jurupa Unified School District (JUSD)
16 service area. Even though the Project does not propose land uses that
17 would directly generate new students for existing schools, the Project could
18 indirectly result in an increase in the number of students, via new
19 employment opportunities that could result in new residents moving to the
20 area. Consequently, in accordance with SB 50, the JUSD requires
21 commercial and industrial development to contribute and pay mandatory
22 development fees to offset the potential impacts to school facilities and
23 services by the introduction of new students. Therefore, with payment of
24 JUSD mandatory development impact fees, impacts on school facilities are
25 deemed less than significant.
26

27 Implementation of the proposed Project would not result in direct
28 population growth. However, the employment opportunities from the

1 proposed Project may increase population in the area. This increase is not
2 expected to be substantial and new demands on public or civic facilities are
3 unlikely to occur due to the industrial nature of the proposed Project.
4 However, the County collects a Public Facilities Fee as part of the
5 development impact fees required for new developments. The Public
6 Facilities Fee would be used to pay for one-time capitol improvements
7 resulting from the development of the proposed Project. The fee for
8 industrial development is \$2,112 per acre. This fee would offset
9 incremental demand for public facilities.

10 2. Mitigation.

11 No mitigation is required.

12 E. Utilities

13 1. Impacts.

14 Jurupa Community Services District (JCSD) provides the wastewater
15 disposal and treatment service for the Project area. The proposed
16 development will include an onsite system for the collection of wastewater
17 and conveyance to offsite existing wastewater treatment facility. With
18 compliance with the applicable design guidelines and regulations under
19 JCSD, the impacts relating to capital improvements of wastewater facilities
20 would be less than significant.

21 The proposed development will convert the existing vacant land to the
22 industrial uses including industrial/commercial buildings with parking lots,
23 access roads, and landscaping. However, the Project will be covered by 90
24 percent of impervious surfaces, resulting in an incremental increase in
25 stormwater. The Project includes an on-site drainage system that
26 concentrates and collects water in the projects streets and a series of
27 subsurface storm drains, which will collect runoff and convey it to a
28

1 filtration/detention basin facility where the runoff will be treated for
2 pollutants. All proposed drainage improvements would be constructed on-
3 site and would not cause any potentially significant impacts.

4 JCSD will provide water service for the Project. JCSD has sufficient water
5 supplies to meet its current and projected water demands including those of
6 the Project, over the next 20 years. Therefore, no capital improvements on
7 the existing water supply infrastructure are required and thus the Project-
8 related impacts to water supply will be less than significant.

9 According to JCSD, the District has sufficient capacity to provide the sewer
10 service for the Project. Therefore, as per the above discussion, the impacts
11 related to wastewater treatment capacity are less than significant.

12 Solid waste generation at the proposed Project site would be roughly 27
13 tons of solid waste per day or 9,855 tons per annum (41.64 pounds per day
14 × 1,300 employees). The combined maximum throughput of the landfill
15 sites (El Sobrente - 4,000 tons; Lab Canyon - 3,000 and Badlands - 4,000)
16 is 11,000 tons per day; the Project's incremental solid waste represents
17 approximately 0.2 percent of the maximum throughput (27 tons per day/
18 11,000 tons per day). The potential impacts associated with the solid waste
19 generated from the Project is less than significant in comparison to the total
20 remaining capacity of landfill sites.

21 The Project will be required to abide by all federal, state and local statutes
22 and regulations regarding solid waste. The proposed Project does not
23 contemplate or anticipate activities/uses that would exceed or otherwise
24 require special consideration in relation to compliance with relevant solid
25 waste handling/disposal statutes and regulations. Therefore, impacts in this
26 regard will be less than significant.

27
28 The Project will be provided electricity by the Southern California Edison

1 (SCE), a subsidiary of Edison International. The implementation of the
2 Project will result in an annual consumption of approximately 5.2 million
3 kilowatt-hours (kWh) of electricity at full occupancy (LSA 2009, Appendix
4 D of the Draft EIR). Edison has indicated that it will adequately serve the
5 Project. According to SCE, the developer will be responsible for the costs
6 of any new distribution, line extension, and the relocation of facilities
7 resulting from such improvements. The SCE stated that the developer will
8 be required to apply optimal conservation measures onsite to achieve
9 energy savings. In addition, energy use will be further reduced for the
10 Project through the energy-saving features of Mitigation Measure GHG-1.
11 Therefore, the impacts related to electrical improvements and electricity
12 supply will be less than significant.

13 The Southern California Gas Company (SCGC) currently provides natural
14 gas service to the County of Riverside. The Project is estimated to consume
15 approximately 20,814 cubic feet of natural gas annually (LSA 2009,
16 Appendix D of the Draft EIR). The Project will necessitate the construction
17 of new service lines within the Project site and connection of these lines to
18 the existing main lines offsite. The County's development review process
19 requires that, prior to the issuance of building permits, development plans
20 shall be provided to SCE, the SCGC, and other local utilities as they
21 become available in order to facilitate engineering, design, and construction
22 of improvements necessary to provide electrical, natural gas, and telephone
23 service to the Project site.

24
25 2. Mitigation.

26 No mitigation is required.
27
28

1 F. Biological Resources

2 1. Impacts.

3 The riparian habitat and the trees located outside of the riparian area provide
4 suitable avian nesting habitat. Removal of these trees during the nesting
5 season could harm birds subject to the Migratory Bird Treaty Act.
6 Therefore, the Project shall implement mitigation to reduce the impacts.

7 Based on the onsite conditions observed during the recent site visit, it was
8 determined that the drainage feature within the Project site contains
9 riparian/riverine habitat. The vegetation within the drainage feature is
10 dominated by riparian woodland. The perennial pond (aquatic bed) habitat
11 within the site is located within two artificially created ponds within the
12 Ranch 1001 Drain watercourse. The Project, as proposed, would not
13 impact riparian/riverine habitat onsite; therefore, no additional actions are
14 required pursuant to the MSHCP for riparian/riverine habitat.

15 In addition, the Project site does not provide the necessary habitat
16 requirements and vegetation to support western yellow billed-cuckoo
17 (*Coccyzus americanus*). The Project site provides suitable habitat for LBV
18 and SWF. Following focused surveys for LBV and SWF in 2007, it was
19 determined that the site is unoccupied by these species.

20 Development of the proposed Project has the potential to impact a small
21 area within U.S. jurisdictional water, located within the Project site. In
22 order to assess the Project's potential impacts on state and federal
23 jurisdictional waters, a Jurisdictional Delineation (JD) was prepared for the
24 Project and indicated that 1.14 acres (2,501 linear feet) are under the
25 jurisdiction of the United States Army Corps of Engineers (USACE), and
26 6.24 acres (2,885 linear feet) are under the jurisdiction of the California
27 Department of Fish and Game (CDFG). In addition, the Santa Ana Region
28

1 of the State Regional Water Quality Control Board (RWQCB) has
2 concurrent jurisdiction over the 1.14 acres of federal jurisdictional waters.
3 Since the development that will be proposed under this Project will mostly
4 avoid these jurisdictional areas, impacts would be relatively minor. The
5 Project will involve a small amount of filling adjacent to Parcels 7, 11 and
6 16 of the Project's proposed Parcel Map (See Exhibit 3-4 within the Draft
7 EIR). The amount of filling that would affect waters of the U.S. has yet to
8 be finalized, although preliminary estimates indicate that it would fall under
9 Nationwide Permit # 39 (less than 0.5 acre affected). In addition, a small
10 area within U.S. jurisdictional waters will be affected by the connection of
11 the water quality basin, to be located in the southwestern corner of the
12 Project site, into the channel of the 1001 Ranch Drain. Therefore, without
13 approval of federal Section 404 and Section 401 permits and a state Section
14 1600/1602 Streambed Alteration Agreement, significant impacts could
15 potentially occur.

16 The site does not lie within any known wildlife corridors, nor will it impede
17 the use of wildlife nursery sites. The Project is not within an MSHCP-
18 designated linkage or constrained linkage. Although the Project site
19 contains riparian areas, it is not linked to other habitat areas. In addition,
20 the portion of the Project site that includes riparian/riverine habitat will not
21 be degraded by implementation of the Project.

22 This Project will not conflict with the provisions of the MSHCP and will
23 comply with the standard requirements included in the Urban/Wildlands
24 Interface Guidelines. According to the MSHCP, the Urban/Wildlands
25 Interface Guidelines are intended to address indirect effects associated with
26 locating development close to an MSHCP Conservation Area (MSHCP,
27 page 6-42).
28

1 As concluded within the Urban/Wildlands Interface Analysis of the Habitat
2 Assessment (HA) prepared for the Project, the proposed Project is outside
3 an area proposed for conservation but close to Criteria Cell 617, which is
4 within Existing Core A. Additionally, the large drainage feature onsite
5 continues southwest of the property where it connects to the Santa Ana
6 River within existing Core A. The Urban/Wildlife Interface Guidelines will
7 be incorporated into the design of the Project to ensure that indirect Project-
8 related impacts, including drainage, toxics, lighting, noise, invasive plant
9 species, barriers, and grading/land development, are avoided or minimized.
10 In addition, implementation of the biological resource mitigation measure
11 MMBR-1a and MM BR-3a will reduce any significant impacts to biological
12 resources to less than significant levels.

13 2. Mitigation.

14 The Project has been modified to mitigate or avoid the potentially
15 significant impacts by the following mitigation measures, which are hereby
16 adopted and will be implemented as provided in the Mitigation, Monitoring,
17 and Reporting Program.

18 **MM BR-1a** The removal of any trees, shrubs, or any other potential
19 nesting habitat shall be conducted outside the avian nesting
20 season wherever practicable. The avian nesting season
21 extends from February 15 through August 30. If ground-
22 disturbing activities are scheduled during the nesting season,
23 a survey for nesting birds shall be conducted by a qualified
24 biologist prior to any ground-disturbing activities. If active
25 nests are found within 500 feet of the planned impact area,
26 the area of the nest shall be flagged, including an adequate
27 buffer as determined by a qualified biologist, and the flagged
28

1 area shall be avoided until a qualified biologist has
2 determined that the nest is no longer active. This measure
3 shall be implemented to the satisfaction of the County
4 requirements.

5 **MM BR-3a** Prior to grading or any other activity that could affect
6 jurisdictional waters of the U.S. or the State of California;
7 the Project proponent shall secure U.S. Section 401 and
8 Section 404 permits and California Section 1600/1602
9 Streambed Alteration Agreements. Grading in non-
10 jurisdictional areas of the site may be allowed prior to
11 obtaining the permits, provided that such grading will not
12 impact jurisdictional waters.

13 G. Cultural Resources

14 1. Impacts.

15 The field survey conducted by CRMTech archaeologists on July 26, 2005
16 identified two historic-period buildings, which were considered potential
17 cultural resources. However, CRMTech determined that there were no
18 historical figures or events of importance associated with these buildings.
19 Since the buildings did not have historical significance, it is unlikely that
20 any historical resources would be found as a result of grading and/or
21 foundation removal in this part of the Project site.

22 In addition, it is unlikely that paleontological resources will be found at the
23 Project site because Pleistocene alluvial deposits having potential for
24 paleontological resources are likely well below the level of disturbance
25 anticipated for the proposed Project.

26 The record search indicated that no human remains have ever been found on
27 or near the Project site. In addition, chances that human remains could be
28

1 encountered during grading are extremely low due to the heavy disturbance
2 and prior use of the site. Consistency with California State Health and
3 Safety Code 7050.5 will further reduce impacts from accidental discovery
4 of human remains to a level of less than significant.

5 The Project site has the potential of containing unknown archaeological
6 resources once grading exceeds three feet. The analyses prepared for this
7 Project indicated that artifacts have been found within ¼ mile of the Project
8 site. However, no archaeological resources have ever been found on the
9 Project site and because of the fact that the surface soils on the Project area
10 have been heavily impacted by historic land use, there is a minimal
11 potential for a substantial adverse change in the significance of
12 archaeological resources during construction and grading. However, once
13 grading exceeds three feet or more below the modern ground surface, this
14 increases the Project's potential impact on unknown archaeological
15 resources buried underneath the surface. Therefore, the proposed Project's
16 potential impact on unknown archaeological resources is considered
17 potentially significant, and a qualified archaeologist should monitor all
18 Project-related earthmoving (CRM 2005, MBA 2009) once a depth of three
19 feet has been reached from the current ground surface. Incorporation of
20 mitigation measures MM CR-2a through MM CR-2c would provide
21 monitoring of the Project, as a result, reducing impacts to unknown
22 archaeological resources to a level of less than significant.

23
24 2. Mitigation.

25 The Project has been modified to mitigate or avoid the potentially
26 significant impacts by the following mitigation measures, which are hereby
27 adopted and will be implemented as provided in the Mitigation, Monitoring,
28 and Reporting Program.

1 **MM CR-2a** Prior to the issuance of a grading permit, a County-approved
2 Project Archaeologist shall be retained to initiate and
3 supervise cultural resource mitigation-monitoring during
4 Project-related earthmoving in all areas of the Project,
5 subject to certain constraints found in MM CR-2b.

6 **MM CR-2b** Project-related archaeological monitoring shall include the
7 following constraints:

- 8 • All construction-related earthmoving shall be monitored,
9 once a depth greater than three (3) feet below current
10 ground surface is reached.
- 11 • Once 50 percent of the earth to be moved has been
12 examined by the Project Archaeologist, the Project
13 Archaeologist may, at his or her discretion, terminate
14 monitoring if and only if no buried cultural resources
15 have been detected;
- 16 • If buried cultural resources are detected during
17 monitoring, monitoring must continue until 100 percent
18 of virgin earth within the study area has been disturbed
19 and inspected by the Project Archaeologist or his/her
20 designated representative.
- 21 • Grading shall temporarily cease in the area of a cultural
22 artifact or potential cultural artifact as delineated by the
23 Project Archaeologist or his/her designated
24 representative. Grading shall continue in other areas of
25 the site while particular find are investigated; and
- 26 • If cultural artifacts are uncovered during grading, they
27 shall be examined by a professional archaeologist subject
28

1 to MM CR-2c, and then curated in a museum facility
2 approved by the County or if of Native American origin,
3 repatriated to the designated Most Likely Descendant
4 (MLD) (as determined by the NAHC) if repatriation is
5 permitted and requested. A mitigation-monitoring report
6 must accompany the artifacts once they are donated to
7 the museum facility. Repatriation shall not occur until
8 after the archaeological monitoring report has been
9 accepted by the County Archaeologist.

10 **MM CR-2c** Should buried prehistoric cultural resources be encountered
11 during monitoring, the resources shall be evaluated for
12 significance following CEQA Guidelines and Tribal
13 consultation shall be included for any participating tribes
14 prior to continuance of grading in the area.

15 H. Geology and Soils

16 1. Impacts.

17 The Project geotechnical investigation report indicated that most of the
18 onsite soils are generally granular and considered non-critically expansive.
19 In addition, the Project will connect to an existing sewer line served by
20 Jurupa Community Services District (JCSD). The applicant will require a
21 “will-serve” letter from the JCSD, which will confirm that sewer service for
22 the parcels subject to the EIR can be provided by JCSD. Accordingly,
23 potential soil constraints for using septic or alternative wastewater disposal
24 systems are not applicable since the proposal for sewer service would not
25 generate any risks of significant impact. Therefore, this is a less than
26 significant impact.
27

28 Development of the proposed Project has the potential to be impacted by

1 seismically induced slope failure located within the southwestern portion of
2 the Project site. Except for the watercourse and adjacent slope areas, the
3 Project site is underlain by massive granitic bedrock at relatively shallow
4 depths. Based on the geologic setting of the site and expected nature of the
5 underlying geologic materials, the necessary factors for deep-seated
6 landslides are not present at the Project site. Cut slopes constructed entirely
7 within older alluvium and/or bedrock would be considered stable at
8 maximum inclinations of 2(h):1(v) up to a maximum height of 30 feet.
9 Based upon the conceptual site plan, significant cut or fill slopes are not
10 expected.

11 While the areas away from the wash and its slopes are relatively stable, the
12 area along and adjacent to the slopes have potential stability problems. The
13 natural slope that existed on the Project site prior to its use as a pipe
14 manufacturing facility was not as steep as the current condition and
15 generally extended further back from the wash. Over the years that it was
16 operational, the pipe manufacturing facility had dumped concrete/mortar
17 spoil material used in the pipe construction process and other fill material
18 into the slope area near the wash. This activity served to flatten the former
19 slope area and, consequently created a steeper slope near the wash area.
20 This activity, along with the construction of two ponds in the wash area also
21 contributed to the creation of the present riparian/wetlands that exists on the
22 Project site.

23 The geotechnical consultants evaluated the sloped/adjacent areas and
24 conducted soil borings (CHJ 2006 a-c and MAG 2009). Based on their
25 evaluation and data obtained from the borings they determined that this
26 portion of the Project site may be unstable and, therefore, unsuitable for
27 development in its current condition. The studies also indicated that this
28

1 problem could be solved by either tearing out and essentially rebuilding the
2 slope, or avoiding this area through the implementation of a structural
3 setback. Due to impacts that would likely occur to the wash/riparian area
4 the concept of rebuilding all of the slope area is not being pursued and,
5 instead, a building structure setback, defining a Hazard Avoidance Setback
6 Area, was recommended. The slope hazard setback has been designed as a
7 guideline and does not preclude additional stability and potential failure that
8 may occur from the unconsolidated fill that is prevalent throughout the
9 Project site, and additional measures have been recommended to address
10 these issues. Conversely, it would still be possible to take remedial actions
11 to stabilize areas within the setback area, provided additional geotechnical
12 evaluations and recommendations ensured that stability problem for such
13 areas are properly remediated and can be made stable.

14 In addition, development of the proposed Project has the potential to be
15 impacted by loose and disturbed soils (including the undocumented fill
16 soils). The Project geotechnical reports indicate that loose to medium dense
17 fill soils cover most of the Project site. The Project site is underlain at
18 depth by very dense old alluvial soils and granitic bedrock. Based upon the
19 field investigation and test data, it was determined that the upper loose and
20 disturbed soils (including the undocumented fill soils) will not, in their
21 present condition, provide uniform or adequate support for the proposed
22 structures. In addition, the Project site also has potential for differential
23 settlement due to the presence of the fill materials. Therefore, unstable soil
24 surfaces present on the Project site could have significant impact on the
25 proposed development without appropriate mitigation measures.

26
27 2. Mitigation.

28 The Project has been modified to mitigate or avoid the potentially

1 significant impacts by the following mitigation measures, which are hereby
2 adopted and will be implemented as provided in the Mitigation, Monitoring,
3 and Reporting Program.

4 **MM GS-1(a)** No habitable structures shall be located within the Hazard
5 Avoidance Setback Area, unless it can be demonstrated, to
6 the satisfaction of the County Geologist, that adequate
7 remedial measures will be undertaken to ensure that potential
8 impacts from geologic hazards will be mitigated. Grading
9 plans for all parcels abutting or included within the Hazard
10 Avoidance Setback line shall be evaluated by a qualified
11 Engineering Geologist and their recommendations shall be
12 incorporated into the grading plans prior to submittal to
13 County staff. Such review may include recommendations
14 regarding adjustments to the Hazard Avoidance Setback line
15 based on cut or fill grading close to slopes.

16 **MM GS-3a** The geotechnical engineer shall monitor all the clearing
17 and/or grading operations and the grading shall be
18 performed, at a minimum, in accordance with the
19 recommendations of the Geotechnical report and with
20 applicable portions of California Building Code.

21 **MM GS-3b** All areas to be graded shall be stripped to a minimum depth
22 of 24 inches below the existing native ground surface.
23 Actual removal depths may extend to 25 feet or more below
24 existing ground surface in certain areas in order to excavate
25 undocumented fill soils. The Geotechnical Engineer shall
26 monitor the subexcavation operation prior to scarification
27 and refilling in order to identify existing fills or loose soils
28

1 extending below this zone. All such additional fills or loose
2 soils shall be removed and the bottoms of all excavations
3 shall be observed and approved by the geotechnical engineer.

4 **MM GS-3c** Prior to placing fills, and after the subexcavation bottom has
5 been observed and approved by the Project geotechnical
6 engineer, the surfaces of all areas to receive fill shall be
7 scarified to a depth of approximately 12 inches. The
8 scarified soils shall be brought to between optimum moisture
9 and 2 percent above and recompact to a relative
10 compaction of at least 90 percent.

11 **MM GS-3d** In areas where the required thickness of compacted fill is not
12 accomplished by the mandatory subexcavation operation and
13 by site rough grading, the footing area shall be subexcavated
14 to a depth of at least 24 inches below the proposed footing
15 base grade. The subexcavation shall horizontally extend
16 beyond the footing lines a distance equal to the depth of
17 removal below the bottom of the footing, plus an additional 5
18 feet. This distance shall be measured at the bottom of the
19 excavation. The bottom of the excavation shall then be
20 scarified to a depth of at least 12 inches, brought to between
21 optimum moisture content and two percent above and
22 recompact to at least 90 percent relative compaction in
23 accordance with the latest version of ASTM D 1557 prior to
24 refilling the excavation to grade as properly compacted fill.

25 **MM GS-3e** In order to minimize the amount of potential differential
26 settlement, the amount of fill located beneath a particular
27 structure shall not be allowed to vary by more than 8 feet, or
28

1 the inclination of the surfaces to receive fill shall not be
2 allowed to be steeper than 5(h):1(v), whichever is more
3 critical. In areas where, by virtue of grading, the fill will
4 exceed this maximum allowable differential thickness, the
5 areas to be underlain by shallow fill shall be deepened as
6 necessary to reduce the differential. If fill is to be greater
7 than 10 feet thick, the required compaction shall be increased
8 95 percent relative compaction.

9 **MM GS-3f** Unless approved by the Geotechnical engineer, rock or
10 similar irreducible material with a maximum dimension
11 greater than 8 inches shall not be buried or placed in fills.
12 Imported fills, if used, shall be inorganic, non-expansive,
13 granular soil free from rocks or lumps greater than 6 inches
14 in maximum dimensions.

15 **MM GS-3g** Fills shall be spread in near-horizontal layers, approximately
16 8 inches thick. Thicker lifts may be approved by the
17 geotechnical engineer if testing indicates that the grading
18 procedures are adequate to achieve the required compaction.
19 Each lift shall be spread evenly, thoroughly mixed during
20 spreading to attain uniformity of the material and moisture in
21 each layer, brought to between optimum moisture content
22 and two percent above, and compacted to a minimum
23 relative compaction of 90 percent.

24 **MM GS-3h** All footings shall rest upon at least 24 inches of properly
25 compacted fill material, footings shall be a minimum of 12
26 inches wide and shall be established at a minimum depth of
27 12 inches below lowest adjacent final subgrade level. For
28

1 the minimum width and depth, footings may be designed for
2 a maximum allowable soil bearing pressure of 1,500 pounds
3 per square foot (psf) for dead plus live loads. This allowable
4 bearing pressure may be increased by 400 psf for each
5 additional foot of width and by 900 psf for each additional
6 foot of depth to a maximum safe soil bearing pressure of
7 3,000 psf for dead plus live loads. These bearing values may
8 be increased by one-third for wind or seismic loading.

9 **MM GS-3i** For preliminary retaining wall or shoring design purposes, a
10 lateral active earth pressure developed at a rate of 40 pounds
11 per square foot (psf) for foot of depth shall be utilized for
12 unrestrained conditions. For restrained conditions, an at-rest
13 earth pressure of 70 psf per foot of depth shall be utilized.
14 These values shall be verified prior to construction when the
15 backfill materials and conditions have been determined and
16 are applicable only to level, properly-drained backfill with
17 no additional surcharge loadings.

18 **MM GS-3j** To provide adequate support, concrete slabs-on-grade shall
19 bear on a minimum of 24 inches of compacted soil. The soil
20 shall be compacted to a minimum of 90 percent relative
21 compaction.

22 **MM GS-3k** The developer shall design and install an appropriate
23 dewatering system during construction in the event that
24 groundwater is encountered. Open sump pumping may be
25 adequate for dewatering if the groundwater level during
26 construction is relatively low. However, if groundwater is
27 relatively high, dewatering by well points may be needed in
28

1 order to minimize the potential instability at the base of
2 construction. The dewatering shall be carried out to the
3 satisfaction of County staff.

4 **MM GS-3I** A geotechnical update report shall be reviewed and approved
5 by the County Geologist prior to the issuance of building
6 permits. The updated report shall, at a minimum, address re-
7 growth of vegetation and changes to site grade or placement
8 of undocumented fill.

9 **MM GS-3m** Future foundation plans shall conform to and be based on the
10 seismic design criteria contained in the approved
11 geotechnical report.

12 I. Hazards and Hazardous Materials

13 1. Impacts.

14 The Project site is not located within or adjacent to the “Wildfire
15 Susceptible Area” as depicted in the RCIP- Jurupa Area Plan, Figure 9. The
16 Project site is designated “None” within the Wildfire Susceptibility Zone.
17 Therefore, the Proposed Project will not create significant impacts related to
18 wildland fire hazards.

19 Project construction activities may involve the use and transport of
20 hazardous materials. These materials may include fuels, oils, mechanical
21 fluids, and other chemicals used during construction. The Project has to
22 comply with the California Code of Regulations (CCR), Title 22, which
23 contains detailed compliance requirements for hazardous waste generators,
24 transporters, treatment, storage and disposal facilities. Moreover, any
25 hazardous materials or activities held or maintained on the Project site will
26 be subject to standard controls and regulations in place and in force by
27 County, State, and/or Federal agencies. Therefore, there will be no
28

1 significant impact related to significant hazard to the public or the
2 environment through the routine transport, use, or disposal of hazardous
3 materials.

4 The Phase I ESA indicated that there is no evidence of registered
5 environmental concerns (RECs) in connection with the Project site and the
6 site is not listed on a list of hazardous materials sites compiled pursuant to
7 Government Code Section 65962.5. In addition, The Project site is not
8 within one-quarter mile of any existing schools.

9 Further, the Project would not result in the impairment or interference with
10 the implementation of the Riverside County emergency evacuation and
11 support services procedures in the event of a natural disaster or emergency.

12 There are no private airstrips or helipads within the immediate vicinity of
13 the Project site. However, development of the proposed Project may have
14 potential airport-related impacts to people residing or working in the Project
15 area. The Project site is located partially within Zone D and E of the
16 Riverside Municipal Airport Land Use Plan. According to the Riverside
17 Municipal Airport Land Use Compatibility Plan, Zone D and E guidelines
18 allow for light industrial/business park use development as proposed by the
19 Project.

20 The Project site is located within the boundaries of the Riverside Municipal
21 Airport Land Use Compatibility Plan and, therefore, the Project required
22 review by the Riverside County Airport Land Use Commission. The letter
23 dated July 10, 2009 from the Riverside County Airport Land Use
24 Commission concluded that the proposed development is consistent with
25 the 2005 Riverside Municipal Airport Land Use Compatibility Plan subject
26 to the conditions related to safety hazards as discussed below.

27
28 With imposition of conditions related to safety hazard listed in the ALUC

1 2009 letter as mitigation measures potential airport-related impacts to
2 people residing or working in the Project area would be potentially
3 significant. Therefore, the implementation of mitigation measures MM
4 HAZ-1 through MM HAZ-7 will reduce the impacts to less than significant.

5 2. Mitigation.

6 The Project has been modified to mitigate or avoid the potentially
7 significant impacts by the following mitigation measures, which are hereby
8 adopted and will be implemented as provided in the Mitigation, Monitoring,
9 and Reporting Program.

10 **MM HAZ 1** Any outdoor lighting that is installed shall be hooded or
11 shielded to prevent either the spillage of lumens or reflection
12 into the sky.

13 **MM HAZ 2** The following uses shall be prohibited:

- 14 a) Any use which would direct a steady light or flashing
15 light of red, white green, or amber colors associated with
16 airport operations toward an aircraft engaged in an initial
17 straight climb following takeoff or toward an aircraft
18 engaged in a straight final approach toward a landing at
19 an airport, other than an FAA-approved navigational
20 signal light or visual approach slope indicator.
- 21 b) Any use which would cause sunlight to be reflected
22 towards an aircraft engaged in an initial straight climb
23 following takeoff or towards an aircraft engaged in a
24 straight final approach towards a landing at an airport.
- 25 c) Any use which would generate smoke or water or which
26 would attract large concentrations of birds, or which may
27 otherwise affect safe air navigation within the area,
28

1 including landfills, trash transfer stations that are open on
2 one or more sides, recycling centers containing
3 putrescible wastes, construction and demolition debris
4 facilities, incinerators, composting operations, fly ash
5 disposal, wastewater management facilities, and fertilizer
6 production.

7 d) Any use which would generate electrical interference that
8 may be determined to the operation of aircraft and/or
9 aircraft instrumentation.

10 **MM HAZ 3** The notice located in Appendix F at page 4 of "ALUC
11 Consistency 7-10-09", shall be provided to all prospective
12 buyers and tenants of the property, as well as to all current
13 tenants, and shall be recorded as a deed notice.

14 **MM HAZ 4** Bio swales and detention basin shall be designed to provide a
15 maximum 48-hour detention period for the design storm
16 (may be less, but not more), and to remain totally dry
17 between rainfalls. Vegetation in and around the detention
18 basin that would provide food or cover for bird species that
19 would be incompatible with airport operations shall not be
20 utilized in Project landscaping.

21 **MM HAZ 5** The County of Riverside shall require sales facilities,
22 courtrooms, community care facilities, churches and chapels,
23 dance floors, lodge rooms, reviewing stands, dining rooms,
24 exhibit rooms, restaurants, day care centers, drinking
25 establishments, gymnasiums, lounges, stages, and other uses
26 that would be considered to have an occupancy level greater
27 than one person per 100 square feet (minimum square feet
28

1 per occupant less than 100) pursuant to California Building
2 Code (1998) Table 10-A.

3 **MM HAZ 6** Any future building exceeding an elevation of 822.2 feet
4 above mean sea level (amsl) at top of roof shall require
5 Federal Aviation Administration review.

6 **MM HAZ 7** Lot "A" shall be maintained as perpetual open space. No
7 structures shall be constructed thereon.

8 J. Hydrology and Water Quality

9 1. Impacts.

10 Since it is estimated that approximately 90 percent of the Project site
11 consists of impermeable surfaces (Webb 2009b), the Project is not expected
12 to substantially decrease groundwater infiltration rates and, therefore, will
13 not significantly contribute to groundwater depletion.

14 Since the velocity of the flows into the channel will be controlled by the
15 basin, the potential for erosion is negligible. All grading necessary to
16 develop the drainage concept would take place on-site within the Project's
17 boundaries. In addition, the requirements for SWPPPs and WQMPs
18 identified under Impact HWQ-1 will further help to avoid significant
19 erosion impacts.

20 No new housing is proposed as part of this Project. In addition, all
21 buildings and structures constructed as a result of this Project will be
22 located outside of the 100-year flood hazard area. In addition, structural
23 setbacks requirements related to slope stability problems will have the
24 added benefit of locating buildings even further away for the 100-year flood
25 hazard area.

26 In addition, there are no levees or dams upstream and near enough to the
27 Project site that would cause significant loss, injury, or death in the event of
28

1 failure and the Project is not within the vicinity of large bodies of water or
2 slope areas prone to mudflows.

3 However, development of the proposed Project has the potential to increase
4 on-site stormwater runoff, in turn potentially impacting water quality
5 standards from pollutants.

6 *Short-Term Construction Impacts*

7 The implementation of the proposed Project would result in construction
8 activities that have the potential to contribute pollutants to offsite drainage
9 courses. Construction may generate increased amounts of pollutants—
10 mainly silt, debris, chemicals, and dissolved solids—from the following
11 sources:

- 12 • Grading—Disruption of surface soils and increased susceptibility to
13 erosion
- 14 • Building construction—Use of sealants, glues, wood preservatives,
15 oils, concrete, and the generation of debris related to construction
16 activities
- 17 • Painting—Paint fragments and stucco flakes
- 18 • Construction equipment and vehicle maintenance—washing,
19 chemical degreasing

20 These construction activities may result in short-term degradation of surface
21 water quality that are due to the increased pollutant burden. However, the
22 proposed Project must be consistent with the State Water Resources Control
23 Board (SWRCB) National Pollution Discharge Elimination System
24 (NPDES) General Permit for Storm Water Discharges Associated with
25 Construction Activity. This permit requires the preparation of a Stormwater
26 Pollution Prevention Plan (SWPPP), which identifies best management
27 practices (BMPs) to prevent construction-related pollutants from
28

1 contaminating stormwater and all products of erosion from moving offsite.
2 Compliance with the requirements and the provisions of the SWPPP should
3 mitigate any potential construction period impacts on water quality to a less
4 than significant level.

5 *Long-Term Operational Impacts*

6 The long-term operations and development of the proposed Project would
7 potentially increase the pollutant burden of the stormwater flows. The
8 proposed Project will increase the amount of impervious surfaces onsite,
9 resulting in an increase in stormwater flows. Furthermore, the Project's
10 potential industrial and commercial activities and proposed parking lots
11 may result in runoff containing the following contaminants: oil, grease
12 surfactants, heavy metals, solvents, pesticides, sediment/turbidity, organic
13 compounds, trash and debris, oxygen demanding substances, nutrients and
14 pathogens. To minimize potential pollutant burden, the Project applicant
15 will be required to prepare a Water Quality Management Plan (WQMP)
16 through the Municipal Separate Storm Sewer System (MS4), NPDES.
17 Moreover, the proposed Project will be required to follow the
18 recommendations of the 2005 Western Municipal Water District Urban
19 Water Management Plan (UWMP) concerning water supplies, demands,
20 and best management practices for the district relating to water quality.

21 The proposed Project could result in significant potential impacts to water
22 quality during the construction and operation phase; accordingly, mitigation
23 measures will be applied to reduce the impact to a less than significant
24 level.

25 In addition, development of the proposed Project has the potential to
26 contribute runoff water which may exceed the capacity of existing or
27 planned stormwater drainage system. Drainage from the Project site would
28

1 be altered from its present sheet flow condition and concentrated within an
2 onsite drainage system. While the Project will create a small amount of
3 runoff, the increase is relatively small because much of the site is already
4 covered by impermeable surfaces. Design of the water quality/filtration
5 basin at the southwestern corner of the site would control additional
6 volumes entering the channel in such a manner that they will be limited to
7 predevelopment levels. In addition, the hydrology report indicated that the
8 developable portion of the site (the area outside of the open space parcel
9 along the channel) could be protected from flooding. In addition, the
10 hydrology report indicates that offsite downstream areas, including the 66-
11 inch pipe under Van Buren Boulevard, would not experience any increased
12 flooding impacts from implementation of the Project.

13 The Project includes two areas that will involve the placement of fill within
14 the slope/channel portion of the Project site, approximately 0.23 acre
15 adjacent to Lot 16, and 0.6 acre adjacent to and including portions of Lot 7
16 and Lot 11. A small portion of these fill areas, as well as the connection of
17 the water quality/detention basin to the 1001 Ranch Drain, will affect
18 federal and state waters and will require approval of Nationwide (404)
19 permits and streambed alteration agreements, respectively. Fill within the
20 100-year floodplain do not significantly encroach into the flood plain.

21 Although it appears that potential flooding impacts would be less than
22 significant, based on the design of the proposed drainage system, the
23 specific configuration and layout of buildings are unknown because no
24 buildings are proposed at this time. Therefore, without proper design at the
25 site-specific parcel level there is potential for localized flooding. In order to
26 address this potential impact, Mitigation HWQ-4(a) is required.

27 Further, development of the proposed Project has the potential to increase
28

1 the potential of on-site stormwater runoff that may contain pollutants,
2 potentially impacting water quality. There is nothing unique or unusual
3 about the Project that would cause it to create any extraordinary degradation
4 of water quality. However, without the implementation of a SWPPP and
5 WQMP surface water pollution impacts could be significant. Water quality
6 is also addressed under Impact HWQ 1, which includes mitigation
7 requirements for an SWPPP and a WQMP.

8 2. Mitigation.

9 *Construction Mitigation Measures*

10 **MM HWQ-1a** Prior to the issuance of grading permits for any portion or
11 phase of the Project, the Project applicant shall submit to and
12 receive County approval of an SWPPP and Grading Plan that
13 identify specific actions and BMPs to prevent stormwater
14 pollution from construction sources. The plans shall identify
15 a practical sequence for site restoration, BMP
16 implementation, contingency measures, responsible parties,
17 and agency contacts. The applicant shall include conditions
18 in construction contracts requiring the plans to be
19 implemented and shall have the ability to enforce the
20 requirement through fines and other penalties. The plans
21 shall incorporate control measures in the following
22 categories:

- 23 • Soil stabilization practices;
- 24 • Sediment and runoff control practices;
- 25 • Monitoring protocols; and
- 26 • Waste management and disposal control practices.

27
28 Once approved by the County, the applicant's contractor

1 shall be responsible throughout the duration of the Project
2 for installing, constructing, inspecting, and maintaining the
3 control measures included in the SWPPP and Grading Plan.

4 *Operation Mitigation Measures*

5 **MM HWQ-1b** Prior to grading, the applicant shall receive County approval
6 for the Water Quality Management Plan (WQMP), which
7 identifies specific, long-term actions and best management
8 practices (BMPs) to prevent stormwater pollution from
9 ongoing site operations. The WQMP shall identify a
10 practical sequence for BMP implementation, contingency
11 measures, responsible parties, and agency contacts. The
12 applicant shall enforce the requirement through fines and
13 other penalties, as necessary.

14 Once approved by the County, the applicant shall be
15 responsible throughout the duration of the Project for
16 installing, constructing, inspecting, and maintaining the
17 control measures included in the WQMP.

18 The WQMP shall identify potential pollutant sources that
19 could affect the quality of stormwater discharges from the
20 Project site. Control practices shall include those that
21 effectively treat target pollutants in stormwater discharges
22 anticipated from the Project site. To protect receiving water
23 quality, the WQMP shall include, but is not limited to, the
24 following elements:

- 25 • Permanent erosion control measures such as detention
26 basins, inlet protection, and temporary revegetation or
27 other ground cover that shall be employed for disturbed
28

1 areas after initial construction is finished.

- 2 • No disturbed surfaces will be left without erosion control
- 3 measures in place during the winter and spring months
- 4 (September 30 – March 30).
- 5 • Sediment shall be retained onsite by a system of
- 6 sediment basins, traps, or other appropriate measures. Of
- 7 critical importance is the protection of existing catch
- 8 basins that eventually drain to Sycamore Canyon.
- 9 • The construction contractor shall prepare Standard
- 10 Operating Procedures for the handling of hazardous
- 11 materials on the Project site to prevent, eliminate, or
- 12 reduce discharge of materials to storm drains.
- 13 • BMPs performance and effectiveness shall be determined
- 14 either by visual means where applicable (i.e., observation
- 15 of above-normal sediment release), or by actual water
- 16 sampling in cases where verification of contaminant
- 17 reduction or elimination, (inadvertent petroleum release)
- 18 is required to determine adequacy of the measure.

19 **MM HWQ-4a** Prior to the issuance of a building permit for an individual
20 parcel on the Project site, a parcel-specific hydrology report
21 shall be prepared and approved by the Building Department.
22 The hydrology report shall be to the satisfaction of the
23 County Building Official or designee.

24 K. Noise

25 1. Impacts.

26 Considering the distance of the nearest sensitive receptor to the potential
27 vibration source (165 feet), the vibration experienced at that location would
28

1 be well below significant threshold of 80 VdB. Further, impacts at the site
2 of the closest sensitive receptor are unlikely to be sustained during the
3 entire construction period, but only during the time that heavy construction
4 equipment is operating in the immediate vicinity. Construction on the site
5 will also be required to abide by the Riverside County Noise Ordinance (see
6 Ordinance 847). Therefore, the impact will be less than significant.

7 Table 4.9 4 shows that, even with the ambient growth and cumulative
8 traffic projections included, implementation of the proposed Project would
9 result in relatively minor changes in traffic noise levels along roadway
10 segments in the Project vicinity. The total projected increase in traffic
11 noise is 1.3 dBA or less along all roadway segments analyzed. This traffic
12 noise level increase is less than the 3-dBA increase that is normally
13 perceptible to the human ear in an outdoor environment. Therefore, no
14 mitigation is required for offsite areas.

15 For the proposed onsite uses, the Riverside County Department of Public
16 Health does not have specific guidelines or thresholds for traffic noise
17 impacts to warehouse uses. The Project is not considered a sensitive use,
18 and the proposed buildings are outside of the 65-dBA CNEL noise contour
19 from all roadways adjacent to the Project site. Therefore, no long-term
20 traffic noise impacts would occur for the proposed onsite uses.

21 The Project site is located approximately 1.2 miles northwest of the
22 Riverside Municipal Airport; however, it is not located within the airport's
23 noise impact area. According to the Western Riverside County Airport
24 Land Use Comprehensive Plan, the Project site is outside of the 60-dBA
25 contour line of the "Ultimate Impact" for Riverside Municipal Airport. In
26 addition, the Project is not located in the vicinity of a private airstrip.
27 Therefore, impacts in this regard will be less than significant.
28

1 However, development of the proposed Project has the potential to exceed
2 the County's Noise Ordinance standards with respect to exposure to traffic
3 and railroad noise.

4 *Traffic Noise Impacts Affecting the Project Site*

5 The Riverside County Development Code allows a maximum of 75 dBA
6 within areas designated Light Industrial from the hours between 7 a.m. and
7 10 p.m. and a maximum of 55 decibels from 10 p.m. to 7 a.m. (See
8 Ordinance No. 847). The only street that is adjacent to the Project site and
9 would therefore have potential noise impacts upon the Project site is Clay
10 Street. The highest noise value estimated along Clay Street is the segment
11 between Linares Avenue and Haven View Drive, which at 69.6 dBA is well
12 below the County Standard of 75 dBA for exterior noise. However, the
13 County also requires that interior noise for business and professional offices
14 maintain a level of 45 dBA. Therefore, without implementation of
15 mitigation, this interior noise standard could be violated for business and
16 professional offices located along Clay Street.

17 *Railroad Noise*

18 The Union Pacific Railroad tracks adjacent to the Project's southern
19 boundary are used by Metrolink passenger trains. There are 10 commuter
20 trains from Riverside to Los Angeles daily and 11 commuter trains from
21 Los Angeles to Riverside daily that pass through the Project area. These
22 Metrolink train operations would result in a noise level of 81.3 dBA CNEL
23 at 50 feet from the center of the railroad tracks. Because train noise is from
24 a line source, the drop-off rate is 3 dBA per doubling of the distance.
25 Therefore, the southern portion of the Project site would be exposed to train
26 noise reaching the high 70s in terms of the CNEL. Although the proposed
27 industrial and business park uses are not considered noise-sensitive, and
28

1 specific building location and configurations are unknown at this time,
2 without proper mitigation measures, future development adjacent to the rail
3 line could be exposed to noise levels in excess of the County's 75-dBA
4 standard for industrial uses.

5 Freight trains also use these tracks; however, operations of the freight trains
6 are dependent on market demand, and no regular schedule is available for
7 their number and schedule through this area. The proposed Project is not
8 anticipated to have any effect on the number and schedule of the trains
9 passing through this area.

10 In addition, development of the proposed Project has the potential to
11 increase temporary noise construction activity during daytime hours.

12 Construction of the proposed Project is expected to require the use of
13 scrapers, bulldozers, motor grader, and water and pickup trucks. Noise
14 associated with the use of construction equipment is estimated to reach
15 between 79 and 89 dBA Lmax at a distance of 50 feet from the active
16 construction area for the grading phase. The maximum noise level
17 generated by each scraper is assumed to be approximately 87 dBA Lmax at
18 50 feet from the scraper in operation. Each bulldozer would also generate
19 approximately 85 dBA Lmax at 50 feet. The maximum noise level
20 generated by water and pickup trucks is approximately 86 dBA Lmax at 50
21 feet from these vehicles. Each doubling of the sound sources with equal
22 strength increases the noise level by 3 dBA. Each piece of construction
23 equipment operates as an individual point source. The worst-case
24 composite noise level during this phase of construction would be 91 dBA
25 Lmax at a distance of 50 feet from an active construction area.

26 Existing residences west of Pedley Road that are approximately 165 feet or
27 more from the Project site would be exposed to construction noise up to 80
28

1 dBA Lmax. Although traffic noise along Pedley Road would mask most of
2 the construction activity noise during daytime hours, without mitigation,
3 impacts to these residences could be significant.

4 In addition, there are existing residences to the southwest of the Project site
5 along Van Buren Boulevard, approximately 500 feet from the Project-
6 building footprint. At this distance, these receptor locations would be
7 exposed to construction noise levels of up to 71 dBA Lmax. This range of
8 construction noise would be masked by traffic on Van Buren Boulevard
9 during the daytime hours when construction activity occurs and would not
10 result in any noise impacts. There are also existing residences to the east of
11 the Project site along Heatherwood Drive and David Way at a distance of
12 approximately 400 feet and residences north of Limonite Avenue
13 approximately 700 feet from the Project site. However, these residences are
14 separated from the Project site by commercial/office uses and are mostly
15 shielded by these uses. With distance divergence and shielding provided by
16 human-made structures, construction noise from the Project site would be
17 reduced to less than 50 dBA Lmax in these residential areas and would
18 have no significant impact. Therefore, no significant construction noise
19 impacts would occur for these residential areas if construction of the
20 proposed Project occurs within the permitted hours.

21 2. Mitigation.

22 The Project has been modified to mitigate or avoid the potentially
23 significant impacts by the following mitigation measures, which are hereby
24 adopted and will be implemented as provided in the Mitigation, Monitoring,
25 and Reporting Program.

26
27 **MM N-1a** Prior to the approval of plot plans for individual parcels that
28 are adjacent to the Union Pacific Railroad tracks to the south

1 of the Project site, a noise study will be required to ensure
2 that County exterior and interior noise requirements are not
3 exceeded. If necessary to limit noise to levels that will
4 comply with County standards, recommended measures to
5 attenuate noise will be included as part of the study. The
6 noise study will be prepared to the satisfaction of County
7 staff.

8 **MM N-1b**

Prior to the issuance of building permits for business and
9 professional offices that face Clay Street, an acoustical report
10 must be submitted, reviewed and approved by County staff,
11 in order to ensure that County interior noise requirements are
12 met.

13 **MM N-4a**

Prior to grading permit issuance, the Project applicant shall
14 submit a Construction Noise Mitigation Plan to the County
15 for review and approval. The plan shall depict the location
16 of construction equipment and describe how noise would be
17 mitigated through the following methods:

- 18 1. The Project contractor shall equip all construction
19 equipment, fixed or mobile, with properly operating and
20 maintained mufflers consistent with manufacturers'
21 standards.
- 22 2. The Project contractor shall place all stationary
23 construction equipment so that emitted noise is directed
24 away from sensitive receptors to the west of the site.
- 25 3. The construction contractor shall locate equipment
26 staging in areas that will create the greatest distance
27 between construction-related noise sources and noise-
28

1 sensitive receptors to the west of the site during all
2 Project construction.

- 3 4. All construction, maintenance, or demolition activities
4 within the County's boundary shall be limited to the
5 hours of 6:00 a.m. to 8:00 p.m., Monday through
6 Saturday, and from 10:00 a.m. to 6:00 p.m. on Sundays
7 and federal holidays.

8 L. Transportation and Traffic

9 1. Impacts.

10 The Project site is located partially within Zone D and E of the Riverside
11 Municipal Airport Land Use Plan. Therefore, the Project will be required to
12 restrict lighting or flashing light of red, white, green, or amber colors
13 associated with airport operations toward an aircraft engaged in takeoff and
14 landing. Additionally, uses that would attract large concentrations of birds,
15 or which may otherwise affect safe air navigation within the area shall be
16 prohibited. Vegetation in and around the detention basin that would
17 provide food or cover for bird species that would be incompatible with
18 airport operations shall not be utilized in Project landscaping. Moreover,
19 no buildings shall exceed an elevation of 822.3 feet above mean sea level.

20 Consistency with the aforementioned conditions avoid impacts to air traffic
21 patterns. In addition, the Project will not increase air traffic levels or cause
22 a change in location that results in substantial safety risks.

23 The Project will not substantially increase hazards due to a design feature
24 (e.g., sharp curves or dangerous intersections) because the existing and
25 future roadway network is on a grid with streets meeting at right angles.
26 Additionally, roadways and intersections in the Project area will be required
27 to meet the County of Riverside roadway design criteria requirements,
28

1 which will ensure that roadway hazards are not created.

2 Roadways expected to provide emergency access to the Project site include
3 Limonite Avenue, Van Buren Boulevard and Clay Street. As part of the
4 Project development, roadways and signals will be improved in the Project
5 area, thus providing for adequate emergency access.

6 The County of Riverside criteria for industrial uses (County of Riverside
7 Ord. No. 348, Article XVIII, General Provisions, Section 18.12), call for 1
8 space per 2 employees of the largest shift, and 1 space per vehicle kept in
9 connection with the use. Based on the County's criteria, 650 spaces would
10 be needed. The Project will implement at minimum the required number of
11 parking spaces as per the County of Riverside Ord. No. 348, Article XVIII,
12 General Provisions, Section 18.12.

13 The Project does not conflict with policies, plans, or programs supporting
14 alternative transportation. There are forms of alternative transportation
15 available near the Project site, including services by the RTA from Routes
16 21, 29, and 38 along Van Buren Boulevard and Routes 21 and 29 along
17 Limonite Avenue. Therefore, the proposed Project will not conflict with
18 alternative transportation and impacts are less than significant.

19 The Project has the potential to cause an increase in traffic and LOS levels
20 within the Project area.

21 *Existing Plus Ambient Growth Plus Project Traffic Conditions*

22 For existing plus ambient growth plus Project traffic conditions, the study
23 area intersections are projected to operate at acceptable LOS during the
24 peak hours except for the following study area intersections that are
25 projected to operate at unacceptable levels of service during the peak hours,
26 without improvements.

- 27
28
- Etiwanda Avenue (NS) at Limonite Avenue (EW).

- Beach Street (NS) at Limonite Avenue (EW).
- Van Buren Boulevard (NS) at Jurupa Road (EW), Jurupa Avenue (EW) and Arlington Avenue (EW).
- Clay Street (NS) at Haven View Drive (EW) and General Drive (EW).

The study area intersections are projected to operate at acceptable LOS during the peak hours for existing plus ambient growth plus Project traffic conditions, with improvements. Additionally, a traffic signal is not projected to be warranted at any of the aforementioned study area intersections for existing plus ambient growth plus Project traffic conditions.

Existing Plus Ambient Growth Plus Project Plus Cumulative Traffic Conditions

For existing plus ambient growth plus Project plus cumulative traffic conditions, the study area intersections are projected to operate at acceptable LOS during the peak hours except for the following study area intersections that are projected to operate at unacceptable LOS during the peak hours, without improvements.

- Etiwanda Avenue (NS) at: Limonite Avenue (EW);
- Beach Street (NS) at: Limonite Avenue (EW);
- Van Buren Boulevard (NS) at: Jurupa Road (EW), Jurupa Avenue (EW) and Arlington Avenue (EW); and
- Clay Street (NS) at: Haven View Drive (EW) and General Drive (EW).

The six intersections that operate at unacceptable LOS are the same intersections that have unacceptable LOS under both existing conditions, and existing, plus ambient growth, plus Project conditions. Since Project-generated traffic does not create additional intersections with unacceptable LOS, Project impacts with respect to both cumulative and direct Project

1 impacts on congestion would be less than significant.

2 However, the Traffic Impact Analysis (TIA) does recommend frontage
3 improvements along Clay Street and various other improvements adjacent
4 to the Project site. The TIA also indicates that a traffic signal is projected
5 to be warranted at the intersection of Clay Street (NS) at: General Drive
6 (EW) for Existing Plus Ambient Growth Plus Project Plus Cumulative
7 traffic conditions. Consequently, impacts on the capacity of the street
8 system at the Project level would be significant and cumulative impacts
9 with respect to the warranted traffic signal would be significant without
10 mitigation.

11 2. Mitigation.

12 The Project has been modified to mitigate or avoid these potentially
13 significant impacts by the following mitigation measures, which are hereby
14 adopted and will be implemented as provided in the Mitigation, Monitoring,
15 and Reporting Program.

16 **MM T-1a** Prior to occupancy, site-specific circulation and access to the
17 Project shall be consistent with Figure 36 of the TIA and
18 shall be coordinated with the satisfaction of the County
19 Engineer.

20 **MM T-1b** Prior to occupancy, the developer shall construct Clay Street
21 from the Project north boundary to the Union Pacific
22 Railroad at its ultimate half-section width in conjunction
23 with development, including landscaping and parkway
24 improvements as necessary.

25 **MM T-1c** Prior to occupancy, the developer shall coordinate to the
26 satisfaction of the County Engineer that off-street parking
27 shall be provided and shall meet County of Riverside parking
28

code requirements.

1
2 **MM T-1d** Prior to occupancy, as is the case for any roadway design,
3 the County of Riverside shall periodically review traffic
4 operations in the vicinity of the Project once the Project is
5 constructed to assure that the traffic operations are
6 satisfactory.

7 **MM T-1e** Prior to occupancy, the sight distance at the Project accesses
8 shall be reviewed with respect to California Department of
9 Transportation/County of Riverside standards in conjunction
10 with the preparation of final grading, landscaping, and street
11 improvement plans.

12 **MM T-1f** Prior to occupancy, on-site traffic signing and striping shall
13 be implemented in conjunction with detailed construction
14 plans for the Project.

15 **MM T-1g** Prior to map recordation the Project proponent shall be
16 responsible for the design of traffic signals at the following
17 intersections.

- 18 • Clay Street (NS) at Haven View Drive (EW)
- 19 • Clay Street (NS) at Linares Avenue (EW) (signal
20 modification due to lane improvements)

21 No fee credit shall be provided for the cost of design of these
22 traffic signals, unless approved by the Transportation
23 Department, and the design of the signals shall be to the
24 satisfaction of Transportation Department.

25 **MM T-1h** Prior to final inspection of any buildings, the Project
26 proponent shall provide for the installation of the following
27 traffic signals, as well as providing that such signals are
28

operational:

- Clay Street (NS) at Haven View Drive (EW)
- Clay Street (NS) at Linares Avenue (EW) (signal modification due to lane improvements)
- Clay Street (NS) at General Drive (EW) (\$50,000 cash-in-lieu of construction)

Fee credit shall not be applied to the costs of the improvements described above, except as approved by the Transportation Department.

MM T-1i

Prior to map recordation the intersections listed below shall be improved as follows:

- Clay Street (NS) at Haven View Drive :
 - Northbound: two through lanes
 - Southbound: one left turn lane, two through lanes
 - Eastbound: no improvements
 - Westbound: one shared left/right turn lane
- Clay Street (NS) at North Project Driveway
 - Northbound: one left turn lane, two through lanes
 - Southbound: two through lanes
 - Eastbound: one right turn lane
 - Westbound: no improvements

Note: Appropriate traffic control, such as a raised median, signage, and others, shall be installed to prevent left turns out of this driveway.

- Clay Street (NS) at South Project Driveway
 - Northbound: one left turn lane, two through lanes
 - Southbound: two through lanes

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- Eastbound: one left turn lane, one right turn lane
- Westbound: no improvements
- Clay Street (NS) and Linares Avenue (EW)
 - Northbound: one left turn lane, two through lanes
 - Southbound: one left turn lane, two through lanes
 - Eastbound: one left turn lane, one through lane
 - Westbound: one left turn lane, one through lane

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided. Any off-site widening improvements required to provide these geometrics shall be the responsibility of the landowner/developer.

MM T-1j

Prior to building final inspection, the Project proponent shall be required to provide traffic signal interconnect between the traffic signal at Clay Street (NS) and Haven View Drive (EW) to the signal at Clay Street (NS) and Linares Avenue (EW).

The traffic signal at Clay Street (NS) and Haven View Drive (EW) shall be ultimately interconnected with a signal at Clay Street (NS) at General Drive (EW). The Project proponent shall provide interconnect along the project frontage and shall make all provisions necessary for the ultimate interconnect between Haven View Drive and Linares Avenue.

MM T-1k

Prior to occupancy, the developer shall participate in the

1 projects proposed under the Project would comply with existing state and
2 federal regulations regarding the energy efficiency of buildings, appliances,
3 and lighting, which would reduce the Project's electricity demand. The new
4 buildings constructed in accordance with current energy efficiency
5 standards would be more energy efficient than older buildings. However, in
6 the absence of mitigation measures, the Project would obstruct the
7 implementation of GHG reduction goals under AB 32. In addition, the
8 strategies listed in Table 4.14-3 of the Draft EIR are either part of the
9 Project, required mitigation measures, or requirements under local or State
10 ordinances. With implementation of these strategies/measures, the Project's
11 contribution to cumulative GHG emissions would be reduced to a less than
12 significant level.

13 2. Mitigation.

14 The Project has been modified to mitigate or avoid the potentially
15 significant impacts by the following mitigation measures, which are hereby
16 adopted and will be implemented as provided in the Mitigation, Monitoring,
17 and Reporting Program.

18 **MM GHG-1** To the extent feasible and to the satisfaction of the County,
19 the following measures shall be incorporated into the design
20 and construction of the Project (including specific building
21 projects):

22 *Construction and Building Materials*

23
24 GHG-C1. Shall use locally produced and/or manufactured building
25 materials for at least 10 percent of the construction materials
26 used for the Project.

27 GHG-C2. Shall recycle/reuse at least 50 percent of the demolished
28 construction material (including but not limited to soil,

1 vegetation, concrete, lumber, metal, and cardboard).

2 GHG-C3. Shall use "Green Building Materials," such as those
3 materials that are resource efficient, and recycled and
4 manufactured in an environmentally friendly way for at least
5 10 percent of the Project.

6 *Energy Efficiency Measures*

7 GHG-E1. All Project buildings shall be designed to exceed California
8 Building Code's January 2010 Title 24 energy standards by
9 20%, including but not limited to any combination of the
10 following:

11 GHG-E1a. Insulation shall be increased such that heat transfer and
12 thermal bridging are minimized.

13 GHG-E1b. Air leakage through the structure or within the heating and
14 cooling distribution system shall be limited to minimize
15 energy consumption.

16 GHG-E1c. ENERGY STAR or better rated windows, space heating and
17 cooling equipment, light fixtures, appliances, and other
18 applicable electrical equipment shall be incorporated.

19 GHG-E1d. 75 percent or more of the buildings shall be oriented either
20 north or south (within 30° of N/S) Building design shall
21 include roof overhangs that are sufficient to block the high
22 summer sun, but not the lower winter sun, from penetrating
23 south facing windows. Trees, other landscaping features and
24 other buildings shall be sited in such a way as to maximize
25 shade in the summer and maximize solar access to walls and
26 windows in the winter.

27 GHG-E1e. Building thermal distribution shall be optimized by
28

1 separating ventilation and thermal conditioning systems.

2 GHG-E1f. Energy-reducing programmable thermostats shall be
3 installed that automatically adjust temperature settings.

4 GHG-E1g. Where feasible and appropriate energy-reducing passive
5 heating and cooling systems (e.g., insulation and ventilation)
6 shall be used.

7 GHG-E1h. Where feasible and appropriate energy-reducing day lighting
8 systems (e.g., skylights, light shelves and interior transom
9 windows) shall be used.

10 GHG-E2. A landscape and development plan shall be provided for the
11 Project that takes advantage of shade, prevailing winds, and
12 landscaping.

13 GHG-E3. Efficient lighting and lighting control systems shall be
14 installed, using daylight as an integral part of lighting
15 systems in buildings.

16 GHG-E4. Light-colored "cool" roofs shall be installed on all
17 conditioned roof space.

18 GHG-E5. Energy efficient heating and cooling systems, appliances and
19 equipment, and control systems shall be installed.

20 GHG-E6. Appliances shall be of a low-water use design.

21 GHG-E7. Solar or light emitting diodes (LEDs) shall be installed for
22 outdoor lighting.

23 GHG-E8. The Project shall provide shade (within 5 years) and/or use
24 light-colored/high-albedo materials (reflectance of at least
25 0.3) and/or open grid pavement for at least 30 percent of the
26 site's non-roof impervious surfaces, including parking lots,
27 walkways, plazas, etc. Unshaded parking lot areas,
28

1 driveways, fire lanes, and other paved areas have a minimum
2 albedo of 0.3 or greater.

3 GHG-E9. Signage shall be placed at all loading docks/loading areas
4 reminding truck operators to stop engines and not idle more
5 than 5 minutes.

6 GHG-E10. Electrical hook-ups shall be provided at all loading docks for
7 refrigerated trucks.

8 *Water Conservation and Efficiency Measures*

9 GHG-W1. A comprehensive water conservation strategy appropriate for
10 the Project and location and in compliance with Ord. 859
11 shall be devised. The strategy shall include the following,
12 plus other innovative measures that might be appropriate:

13 GHG-W1a. Create water-efficient landscapes within the development.

14 GHG-W1b. Install water-efficient irrigation systems and devices, such as
15 soil moisture-based irrigation controls.

16 GHG-W1c. Irrigation within the Project shall be designed and built for
17 the use of reclaimed water. If reclaimed water is unavailable
18 at time of construction, standard water shall be used for
19 irrigation. When reclaimed water becomes available the
20 irrigation system shall use reclaimed water.

21 GHG-W1d. Design buildings to be water-efficient. Install water-efficient
22 fixtures and appliances, including low-flow faucets, dual-
23 flush toilets, and waterless urinals.

24 GHG-W1e. Restrict watering methods (e.g., prohibit systems that apply
25 water to nonvegetated surfaces) and control runoff.

26 GHG-W2. Drought resistant native trees, trees with low emissions and
27 high carbon sequestration potential shall be used.
28

1 *Solid Waste Measures*

2 GHG-S1. Interior and exterior storage areas for recyclables and green
3 waste shall be provided and adequate recycling containers
4 located in public areas.

5 GHG-S2. Employee education about reducing waste and available
6 recycling services shall be provided.

7 *Transit Measures*

8 GHG-T1. Plentiful short-term and long-term bicycle parking facilities
9 to meet peak season maximum demand shall be provided. A
10 minimum of 1 bike space per 20 employee car spaces shall
11 be provided.

12 GHG-T2. Safe and convenient bicycle/pedestrian access to transit
13 stop(s) shall be provided.

14 *Parking Measures*

15 GHG-P1. The parking lot design shall include clearly marked and
16 shaded pedestrian pathways between transit facilities and
17 building entrances.

18 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that the
19 following impacts potentially resulting from the Project's approval cannot be fully mitigated and will be
20 only partially avoided or lessened by the mitigation measures hereinafter specified; a statement of
21 overriding findings is therefore included herein:

22 A. Air Quality (Construction Air Emissions, Operational Air Emissions, Cumulative Air
23 Emissions, Inconsistency with the Air Quality Management Plan, and Impacts to Sensitive
24 Receptors)
25
26
27
28

1 1. Impacts.

2 Heavy-duty equipment in the Project area during construction would emit
3 odors. However, the construction activity would be short-term and would
4 cease to occur after individual construction is completed. No other sources
5 of objectionable odors have been identified for the proposed Project, and no
6 mitigation measures are required.

7 However, implementation of the proposed Project will result in significant
8 construction and operational air quality impacts for Nitrous Oxide (NO_x),
9 which would contribute to an ozone exceedance and would obstruct the
10 implementation of the Air Quality Management Plan. The proposed land
11 uses are consistent with the General Plan and Zoning Designation for the
12 Project site. Therefore, implementation of the Project does not require an
13 amendment to the County's zoning classifications for the Project site and is
14 consistent with, and accounted for, in the projections for the South Coast
15 Air Quality Management District (SCAQMD) Air Quality Management
16 Plan. However, the proposed Project would result in significant
17 construction and operational air quality impacts for NO_x, which would
18 contribute to an ozone exceedance. Therefore, the Project would obstruct
19 the implementation of the Air Quality Management Plan.

20 In addition, implementation of the proposed Project will result in significant
21 construction and operational air quality impacts for NO_x, which would
22 contribute to an ozone exceedance and would violate the SCAQMD's NO_x
23 emission threshold.

24 The construction-related LSTs for the Project area exceed the LST
25 thresholds for PM₁₀, see Table 4.2 6 of the Draft EIR. In order to address
26 these impacts mitigation has been provided (see mitigation measure below).
27 However, even with the application of mitigation, impacts would remain
28

1 above the SCAQMD threshold. The LST dispersion analysis details and
2 calculations are included in Appendix C of the Air Quality Analysis.

3 2. Mitigation.

4 The Project has been modified to reduce the severity of these potentially
5 significant impacts by the following mitigation measures, which are hereby
6 adopted and will be implemented as provided in the Mitigation, Monitoring,
7 and Reporting Program.

8 **MM AQ-2a** The Project proponent shall provide for the implementation,
9 to the satisfaction of County staff, of the following measures.

- 10 1. The Construction Contractor shall select the construction
11 equipment used on site based on low-emission factors
12 and high-energy efficiency. The Construction Contractor
13 shall ensure that construction-grading plans include a
14 statement that all construction equipment will be tuned
15 and maintained in accordance with the manufacturer's
16 specifications. In addition, trucks shall not idle
17 continuously for more than 5 minutes at any one time.
- 18 2. The Construction Contractor shall utilize electric or
19 alternative-fuel-powered equipment in lieu of gasoline-
20 or diesel-powered engines, where feasible.
- 21 3. The Construction Contractor shall ensure that
22 construction-grading plans include a statement that work
23 crews will shut off equipment not in use. During smog
24 season (May through October), the overall length of the
25 construction period will be extended, thereby decreasing
26 the size of the area prepared each day, to minimize
27 vehicles and equipment operating at the same time.
28

- 1 4. The Construction Contractor shall time the construction
2 activities so as to not interfere with peak-hour traffic and
3 minimize obstruction of through traffic lanes adjacent to
4 the site; if necessary, a flag person shall be retained to
5 maintain safety adjacent to existing roadways.
- 6 5. The Construction Contractor shall support and encourage
7 ridesharing and transit incentives for the construction
8 crew.

9 **MM AQ-4a** The Project proponent shall provide, to the satisfaction of
10 County staff, for implementation of the following additional
11 dust suppression measures in the SCAQMD CEQA Air
12 Quality Handbook are included as part of the Project's
13 mitigation:

- 14 • Revegetate disturbed areas as quickly as possible.
- 15 • Suspend all excavating and grading operations when
16 wind speeds (as instantaneous gusts) exceed 25 mph.
- 17 • Sweep all streets once per day if visible soil materials are
18 carried to adjacent streets (recommend water sweepers
19 with reclaimed water).
- 20 • Install wheel washers where vehicles enter and exit
21 unpaved roads onto paved roads, or wash trucks and any
22 equipment leaving the site.
- 23 • Pave, water, or chemically stabilize all onsite roads as
24 soon as feasible.
- 25 • Minimize at all times the area disturbed by clearing,
26 grading, earthmoving, or excavation operations.
- 27
- 28

1 Notwithstanding the foregoing, the implementation of the mitigation
2 measures described above will not be sufficient to mitigate impacts to air
3 quality to below levels of significance. Even with implementation of all
4 feasible mitigation measures, the Project would have a significant and
5 unavoidable short-term air quality impact resulting from NO_x emissions, a
6 significant and unavoidable long-term air quality impact resulting from the
7 Project-related mobile source emissions of NO_x. In addition, the Project
8 will have a significant cumulative contribution to NO_x construction and
9 operational emissions, and to PM₁₀ related to Local Significance
10 Thresholds for construction.

11 Notwithstanding the foregoing, the implementation of the mitigation
12 measures described above will not be sufficient to mitigate air quality
13 impacts related to construction and operational air quality impacts for NO_x.
14 However, due to the size and nature of the Project, the total amount of NO_x
15 emissions emitted by the Project would exceed the SCAQMD thresholds of
16 significance. Additionally, reducing the buildout intensity of the Project site
17 to lower emissions to a level of less than significant is not feasible because
18 it would prevent the attainment of key Project objectives. Further,
19 emissions from on-road mobile sources are regulated at the state and federal
20 levels and, therefore, are outside of the control of local agencies such as the
21 County of Riverside and the SCAQMD. This fact makes the contemplation
22 of any local restrictions on emission from vehicles infeasible and
23 unenforceable.

24
25 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that it
26 has considered the following alternatives identified in the EIR in light of the environmental impacts which
27 cannot be fully mitigated, avoided or substantially lessened and has rejected those alternatives as
28 infeasible for the reasons hereinafter stated:

1 A. No Project/No Development Alternative

2 Under the No Project/No Development Alternative, the proposed Project
3 would not be developed and the site would remain in its vacant condition.

4 1. This alternative would leave the site in its current undeveloped
5 condition, and consequently would not result in providing employment for
6 900 workers estimated from implementation of the proposed Project. While
7 this alternative does not induce population growth, it also does not provide
8 the benefit of improving the current imbalance between jobs and housing in
9 the inland empire region.

10 2. The No Project/No Development alternative would result in lesser
11 impacts than the proposed Project with the possible exception of
12 jobs/housing balance. However, this alternative does not achieve any of the
13 objectives of the proposed Project.

14 3. The No Project/No Development Alternative will not provide
15 additional employment opportunities in the Jurupa Area of Riverside
16 County nor attract a wide range of new businesses to the currently vacant
17 Project site.

18 4. The No Project/No Development Alternative will not provide new
19 development opportunities to assist the County in obtaining fiscal balance
20 in the years and decade ahead.

21 B. Reduced Density Alternative

22 The Reduced Density Alternative would reduce the total building area from
23 889,501 square feet of building floor area to 545,000 square feet, which is
24 the equivalent of 25 percent of the total net buildable land area. The
25 coverage factor was used because it is the low end of the floor area ratio
26 (FAR) coverage factor that applies to the Community Development: Light
27 Industrial (CD: LI) (0.25-0.60 Floor Area Ratio). The road system would
28

1 be similar to that of the proposed Project; however, there would be
2 additional open space between the buildings. It is not known what specific
3 changes this Project design would have on utility systems, but it is assumed
4 the entire buildable portion of the Project site would still be developed for
5 buildings or parking.

6 1. The Reduced Density Alternative would not be as effective in
7 meeting the goals of the Project as described on pages 3-12 and 3-13 of the
8 Draft EIR in that it would not provide for as much employment
9 opportunities as compared to the Project.

10 2. The Reduced Density Alternative would not provide the benefit of
11 improving the currently imbalance between jobs and housing in the inland
12 empire region.

13 3. The Reduced Density Alternative reduces many of the Project's
14 environmental impacts, especially in the areas of air quality, due to the
15 decreased total building area. However, this Alternative does not eliminate
16 the significant adverse impacts of the Project related to operational
17 emissions for air quality.

18 4. The Reduced Density Alternative would meet objectives to a lesser
19 degree than the proposed Project.

20
21 C. Residential Alternative

22 Under the Residential Alternative, the Project site would be developed for
23 residential uses. The road system and access to the site would be similar to
24 that of the proposed Project. The areas devoted to open space, road rights-
25 of-way and a water quality/detention basin would be the same as the
26 Project, leaving 50.1 acres available for development of homes. Based on a
27 density of six dwelling units per acre, this alternative would yield 301
28 dwellings.

1 1. This alternative would generate more light impacts as homes would
2 be in use and lit during night time hours, whereas night-time lighting for the
3 employment generating uses related to the proposed Project would be
4 largely limited to low level security lighting. Lighting impacts in both cases
5 would be less than significant with implementation of mitigation. Impacts
6 to aesthetics and glare would also be similar to the Project and would be
7 less than significant in both cases. Therefore, this alternative would have
8 slightly greater impacts on aesthetics and night lighting compared to the
9 Project.

10 2. This alternative would result in approximately 70 percent fewer
11 average daily trips (ADT) compared to the proposed Project - 2,873 ADT
12 versus 4,083 ADT. Consequently, reduction in mobile source emissions
13 under this alternative would be roughly proportional to the decreased ADT.
14 The proposed Project currently exceeds SCAQMD operational significance
15 thresholds only for Nitrous Oxides NO_x, and is under the threshold for
16 other criteria air pollutants. Project impacts for NO_x would be 71 pounds
17 per day, exceeding the SCAQMD's 55 pounds per day threshold. Nearly all
18 NO_x emissions are from vehicle trips generated by the Project. Therefore,
19 NO_x emissions would be reduced to approximately 70 percent of emissions
20 generated by the proposed Project, or approximately 50 pounds per day,
21 below the SCAQMD threshold. Impacts from construction under this
22 alternative are expected to be similar to those of the proposed Project and
23 NO_x construction emissions and PM₁₀ emissions for SCAQMD's Local
24 Significance Threshold (LST) will continue to be exceeded.

25
26 3. Impacts under this alternative would be similar to the proposed
27 Project, since the footprint of development would be virtually the same.
28 The introduction of domestic pets would have a slight increase in impacts

1 with respect to predation on species that use the riparian/riverine habitat
2 present on the Project site.

3 4. This alternative will result in a change in the current Community
4 Development: Light Industrial (CD: LI) (0.25 to -0.60 Floor Area Ratio)
5 General Plan designation and Manufacturing-Service Commercial (M-SC)
6 zoning. The areas that surround the Project site are all designated for non-
7 residential uses either commercial, industrial or manufacturing uses. In the
8 long term as surrounding areas developed and convert to these non-
9 residential uses there would be a greater potential for impacts with respect
10 to land use compatibility than would occur under the proposed Project.
11 Therefore, impacts would be greater under this alternative.

12 5. This alternative would change the existing general plan to allow for
13 301 additional homes in the Jurupa area. Therefore, this alternative would
14 have greater impacts than the Project in terms of inducing substantial
15 population growth. In addition, this alternative would further exacerbate
16 the imbalance between jobs and housing in the Inland Empire region.

17 6. The Residential alternative would have fewer impacts than the
18 proposed Project in the areas of air quality, traffic and climate change, it
19 would not eliminated the significant adverse impacts of the Project related
20 to operational emissions. In addition, it would create significant new and
21 potentially unavoidable impacts with respect to noise.

22 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that it
23 has balanced the benefits of the Project against the unavoidable adverse environmental effects thereof,
24 and has determined that the following benefits outweigh and render acceptable those environmental
25 effects:
26

- 27 A. The proposed Project will incorporate necessary infrastructure while incorporating high
28 quality, consistent design standards. Infrastructure necessary to support the Project will be

1 required. Project buildings, in conjunction with substantial landscaping, will be well
2 designed, in turn benefiting the Project area by creating high quality and visually attractive
3 infrastructure.

4 B. The Project will provide a blend of business park and industrial uses, including light-
5 industrial/multi-tenant and office/business park, in turn benefiting the County by providing
6 opportunities for a range of employment. Ultimately, the proposed Project would provide
7 jobs for over 900 employees upon development of the Clay Street Business Park.

8 C. The Project will provide additional employment opportunities in the Jurupa Area of
9 Riverside County.

10 D. The proposed blend of business park and industrial uses, including light-industrial/multi-
11 tenant and office/business park uses will be of benefit in that the proposed Project will
12 attract a wide range of new businesses to the currently vacant Project site.

13 E. The proposed Project will provide new development that will assist the County in obtaining
14 fiscal balance in the years and decade ahead. The establishment of a business park on the
15 currently vacant Project site will increase property and other tax revenues, and the influx of
16 new employees into this area will benefit existing and future retail and services businesses
17 in the area of the Project.

18 F. The Project will provide funding for various elements of regional infrastructure through the
19 County's mitigation fee programs, which can help develop a safe, efficient, convenient, and
20 attractive regional infrastructure throughout the community.

21 G. The Project will provide a reasonable transition of compatible land uses from existing
22 residential development on the west to planned commercial and business park uses on the
23 east, ensuring development is appropriate to the Project site and to surrounding properties
24 and neighborhood.

25 H. The Project will provide for land uses that are consistent with and implement the policies
26 and goals of the County's General Plan, Development Code, and development guidelines
27 and policies, ensuring development is visually pleasing and compatible with existing uses
28

1 and neighborhoods as well as the natural environment.

2 I. The Project will provide and locate industrial and business park uses in a manner that
3 minimizes disruption to residential uses in the Jurupa area.

4 J. The Project will provide support implementation of facilities and public improvement
5 objectives of the Redevelopment Plan, Pedley Subarea, through the provision of Project-
6 related infrastructure and payment of established development impact fees, in turn
7 benefiting existing and future retail and services businesses in the area of the Project.

8 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that the
9 State CEQA Guidelines (Section 15126 (g)) require an EIR to discuss how a proposed project could
10 directly or indirectly lead to economic, population, or housing growth. A project may be growth-inducing
11 if it removes obstacles to growth, taxes community service facilities or encourages other activities which
12 cause significant environmental effects. The discussion is as follows:

13 A. Economic, Population, or Housing Growth

14 Development of the proposed Project will not exceed 889,502 square feet of light
15 industrial and business park uses on approximately 68.1 gross acres in an outlying
16 but somewhat suburbanizing area. The commercial uses included in the Project
17 would be expected to result in direct growth of approximately 900 jobs. Even if it
18 were assumed that new residents would fill all of the jobs, impacts to population
19 growth would not be significant. Based on the assumption that each of the 900 new
20 jobs would create an addition dwelling in the WRCOG subregion, 900 only
21 represents less than two percent of the 2010 to 2015 growth. In addition, the 900
22 employees that would be generated by the Project will be needed and are consistent
23 with the WRCOG subregion employment forecast, which predicts that 102,737
24 jobs would be generated from 2010 to 2015.

25
26 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that the
27 Project will implement applicable elements of the Riverside County General Plan as follows:

28 A. Land Use Element

1 The Project site is designated as Light Industrial (LI) (0.25-0.60 Floor Area Ratio)
2 under the foundation component of Land Use Community Development in the
3 General Plan. This designation allows for a variety of uses including industrial,
4 manufacturing, service, and commercial. The Project contemplates a development
5 consisting of approximately 889,000 square feet of building area on 50.0 net acre
6 site, a Project floor-area-ratio of 0.40. This floor ratio is within the 0.25-0.60 floor
7 area ratio required for the Community Development: Light Industrial (CD: LI)
8 (0.25-0.60 Floor Area Ratio) designation. Because the Project site would be
9 developed with Light Industrial land uses in accordance with the Community
10 Development Foundation Component, development of the site would be consistent
11 with the General Plan Land Use Element.

12 B. Circulation Element

13 Construction of frontage improvements along Clay Street and various other
14 improvements adjacent to the Project site would provide consistency with the
15 designations assigned to these roadways by the County General Plan Circulation
16 Plan. The Project's study area intersections are projected to operate at acceptable
17 levels of service during the peak hours with implementation of roadway and traffic
18 signal improvements listed in EIR Section 4.12. All required roadway
19 improvements that are directly attributable to the proposed Project would be
20 constructed as part of the Project. All fair share costs would be contributed for
21 improvements to affected off-site roadways through payment of required
22 Transportation Uniform Mitigation Fees (TUMF) and Development Impact Fees
23 (DIF).

24 Consequently, the Project would be consistent with the County of Riverside
25 General Plan's Circulation Element through implementation of necessary roadway
26 and traffic signal improvements listed in EIR Section 4.12, and payment of
27 applicable TUMF and DIF fees.
28

1 C. Multipurpose Open Space Element

2 The Project site is not identified for open space preservation by the General Plan or
3 the MSHCP. The site is currently unoccupied; however, surficial features (such as
4 depressions in the area of three former settling ponds and empty pits) and concrete
5 foundations of the former Northwest Pipe Company buildings and structures are
6 visible on the site. Buildings and structures were demolished between January and
7 April 2006. In addition, the County General Plan identifies the Project site for
8 future development with light industrial uses. As discussed in the Initial Study
9 conducted for the Project (See Appendix A of the Draft EIR), the site does not
10 contain lands mapped as Prime, Unique, or Statewide Important Farmland by the
11 California Farmland Mapping and Monitoring Program (FMMP); therefore,
12 impacts to Farmlands would not occur. Construction of the Project will not
13 establish residential land uses within 300 feet of agriculturally zoned property. The
14 area surrounding the Project site consists of industrial, commercial, and residential
15 land uses. Because the proposed Project is not located within 300 feet of land
16 zoned for primarily agricultural purposes, the Project is in compliance with County
17 Ordinance No. 625.1.

18 The proposed Project is within the required habitat assessment survey area for
19 burrowing owl and the narrow endemic plant species San Diego ambrosia, Brand's
20 phacelia, and San Miguel savory as determined by the Riverside County Integrated
21 Project (RCIP) Conservation Summary Report (See Appendix C of the Draft EIR).
22 However, because of the lack of suitable habitat and the lack of habitat
23 connectivity to locations of known occurrences of the aforementioned species,
24 focused surveys, including pre-construction surveys, are not required based on
25 MSHCP guidelines. No additional clearance surveys or presence/absence surveys
26 are required for these species.

27 The riparian habitat and the trees located outside of the riparian area provide
28

1 suitable avian nesting habitat. Removal of these trees during the nesting season
2 could harm birds subject to the Migratory Bird Treaty act. Therefore, the Project
3 shall implement mitigation measure MM BR-1 to reduce the impacts. With
4 incorporation of mitigation measure MM BR-1, the Project would be consistent
5 with the Open Space Element of the General Plan.

6 No known sensitive paleontological resources are present; however, there is a
7 minimal potential for a substantial adverse change in the significance of
8 archaeological resources during construction and grading. Once grading exceeds
9 three feet or more below the modern ground surface, this increases the Project's
10 potential impact on unknown archaeological resources buried underneath the
11 surface. Therefore, the proposed Project's potential impact on unknown
12 archaeological resources is considered potentially significant, and a qualified
13 archaeologist should monitor all Project-related earthmoving (CRM 2005, MBA
14 2009) once a depth of three feet has been reached from the current ground surface.
15 To address these potential impacts, the mitigation measures MM CR-2a through
16 MM CR-2c have been imposed on the Project. With incorporation of mitigation
17 measures MM CR-2a through MM CR-2c, the Project would be consistent with the
18 Open Space Element of the General Plan.

19 Additionally, the Project site is not located within or adjacent to any identified
20 scenic corridors nor is it mapped within a valuable mineral resource area.

21
22 **D. Safety Element**

23 Any structures designated for development subsequent to the approval of the
24 Project would be constructed in accordance with the California Building Code
25 (CBC) and any site-specific conditions imposed by the County Geologist; thus
26 insuring geologic safety. Due to the presence of dense bedrock and the depth to
27 groundwater on the Project site, the potential for liquefaction is considered to be
28 low, and impacts are considered to be less than significant. The Project is not

1 located within a dam inundation area, and would not conflict with any disaster
2 preparedness plan. Compliance with the requirements of the Riverside County
3 Fire Department, and the required payment of mitigation fees pursuant to
4 Ordinance 659.6 would ensure fire safety.

5 The Project site is underlain at depth by very dense old alluvial soils and granitic
6 bedrock. Based upon the field investigation and test data, it was determined that
7 the upper loose and disturbed soils (including the undocumented fill soils) will not,
8 in their present condition, provide uniform or adequate support for the proposed
9 structures. In addition, the Project site also has potential for differential settlement
10 due to the presence of the fill materials. Therefore, unstable soil surfaces present
11 on the Project site could have significant impact on the proposed development
12 without appropriate mitigation measures. However, the Project will implement
13 mitigation measures MM GS-3a through MM GS-3m, which will reduce potential
14 impacts related to geology and soils and will therefore be consistent with the
15 County of Riverside Safety Element.

16 Due to impacts that would likely occur to the wash/riparian area the concept of
17 rebuilding all of the slope area is not being pursued and, instead, a building
18 structure setback, defining a Hazard Avoidance Setback Area, will be implemented
19 as a Project design feature. The slope hazard setback has been designed as a
20 guideline and does not preclude additional stability and potential failure that may
21 occur from the unconsolidated fill that is prevalent throughout the Project site, and
22 additional measures have been recommended to address these issues. Conversely,
23 it would still be possible to take remedial actions to stabilize areas within the
24 setback area, provided additional geotechnical evaluations and recommendations
25 ensured that stability problem for such areas are properly remediated and can be
26 made stable. Therefore, adherence to mitigation measure MM GS-1(a), plus
27 application of all the Project design features recommended in Preliminary
28

1 Geotechnical Investigation (CHJ 2006 a-c and MAG 2009) should reduce potential
2 impacts related to geology and soils and will therefore be consistent with the
3 County of Riverside Safety Element.

4 The Project site is located partially within Zone D and E of the Riverside
5 Municipal Airport Land Use Plan. According to the Riverside Municipal Airport
6 Land Use Compatibility Plan, Zone D and E guidelines allow for light
7 industrial/business park use development as proposed by the Project. Therefore,
8 the Project required review by the Riverside County Airport Land Use
9 Commission. The letter dated July 10, 2009 from the Riverside County Airport
10 Land Use Commission concluded that the proposed development is consistent with
11 the 2005 Riverside Municipal Airport Land Use Compatibility Plan subject to the
12 conditions related to safety hazards. With imposition of conditions related to safety
13 hazard listed in the ALUC 2009 letter as mitigation measures potential airport-
14 related impacts to people residing or working in the Project area would be
15 potentially significant. However, the implementation of mitigation measures MM
16 HAZ-1 through MM HAZ-7 will reduce the impacts and will therefore be
17 consistent with the County of Riverside Safety Element.

18 Lastly, Project construction activities may involve the use and transport of
19 hazardous materials. These materials may include fuels, oils, mechanical fluids,
20 and other chemicals used during construction. The Project has to comply with the
21 California Code of Regulations (CCR), Title 22, which contains detailed
22 compliance requirements for hazardous waste generators, transporters, treatment,
23 storage and disposal facilities. The nature of the businesses that will occupy and
24 utilize this future industrial/business park are unknown at this time, so the issue of
25 hazardous material storage and transportation will need to be analyzed by Building
26 and Safety at the time of occupancy. Irrespective of the lack of current information
27 about proposed occupants/tenants of the Project, all future businesses located at
28

1 this site will be required to adhere to all state and local regulatory laws and
2 conditions concerning hazardous materials, waste and safety. Moreover, any
3 hazardous materials or activities held or maintained on the Project site will be
4 subject to standard controls and regulations in place and in force by County, State,
5 and/or Federal agencies.

6 Therefore, the Project will be consistent with the County's Safety Element upon
7 consistency with the aforementioned federal, State and local regulation and
8 recommended mitigation measures.

9 E. Noise Element

10 The highest noise value estimated along Clay Street is the segment between
11 Linares Avenue and Haven View Drive, which at 69.6 dBA is well below the
12 County Standard of 75 dBA for exterior noise. Although the proposed industrial
13 and business park uses are not considered noise-sensitive, and specific building
14 location and configurations are unknown at this time, without proper mitigation
15 measures, future development adjacent to the rail line could be exposed to noise
16 levels in excess of the County's 75-dBA standard for industrial uses. The
17 implementation of mitigation measures MM N-1a and MM N-1b will reduce noise
18 levels below the County's Noise Ordinance significant noise threshold. With
19 incorporation of mitigation measures, the Project would be consistent with the
20 General Plan Noise Element.

21 In addition, there are existing residences to the southwest of the Project site along
22 Van Buren Boulevard, approximately 500 feet from the Project-building footprint.
23 Without proper mitigation to regulate construction activities, impacts from short-
24 term noise would remain potentially significant. The implementation of mitigation
25 measures MM N-4a will reduce temporary noise levels to a level of less than
26 significant. With incorporation of mitigation measures, the Project would be
27 consistent with the General Plan Noise Element.
28

1 F. Housing Element

2 The Proposed Project is commercial and industrial in nature, including uses such as
3 light-industrial/multi-tenant and office/business park. The Project does not
4 propose any new housing on- or off site, therefore, the Project will not induce
5 direct population growth and would therefore be consistent with the County's
6 Housing Element.

7 G. Air Quality Element

8 The proposed land uses are consistent with the General Plan and Zoning
9 Designation for the Project site. Therefore, implementation of the Project does not
10 require an amendment to the County's land use designation for the Project site and
11 is consistent with, and accounted for, in the projections for the SCAQMD Air
12 Quality Management Plan. However, the proposed Project would result in
13 significant construction and operational air quality impacts for NOx, which would
14 contribute to an ozone exceedance. Therefore, the Project would obstruct the
15 implementation of the Air Quality Management Plan. Although the Project's
16 contribution to air quality is significant, implementation of mitigation measures
17 AQ-2a and AQ-4a (see Impact AQ 4) help would reduce these impacts to the
18 greatest extent possible, in conformance with SCAQMD, EPA, and California Air
19 Resources Board (CARB) requirements.

20 H. Administration Element

21 The Administration Element contains information regarding the structure of the
22 General Plan as well as general planning principles and a statement regarding the
23 vision for Riverside County. No policy directives are included in this Element.

24
25 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that the
26 Project is in conformance with the conservation requirements of the Western Riverside County Multiple
27 Species Conservation Plan (MSHCP) in that:

28 A. The Western Riverside County MSHCP is the governing habitat conservation plan

1 for the Project area. The Project site is not located within the MSHCP Criteria
2 Area and as such is not designated for conservation by the MSHCP. Thus, the
3 Project would not conflict with Reserve Assembly, because the Project site is not
4 identified for conservation.

5 B. Pursuant to Section 6.1.2 of the MSHCP, an assessment of potentially significant
6 effects on Riparian/Riverine Areas and Vernal Pools, which includes identification
7 and mapping of such areas located on the Project site, is required if such resources
8 are identified on the Project site. Based on the onsite conditions observed during
9 the recent site visit, it was determined that the drainage feature within the Project
10 site contains riparian/riverine habitat. The vegetation within the drainage feature is
11 dominated by riparian woodland. The perennial pond (aquatic bed) habitat within
12 the site is located within two artificially created ponds within the Ranch 1001 Drain
13 watercourse. The Project, as proposed, would not impact riparian/riverine habitat
14 onsite; therefore, no additional actions are required pursuant to the MSHCP for
15 riparian/riverine habitat.

16 In addition, the Project site does not provide the necessary habitat requirements and
17 vegetation to support western yellow billed-cuckoo (*Coccyzus americanus*). The
18 Project site provides suitable habitat for LBV and SWF. Following focused
19 surveys for LBV and SWF in 2007, it was determined that the site is unoccupied by
20 these species. Additionally, the Project would not impact the riparian/riverine
21 habitat; therefore, no additional actions are required pursuant to the MSHCP for
22 riparian/riverine species.

23 C. Pursuant to Section 6.3.2 of the MSHCP, habitat assessments and/or focused
24 surveys for certain additional plant and animal species are required for properties
25 within mapped survey areas. The Project site and its off-site improvement areas
26 are located within the MSHCP survey area for burrowing owl and the narrow
27 endemic plant species San Diego ambrosia, Brand's phacelia, and San Miguel
28

1 savory as determined by the Riverside County Integrated Project (RCIP)
2 Conservation Summary Report (See Appendix B of the Habitat Assessment).
3 However, because of the lack of suitable habitat and the lack of habitat
4 connectivity to locations of known occurrences of the aforementioned species,
5 focused surveys, including pre-construction surveys, are not required based on
6 MSHCP guidelines. No additional clearance surveys or presence/absence surveys
7 are required for these species.

8 The riparian habitat and the trees located outside of the riparian area provide
9 suitable avian nesting habitat. Removal of these trees during the nesting season
10 could harm birds subject to the Migratory Bird Treaty Act. Therefore, the Project
11 shall implement mitigation measure MM BR-1 to reduce the impacts.

12 D. This Project will not conflict with the provisions of the MSHCP and will comply
13 with the standard requirements included in the Urban/Wildlands Interface
14 Guidelines. According to the MSHCP, the Urban/Wildlands Interface Guidelines
15 are intended to address indirect effects associated with locating development close
16 to an MSHCP Conservation Area (MSHCP, page 6-42).

17 As part of the Habitat Assessment prepared for the Project, an Urban/Wildlands
18 Interface Analysis was prepared. The proposed Project is outside an area proposed
19 for conservation but close to Criteria Cell 617, which is within Existing Core A.
20 Additionally, the large drainage feature onsite continues southwest of the property
21 where it connects to the Santa Ana River within existing Core A. The
22 Urban/Wildlife Interface Guidelines, as discussed below, will be incorporated into
23 the design of the Project to ensure that indirect Project-related impacts, including
24 drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land
25 development, are avoided or minimized.

26 *Drainage*

27 The Project's drainage will be directed to a water quality basin on the Project site.
28

1 The basin will be designed in accordance with all federal, state, regional, and local
2 standards and regulations concerning water quality. These measures will assure
3 that the Project storm water discharges are no greater in volume and velocity than
4 current undeveloped conditions and that the water leaving the site complies with all
5 applicable water quality standards. Note that this issue is discussed in detail in
6 Section 4.7, Hydrology and Water Quality Section, of the Draft EIR.

7 *Lighting*

8 Night lighting shall be directed away from the MSHCP Conservation Area to
9 protect species within the MSHCP Conservation Area from direct night lighting. If
10 necessary, shielding shall be incorporated in Project designs to ensure ambient
11 lighting in the MSHCP Conservation Area is not increased. Night lighting is
12 addressed and discussed further under the Section 4.1, Aesthetics, Light, and Glare
13 of the Draft EIR.

14 *Toxics*

15 No land uses are proposed close to the MSHCP Conservation Area that use
16 chemicals or generate bioproducts, such as manure, that are potentially toxic or
17 may adversely affect wildlife species, habitat, or water quality. The Project shall
18 incorporate measures to ensure that application of such chemicals does not result in
19 discharge to the MSHCP Conservation Area. Measures such as those employed to
20 address drainage and water quality impacts would require the implementation of
21 Water Quality Management Plans (WQMPs) and a Stormwater Pollution
22 Prevention Program (SWPPP), which will ensure that toxics will not affect the
23 MSHCP Conservation Area. Section 4.7 of the Draft EIR addresses hydrology and
24 water quality issues.

25 *Noise*

26 Proposed noise-generating land uses affecting the MSHCP Conservation Area shall
27 incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP
28

1 Conservation Area resources pursuant to applicable rules, regulations and
2 guidelines related to land use noise standards. For planning purposes, wildlife
3 within the MSHCP Conservation Area should not be subject to noise that would
4 exceed residential noise standards. Noise issues are not anticipated, as train tracks
5 and Van Buren Boulevard lie between the Project and the Criteria Cell.

6 *Invasive Species*

7 Landscaping plans for development for the proposed Project will provide a list of
8 native landscaping materials permitted within the Project area. The Project will
9 incorporate special edge treatments designed to separate development areas from
10 open space areas. Landscape buffers will be incorporated into the Project designs
11 that minimize the intrusion of non-native plant species into natural areas. None of
12 the plant species listed in Section 6.1.4 of the MSHCP will be used for landscaping
13 for the proposed Project.

14 *Fuels Management*

15 Fuels management focuses on hazard reduction for humans and their property
16 (MSHCP, page 6-72). According to the Fuels Management Guidelines, for new
17 development planned adjacent to the MSHCP Conservation Area or other
18 undeveloped areas, brush management shall be incorporated in the development
19 boundaries and shall not encroach into the MSHCP Conservation Area (MSHCP,
20 page 6-72). Any areas planted with fire-resistant, non-invasive plants must not
21 encroach into a Conservation Area. Accordingly, with implementation of these
22 standard requirements, the Project will be consistent with the MSHCP Fuels
23 Management Guidelines.
24

25 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that
26 Tentative Parcel Map No. 36192 is consistent with the County of Riverside General Plan as adopted by
27 the Riverside County Board of Supervisors on October 7, 2003.
28

1 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that it
2 has reviewed and considered EIR No. 505 in evaluating the Project, that EIR No. 505 is an accurate and
3 objective statement that complies with the California Environmental Quality Act and reflects the County's
4 independent judgment, and that EIR No. 505 is incorporated herein by this reference.

5 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that it
6 **CERTIFIES** EIR No. 505 and **ADOPTS** the Mitigation Monitoring and Reporting Plan specified therein.

7 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that
8 Tentative Parcel Map No. 36192, on file with the Clerk of the Board, including the final conditions of
9 approval and exhibits, is hereby approved for the real property described and shown on the map, and said
10 real property shall be developed substantially in accordance with Tentative Parcel Map No. 36192, unless
11 the map is amended by the Planning Commission.

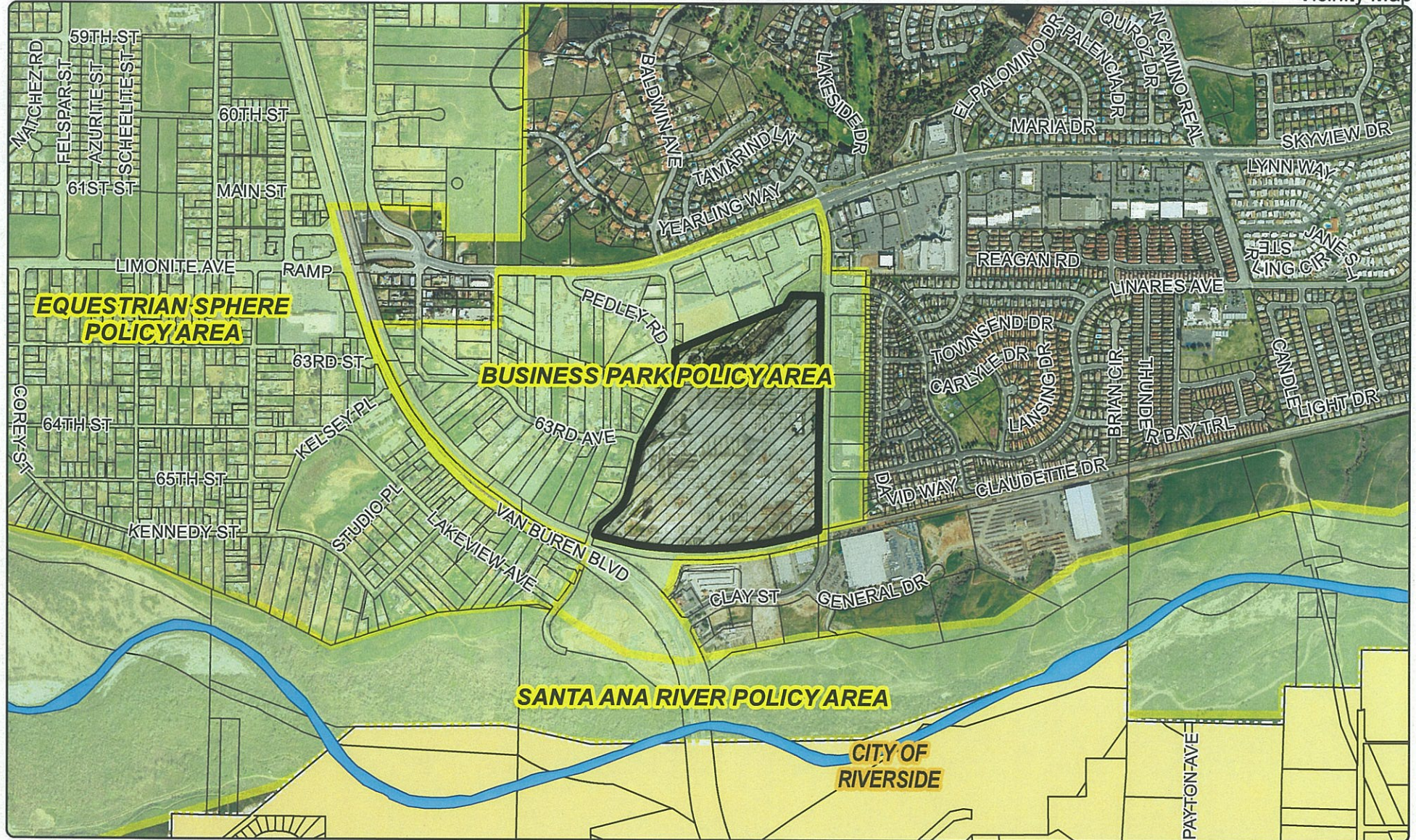
12 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that
13 copies of Tentative Parcel Map No. 36192 shall be placed on file in the Clerk of the Board, in the Office
14 of the Planning Director, and in the Office of the Building and Safety Director, and that no applications
15 for other development approvals shall be accepted for real property described and shown in the Project,
16 unless such applications are substantially in accordance herewith.

17 **BE IT FURTHER RESOLVED** by the Planning Commission of the County of Riverside that the
18 custodians of the documents upon which this decision is based are the Clerk of the Board of Supervisors
19 and the County Planning Department and that such documents are located at 4080 Lemon Street,
20 Riverside, California.
21
22
23
24
25
26
27
28

RIVERSIDE COUNTY PLANNING DEPARTMENT
PM36192/EIR00505
VICINITY/POLICY AREAS

Supervisor Tavaglione
 District 2

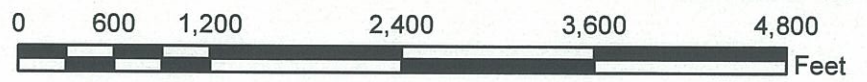
Date Drawn: 11/23/10
 Vicinity Map



Zoning District: Pedley
 Township/Range: T2SR6W
 Section: 25

Assessors Bk. Pg. 163-40
 Thomas Bros. Pg. 684 F6
 Edition 2009

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>

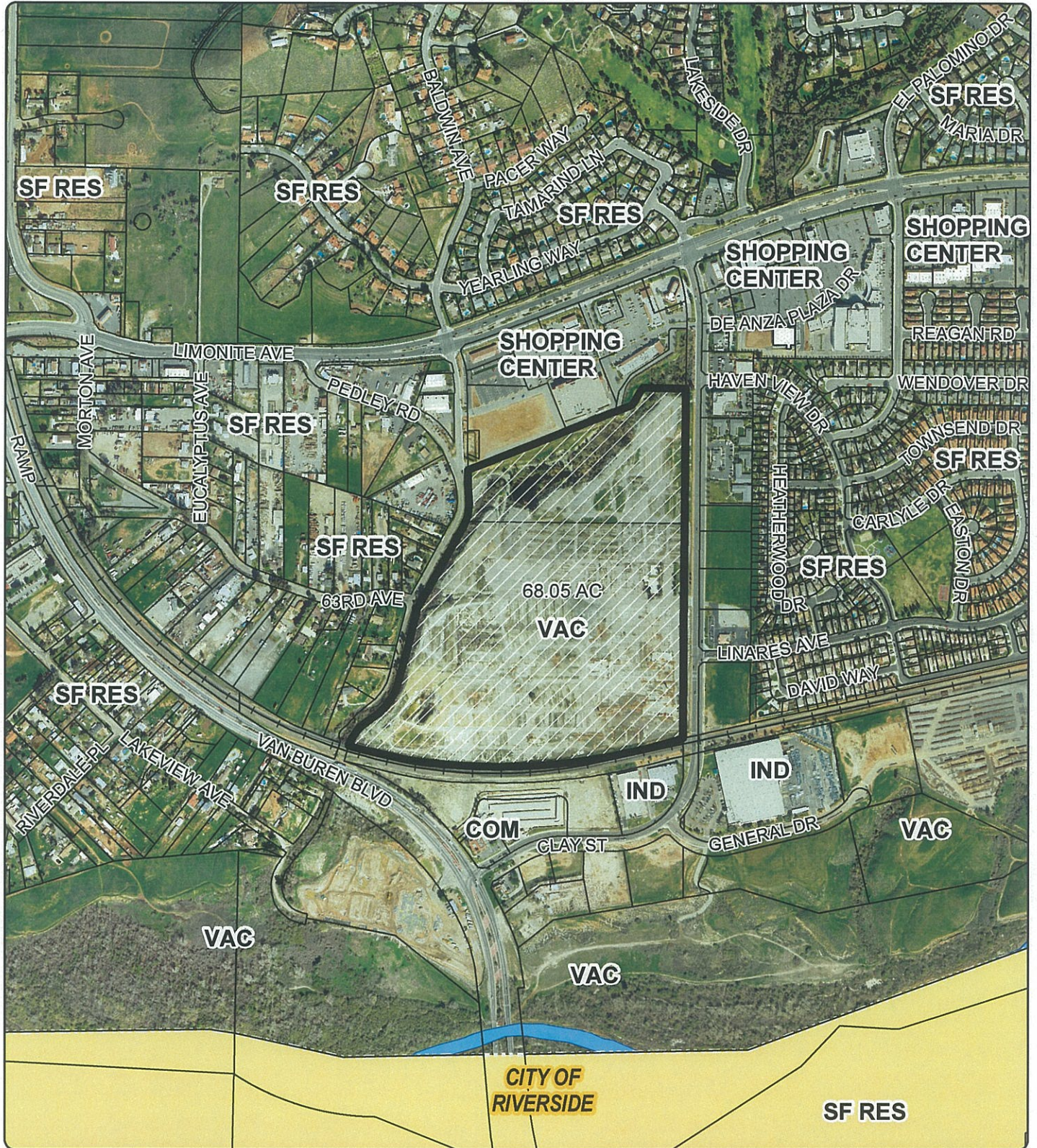


RIVERSIDE COUNTY PLANNING DEPARTMENT
PM36192/EIR00505

Supervisor Tavaglione
District 2

Date Drawn: 11/23/10
Exhibit 1

LAND USE



Zoning District: Pedley
Township/Range: T2SR6W
Section: 25

Assessors Bk. Pg. 163-40
Thomas Bros. Pg. 684 F6
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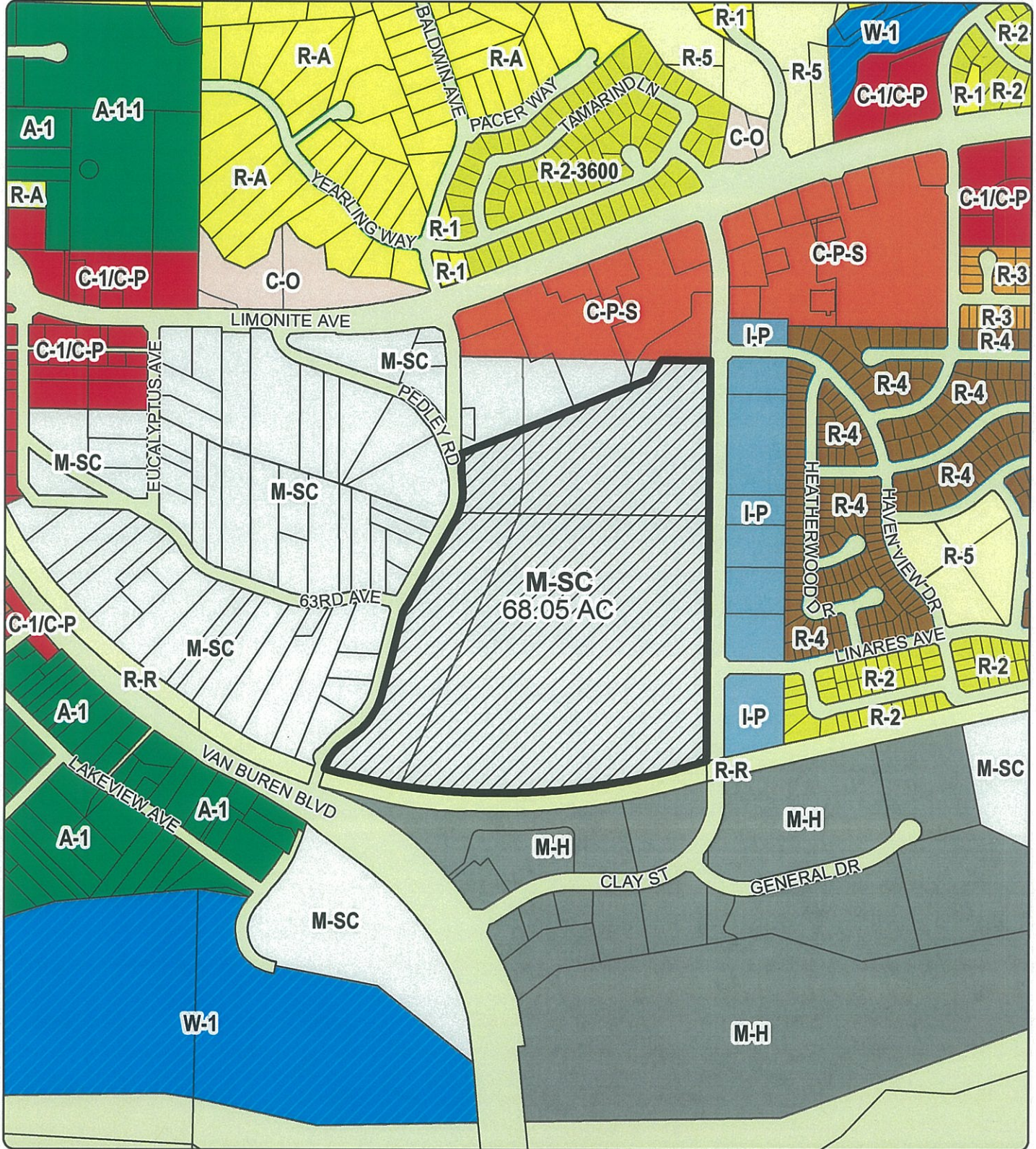
RIVERSIDE COUNTY PLANNING DEPARTMENT

PM36192/EIR00505

EXISTING ZONING

Supervisor Tavaglione
District 2

Date Drawn: 11/23/10
Exhibit 2



Zoning District: Pedley
Township/Range: T2SR6W
Section: 25

Assessors Bk. Pg. 163-40
Thomas Bros. Pg. 684 F6
Edition 2009

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RIVERSIDE COUNTY PLANNING DEPARTMENT

PM36192/EIR00505

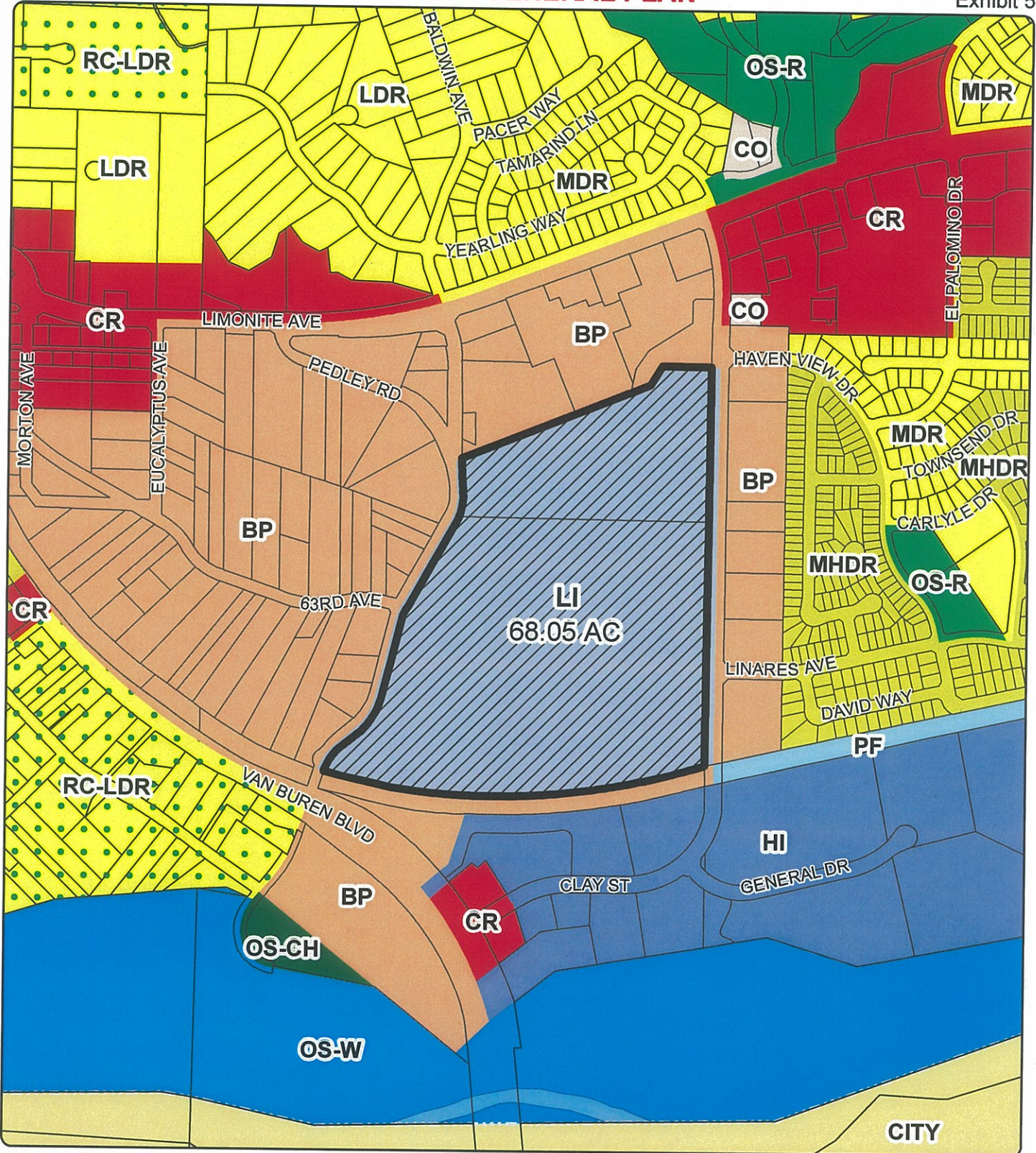
EXISTING GENERAL PLAN

Supervisor Tavaglione

District: 2

Date Drawn: 11/23/10

Exhibit 5



Zoning District: Pedley
Township/Range: T2SR6W
Section: 25



Assessors Bk. Pg. 163-40
Thomas Bros. Pg. 684 F6
Edition 2009

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GENERAL NOTES

NOTES

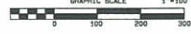
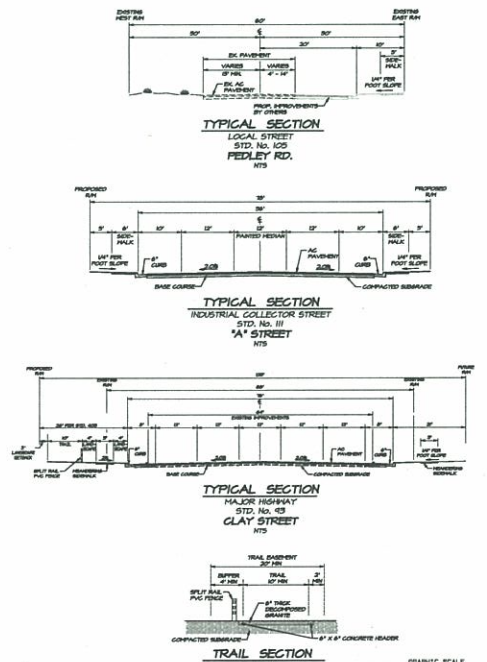
- ALL IMPROVEMENTS SHALL BE PER AGGRADLE 1" SUBDIVISION ORDINANCE 460.
- 3000 INCHAS DIAM. HAF BOOM; PASE 604, GRID 73. PG 65 AND 66.
- THIS MAP DOES INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
- PROJECT IS NOT WITHIN A SPECIFIC PLAN.
- EXISTING OR RECORD ARE AS SHOWN.
- ACCESS SHALL BE RESTRICTED ON CLAY STREET.
- PROJECT IS NOT WITHIN A COUNTY SERVICES DISTRICT.
- EXISTING WELL ON THE PROPERTY IS AS SHOWN.
- TOPOGRAPHY FLOWS BY PLAND AERIAL SURVEYS ON 6/20/05.
- SECTIONS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
- ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
- NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
- LAND IS SUBJECT TO HIGH LIQUORATION AND SUSCEPTIBLE TO SUBSIDENCE, BUT IS NOT WITHIN A SPECIAL STUDIES ZONE.
- LAND IS NOT SUBJECT TO CHEMTRON INDICATION OR FLOOD HAZARD.
- FLOOD ZONE A AREA OF ANNUAL FLOOD/FLOOD ZONE A, NO BASE FLOOD ELEVATIONS DETERMINED AND FLOOD ZONE AL BASE FLOOD ELEVATIONS DETERMINED PER FEMA PANEL 090502002A.
- EXISTING STRUCTURES OR DWELLINGS HAVE BEEN REMOVED.
- NO PROPOSED STRUCTURES OR DWELLINGS ON SITE.
- THE PROJECT WILL COMPLY WITH MPDES REQUIREMENT AS REQUIRED BY MPDES SUPPLEMENT A1.
- THE HAVEN-HAM BUILDING SETBACK LINE FOR THE RIVERSIDE COUNTY FIRE DEPARTMENT IS 500' AND CAN BE REDUCED SUBJECT TO FIRE DEPARTMENTS APPROVAL.

PARCEL SUMMARY:

PARCEL #	ACR. AC. NET	ACR. AC. GROSS
PARCEL 1	3.21 AC. NET	5.43 AC. GROSS
PARCEL 2	2.81 AC. NET	2.81 AC. GROSS
PARCEL 3	2.66 AC. NET	2.66 AC. GROSS
PARCEL 4	2.74 AC. NET	2.74 AC. GROSS
PARCEL 5	4.86 AC. NET	4.86 AC. GROSS
PARCEL 6	2.93 AC. NET	2.93 AC. GROSS
PARCEL 7	2.31 AC. NET	2.31 AC. GROSS
PARCEL 8	2.07 AC. NET	2.07 AC. GROSS
PARCEL 9	2.43 AC. NET	2.43 AC. GROSS
PARCEL 10	1.83 AC. NET	1.83 AC. GROSS
PARCEL 11	1.94 AC. NET	1.94 AC. GROSS
PARCEL 12	2.04 AC. NET	2.04 AC. GROSS
PARCEL 13	2.10 AC. NET	2.10 AC. GROSS
PARCEL 14	1.86 AC. NET	1.86 AC. GROSS
PARCEL 15	2.02 AC. NET	2.02 AC. GROSS
PARCEL 16	3.26 AC. NET	3.26 AC. GROSS
PARCEL 17	1.83 AC. NET	1.83 AC. GROSS
PARCEL 18	3.04 AC. NET	3.04 AC. GROSS
TOTAL	44.78 AC. NET	50.44 AC. GROSS

LEGAL DESCRIPTION:

A PORTION OF LAND LOCATED IN SECTION 25, TOWNSHIP 2 SOUTH RANGE 5 WEST, JERUSA RANCHO LOCATED IN THE COUNTY OF RIVERSIDE, CA



AMENDED MAP No. 1

MCP DEANZA, LLC

COUNTY OF RIVERSIDE

TENTATIVE PARCEL MAP #36192

SCHEDULE E

DATE: 11/15/10

BY: [Signature]

SCALE: 1"=100'

DATE: 11/15/10

BY: [Signature]

OWNER
MCP DEANZA, LLC
C/O DANIEL KARCHER
1430 BRISTOL AVENUE NORTH, SUITE 100
NEWPORT BEACH, CA 92660
PHONE (949) 246-2500
DANIEL.KARCHER@MCP-DEANZA.COM

APPLICANT
MCP DEANZA, LLC
C/O DANIEL KARCHER
1430 BRISTOL AVENUE NORTH, SUITE 100
NEWPORT BEACH, CA 92660
PHONE (949) 246-2500
DANIEL.KARCHER@MCP-DEANZA.COM

ENGINEER
ALBERT A. HERR ASSOCIATES
ATTN: SHERYL CHAMBERLAIN
3700 GARDEN STREET
RIVERSIDE, CA 92506
PHONE (951) 508-1070
SHERYL.CHAMBERLAIN@HERRASSOCIATES.COM

ASSESSOR'S PARCEL No'S
M3-400-003 AND 002

ACREAGE
66.02 ACRES GROSS/CHAMBERLAIN
67.58 ACRES NET

LAND USE
EXISTING LAND USE: VACANT
PROPOSED LAND USE: LIGHT INDUSTRIAL
EXISTING ZONING: M-SC
PROPOSED ZONING: M-SC
EXISTING & PROPOSED GENERAL PLAN DESIGN: LIGHT INDUSTRIAL

UTILITIES
WATER: JERUSA COUNTY SERVICES DISTRICT
SEWER: JERUSA COUNTY SERVICES DISTRICT
ELECTRIC: SOUTHERN CALIFORNIA Edison COMPANY
GAS: SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE: AT&T
TELEVISION: MULTIMEDIA MULTICASTING

SCHOOL DISTRICT
JERUSA UNIFIED SCHOOL DISTRICT

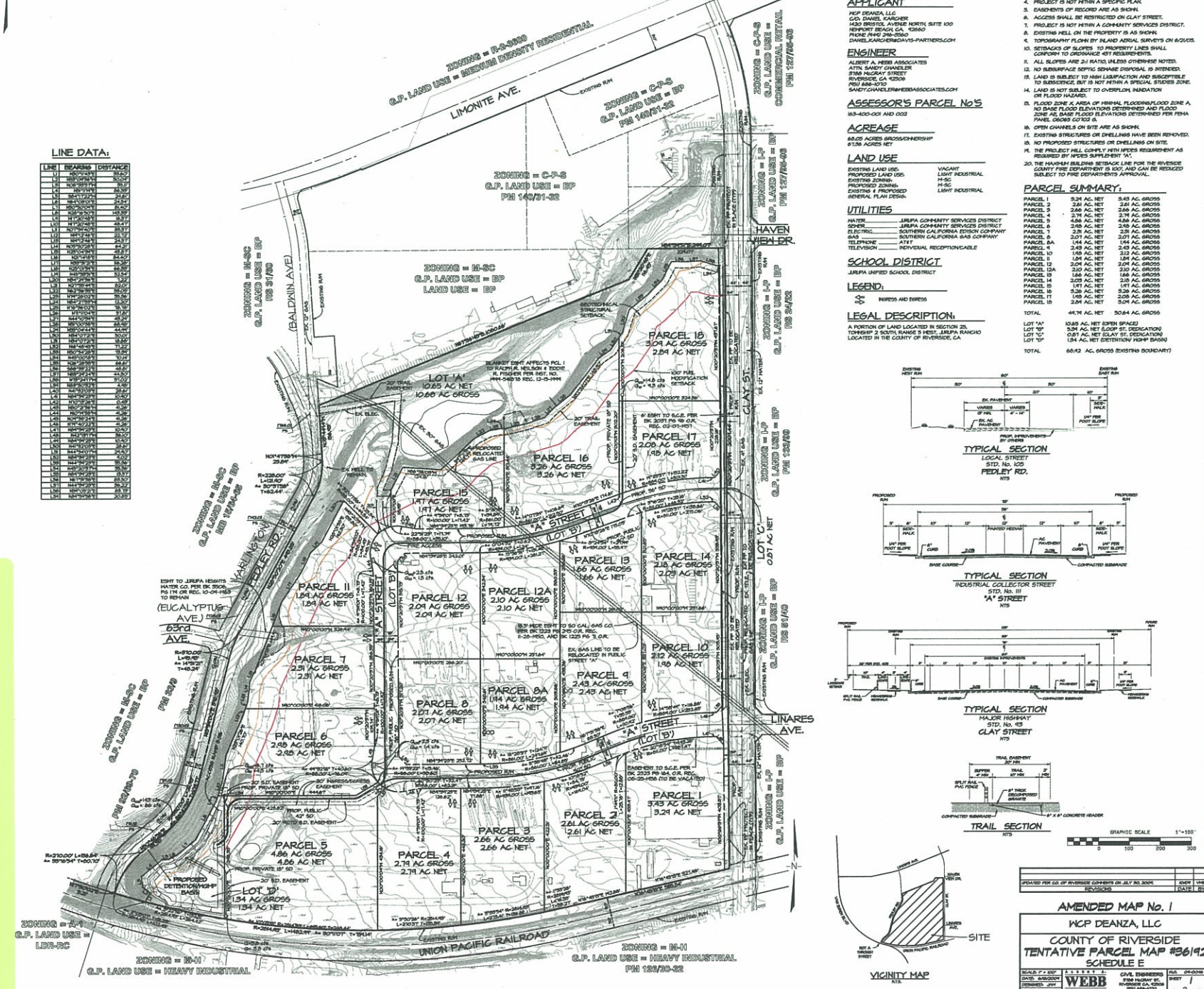
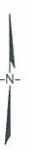
LEGEND:
\$ BURESS AND EGRESS

LEGAL DESCRIPTION:
A PORTION OF LAND LOCATED IN SECTION 25, TOWNSHIP 2 SOUTH RANGE 5 WEST, JERUSA RANCHO LOCATED IN THE COUNTY OF RIVERSIDE, CA

LINE DATA:

LINE	BEARING	DISTANCE
L1	N 00° 00' 00" W	30.00
L2	N 00° 00' 00" W	30.00
L3	N 00° 00' 00" W	30.00
L4	N 00° 00' 00" W	30.00
L5	N 00° 00' 00" W	30.00
L6	N 00° 00' 00" W	30.00
L7	N 00° 00' 00" W	30.00
L8	N 00° 00' 00" W	30.00
L9	N 00° 00' 00" W	30.00
L10	N 00° 00' 00" W	30.00
L11	N 00° 00' 00" W	30.00
L12	N 00° 00' 00" W	30.00
L13	N 00° 00' 00" W	30.00
L14	N 00° 00' 00" W	30.00
L15	N 00° 00' 00" W	30.00
L16	N 00° 00' 00" W	30.00
L17	N 00° 00' 00" W	30.00
L18	N 00° 00' 00" W	30.00
L19	N 00° 00' 00" W	30.00
L20	N 00° 00' 00" W	30.00
L21	N 00° 00' 00" W	30.00
L22	N 00° 00' 00" W	30.00
L23	N 00° 00' 00" W	30.00
L24	N 00° 00' 00" W	30.00
L25	N 00° 00' 00" W	30.00
L26	N 00° 00' 00" W	30.00
L27	N 00° 00' 00" W	30.00
L28	N 00° 00' 00" W	30.00
L29	N 00° 00' 00" W	30.00
L30	N 00° 00' 00" W	30.00
L31	N 00° 00' 00" W	30.00
L32	N 00° 00' 00" W	30.00
L33	N 00° 00' 00" W	30.00
L34	N 00° 00' 00" W	30.00
L35	N 00° 00' 00" W	30.00
L36	N 00° 00' 00" W	30.00
L37	N 00° 00' 00" W	30.00
L38	N 00° 00' 00" W	30.00
L39	N 00° 00' 00" W	30.00
L40	N 00° 00' 00" W	30.00
L41	N 00° 00' 00" W	30.00
L42	N 00° 00' 00" W	30.00
L43	N 00° 00' 00" W	30.00
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L80	N 00° 00' 00" W	30.00
L81	N 00° 00' 00" W	30.00
L82	N 00° 00' 00" W	30.00
L83	N 00° 00' 00" W	30.00
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L85	N 00° 00' 00" W	30.00
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L88	N 00° 00' 00" W	30.00
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L92	N 00° 00' 00" W	30.00
L93	N 00° 00' 00" W	30.00
L94	N 00° 00' 00" W	30.00
L95	N 00° 00' 00" W	30.00
L96	N 00° 00' 00" W	30.00
L97	N 00° 00' 00" W	30.00
L98	N 00° 00' 00" W	30.00
L99	N 00° 00' 00" W	30.00
L100	N 00° 00' 00" W	30.00

Case #: PM36192 AMD NO. 1
Date: 11/15/10
Planner: C.HINOJOSA



VICINITY MAP



Design Guidelines

For

Deanza Clay Street Business Park

Prepared By:

HPA, Inc.
18831 Bardeen Avenue, Ste. 100
Irvine, CA 92620
Phone: 949.863.1770

Prepared For:

County of Riverside
Planning Department
4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside, CA 92502
Phone: 951.955.3200

Property Owner / Applicant:

WCP Deanza, LLC
C/O Davis Partners LLC
1420 Bristol Street North, Suite 100
Newport Beach, CA 92660
Phone: 949.296.3560
Fax: 949.752.8776

January, 2010

ARCHITECTURAL DESIGN GUIDELINES

This sets forth guidelines for the Deanza Clay Street Business Park Parcel Map. The Architectural Guidelines are intended to guide the development of attractive, yet functional industrial and mixed-use land uses that are visually cohesive with the surrounding residential, commercial, and industrial neighborhoods. This identifies the key architectural design criteria that shall be implemented in all future development applications submitted within the Parcel Map.

Deanza Clay Street Business Park is located in the Jurupa Area Plan of the County of Riverside. The Project is specifically located on the west side of Clay St, North of Van Buren Blvd, and South of Limonite Ave. The Project site is approximately 68.05 gross acres composed of 20 light industrial parcels.

1.1 SITE PLANNING GUIDELINES

The objective of these site planning guidelines is to provide a design framework where developers and designers can express their creativity without compromising the overall community character.

a. Site Layout

- Buildings shall be located in a manner that enhances efficient vehicular and pedestrian access.
- The primary entrance to a building shall be clearly defined through changes in massing and materials. Changes in height of elements and the creation of voids in the primary massing will clearly denote entry locations.
- The orientation of a building should complement the orientation of nearby buildings and parking areas.
- Buildings shall generally be oriented towards the primary public view along street frontages. Varying angles create visual interest and minimize the perceived mass of a group of buildings.





b. Parking Guidelines

Parking areas are an important design element that must be carefully considered. All parking areas shall be landscaped to provide users with shaded areas. In addition, parking perpendicular to street frontages shall be screened from view by the use of a small landscape berm or shrubs. Planters should be large enough to avoid crowding the plant materials.

Sufficient on-site parking to accommodate all vehicles associated with the permitted uses must be provided. Visitor parking should be located near public building entrances.

1.2 ARCHITECTURAL STYLES

The architectural design of industrial structures within the Parcel Map shall be architecturally articulated by varying mass, form, textures, or colors to avoid the monotonous appearance of long, box-like facades. This element is particularly important when buildings face the public view. Landscaping can also create interest and soften building facades. These concepts, as well as other methods of articulation, are explained in greater detail below.



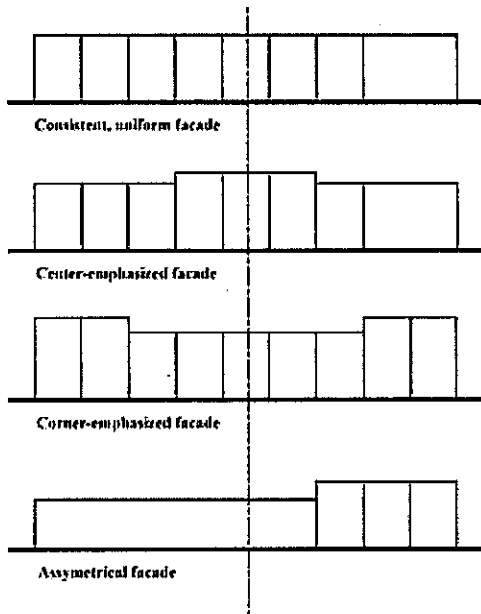
1.3 ARCHITECTURAL ELEMENTS

a. Building Mass and Scale

Building mass and scale is an important design element that should be taken into consideration to ensure development within the Parcel Map is visually compatible with the surrounding land uses. The perceived scale of a structure directly relates to its relation to adjacent buildings and natural features. The larger a building is perceived to be and the more highly visible the building is from primary roadways and other public viewing areas, the more important it is to consider the details of mass and scale at the streetscape level.

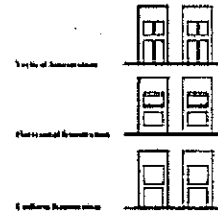
The mass and scale industrial buildings within the Parcel Map shall consider the visual framework of their specific locations (see 'Facades' below for more information). Mass and scale of buildings should also consider the adjacent streetscape environment and pedestrian environment. Buildings within the Parcel Map shall exhibit variations in massing, material, and color in order to avoid the appearance of larger, boxy building masses.

Buildings can be designed with a consistent, uniform facade; with the center of the facade emphasized, or with the corners of the facade emphasized as shown below.

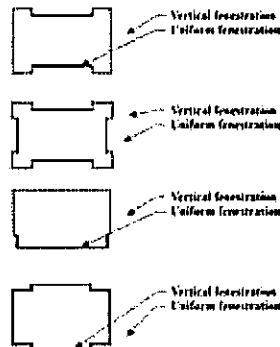


Expression

Buildings can be designed with the fenestration expressed vertically, horizontally, or uniformly as shown below.



The various expressions can be mixed on a building as shown below.



b. Building Materials & Colors

The use of building materials and colors plays a key role in developing attractive mixed-use and light industrial buildings that are visually cohesive with the rest of the community.

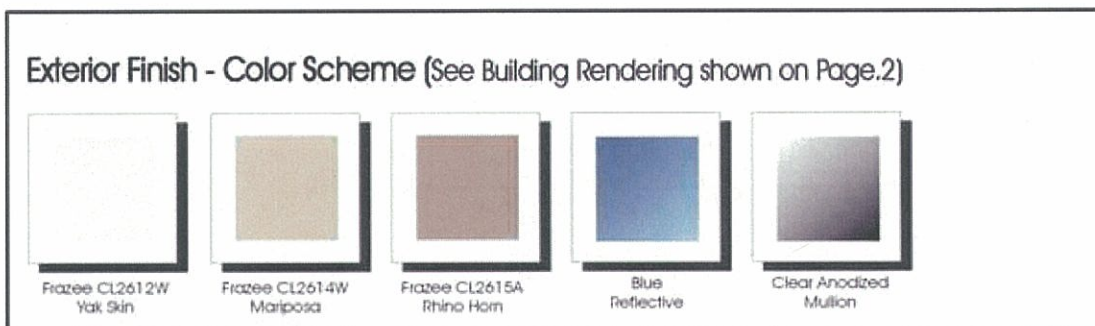
Specifically, building materials for structures should comply with the following guidelines:

- Unfinished exterior surfaces are not permitted.
- Primary building materials shall include masonry, stucco, painted, textured, sandblasted concrete, and/or plaster.
- Acceptable finish materials include, but are not limited to pre-cast concrete or poured-in-place concrete with textured and/or painted finish; concrete masonry units with painted, stained, or ceramic clad finish; tile or tile glazing units; glass blocks; and exposed aggregate.
- Material changes shall occur at intersecting planes, preferably at the inside corners, change of wall planes, or where architectural elements intersect.

Additionally, building colors should comply with the following guidelines.

Deanza Clay Street Business Park Design Guidelines for PM36192

- Exterior wall colors shall be predominantly earth-toned or lighter neutrals.
- Accent elements may be bolder in color, using strong earth-tone colors.
- Bright primary colors, garish use of color and arbitrary patterns or stripes will clash with this palette and are not acceptable, except in signage logos.
- Downspouts shall be concealed, service doors and mechanical screen colors are to be the same as adjacent wall color.
- The color of all site elements and furnishings should be color coordinated with surrounding architecture.





Example of façade articulation and building massing appropriate in large scale areas.



Example of window articulation that is more fine grained and appropriate in the urban areas..

c. Facades

As previously described, design articulation of the buildings facades, rooflines, and vertical and horizontal planes effectively reduces the visual mass of a building. Building facades should be designed in a way that minimizes the appearance of long, box-like facades. Elements such as projections and recesses create visual interest. Other elements which reduce building mass and scale include the use of balconies, columns, hip/gable roofs, enclosed courtyards, archways, and bold vertical elements.

Pedestrian-scale features adjacent to walkways are encouraged. Examples of such features include potted plants, overhangs on doorways, and low landscaping.



d. Roof

Roof materials prohibited within the Parcel Map include:

- Wood shakes
- Standard composition shingles
- Bright or reflective materials

Deanza Clay Street Business Park Design Guidelines for PM36192

The roofs of building shall appear clean, organized, and uncluttered. All roof-top mechanical equipment shall be screened by the building parapet or placed so that it is not visible from public streets. Examples of roof-top equipment include, but are not limited to mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts.

e. Windows and Doors

Window and door details are architectural components that carry a strong visual impact through their placement and design. The proportion of the windows and doors to the wall massing varies according to the architectural style chosen. The layout of other doors and windows on individual buildings' facades shall be placed in a repetitive pattern to create continuity.

Windows should be proportioned to emphasize the wall and solid forms. Fenestration (window design) should define function and structure and should be consistent in form, pattern, and color. The window trim shall be metal that is finished in a consistent color on each building. Glass shall be clear or tinted with medium to high performance glazing.

The use of recessed glass along mixed-use buildings and entry components is encouraged to enhance the visual play of light and shadow. Windows should also be placed within street-facing elevation(s) to help incorporate a human-scale design element into large buildings.



1.4 ARCHITECTURAL DESIGN CRITERIA

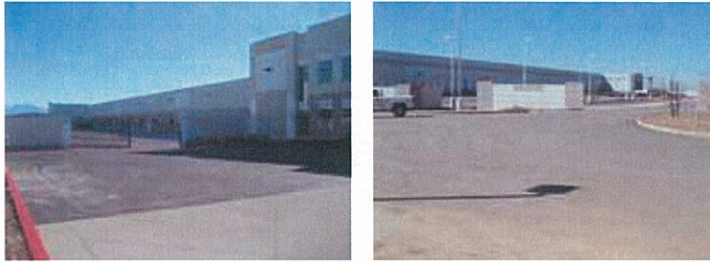
a. Loading Doors and Service Docks

Loading doors, service docks, and equipment areas should be oriented or screened so they are not easily visible from accessible streets. Screening may be accomplished with solid walls that are compatible with the architectural expression of the building and/or a combination of landscaped berms.

Loading/service areas are not permitted to encroach into any required landscape setbacks. No loading or unloading activity is permitted to take place from public

Deanza Clay Street Business Park Design Guidelines for PM36192

streets, and these areas should not conflict with pedestrian walkways or primary building entrances. Service vehicles shall have clear and convenient access onto and within the site and should not disrupt vehicular and pedestrian circulation.



b. Ground or Wall-Mounted Equipment

Examples of exterior ground-mounted equipment include, but are not limited to mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduits, gas lines, cellular telephone facilities, and satellite dishes. Typical ground-mounted equipment, such as transformers, should be screened or located out of view from the street or from other public areas. Screening may be accomplished with site walls or landscape elements that are consistent with these guidelines. Screen walls shall be designed as an integral part of the architectural and landscape concept. Electrical equipment rooms shall be located within the building envelope. Pop-outs or shed-like additions are prohibited.

Wall-mounted items, such as roof ladders or electrical panels, shall be located away from the street facade. They should be screened or incorporated into the architectural elements of the building so as not to be visually apparent from the street or other public areas within the Parcel Map.



c. Rooftop Equipment

Examples of rooftop equipment include mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and mechanical ducts. All rooftop equipment shall be screened so as not to be visible from the adjacent public street. Rooftop screens shall be integrated into the architecture of the main building, and wood rooftop screens are prohibited. Additionally, the roofs shall be

Deanza Clay Street Business Park Design Guidelines for PM36192

accessed through roof hatches, not exterior ladders. Roof hatches shall be located so that guardrails at parapets are not required.

d. Tenant Signage and Project Monument Signage

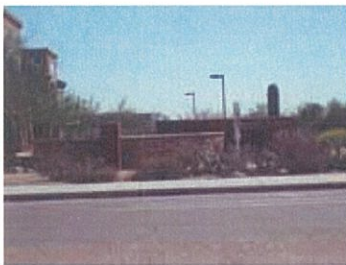
A sign is often the primary identifying feature of a business and serves as the link between the building's exterior and the business inside. Signage may benefit a business by its physical location and can encourage pedestrians and drivers to venture inside an establishment. Sign information should be limited to the business, business logo, and/or the primary product sold or service offered.

Monument signage containing tenant logos and information shall be located at primary entrances. Potential locations for project monument signage can be located at Lot 10, Lot 14 or Lot 17. All signage must be compatible with the architectural style of the building and must reflect the overall vision of the Parcel Map. Signage is limited to monument, wall/fascia, awning, window, projecting, hanging signs, and directional signs and information kiosks. The following signs are prohibited: changeable letter signs, roof-mounted signs, and cloth, paper, or fabric signs (except for use as temporary signs).

Tenant Signage



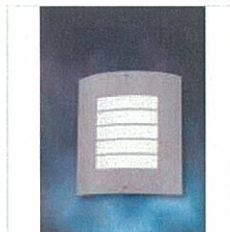
Project Monument Signage



e. Outdoor Lighting

Light fixtures shall be compatible with the architecture style of the building. All lighting should be designed and located in a manner that reduces power consumption to the lowest practical level. Walkways from parking areas to building entries shall be illuminated brighter than their surroundings. Similarly, building entries should be illuminated brighter than the other portions of the building.

Building-mounted lights shall be solely for architectural purposes on the fronts and sides of buildings visible from the streets. Such lighting is permissible for general illumination at the rear of the buildings if the light is directed downward and concentrated so "spill over" to other properties does not occur.



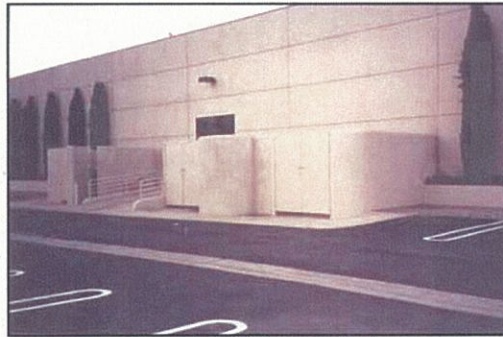
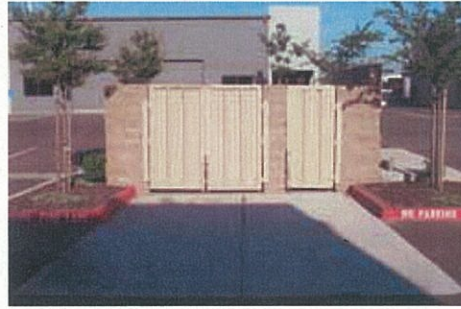
f. Outdoor Furnishings

Examples of outside furnishing elements include, but are not limited to light fixtures, bollards, benches, trash receptacles, trellises, bike racks, and planters. All outside furnishing elements shall be consistent within the architectural theme and landscaping of the related mixed-use and light industrial buildings. Additionally, the color of all site elements and furnishings shall be coordinated with surrounding architecture.

Trash enclosures shall be located so as to not be visible from public streets or walkways and shall be located away from the building's main entrance. All outdoor refuse containers shall be screened with an enclosure. The enclosure shall be of non-combustible, durable materials and designed with finishes and colors that are unified with the surrounding architecture. Refuse areas shall have clear and convenient access for collection. Refuse enclosures shall have solid, latching gates.

Deanza Clay Street Business Park Design Guidelines for PM36192

Site design should, as appropriate, create opportunities for outdoor eating areas as part of the landscaped interval between buildings. Outdoor eating areas are encouraged as a site amenity and design detail.



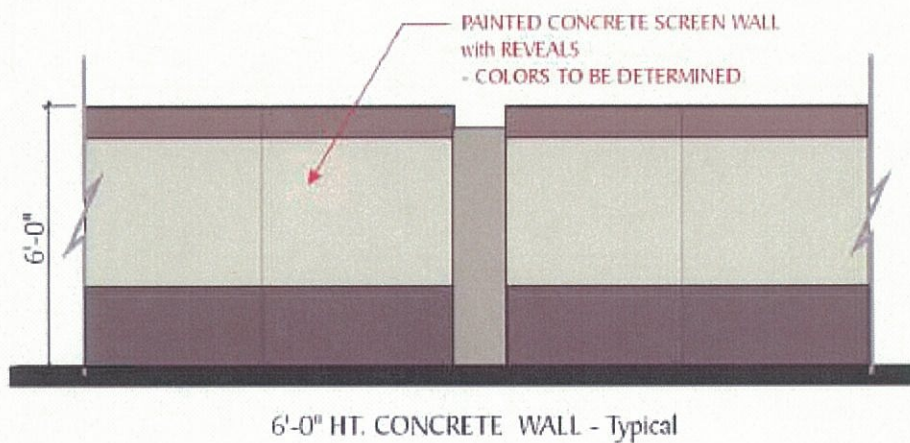
g. Wall and Fence Design

Fences or walls shall be consistent in design and materials throughout the Parcel Map. They may be used to screen parking, loading, and service areas; direct pedestrian traffic; define seating areas; define entry points; create landscape planters; and enhance a building's architectural design as described below.

- Site Wall Forms: Simple geometries that are integrated with the massing of the adjacent buildings.

Deanza Clay Street Business Park Design Guidelines for PM36192

- Site Wall Materials: Textured masonry textured concrete, textured plaster with lighter infill panels.
- Interior Fence Materials: Precision Block and/or tubular steel with steel post or pilasters.
- Perimeter Fencing: Perimeter fencing, when necessary, can be between six (6) and eight (8) feet in height and either tubular steel fencing with steel posts or pilasters, concrete wall with accenting reveals or split face block.





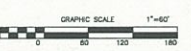
PLANTING LEGEND

TREES					
BOTANICAL NAME	COMMON NAME	MATURE SIZE	INSTALLATION SIZE & QUANTITY	SPACING	PLANT FACTOR
<i>Asclepias tuberosa</i>	Yellow Asclepias	15' W x 40' H	24" box (32)	per plan	.4
<i>Lagerströmia kl.</i>	Orange Myrtle	12' W x 6'-30' H	24" box (16)	per plan	.4
<i>Melaleuca alternifolia</i>	Flax Leaf Paper Bark	20'-25' W x 20'-30' H	24" box (16)	per plan	.3
<i>Yucca aloecifolia</i>	Shrub Yucca	25' W x 30'-60' H	24" box (32)	per plan	.3
<i>Calluna parviflora</i>	Australian widgee	25' W x 25' H	24" box (232)	per plan	.4
<i>Ficus subserrata</i>	Pineapple Guava	10'-15' W x 10'-15' H	24" box (13)	per plan	.2
<i>Magnolia grandiflora</i>	Little Gem Magnolia	10'-15' W x 20'-25' H	24" box (48)	per plan	.4
<i>Juniperus squarrosa</i>	Blue Arrow Juniper	2' W x 15' H	24" box (48)	per plan	.4
<i>Juniperus squarrosa</i>	Blue Arrow Juniper	2' W x 15' H	24" box (48)	per plan	.4
<i>Juglans californica</i>	Southern CA Walnut	15'-25' W x 15'-25' H	24" box (48)	per plan	.4
<i>Sambucus mexicana</i>	Elderberry	8'-20' W x 10'-30' H	24" box (48)	per plan	.4

SHRUBS					
BOTANICAL NAME	COMMON NAME	INSTALLATION SIZE & QUANTITY	SPACING	PLANT FACTOR	
<i>Citrus 'Sunset'</i>	Roadside	5 Gal. (120)	8' O.C.	.2	
<i>Salis 'SPICE'</i>	Autumn Sage	5 Gal. (270)	8' O.C.	.3	
<i>Calliandra callicarpae</i>	Red Fairy Duster	5 Gal. (115)	8' O.C.	.3	
<i>Dodonaea viscosa</i>	Purple Hoped Bush	5 Gal. (50)	8' O.C.	.4	
<i>Westringera 'Fuchsia'</i>	Coast Rosemary	5 Gal. (282)	5' O.C.	.2	
<i>Rhus microcarpa</i>	Indian Hawthorne	5 Gal. (148)	5' O.C.	.3	
<i>Heteromeles arbutifolia</i>	Tayon	5 Gal. (148)	5' O.C.	.3	
<i>Leucophyllum frutescens</i>	Cinnarron	5 Gal. (148)	5' O.C.	.3	
<i>Nesaea tenuinervis</i>	Mexican Thread Grass	5 Gal. (148)	5' O.C.	.3	

GROUNDCOVERS					
BOTANICAL NAME	COMMON NAME	INSTALLATION SIZE & QUANTITY	SPACING	PLANT FACTOR	
<i>Rosa multiflora</i>	Presidio Rosemary	Flat (81)	18" O.C.	.2	
<i>Asclepias tuberosa</i>	Asclepias	Flat (4)	18" O.C.	.2	
<i>Dodonaea viscosa</i>	Trailing Indigo Bush	Flat (25)	18" O.C.	.2	

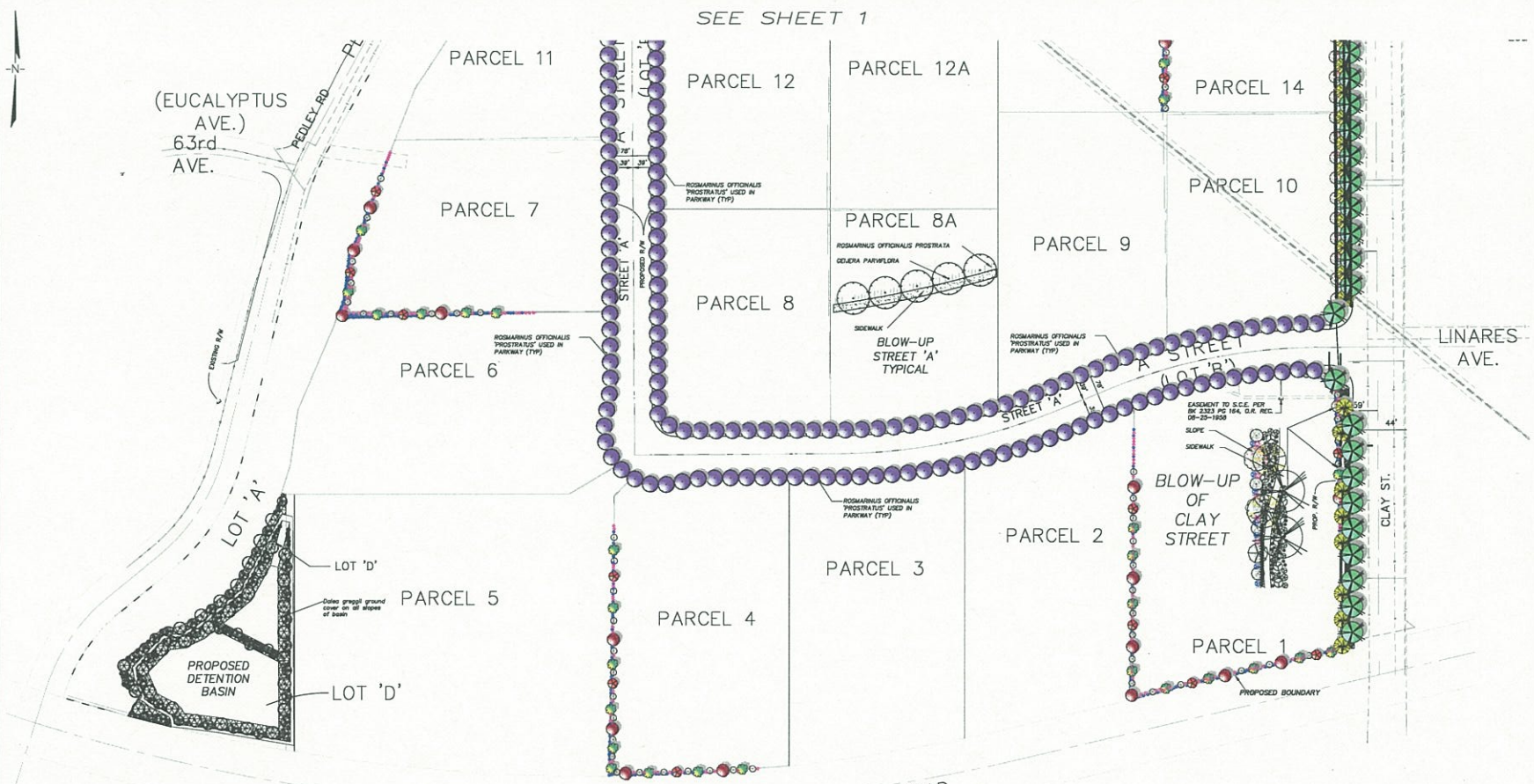
WATER USAGE
 MAX. ALLOWABLE WATER ALLOWANCE (GAL/IN) = 12.1 cc. ft./ft.
 EST. ANNUAL WATER USE (EAWU) = 4.1 cc. ft./ft.



DESIGNED BY: WCP DEANZA, LLC
 DATE: 6/15/2009
 CHECKED BY: JIM ARROYO, PE
 DATE: 6/15/2009
 SCALE: 1" = 60'
 SHEET NO. 1 OF 3
 PROJECT: TENTATIVE PARCEL MAP NO. 36192
 CONCEPTUAL LANDSCAPE PLAN

- NOTES**
- THIS DESIGN CONFORMS TO ORDINANCE NO. 859 AND COUNTY OF RIVERSIDE GUIDE TO CA FRIENDLY LANDSCAPING. ALL PLANTS LISTED ARE IN THE COUNTY OF RIVERSIDE GUIDE TO CA FRIENDLY LANDSCAPING.
 - LINEAR DEEP ROOT BARRIERS TO BE INSTALLED FOR ANY TREES PLANTED WITHIN 6' FROM ANY HARDSCAPE.
 - THERE IS NO EXISTING LANDSCAPING OF STREET TREES ADJACENT TO THE PROPERTY.
 - ALL IRRIGATION SHALL CONFORM TO ORDINANCE 859.
 - ALL EXPOSED SURFACES WITHIN THE DEVELOPED LANDSCAPE AREA SHALL BE MULCHED WITH A MINIMUM TWO INCH (2") LAYER OF DG.

Case #: PM36192 AMD NO. 1
 Exhibit: L (SHEETS 1-3)
 Date: 11/15/10
 Planner: C.HINOJOSA



PLANTING LEGEND

TREES

BOTANICAL NAME	COMMON NAME	MATURE SIZE	INSTALLATION SIZE & QUANTITY	SPACING	PLANT FACTOR
Acacia salicina	Willow Acacia	15' W x 40' H	24" box (32) per plan	4	0
Lagerströmia H.	Crane Myrtle	12' W x 8'-30' H	24" box (18) per plan	4	0
Koeleria bipinnata	Chinese Flame Tree	20'-60' W x 20'-60' H	24" box (16) per plan	3	0
Triplaris conferta	Shiraz Blue	22' W x 30'-60' H	24" box (32) per plan	3	0
Geijera parviflora	Australian willow	25' W x 25' H	24" box (232) per plan	4	0
Ficus melleocarpa	Pineapple Guava	10'-15' W x 10'-15' H	24" box (13) per plan	2	0
Magnolia grandiflora	Little Gem Magnolia	10'-15' W x 20'-25' H	24" box (48) per plan	4	0
Juniperus virginiana	Blue Arrow Juniper	2' W x 15' H	24" box (48) per plan	4	0
Juglans californica	So. Cal Walnut	15'-25' W x 10'-25' H	24" box (48) per plan	4	0
Sambucus mexicana	Elderberry	8'-20' W x 10'-30' H	24" box (48) per plan	4	0

SHRUBS

BOTANICAL NAME	COMMON NAME	INSTALLATION SIZE & QUANTITY	SPACING	PLANT FACTOR
Cistus 'Sunset'	Rockrose	5 Gal. (120)	8' O.C.	2
Sida grappi	Autumn Sage	5 Gal. (270)	8' O.C.	3
Calliandra confertiflora	Big Fairy Gaiter	5 Gal. (115)	8' O.C.	3
Dalmanesia 'Macrose' 'Purpurea'	Purple Hoopseed Bush	5 Gal. (55)	8' O.C.	4
Westringia 'Indica'	Coast Rosemary	5 Gal. (282)	5' O.C.	2
Rhus glabra 'Cora'	Indian Hawthorne	5 Gal. (148)	5' O.C.	3
Heteromeles arbutifolia	Toyon	15 Gal. (148)	per plan	3
Leucophyllum 'Common'	Cinnamon	5 Gal. (148)	per plan	3
Nassella tenuiflora	Mexican Thread Grass	1 Gal. (148)	per plan	3

GROUNDCOVERS

BOTANICAL NAME	COMMON NAME	INSTALLATION SIZE & QUANTITY	SPACING	PLANT FACTOR
Rosmarinus officinalis prostratus	Prostrate Rosemary 'Dwarf Rosemary'	Flat (61)	18" O.C.	2
Acacia salicina	Acacia	Flat (4)	18" O.C.	2
Sida grappi	Trailing Indigo Bush	Flat (25)	18" O.C.	2

NOTES

- THIS DESIGN CONFORMS TO ORDINANCE NO. 859 AND COUNTY OF RIVERSIDE GUIDE TO CA TRECKLY LANDSCAPING. ALL PLANTS LISTED ARE IN THE COUNTY OF RIVERSIDE GUIDE TO CA TRECKLY LANDSCAPING.
- LINEAR DEEP ROOT BARRIERS TO BE INSTALLED FOR ANY TREES PLANTED WITHIN 5' FROM ANY HARDSCAPE.
- THERE IS NO EXISTING LANDSCAPING OR STREET TREES ADJACENT TO THE PROPERTY.
- ALL IRRIGATION SHALL CONFORM TO ORDINANCE 859.
- ALL EXPOSED SURFACES WITHIN THE DEVELOPED LANDSCAPE AREA SHALL BE MULCHED WITH A MINIMUM TWO INCH (2") LAYER OF DC.

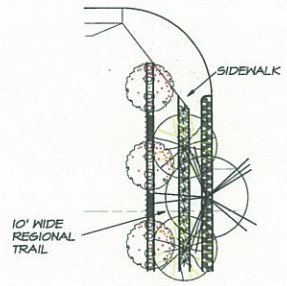
WATER USAGE
 MAX. ALLOWABLE WATER ALLOWANCE (SMAW) = 10.1 cc. ft./yr
 EST. ANNUAL WATER USE (EAWU) = 4.1 cc. ft./yr



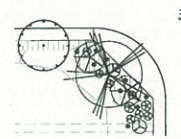
DESIGNED BY: WCP DEANZA, LLC
 DATE: 8/16/2009

WCP DEANZA, LLC
 COUNTY OF RIVERSIDE
 TENTATIVE PARCEL MAP NO. 36192
 CONCEPTUAL LANDSCAPE PLAN

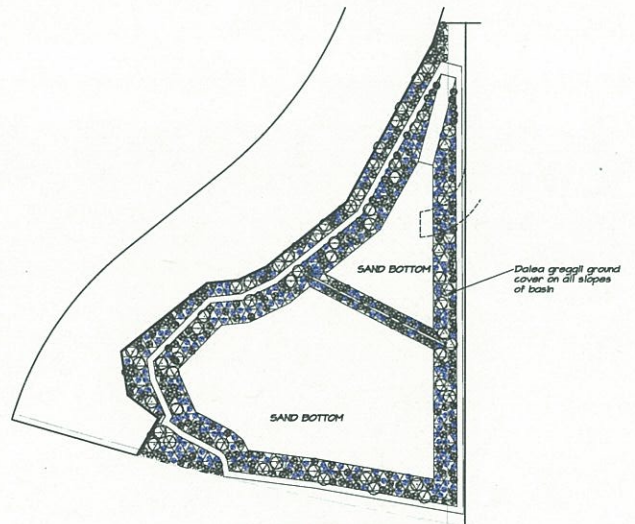
SCALE: 1" = 50'	DATE: 8/16/2009	DESIGNED BY: WCP DEANZA, LLC	CHECKED BY: WCP DEANZA, LLC
PROJECT: WCP DEANZA, LLC	PROJECT NO: 08-0048	SHEET: 2	TOTAL SHEETS: 3
DATE: 8/16/2009	PROJECT NO: 08-0048	DATE: 8/16/2009	PROJECT NO: 08-0048



BLOW-UP CLAY STREET NORTH OF LINARES

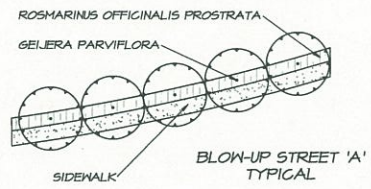


BLOW-UP OF TYPICAL CORNER

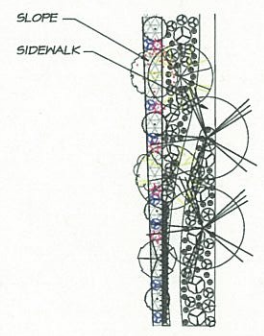


PROPOSED WATER QUALITY & DETENTION BASIN

NOT TO SCALE



BLOW-UP STREET 'A' TYPICAL



BLOW-UP OF CLAY STREET SOUTH OF LINARES



REVISIONS		DATE	BY
AS PER COUNTY'S COMMENTS		11/20/09	JAR
PUB COMMENT NOTES NOV.12, AND CONFERENCE CALL NOV.18		11/20/09	JAR
MCP DEANZA, LLC			
COUNTY OF RIVERSIDE			
TENTATIVE PARCEL MAP NO. 36192			
CONCEPTUAL LANDSCAPE PLAN			
SCALE: TO SCALE	DATE: 11/20/2009	CIVIL ENGINEER	SHEET 3
DESIGNED: JAR	CHECKED: JC	REGISTERED PROFESSIONAL ENGINEER	OF 3 SHEETS
PLN OR REV:	PLN DATE: 11/20/2009	DWG. NO.	



LANDSCAPE PLAN

for

Tentative Parcel Map #36192

Prepared for:
County of Riverside

Prepared by:
Albert A Webb Associates

January 2010

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SECTION 1 – Landscape Concept Theory _____	1-1
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PART II – Shrubs _____	3-10
PART III – Ground Cover _____	3-18

LANDSCAPE CONCEPT THEORY

WEBB'S INTENT FOR THIS PROJECT IS TO PROVIDE A LANDSCAPE DESIGN THAT WILL THRIVE IN THE CLIMATE OF THE AREA AND PROVIDE YEAR ROUND INTEREST AND BEAUTY. ALL OF THE PLANT MATERIAL THAT HAS BEEN PROPOSED FOR THIS PROJECT IS DROUGHT TOLERANT, HEAT AND COLD RESISTANT AND EASY TO MAINTAIN. THE PROPOSED LAYOUT OF THE PLANT MATERIAL WILL BE DONE IN A WAY THAT THE PLANTS WILL HAVE ROOM ENOUGH TO GROW TO THEIR FULL MATURITY WITHOUT HAVING TO BE PRUNED. THE USE OF WOOD MULCH AND DECOMPOSED GRANITE WILL INHIBIT WEED GROWTH AND HELP RETAIN SOIL MOISTURE IMPROVING THE GROWING CONDITIONS WHILE LOWERING WATER USE.

THE FINISHED LANDSCAPE WILL INTEGRATE WELL INTO THE SURROUNDING LANDSCAPE AREAS AND WILL PROVIDE SCREENING OF THE PROJECT FROM THE SURROUNDING ROADS. THE TREES, SHRUBS, AND GROUNDCOVERS WERE SELECTED TO PROVIDE A VARIETY OF COLOR, TEXTURES, AND FORMS TO ACCENT AND BEAUTIFY THE DEVELOPMENT. EVERGREEN BRISBANE BOX IS THE MAIN STREET TREE ALONG CLAY STREET, WITH FLAX LEAF PAPER BARK TREES LOCATED BETWEEN AND SET BACK FROM THE BRISBANE BOX TO CREATE DEPTH AND INTEREST. THE INTERIOR STREET OF THE DEVELOPMENT WILL BE PLANTED WITH EQUALLY SPACED AUSTRALIAN WILLOWS, ANOTHER FINE TEXTURED EVERGREEN TREE THAT WILL PROVIDE SCREENING, SHADE, AND SOFTEN THE PAVED AREAS. THE PROJECT'S ESTIMATED WATER USE REQUIREMENTS IS BELOW THE MAXIMUM ANNUAL WATER USE REQUIREMENT ALLOWED BY THE COUNTY OF RIVERSIDE.

LANDSCAPE MAINTENANCE PLAN

DAVIS PARTNERS

LIMITED LIABILITY COMPANY

VIA EMAIL

12/17/2009

Christian Hinojosa
Urban Regional Planner
County of Riverside
4080 Lemon St., 9th Floor
P.O. Box 1409
Riverside, CA 92502

RE: PM36192 -- Maintenance Plan

Dear Christian,

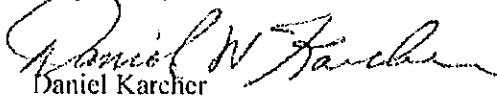
The recent submittal for the master planned business park lots including 20 Lots on approximately 68 acres includes a few planned facilities both private and public that will be maintained respectively.

Please refer back to PM36192 for a visual representation of the outlined anticipated maintenance plan below:

Facility	Type of Maintenance	Responsible Party
Lot 19 -- WQMP Basin	Ongoing maintenance of facility As per the Preliminary WQMP Prepared for flood control	Owner's Association
Street "a"	General road maintenance And Lanscaping within ROW	Transportation Dept.
Storm Drain Facilities (Easements within ROW And Lots)	General Drainage maintenance	Transportation Dept
Lot A -- Open Space	Maintained as an open space lot Trash Clean up	Owners Association

Please feel free to call me at (949) 296-3560 for further clarification if needed.

Respectfully,


Daniel Karcher

Cc: Sandy Chandler (Webb Associates)

LANDSCAPE PLANT PALETTE



ACACIA PENDULA

Plant Name:	Weeping Acacia
Colors:	Blue-gray leaves, pairs of yellowish flowers in spring
Growing Patterns:	Slow
Typical Applications:	Decorate and protect hillsides, banks, freeways, cascading behind wall
Height:	25 feet tall, 15 foot spread
Water Usage:	Deep infrequent watering



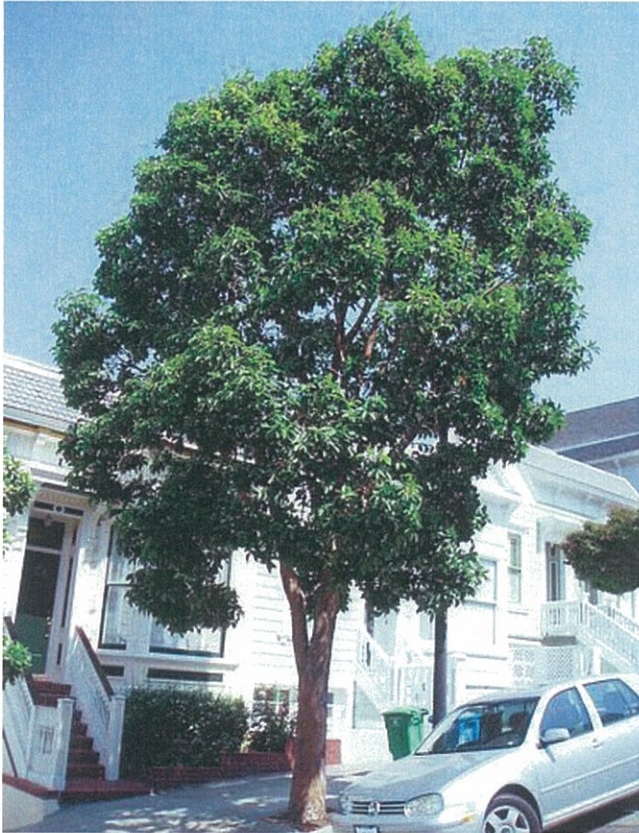
LAGERSTROEMIA H. 'MUSKOGEE'

Plant Name:	Crape Myrtle
Colors:	Smooth gray, light brown bark. Light green bronze red foliage in spring; mature leaves deep glossy green. 1 – 1 ½ inch red to pink crinkled flowers
Growing Patterns:	Slow
Typical Applications:	Shrub or tree
Height:	6 - 30 feet
Water Usage:	Deep infrequent watering



MELALEUCA LINARIFOLIA

Plant Name:	Flax Leaf Paperbark
Colors:	Evergreen tree with white flowers that bloom in the summer
Growing Patterns:	Quick growing, dense small tree or shrub
Typical Applications:	Full sun, lawn and street tree
Height:	30 feet tall, 20 feet wide
Water Usage:	Little or no water, well drained soils



TRISTANIA CONFERTA

Plant Name:	Brisbane Box
Colors:	Handsome evergreen foliage, shedding bark. In summer – white to creamy white $\frac{3}{4}$ inch clusters of 3 – 7 flowers
Growing Patterns:	Fast, upright, eventually a broad rounded crown
Typical Applications:	Street, lawn tree
Height:	30 – 60 feet
Water Usage:	Little or no water once established



GEIJERA PARVIFLORA

Plant Name:	Australian willow
Colors:	Evergreen tree. Graceful, fine textured foliage gives weeping effect
Growing Patterns:	Rounded to pyramidal in form. Grows at a moderate rate.
Typical Applications:	Street tree
Height:	25 – 30 feet tall, 20 feet wide
Water Usage:	Little to moderate



FEIJOA SELLOWIANA

Plant Name:	Pineapple guava
Colors:	Evergreen tree with edible flowers consisting of white petals and scarlet stamens.
Growing Patterns:	Slow growing multi-stemmed evergreen tree.
Typical Applications:	Street tree
Height:	15 feet tall, 15 feet wide
Water Usage:	Little to moderate



SAMBUCUS MEXICANA TAPIRO

Plant Name:	Blue Elderberry
Colors:	Deciduous tree with butter yellow flowers and clusters of blue to nearly black berries.
Growing Patterns:	Leaves divided into five to nine toothed 1 – 6 inch long leaflets.
Typical Applications:	Street tree
Height:	10 – 30 feet tall, 8 – 20 feet wide
Water Usage:	Little or no water once established



JUGLANS CALIFORNICA

Plant Name:	California Black Walnut
Colors:	Leaves divided into many leaflets and have featherlike appearance. Leaves turn yellow in the fall. Bear oval or round nuts.
Growing Patterns:	Large and spreading
Typical Applications:	Stream banks, shade trees
Height:	20 – 25 feet tall, 20 feet wide
Water Usage:	Little to moderate



CISTUS 'SUNSET'

Plant Name:	Rockrose
Colors:	Gray-green leaves, 2-inch dark magenta pink flowers
Growing Patterns:	Fast, dense, spreading
Typical Applications:	Rock gardens, rough areas, driveways, hedges
Height:	2 feet tall, 6 – 8 feet wide
Water Usage:	Little or no water, well drained soils



SALVIA GREGGII

Plant Name:	Autumn Sage
Colors:	Red, pink and white flowers are most the most commonly founds colors.
Growing Patterns:	Mounded shrub
Typical Applications:	Ground cover, hedge
Height:	4 feet tall, 2 feet wide
Water Usage:	Low



CALLIANDRA CALIFORNICA

Plant Name:	Baja Fairy Duster
Colors:	Silky bright deep red stamens, feather duster or powder puff blossoms
Growing Patterns:	Blooms nearly year round
Typical Applications:	Ground cover, shrub
Height:	5 feet tall, 5 – 6 feet wide
Water Usage:	Little to moderate



DONDONAEA VISCOSA 'PURPUREA'

Plant Name:	Purple Hopseed Bush
Colors:	Bronzy green leaves that turn deeper in winter, purple
Growing Patterns:	Fast, upright, wide
Typical Applications:	Hedges and screens
Height:	12 – 15 feet wide
Water Usage:	Little or no water, well drained soils



WESTRINGIA FRUTICOSA

Plant Name:	Coast Rosemary
Colors:	Medium green to gray green. Small white flowers in colder areas.
Growing Patterns:	Spreading, rather loose
Typical Applications:	Good near coast, sunny banks and borders
Height:	3 – 6 feet wide
Water Usage:	Little to moderate



RHAPHIOLEPIS INDICA 'CLARA'

Plant Name:	Indian Hawthorn
Colors:	Profusion of flowers ranging from white to pink, red new growth
Growing Patterns:	Moderate, low
Typical Applications:	Low dividers, informal hedges
Height:	3 – 5 feet wide
Water Usage:	Infrequent or lawn watering, avoid overhead watering



HETEROMELES ARBUTIFOLIA

Plant Name:	Christmas Berry
Colors:	Thick, leathery, glossing green leaves with white flowers in the summer and red berries in the winter
Growing Patterns:	Broad multi-trunk spreading almost as wide as it is tall
Typical Applications:	Screening or bank planting
Height:	6 – 10 feet tall, 4 – 5 feet wide
Water Usage:	Moderate



LEUCOPHYLLUM ZYGOPHYLLUM CIMARRON

Plant Name:	Texas Rangers
Colors:	Soft rounded shrub with cupped gray-green leaves. Masses of blue-purple flowers.
Growing Patterns:	Compact and slow-growing
Typical Applications:	Low dividers, informal hedges
Height:	3 feet tall, 3 feet wide
Water Usage:	Little water, well drained soils



DALEA GREGGII

Plant Name:	Trailing Indigo Bush
Colors:	Evergreen. Mounding, creeping ground cover with small silvery-gray fuzzy leaves with small pea-like lavender flowers.
Growing Patterns:	Fast
Typical Applications:	Low growing, heat tolerant
Height:	Up to 2 feet tall, 6 – 8 feet wide
Water Usage:	Infrequent water, well drained soils



ROSMARINUS O. 'PROSTRATUS'

Plant Name:	Prostrate Rosemary 'Dwarf Rosemary'
Colors:	Curtain of green with pale lavender blue flowers
Growing Patterns:	Endures hot sun and poor soil, good drainage is a must
Typical Applications:	Ground cover, bank covers, trail over raised bed
Height:	2 feet tall with 4 – 8 foot spread
Water Usage:	Little or no water once established



ACACIA REDOLENS

Plant Name:	Acacia
Colors:	Gray green, puffy yellow balls
Growing Patterns:	Low growing form
Typical Applications:	Ground cover or banks
Height:	1 – 6 feet, spreading 12 feet
Water Usage:	Little or no water

PARCEL MAP Parcel Map #: PM36192

Parcel: 163-400-001

10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 MAP - DEFINITIONS

RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Tentative Industrial Parcel Map No. 36192 shall be henceforth defined as follows:

TENTATIVE MAP = Tentative Industrial Parcel Map No. 36192 Amended No. 1, dated November 15, 2010.

APPROVED EXHIBIT D = Design Guidelines (Sheets 1-13) for Tentative Parcel Map No. 36192 Amended No. 1, dated November 15, 2010.

APPROVED EXHIBIT G = Conceptual Grading Plan for Tentative Parcel Map No. 36192 Amended No. 1, dated November 15, 2010.

APPROVED EXHIBIT L = Preliminary Landscaping Plans (Sheets 1-3) for Tentative Parcel Map No. 36192 Amended No. 1, dated November 15, 2010.

APPROVED EXHIBIT L-1 = Preliminary Landscaping Color Plant Palette Booklet, Landscape Concept Theory and Maintenance Plan (Sheets 1-25) for Tentative Parcel Map No. 36192 Amended No. 1, dated November 15, 2010.

FINAL MAP = Final Map or Parcel Map for the TENTATIVE MAP whether recorded in whole or in phases.

10. EVERY. 2 MAP - PROJECT DESCRIPTION

RECOMMND

The land division hereby permitted is a Schedule E subdivision of 68.05 gross (67.36 net) acres into twenty (20) industrial parcels and four (4) lettered lots for ingress/egress, open space and detention basin purposes. The proposed subdivision also includes architectural design guidelines and a trail that will run along the northern boundary of the Project site in the riparian area. The trail is proposed to be a minimum of 10 feet wide with total easement of 20 feet minimum.

The project site is located in the Community of Pedley of the Jurupa Area Plan in Western Riverside County; more specifically, northerly of the Union Pacific Railroad, southerly of Limonite Avenue, easterly of Pedley Road and

PARCEL MAP Parcel Map #: PM36192

Parcel: 163-400-001

10. GENERAL CONDITIONS

10. EVERY. 2 MAP - PROJECT DESCRIPTION (cont.) RECOMMND

westerly of Clay Street.

10. EVERY. 3 MAP - HOLD HARMLESS RECOMMND

The land divider or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY), its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the TENTATIVE MAP, which action is brought within the time period provided for in California Government Code, Section 66499.37. The COUNTY will promptly notify the land divider of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the land divider of any such claim, action, or proceeding or fails to cooperate fully in the defense, the land divider shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 4 MAP - 90 DAYS TO PROTEST RECOMMND

The land divider has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of the approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 MAP-GIN INTRODUCTION RECOMMND

Improvement such as grading, filling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Grading Division conditions of approval.

10.BS GRADE. 2 MAP-G1.2 OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic

PARCEL MAP Parcel Map #: PM36192

Parcel: 163-400-001

10. GENERAL CONDITIONS

10.BS GRADE. 2 MAP-G1.2 OBEY ALL GDG REGS (cont.) RECOMMND

yards, the applicant shall obtain a grading permit from the Building & Safety Department.

10.BS GRADE. 3 MAP-G1.3 DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing or any top soil disturbances related to construction grading.

10.BS GRADE. 4 MAP-G1.5 EROS CNTRL PROTECT RECOMMND

Graded but undeveloped land shall provide, in addition to erosion control planting, any drainage facility deemed necessary to control or prevent erosion. Additional erosion protection may be required during the rainy season from October 1 to May 31.

10.BS GRADE. 5 MAP-G1.6 DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading.

10.BS GRADE. 6 MAP-G2.1 GRADING BONDS RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building & Safety Department. Single family dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

10.BS GRADE. 7 MAP-G2.5 2:1 MAX SLOPE RATIO RECOMMND

Grade slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 8 MAP-G2.6SLOPE STABL'TY ANLY RECOMMND

A slope stability report shall be submitted and approved by the County Geologist for all proposed cut or fill slopes steeper than 2:1 (horizontal to vertical) or over 30 feet in vertical height - unless addressed in a previous report.

10.BS GRADE. 9 MAP-G2.8MINIMUM DRNAGE GRAD RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where 0.35% shall be the minimum.

PARCEL MAP Parcel Map #: PM36192

Parcel: 163-400-001

10. GENERAL CONDITIONS

10.BS GRADE. 10 MAP-G2.11DR WAY XING NWC RECOMMND

Lots whose access is or will be affected by natural or constructed drainage facilities, shall provide drive way drainage facilities which are adequate to allow access from the street to the house during 100 year storms.

10.BS GRADE. 11 MAP-G2.12SLOPES IN FLOODWAY RECOMMND

Graded slopes which infringe into the 100 year storm flow flood way boundaries, shall be protected from erosion, or other flood hazards, by a method acceptable to the Building & Safety Departments District Grading Engineer - which may include Riverside County flood Control & Water Conservation District's review and approval. However, no graded slope will be allowed which in the professional judgment of the District Grading Engineer blocks, concentrates or diverts drainage flows.

10.BS GRADE. 12 MAP-G2.13FIRE D'S OK ON DR. RECOMMND

Driveways shall be designed in accordance with Riverside County Fire Department standards - or the governing Fire Department if not the county - and shall require their approval prior to issuance of the grading permit. Approval shall be in the form of a conditional approval letter addressed to the related case file or by written approval from the Fire Department.

10.BS GRADE. 14 MAP-G2.24LU PMT TO GRD SUB RECOMMND

A PRECISE GRADING PERMIT WILL NOT BE ISSUED, BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION UNLESS AN APPROPRIATE LAND USE PERMIT HAS ALSO BEEN ISSUED AND APPROVED, BY THE PLANNING DEPARTMENT, FOR THAT SAME PARCEL(S).

10.BS GRADE. 15 MAP-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction

PARCEL MAP Parcel Map #: PM36192

Parcel: 163-400-001

10. GENERAL CONDITIONS

10.BS GRADE. 15 MAP-G1.4 NPDES/SWPPP (cont.) RECOMMND

sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

E HEALTH DEPARTMENT

10.E HEALTH. 1 JCSD WATER AND SEWER SERVICE RECOMMND

Parcel Map#36192 is proposing Jurupa Community Services District (JCSD) water and sewer service. It is the responsibility of the developer to ensure that all requirements to obtain water and sewer service for each lot are met with JCSD as well as all other applicable agencies.

Any existing septic system(s) and/or well(s) must be properly removed or abandoned under permit with the Department of Environmental Health (DEH).

FIRE DEPARTMENT

10.FIRE. 1 MAP-#50-BLUE DOT REFLECTORS RECOMMND

Blue retroreflective pavement markers shall be mounted on private streets, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 2 MAP-#15-POTENTIAL FIRE FLOW RECOMMND

The water mains shall be capable of providing a potential fire flow 4000 GPM and an actual fire flow available from any one hydrant shall be 2500 GPM for 2-hour duration at 20 PSI residual operating pressure.

10.FIRE. 3 MAP-#14-COM/RES HYD/SPACING RECOMMND

Approved super fire hydrants, (6"x4"x 2-2 1/2") shall be located at each street intersection and spaced not more

PARCEL MAP Parcel Map #: PM36192

Parcel: 163-400-001

10. GENERAL CONDITIONS

10.FIRE. 3 MAP-#14-COM/RES HYD/SPACING (cont.) RECOMMND

than 330 feet apart in any direction, with no portion of any lot frontage more than 165 feet from a fire hydrant.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 MAP FLOOD HAZARD RPT 02/10/10 RECOMMND

Parcel Map No. 36192 is a proposal for Schedule E subdivision of 68.05 acres into 20 industrial parcels and four (4) lettered lots for ingress/egress, open space, and detention basin purposes. The site is located in the Jurupa area, north of Union Pacific Railroad, south of Limonite Avenue, east of Pedley Road, and west of Clay Street.

A portion of the site lies within the 100-year Zone A and AE floodplain limits for 1001 Ranch Drain as delineated on Panel No. 06065C0702G effective date August 28, 2008 of the Flood Insurance Rate Maps issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA).

The site has a tributary drainage area of approximately 1.7 square miles (1001 Ranch Drain). Clay Street protects the site from sheet flow runoff from the east. A HEC-RAS Floodplain Analysis Study, received March 26, 2009, was reviewed by the District. The study identifies the water surface elevation for the 100-year storm for the 1001 Ranch Drain along the north and west boundary of the site. A "no build" limit is delineated based on an erosion hazard set-back added to this floodplain limit. Thus the floodplain would be left free of obstruction, with no buildings nor fill proposed within the floodplain.

The applicant proposes to collect onsite runoff in the streets and storm drain and discharge it into the proposed sand filter detention basin located at the southwest corner of the site. The detention basin discharges into the 1001 Ranch Drain floodplain.

No use is proposed for any of the parcels. However, minor grading and street improvements are expected.

The development of this project adversely impacts water quality. To mitigate for these impacts, the development proposes a sand filter detention basin located at the

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10. GENERAL CONDITIONS

10.FLOOD RI. 1 MAP FLOOD HAZARD RPT 02/10/10 (cont.) RECOMMND

southwest corner of the site. It should be noted that though the proposed design is acceptable to the District for PM36192, the final WQMP for individual parcels will be based on the proposed use and permit requirements at the time individual applications are submitted for each parcel since there is no current grading or building proposed. Since the project will not encroach into the mapped floodplain, no Conditional LOMR (CLOMR) or LOMR would be required.

The proposed basin can be considered to meet Condition C of the Hydrologic Conditions of Concern.

A note shall be placed on the environmental constraint sheet stating, "To mitigate for water quality a Final Project Specific Water Quality Management Plan (WQMP) shall be submitted to the District prior to the issuance of grading or building permits (whichever comes first) for any lots within the subdivision. In addition, a preliminary project specific WQMP shall be submitted and approved prior to issuance of recommended Conditions of Approval for any development proposal on any lot. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit."

10.FLOOD RI. 2 MAP SUBMIT ECS & FINAL MAP RECOMMND

A note shall be placed on the environmental constraint sheet stating, "To mitigate for water quality a Final Project Specific Water Quality Management Plan (WQMP) shall be submitted to the District prior to the issuance of grading or building permits (whichever comes first) for any lots within the subdivision. In addition, a preliminary project specific WQMP shall be submitted and approved prior to issuance of recommended Conditions of Approval for any development proposal on any lot. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit."

10.FLOOD RI. 3 MAP 10 YR CURB - 100 YR ROW RECOMMND

The 10 year storm flow shall be contained within the curb and the 100 year storm flow shall be contained within the street right of way. When either of these criteria is

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10. GENERAL CONDITIONS

10.FLOOD RI. 3 MAP 10 YR CURB - 100 YR ROW (cont.) RECOMMND

exceeded, additional drainage facilities shall be installed. The property shall be graded to drain to the adjacent street or an adequate outlet.

10.FLOOD RI. 4 MAP 100 YR SUMP OUTLET RECOMMND

Drainage facilities outletting sump conditions shall be designed to convey the tributary 100 year storm flows. Additional emergency escape shall also be provided.

10.FLOOD RI. 5 MAP PERP DRAINAGE PATTERNS RECOMMND

he property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions. Otherwise, a drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows. A copy of the recorded drainage easement shall be submitted to the District for review.

10.FLOOD RI. 7 MAP OWNER MAINT NOTICE RECOMMND

The subdivider shall record sufficient documentation to advise purchasers of any lot within the subdivision that the owners of individual lots are responsible for the maintenance of the drainage facility within the drainage easements shown on the final map.

10.FLOOD RI. 9 MAP MAJOR FACILITIES RECOMMND

Major flood control facilities are being proposed. These shall be designed and constructed to District standards including those related to alignment and access to both inlets and outlets. The applicant shall consult the District early in the design process regarding materials, hydraulic design, and transfer of rights of way.

10.FLOOD RI. 16 MAP WQMP ESTABL MAINT ENTITY RECOMMND

This project proposes BMP facilities that will require maintenance by a public agency or homeowner's association. To ensure that the public is not unduly burdened with future costs, prior to final approval or recordation of this case, the District will require an acceptable financial mechanism be implemented to provide for

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10. GENERAL CONDITIONS

10.FLOOD RI. 16 MAP WQMP ESTABL MAINT ENTITY (cont.) RECOMMND

maintenance of treatment control BMPs in perpetuity. This may consist of a mechanism to assess individual benefiting property owners, or other means approved by the District. The site's treatment control BMPs must be shown on the project's improvement plans - either the street plans, grading plans, or landscaping plans. The type of improvement plans that will show the BMPs will depend on the selected maintenance entity.

10.FLOOD RI. 18 MAP SUBMIT FINAL WQMP =PRELIM RECOMMND

In compliance with Santa Ana Region and San Diego Region Regional Water Quality Control Board Orders, and Beginning January 1, 2005, projects submitted within the western region of the unincorporated area of Riverside County for discretionary approval will be required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. The WQMP requirements will vary depending on the project's geographic location (Santa Ana, Santa Margarita or Whitewater River watersheds). The WQMP provides detailed guidelines and templates to assist the developer in completing the necessary studies. These documents are available on-line at:
www.floodcontrol.co.riverside.ca.us under Programs and Services, Stormwater Quality.

To comply with the WQMP a developer must submit a "Project Specific" WQMP. This report is intended to a) identify potential post-project pollutants and hydrologic impacts associated with the development; b) identify proposed mitigation measures (BMPs) for identified impacts including site design, source control and treatment control post-development BMPs; and c) identify sustainable funding and maintenance mechanisms for the aforementioned BMPs. A template for this report is included as 'exhibit A' in the WQMP.

The developer has submitted a report that meets the criteria for a Preliminary Project Specific WQMP. The report will need to be revised to meet the requirements of a Final Project Specific WQMP. Also, it should be noted that if 401 certification is necessary for the project, the Water Quality Control Board may require additional water quality measures.

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10. GENERAL CONDITIONS

10.FLOOD RI. 19 MAP BMP MAINTENANCE & INSPECT RECOMMND

The CC&R's for the development's Home/Property Owners Association (HOA/POA) shall contain provisions for all privately owned structural best management practices (BMPs) to be inspected, and if required, cleaned no later than October 15 each year. The CC&R's shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of the CC&R's shall be submitted to the District for review and approval prior to the recordation of the map.

10.FLOOD RI. 20 MAP SHOW FLDPLN & SETBACK ECS RECOMMND

The 100-year floodplain and erosion building set-back limits through the property shall be delineated on an environmental constraint sheet to accompany the final map.

The erosion setback limit as shown in the December 17, 2009 Water Quality Management Plan (Preliminary Hydrology Plan, Sheet 2 of 3) is acceptable. However, if the applicant chooses to change such setback, calculations and the pertinent data used to determine these limits shall be submitted to the District for review and approval. The area within the delineated floodplain limits and erosion building set-back shall be labeled "floodplain" and "erosion building set-back" on the environmental constraint sheet, respectively. A note shall be placed on the environmental constraint sheet stating, "Approximate floodplains and erosion building set-back must be kept free of all buildings and obstructions. Any fencing shall be of a "rail" type. Chainlink fencing shall not be allowed".

PLANNING DEPARTMENT

10.PLANNING. 3 MAP - PDP01359 RECOMMND

County Paleontological Report (PDP) No. 1359, submitted for this project (PM36192), was prepared by CA.R.E. and is entitled: "Paleontological Resources Investigation for Bechtel Wireless Telecommunications Site RS0187 (Winchester), 33630 Elmhurst Lane, Winchester, California 92596 (PP23860) ", dated June 16, 2009.

PDP01359 concluded:

1.The project area's sensitivity for paleontological resources appears to vary depending on the sedimentary rocks encountered.

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10.PLANNING. 3 MAP - PDP01359 (cont.)

RECOMMND

PDP01359 recommended:

- 1.Periodical monitoring at the commencement of earth-moving activities in the project area and in areas that have been disturbed or contain construction debris fill.
- 2.Continuous monitoring for paleontological resources if older Pleistocene-age sediments are encountered.
- 3.Continuous monitoring of any deep utility trenching.
- 4.Collection and curation and permanent storage of fossil invertebrates and vertebrates

PDP01359 satisfies the requirement for a Paleontological Study for Planning/CEQA purposes. PDP01359 is hereby accepted for PM36192. This project shall be conditioned for a paleontological resource impact mitigation program (PRIMP) and monitoring report, as described elsewhere in this conditions set.

10.PLANNING. 4 MAP - IF HUMAN REMAINS FOUND

RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to

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10. GENERAL CONDITIONS

10.PLANNING. 4 MAP - IF HUMAN REMAINS FOUND (cont.) RECOMMND

consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 5 MAP - INADVERTANT ARCHAEO FIND RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 7 MAP - GEO02158 RECOMMND

County Geologic Report (GEO) No. 2158, submitted for this project (PM36192) was prepared by Medall, Aragon Geotechnical, Inc. (MAG) and is entitled: "Geotechnical Plan Review & Field Investigation Results, Tentative Parcel

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10. GENERAL CONDITIONS

10.PLANNING. 7 MAP - GEO02158 (cont.)

RECOMMND

Map No. 36192, Clay Street Business Park, Pedley, Riverside County, California", dated April 17, 2009, Project No. 3992-SF. In addition, the following documents were submitted for this GEO:

MAG, June 4, 2009, "Ground Improvement Recommendations, Lot 18, Tentative Parcel Map No. 36192, Clay Street Business Park, Pedley, Riverside County, California".

MAG, August 11, 2009, "Technical Review Responses, County Geologic Report No. 02158, Tentative Parcel Map No. 36192, Pedley, Riverside County, California"

MAG, August 27, 2009, "Earthquake Fault Surface Rupture Risk, County Geologic Report No. 02158, Tentative Parcel Map No. 36192, Pedley, Riverside County, California"

C.H.J., January 6, 2006, "Engineering Geology Investigation, Proposed Residential Development, Pedley Area, Riverside County, California".

C.H.J., February 20, 2006, "Geotechnical Investigation, Proposed Residential Development, Pedley Area, Riverside County, California".

C.H.J., April 20, 2007, "Slope Stability Investigation, Tentative Tract No 34112, Pedley Area, Riverside County, California".

C.H.J., April 25, 2007, "Soil Percolation Investigation, Proposed On-site Storm Water Retention/Detention Area, Tentative Tract 34112, Pedley Area, Riverside County, California".

C.H.J., July 17, 2006, "Revised Slope Setbacks, Tentative Tract 34112, Pedley Area, Riverside County, California".

GEO02158 concluded:

1. Based on verified distances to known active fault zones and lack of evidence for previously undetected active faults on the property, the risk due to ground rupture potential in Tentative parcel Map No. 36192 is extremely low and below a level of significance.

2. The saturated buried younger alluvium at the site has a

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10. GENERAL CONDITIONS

10.PLANNING. 7 MAP - GEO02158 (cont.) (cont.)

RECOMMND

high potential for liquefaction. The older fan alluvium or basement rock has a very low to nil potential for liquefaction.

3.High risks of excessive settlement, fissuring, slope instability and permanent ground deformation from liquefaction exist in the arroyo area.

4.The investigation data characterize the alluvial materials as suitable for several possible in situ ground modification options to mitigate liquefaction hazards. The treatment area can be reduced slightly if wider setbacks are imposed by other conditions.

GEO02158 recommended:

1.Ground improvement, such as low-mobility displacement grouting or vibro-replacement with introduction of crushed stone columns, to mitigate liquefaction hazards and setbacks. The treatment area can be reduced slightly if wider setbacks are imposed by other conditions.

2.The setback line should apply to proposed paved parking and driveway areas (especially emergency access paths) in addition to the preclusion of settlement sensitive structures.

3.Mitigation for undocumented fill in all areas not within recommended setback areas will consist of their removal and replacement.

4.Earthwork should be performed in accordance with the listed C.H.J. reports and the MAG update letter and reports.

GEO02158 satisfies the requirement for a Geologic Study for Planning / CEQA purposes. GEO02158 is hereby accepted for Planning purposes. This approval is not intended, and should not be misconstrued as approval for grading permit. Engineering and other building code parameters will be reviewed and additional comments and/or conditions may be imposed by the Building and Safety Department upon application for grading and/or building permits.

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10. GENERAL CONDITIONS

10.PLANNING. 8 MAP - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

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

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

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

10.PLANNING. 9 MAP - MAP ACT COMPLIANCE RECOMMND

This land division shall comply with the State of California Subdivision Map Act and to all requirements of County Ordinance No. 460, Schedule E, unless modified by the conditions listed herein.

10.PLANNING. 10 MAP - FEES FOR REVIEW RECOMMND

Any subsequent review/approvals required by the conditions of approval, including but not limited to grading or

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10. GENERAL CONDITIONS

10.PLANNING. 10 MAP - FEES FOR REVIEW (cont.) RECOMMND

building plan review or review of any mitigation monitoring requirement, shall be reviewed on an hourly basis, or other appropriate fee, as listed in county Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 12 MAP - TRAIL MAINTENANCE RECOMMND

The land divider, or the land divider's successor-in-interest, shall be responsible for the maintenance of any trail easement required under these conditions until such time as the maintenance is taken over by an appropriate maintenance district.

10.PLANNING. 13 MAP - 2ND DIST LS GUIDELINES RECOMMND

The land divider shall comply with the intent of the "DESIGN AND LANDSCAPE GUIDELINES FOR DEVELOPMENT IN THE SECOND SUPERVISORIAL DISTRICT (Revised)", approved by the Board of Supervisors, September 15, 1998, and revised October 23, 1998 and October 8, 2002 to APPROVED EXHIBITS D and L.

Note: In the event of a conflict between the Design Guidelines and Approved Landscape Plans, the Approved Plans shall take precedence.

Note: If a conflict arises between the project Design Guidelines and the 2nd District Guidelines, the Project Guidelines shall take precedence.

10.PLANNING. 15 MAP - OFFSITE SIGNS ORD 679.4 RECOMMND

No offsite subdivision signs advertising this land division/development are permitted, other than those allowed under Ordinance No. 679.4. Violation of this condition of approval may result in no further permits of any type being issued for this subdivision until the unpermitted signage is removed.

10.PLANNING. 16 MAP - FINAL MAP PREPARER RECOMMND

The FINAL MAP shall be prepared by a licensed land surveyor or registered civil engineer.

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10. GENERAL CONDITIONS

10.PLANNING. 18 MAP - ORD 810 OPN SPACE FEE RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 810 has been established to set forth policies, regulations and fees related to the funding and acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this Ordinance.

In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

10.PLANNING. 20 MAP - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and construction of facilities necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

10.PLANNING. 21 MAP - OFF-HIGHWAY VEHICLE USE RECOMMND

No off-highway vehicle use shall be allowed on any parcel or open space area located within the boundaries of this land division.

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10.PLANNING. 22 MAP - PM DESIGN GUIDELINES RECOMMND

All new Plot Plans, Conditional Use Permits and Substantial Conformance Applications submitted to the Planning Department to develop Parcel Map No. 36192 (Schedule E subdivision) shall be in substantial conformance with the Design Guidelines shown on APPROVED EXHIBITS D, L and L-1. All new use permits shall conform to the development standards of the designation Manufacturing - Service Commercial (M-SC) zone applicable to the property.

10.PLANNING. 23 MAP - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated July 17, 2009, summarized as follows:

The Riverside County Waste Management Department has reviewed the proposed project located south of Limonite Avenue, east of Pedley Road, and west of Clay Street, in the Jurupa Area Plan. This project has the potential to impact long-term landfill capacity by generating solid waste that requires disposal. In order to mitigate the project's potential solid waste impacts, and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the project's applicant should implement the following measures, as feasible:

1. Recycle the project's construction and demolition (C&D) waste through a C&D recycling facility.
2. Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
3. Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
4. Hazardous materials are not accepted at Riverside County landfills. Any hazardous wastes, including paint used during construction must be properly disposed of at a licensed facility in accordance with local, state and

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10. GENERAL CONDITIONS

10.PLANNING. 23 MAP - WASTE MGMT CLEARANCE (cont.) RECOMMND

federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

Any questions, please contact Ryan Ross, Planner from the Riverside County Waste Management Department Phone (951) 486-3351.

10.PLANNING. 24 MAP - EXTERIOR NOISE LEVELS RECOMMND

The following conditions shall be applied to the project based on the information provided by the acoustical consultant:

1. Facility-related noise, as projected to any portion of any surrounding property containing a "sensitive receiver, habitable dwelling, hospital, school, library or nursing home", must not exceed the following worst-case noise levels 45 dB(A) - 10 minute noise equivalent level ("leq"), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard) and 65 dB (A) - 10 minute leq, between 7:00 a.m. and 10:00 p. m. (daytime standard).

2. Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

3. All construction vehicles, equipment fixed or mobile shall be equipped with properly operating and maintained mufflers.

4. When feasible, try to coordinate the noisiest operations simultaneously in the construction program to avoid prolong periods of annoyance west of the site.

5. During construction, best efforts should be made to locate stockpiling and/or vehicle staging area as far as practicable from west of the site (or the existing residential dwellings).

6. Prior to approval of a site development for those

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10. GENERAL CONDITIONS

10.PLANNING. 24 MAP - EXTERIOR NOISE LEVELS (cont.) RECOMMND

southern lots, a noise study will be required for the final version of the industrial shell buildings of the project site to ensure that noise from the trains will be minimized. On-site building layout and orientation for those southern lots that are directly adjacent to the UPRR tracks should be carefully designed to minimize the on-site train noise exposure to the proposed uses.

7. Our department (Office of Industrial Hygiene) must receive, review and approve an acoustical report (as listed above) addressing the noise that might be produced from traffic along Clay Street. Prior to the issuance of building permits for business and professional office that face Clay Street, an acoustical report must be submitted. Building design must be shown to reduce interior noise to at or below 50 Ldn for those buildings along Clay Street.

8. The applicant shall pay review fees (prior to pulling your building permits) to the Department of Public Health for all time spent in review of this project. Fees will be assessed at the Department's hourly rate for Industrial Hygienists.

10.PLANNING. 25 MAP - ALUC MITIGATION RECOMMND

The project shall comply with the following mitigation measures, pursuant to the July 10, 2009 review of the Airport Land Use Commission:

1. Any outdoor lighting that is installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.

2. The following uses shall be prohibited:

a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA- approved navigational signal light or visual approach slope indicator.

b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a

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10. GENERAL CONDITIONS

10.PLANNING. 25

MAP - ALUC MITIGATION (cont.)

RECOMMND

straight final approach towards a landing at an airport.

c. Any use which would generate smoke or water or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, composting operations, fly ash disposal, wastewater management facilities, and fertilizer production.

d. Any use which would generate electrical interference that may be determined to the operation of aircraft and/or aircraft instrumentation.

3. The attached notice shall be provided to all prospective buyers and tenants of the property, as well as to all current tenants, and shall be recorded as a deed notice.

4. Bio swales and detention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

5. The County of Riverside shall require Airport Land Use Commission review of any plot plans or use permits proposing structures with a building floor area of 20,000 square feet or greater and prior to the establishment of any of the following uses on the site:

Auction rooms, auditoriums, retail sales facilities, courtrooms, community care facilities, churches and chapels, dance floors, lodge rooms, reviewing stands, dining rooms, exhibit rooms, restaurants, day care centers, drinking establishments, gymnasiums, lounges, stages, and other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

6. Any future building exceeding an elevation of 822.2 feet

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10.PLANNING. 25 MAP - ALUC MITIGATION (cont.) (cont.) RECOMMND

above mean sea level at top of roof shall require Federal Aviation Administration review.

7. Lot "A" shall be maintained as perpetual open space. No structures shall be constructed thereon.

10.PLANNING. 26 MAP - PROJECT FLOOR AREA RATIO RECOMMND

The development of the proposed subdivision shall not exceed 889,502 square feet of light industrial and business park building area on a 68.05 gross (67.36 net) acre site with a floor area ratio of 0.60 (Light Industrial requires a 0.25 - 0.60 floor area ratio).

TRANS DEPARTMENT

10.TRANS. 1 MAP - TS/CONDITIONS RECOMMND

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

The General Plan circulation policies require a minimum of Level of Service 'C', except that Level of Service 'D' may be allowed in community development areas at intersections of any combination of secondary highways, major highways, arterials, urban arterials, expressways or state highways and ramp intersections.

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

Etiwanda Avenue (NS) at:
Limonite Avenue (EW)

Bain Street (NS) at:
Limonite Avenue (EW)

Beach Street (NS) at:
Limonite Avenue (EW)

Felspar Stret (NS) at:
Limonite Avenue (EW)

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10. GENERAL CONDITIONS

10.TRANS. 1 MAP - TS/CONDITIONS (cont.)

RECOMMND

Collins Street (NS) at:
Limonite Avenue (EW)

Van Buren Boulevard (NS) at:
Bellegrave Avenue (EW)
Jurupa Road (EW)
Limonite Avenue (EW)
Clay Street (EW)
Jurupa Avenue (EW)
Arlington Avenue (EW)

Pedley Road (NS) at:
Limonite Avenue (EW)

Baldwin Avenue (NS) at:
Limonite Avenue (EW)

Clay Street (NS) at:
Limonite Avenue (EW)
Haven View Drive (EW)
North Project Driveway (EW)
South Project Driveway (EW)
Linares Avenue (EW)
General Drive (EW) (cash-in-lieu of improvements)

El Palomino Drive (NS) at:
Limonite Avenue (EW)

Camino Real (NS) at:
Limonite Avenue (EW)

Perlata Place (NS) at:
Limonite Avenue (EW)

Pacific Avenue (NS) at:
Limonite Avenue (EW)

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

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

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10. GENERAL CONDITIONS

10.TRANS. 2 MAP - DRAINAGE 1 RECOMMND

The land divider shall protect downstream properties from damages caused by alteration of the drainage patterns, i.e., concentration or diversion of flow. Protection shall be provided by constructing adequate drainage facilities including enlarging existing facilities and/or by securing a drainage easement. All drainage easements shall be shown on the final map and noted as follows: "Drainage Easement - no building, obstructions, or encroachments by landfills are allowed". The protection shall be as approved by the Transportation Department.

10.TRANS. 3 MAP - DRAINAGE 2 RECOMMND

The land divider shall accept and properly dispose of all off-site drainage flowing onto or through the site. In the event the Transportation Department permits the use of streets for drainage purposes, the provisions of Article XI of Ordinance No. 460 will apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, the subdivider shall provide adequate drainage facilities and/or appropriate easements as approved by the Transportation Department.

10.TRANS. 4 MAP - STD INTRO 3 (ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the tentative map correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the map to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 5 MAP - OFF-SITE PHASE RECOMMND

Should the applicant choose to phase any portion of this project, said applicant shall provide off-site access roads

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10. GENERAL CONDITIONS

10.TRANS. 5 MAP - OFF-SITE PHASE (cont.) RECOMMND

to County maintained roads as approved by the
Transportation Department.

10.TRANS. 6 MAP - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies,
and design guidelines can be obtained from the
Transportation Department Web site:
<http://rctlma.org/trans/>. If you have questions, please
call the Plan Check Section at (951) 955-6527.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 2 MAP - EXPIRATION DATE RECOMMND

The conditionally approved TENTATIVE MAP shall expire three
(3) years after the County of Riverside Planning
Commission's original approval date, unless extended as
provided by County Ordinance No. 460. Action on a minor
change and/or revised map request shall not extend the time
limits of the originally approved TENTATIVE MAP. A Land
Management System (LMS) hold shall be placed on the
TENTATIVE MAP, and a LMS hold shall be placed on any
subsequent minor change or revised map, which shall be set
to take effect on the expiration date. The LMS hold
effective date shall be extended in accordance with any
permitted extensions of time. The LMS hold shall be
downgraded to a LMS notice upon recordation of the the
first phase of the TENTATIVE MAP. The LMS hold or notice
shall remain in effect until the recordation of the final
phase of the TENTATIVE MAP. If the TENTATIVE MAP expires
before the recordation of the final phase the LMS hold or
notice shall remain in effect and no further FINAL MAP
recordation shall be permitted.

50. PRIOR TO MAP RECORDATION

FIRE DEPARTMENT

50.FIRE. 1 MAP-#004-ECS-FUEL MODIFICATION RECOMMND

ECS map must be stamped by the Riverside County Surveyor
with the following note: Prior to the issuance of a
grading permit, the developer shall prepare and submit to

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50. PRIOR TO MAP RECORDATION

50.FIRE. 1 MAP-#004-ECS-FUEL MODIFICATION (cont.) RECOMMND

the fire department for approval a fire protection/vegetation management that hould include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non flammable walls along common boundaries between rear yards and open space. d) Emergency vehicle access into open space areas shall be provided at intervals not to exceed 1500'.

ANY HABITAT CONSERVATION ISSUE AFFECTING THE FIRE DEPARTMENT FUEL MODIFICATION REQUIREMENT, SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.

50.FIRE. 2 MAP-#67-ECS-GATE ENTRANCES RECOMMND

Ecs map must be stamped by the Riverside County Surveyor with the following note: Gate entrances shall be at least two feet wider than the width of the traffic lanes) serving that gate. Any gate providing access from a road to a driveway shall be located at least 35 feet setback from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. here a one-way road with a single traffic lane provides access to a gate entrance, a 38 feet turning radius shall be used.

50.FIRE. 3 MAP-#88-ECS-AUTO/MAN GATES RECOMMND

Ecs map must be stamped by the Riverside County Surveyor with the following note: Gate(s) shall be automatic minimum 20 feet in width. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30' pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system.

50.FIRE. 4 MAP-#46-WATER PLANS RECOMMND

The applicant or developer shall furnish one copy of the water system plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and

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50. PRIOR TO MAP RECORDATION

50.FIRE. 4 MAP-#46-WATER PLANS (cont.) RECOMMND

minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

FLOOD RI DEPARTMENT

50.FLOOD RI. 2 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, final map, environmental constraint sheet, BMP improvement plans, and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

50.FLOOD RI. 3 MAP ONSITE EASE ON FINAL MAP RECOMMND

Onsite drainage facilities located outside of road right of way shall be contained within drainage easements shown on the final map. A note shall be added to the final map stating, "Drainage easements shall be kept free of buildings and obstructions".

50.FLOOD RI. 5 MAP WRITTEN PERM FOR GRADING RECOMMND

Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the tract boundaries. A copy of the written authorization shall be submitted to the District for review and approval.

50.FLOOD RI. 7 MAP 3 ITEMS TO ACCEPT FACILITY RECOMMND

Inspection and maintenance of the flood control facility/ies to be constructed with this tract must be performed by either the County Transportation Department or the Flood Control District. The engineer (owner) must request in writing that one of these agencies accept the proposed system. The request shall note the project number, location, briefly describe the system (sizes and lengths) and include an exhibit that shows the proposed alignment. The request to the District shall be addressed to the General Manager-Chief Engineer, Attn: Chief of the Planning Division.

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50. PRIOR TO MAP RECORDATION

50.FLOOD RI. 7 MAP 3 ITEMS TO ACCEPT FACILITY (cont.) RECOMMND

If the District is willing to maintain the proposed facility three items must be accomplished prior to recordation of the final map or starting construction of the drainage facility: 1) the developer shall submit to the District the preliminary title reports, plats and legal descriptions for all right of way to be conveyed to the District and secure that right of way to the satisfaction of the District; 2) an agreement with the District and any maintenance partners must be executed which establishes the terms and conditions of inspection, operation and maintenance; and 3) plans for the facility must be signed by the District's General Manager-Chief Engineer. The plans cannot be signed prior to execution of the agreement.

An application to draw up an agreement must be submitted to the attention of the District's Administrative Services Section. All right of way transfer issues must be coordinated with the District's Right of Way Section.

The engineer/developer will need to submit proof of flood control facility bonds and a certificate of insurance to the District's Inspection section before a pre-construction meeting can be scheduled.

50.FLOOD RI. 9 MAP SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

50.FLOOD RI. 10 MAP BMP MAINTENANCE & INSPECT RECOMMND

The CC&R's for the development's Home/Property Owners Association (HOA/POA) shall contain provisions for all privately owned structural best management practices (BMPs) to be inspected, and if required, cleaned no later than October 15 each year. The CC&R's shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of the CC&R's shall be submitted to the District for review and approval prior to the recordation of the map.

50.FLOOD RI. 11 MAP SHOW FLDPLN & SETBACK ECS RECOMMND

The 100-year floodplain and erosion building set-back limits through the property shall be delineated on an environmental constraint sheet to accompany the final map.

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50. PRIOR TO MAP RECORDATION

50.FLOOD RI. 11 MAP SHOW FLDPLN & SETBACK ECS (cont.) RECOMMND

The erosion setback limit as shown in the December 17, 2009 Water Quality Management Plan (Preliminary Hydrology Plan, Sheet 2 of 3) is acceptable. However, if the applicant chooses to change such setback, calculations and the pertinent data used to determine these limits shall be submitted to the District for review and approval. The area within the delineated floodplain limits and erosion building set-back shall be labeled "floodplain" and "erosion building set-back" on the environmental constraint sheet, respectively. A note shall be placed on the environmental constraint sheet stating, "Approximate floodplains and erosion building set-back must be kept free of all buildings and obstructions. Any fencing shall be of a "rail" type. Chainlink fencing shall not be allowed".

50.FLOOD RI. 12 MAP SUBMIT ECS & FINAL MAP RECOMMND

A note shall be placed on the environmental constraint sheet stating, "To mitigate for water quality a Final Project Specific Water Quality Management Plan (WQMP) shall be submitted to the District prior to the issuance of grading or building permits (whichever comes first) for any lots within the subdivision. In addition, a preliminary project specific WQMP shall be submitted and approved prior to issuance of recommended Conditions of Approval for any development proposal on any lot. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit."

A copy of the environmental constraint sheet and the final map shall be submitted to the District for review and approval. All submittals shall be date stamped by the engineer and include the appropriate plan check fee.

PARKS DEPARTMENT

50.PARKS. 1 MAP - TRAIL EASEMENT RECOMMND

Prior to or in conjunction with the recordation of the final map, the applicant shall offer the dedication of the 20' Regional Trail easement through Lot "A", between parcels 15, 16, 18 and Lot "A", and to the east of Parcels 10,14, 17, and 18 along Clay Street extending from Linares Avenue northward to the northwest corner of Parcel 18, as shown on the approved map, to the County of

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50. PRIOR TO MAP RECORDATION

50.PARKS. 1 MAP - TRAIL EASEMENT (cont.) RECOMMND

Riverside.

PLANNING DEPARTMENT

50.PLANNING. 1 MAP - ECS LIQUEFACTION RECOMMND

An environmental constraints sheet (ECS) shall be prepared for this project. The ECS shall indicate the area of the project site that is subject to the potential hazard of liquefaction (may include entirety of site). In addition, a note shall be placed on the ECS as follows:

"This site, as delineated on this ECS map and as indicated in County Geologic Report (GEO) No. 2158, is subject to the potential hazard of liquefaction. Therefore, mitigation of this hazard, in the form of remedial grading, ground improvement, structural design improvements, and/or setbacks is required prior to placement of settlement sensitive structures on this site."

50.PLANNING. 2 MAP - PREPARE A FINAL MAP RECOMMND

After the approval of the TENTATIVE MAP and prior to the expiration of said map, the land divider shall cause the real property included within the TENTATIVE MAP, or any part thereof, to be surveyed and a FINAL MAP thereof prepared in accordance with the current County Transportation Department - Survey Division requirements, the conditionally approved TENTATIVE MAP, and in accordance with Article IX of County Ordinance No. 460.

50.PLANNING. 5 MAP - TRAIL MAINTENANCE RECOMMND

The land divider shall form or annex to a trails maintenance district or other maintenance district approved by the County Planning Department, for the maintenance of the 20' Regional Trail easement through Lot "A", between parcels 15, 16, 18 and Lot "A", and to the east of Parcels 10,14, 17, and 18 along Clay Street extending from Linares Avenue northward to the northwest corner of Parcel 18. The land divider, or the land divider's successors-in-interest or assignees, shall be responsible for the maintenance of the community trail easement until such time as the maintenance is taken over by the appropriate maintenance district.

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 10 MAP - FINAL MAP PREPARER RECOMMND

The FINAL MAP shall be prepared by a licensed land surveyor or registered civil engineer.

50.PLANNING. 11 MAP - ECS SHALL BE PREPARED RECOMMND

The land divider shall prepare an Environmental Constraints Sheet (ECS) in accordance with Section 2.2. E. & F. of County Ordinance No. 460, which shall be submitted as part of the plan check review of the FINAL MAP.

50.PLANNING. 13 MAP - FEE BALANCE RECOMMND

Prior to recordation, the Planning Department shall determine if the deposit based fees for the TENTATIVE MAP are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

50.PLANNING. 17 MAP - SURVEYOR CHECK RECOMMND

The County Transportation Department - Survey Division shall review any FINAL MAP and ensure compliance with the following:

- A. All lots on the FINAL MAP shall be in substantial conformance with the approved TENTATIVE MAP relative to size and configuration.
- B. All lots on the FINAL MAP shall comply with the length to width ratios, as established by Section 3.8.C. of County Ordinance No. 460.
- C. All knuckle or cul-de-sac lots shall have a minimum of 40 feet of frontage measured at the front lot line.
- D. The common open space areas shall be shown as a numbered lots on the FINAL MAP.
- E. The total number of lots on the final map shall be 22, with 2 lettered lots.

50.PLANNING. 18 MAP - LOT NUMBERS RECOMMND

Prior to recordation, the Survey Division shall re-number the lots on the FINAL MAP so there are 22 numbered parcels and 2 lettered lots for a total of 24 lots. Parcels 1-18,

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 18 MAP - LOT NUMBERS (cont.) RECOMMND

including Parcels 8A and 12A, Lot "A" (Open Space) and Lot "D" (Detention/WQMP Basin) shall be numbered consecutively, commencing with the number "1". Lot B (Loop Street dedication) shall be re-lettered as Lot A. Lot C (Clay Street dedication) shall be re-lettered as Lot B.

TRANS DEPARTMENT

50.TRANS. 1 MAP - TS/DESIGN RECOMMND

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Clay Street (NS) at Haven View Drive (EW)
Clay Street (NS) at Linares Avenue (EW) (signal modifications due to lane improvements)

with no fee credit.

or as approved by the Transportation Department.

50.TRANS. 2 MAP - TS/GEOMETRICS RECOMMND

The intersection of Clay Street (NS) at Haven View Drive (EW) shall be improved to provide the following geometrics:

Northbound: two through lanes
Southbound: one left turn lane, two through lanes
Eastbound: N/A
Westbound: one shared left/right turn lane

The intersection of Clay Street (NS) at North Project Driveway (EW) shall be improved to provide the following geometrics:

Northbound: one left turn lane, two through lanes
Southbound: two through lanes
Eastbound: one right turn lane
Westbound: N/A

NOTE: Appropriate traffic control, such as a raised median, signage, and others, shall be installed to prevent left turns out of this driveway.

The intersection of Clay Street (NS) at South Project Driveway (EW) shall be improved to provide the following geometrics:

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50. PRIOR TO MAP RECORDATION

50.TRANS. 2 MAP - TS/GEOMETRICS (cont.) RECOMMND

Northbound: one left turn lane, two through lanes
Southbound: two through lanes
Eastbound: one left turn lane, one right turn lane
Westbound: N/A

The intersection of Clay Street (NS) at Linares Avenue (EW) shall be improved to provide the following geometrics:

Northbound: one left turn lane, two through lanes
Southbound: one left turn lane, two through lanes
Eastbound: one left turn lane, one through lane
Westbound: one left turn lane, one through lane

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

50.TRANS. 3 MAP - SOILS 2 RECOMMND

The developer/owner shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

50.TRANS. 4 MAP - EASEMENT/SUR RECOMMND

Any easement not owned by a public utility, public entity or subsidiary, not relocated or eliminated prior to final map approval, shall be delineated on the final map in addition to having the name of the easement holder, and the nature of their interests, shown on the map.

50.TRANS. 5 MAP - ACCESS RESTRICTION RECOMMND

Lot access shall be restricted on Clay Street and so noted on the final map, with the exception of one access for parcel 18 as shown on Amended No. 1 exhibit dated 10/28/2009.

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50. PRIOR TO MAP RECORDATION

50.TRANS. 6 MAP - ST DESIGN/IMPRV CONCEPT RECOMMND

The street design and improvement concept of this project shall be coordinated with County "TIP" project No. B7-0753.

50.TRANS. 7 MAP - STRIPING PLAN RECOMMND

A signing and striping plan is required for this project. The applicant shall be responsible for any additional paving and/or striping removal caused by the striping plan. Traffic signing and striping shall be performed by County forces with all incurred costs borne by the applicant, unless otherwise approved by the County Traffic Engineer.

50.TRANS. 8 MAP - STREET NAME SIGN RECOMMND

The land divider shall install street name sign(s) in accordance with County Standard No. 816 as directed by the Transportation Department.

50.TRANS. 9 MAP - INTERSECTION/50' TANGENT RECOMMND

All enterline intersections shall be at 90 degrees, plus or minus 5 degrees, with a minimum 50' tangent, measured from flowline/curbface or as approved by the Transportation Planning and Development Review Division Engineer.

50.TRANS. 10 MAP - STREET LIGHT PLAN RECOMMND

A separate street light plan is required for this project. Street lighting shall be designed in accordance with County Ordinance 460 and Street Light Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No's 1000 or 1001. For projects within Imperial Irrigation District (IID) use IID's pole standard.

50.TRANS. 11 MAP - MAP.CORNER CUT-BACK I RECOMMND

All corner cutbacks shall be applied per Standard 805, Ordinance 461, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit 'C' of the Countywide Design Guidelines.

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50. PRIOR TO MAP RECORDATION

50.TRANS. 12 MAP - UTILITY PLAN

RECOMMND

Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by the utility company shall be submitted to the Transportation Department for verification purposes.

50.TRANS. 13 MAP - DEDICATION

RECOMMND

Street "A" is designated as an Industrial Collector street and shall be improved with 56 foot full-width AC pavement, 6" concrete curb and gutter, and 6' sidewalk adjacent to the curb line within the 78' full-width dedicated right-of-way in accordance with County Standard No. 111. (56'/78')

- NOTE: 1. A 6' sidewalk shall be constructed adjacent to the curb line within the 11' parkway.
2. Driveways shall be constructed per County Standard No. 207A.

50.TRANS. 14 MAP - EXISTING MAINTAINED

RECOMMND

Clay Street along project boundary is a paved County maintained road designated as a Major Highway and shall be improved with 8" concrete curb and gutter located 38 feet from centerline and match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determined by the Transportation Department within the 61 foot half-width dedicated right-of-way in accordance with County Standard No. 93 and Standard No. 405. (38' AC pavement/61' right-of-way) (Modified for reduced right-of-way from 64' to 61'.)

- NOTE: 1. A 5' sidewalk shall be constructed 4' from the curb line, then Split Rail PVC fence, and a

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50. PRIOR TO MAP RECORDATION

50.TRANS. 14 MAP - EXISTING MAINTAINED (cont.) RECOMMND

10' trail shall be constructed at the right-of-way line per County Standard No. 401 and Standard No. 405 within the 23' modified parkway.

2. The driveway shall be constructed in accordance with County Standard No. 207A.

50.TRANS. 15 MAP - PEDLEY ROAD RECOMMND

Prior to map recordation, the project proponent shall deposit \$200,000 as a cash-in-lieu payment for improvements to Pedley Road or as approved by the Transportation Department.

50.TRANS. 16 MAP - TRAFFIC SIGNALS 2 RECOMMND

The project proponent shall comply in accordance with traffic signal requirements within public road rights-of-way, as directed by the Transportation Department. Assurance of traffic signal maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated for the required traffic signal(s).

50.TRANS. 17 MAP - STREET SWEEPING 2 RECOMMND

The project proponent shall file an application for annexation into County Service Area 152 (CSA 152) for street sweeping through the CSA Administrator; or enter into a similar mechanism as approved by the Transportation Department.

50.TRANS. 18 MAP - IMP PLANS RECOMMND

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County.

NOTE: 1. Before you prepare the street improvement plan(s), please review the Street Improvement Plan Policies and Guidelines from the Transportation Department Web site: http://www.rctlma.org/trans/land_dev_plan_check_guidelines.html.

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50. PRIOR TO MAP RECORDATION

50.TRANS. 18 MAP - IMP PLANS (cont.) RECOMMND

2. If you do not prepare the improvement plans per the policies and guidelines, it may cause a delay in the processing of your plans.

50.TRANS. 19 MAP - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to map recordation, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated and/or any other maintenance district approved by the Transportation Department. Said annexation should include the following:

- (1) Landscaping along Clay Street, Pedley Road, and street "A".
- (2) Trails along Clay Street.
- (3) Streetlights.
- (4) Traffic signals located on 90.TRANS.1 condition.
- (5) Graffiti abatement of walls and other permanent structures.
- (6) Street sweeping.

For street lighting, the project proponent shall contact the County Service Area (CSA) Project Manager who determines whether the development is within an existing CSA or will require annexation into the CSA.

If the project is outside boundaries of a CSA, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.

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50. PRIOR TO MAP RECORDATION

50.TRANS. 19 MAP - ANNEX L&LMD/OTHER DIST (cont.) RECOMMND

 (4) "Streetlight Authorization" form from SCE, IID or
 other electric provider.

50.TRANS. 20 MAP - LANDSCAPING/TRAILS RECOMMND

 The project proponent shall comply in accordance with
 landscaping and trail requirements within public road
 rights-of-way, in accordance with Ordinance 461,
 Comprehensive Landscaping Guidelines & Standards, and
 Ordinance 859.

 Landscaping shall be improved within Clay Street and street
 "A" and trails shall be improved along Clay Stret.

 Landscaping plans shall be submitted on standard County
 plan sheet format (24" X 36"). Landscaping plans shall be
 submitted with the street improvement plans. If landscaping
 maintenance and trails is to be annexed to a County Service
 Area, or Landscaping and Lighting Maintenance District,
 landscaping plans shall depict ONLY such landscaping,
 irrigation and related facilities as are to be placed
 within the public road rights-of-way.

 NOTE: Annexation into a maintenance district for
 landscaping shall be required on Pedley Road.

50.TRANS. 21 MAP - CLAY STREET UNDERPASS RECOMMND

 A notice will be placed on the environmental constraints
 sheet and final map as follows:

 "Notice is hereby given that parcels 1, 2, 9, 10, 14 and 17
 of tentative Parcel Map 36192 are impacted by the future
 Riverside County Transportation Department's Clay Street
 Underpass project. Impacts may include, but are not
 limited to, dedication of right-of-way, temporary and
 permanent slope easements, grading, drainage and other
 temporary and permanent roadway, drainage, and utility
 improvements. Riverside County Transportation Department
 should be contacted to determine the impacts."

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60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 MAP-G2.4GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit.

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

60.BS GRADE. 2 MAP-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (Water Quality Management Plan) required by Riverside County Flood Control and Water Conservation District.

60.BS GRADE. 3 MAP-G2.14OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

60.BS GRADE. 4 MAP-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 4 MAP-G1.4 NPDES/SWPPP (cont.)

RECOMMND

of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

60.BS GRADE. 5 MAP IMPORT/EXPORT

RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety department. If an Environmental Assessment, prior to issuing a grading permit, did not previously approve either location, a Grading Environmental Assessment shall be submitted to the Planning Director and the Environmental Programs Director for review and comment and to the Building and Safety Department Director for approval. Additionally, if the movement of import/export occurs using county roads, review and approval of the haul routes by the Transportation Department will be required.

60.BS GRADE. 6 MAP NO PRECISE GRADE

RECOMMND

A PRECISE GRADING PERMIT WILL NOT BE ISSUED, BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION UNLESS AN APPROPRIATE LAND USE PERMIT HAS ALSO BEEN ISSUED AND APPROVED, BY THE PLANNING DEPARTMENT, FOR THAT SAME PARCEL(S).

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60. PRIOR TO GRADING PRMT ISSUANCE

E HEALTH DEPARTMENT

60.E HEALTH. 1 GRADE - HAZMAT PHASE II RECOMMND

A Phase II Environmental Assessment is required to be completed for pesticides or other hazardous materials used on the property. The results must be reviewed by Haz Mat to verify that the levels are below hazardous waste criteria. If there are questions regarding the number of samples or other requirements, contact Doug Thompson at (951) 358-5055.

EPD DEPARTMENT

60.EPD. 1 EPD - NESTING BIRD SURVEY RECOMMND

PRIOR TO ISSUANCE OF A GRADING PERMIT A NESTING BIRD SURVEY MUST BE COMPLETED BY A QUALIFIED BIOLOGIST. THIS CONDITION ONLY APPLYS IF A GRADING PERMIT IS SOUGHT BETWEEN FEB 1 AND AUG 31ST AND THE RESULTS MUST BE SUBMITTED TO EPD FOR REVIEW AND APPROVAL. IF YOU HAVE ANY QUESTIONS PLEASE CONTACT J. BOND WITH EPD AT 951-955-0314

60.EPD. 2 EPD- BMP'S FOR GRADING RECOMMND

Prior to issuance of any grading permit Best Management Practices (BMP's) shall be installed to prevent impacts to the Riparian/Riverine Drainages present on the project site. BMP's shall include but are not limited to installation of silt fencing and erosion control measures along all sides of the drainages to insure that grading activities do not impact downstream functions and values. Silt fencing shall be installed around all proposed grading activities. All BMP's shall be installed by a qualified biologist currently holding a MOU with the County. EPD shall be contacted directly once BMP's are installed and EPD shall confirm that all BMP's are secure and in place prior to issuance of any grading permit. EPD may be contacted directly at 951-955-6892 for any questions.

FIRE DEPARTMENT

60.FIRE. 1 MAP-#004 FUEL MODIFICATION RECOMMND

Prior to the issuance of a grading permit, the developer shall prepare and submit to the fire department for approval a fire protection/vegetation management that should include but not limited to the following items:

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60. PRIOR TO GRADING PRMT ISSUANCE

60.FIRE. 1 MAP-#004 FUEL MODIFICATION (cont.) RECOMMND

- a) fuel modification to reduce fire loading
- b) appropriate fire breaks according to fuel load, slope and terrain.
- c) non flammable walls along common boundaries between rear yards and open space.
- d) emergency vehicle access into open space areas shall be provided at intervals not to exceed 1500 feet
ANY HABITAT CONSERVATION ISSUE AFFECTING THE FIRE DEPARTMENT FUEL MODIFICATION REQUIREMENT, SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.

FLOOD RI DEPARTMENT

60.FLOOD RI. 2 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

60.FLOOD RI. 3 MAP EROS CNTRL AFTER RGH GRAD RECOMMND

Temporary erosion control measures shall be implemented immediately following rough grading to prevent deposition of debris onto downstream properties or drainage facilities. Plans showing these measures shall be submitted to the District for review.

60.FLOOD RI. 6 MAP PHASING RECOMMND

If the tract is built in phases, each phase shall be protected from the 1 in 100 year tributary storm flows.

60.FLOOD RI. 8 MAP SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

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60. PRIOR TO GRADING PRMT ISSUANCE

PARKS DEPARTMENT

60.PARKS. 2 MAP - TRAIL PLAN

RECOMMND

Prior to the issuance of any grading permits, the applicant shall have submitted and received approval from the Park District of the project's trails plan. The trails plan is to show the trail with all topography, grading, ADA compliance, typical cross-sections, fencing, trail separations (if applicable), pavement markings, street crossings, signage, bollards (if applicable) and landscaping and irrigation plans. If you have questions please call Dan Nove at (951) 955-6998.

PLANNING DEPARTMENT

60.PLANNING. 4 MAP - PALEO PRIMP & MONITOR

RECOMMND

PDP01359, prepared by CRM Tech for this project (PM36192), concluded there is a potential to impact significant paleontological resources at this site. HENCE,

PRIOR TO ISSUANCE OF GRADING PERMITS:

1.The applicant shall retain a qualified paleontologist approved by the County of Riverside to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

2.The project paleontologist retained shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standard and Society of Vertebrate Paleontology standards, are as follows:

1.Description of the proposed site and planned grading operations.

2.Description of the level of monitoring required for all earth-moving activities in the project area.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 4

MAP - PALEO PRIMP & MONITOR (cont.)

RECOMMND

3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

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

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

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

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

8. Fossil identification and curation procedures to be employed.

9. Identification of the permanent repository to receive any recovered fossil material. * The County of Riverside must be consulted on the repository/museum to receive the fossil material prior to being curated.

10. All pertinent exhibits, maps and references.

11. Procedures for reporting of findings.

12. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees.

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

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 4 MAP - PALEO PRIMP & MONITOR (cont.) (cont.) RECOMMND

etc.) a project paleontologist for the in-grading implementation of the PRIMP.

60.PLANNING. 5 MAP - CULTURAL RESOURCES PROFE RECOMMND

As a result of information contained in archaeological study PD-A-4588, prepared by Michael Brandman Associates, dated July 7, 2009 for EIR 505, it has been determined that archaeological monitoring is required during grading activities to commence once a depth of three feet below current grade is reached.

Prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for services. This professional shall be known as the "Project Monitor." The Project Monitor shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and special interest monitors. The Project Monitor shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the special interest monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

NOTE:

1)The Project Monitor is responsible for implementing mitigation using standard professional practices for cultural resources. The Professional shall consult with the County, developer/permit holder and special interest group monitor throughout the process.

2)This agreement shall not modify any condition of approval

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 8 MAP - TRIBAL MONITORING (cont.) RECOMMND

4)The developer/permit holder shall contact the Planning Director for consideration of this condition after forty-five (45) days, if an agreement with the tribe has not been met.

5)Should repatriation be preferred, it shall not occur until after the Phase IV monitoring report has been submitted to the Riverside County Planning Department. Should curation be preferred, the developer/permit holder is responsible for all costs.

60.PLANNING. 13 MAP - PLANNING DEPT REVIEW RECOMMND

As part of the plan check review of the proposed grading plan for the subject property, the Department of Building and Safety - Grading Division shall submit a copy of the proposed grading plan, along with the applicable Log/Permit Numbers for reference, to the County Planning Department to be reviewed for compliance with the approved tentative map.

60.PLANNING. 15 MAP - SECTION 1601/1603 PERMIT RECOMMND

Should any grading or construction be proposed within or along the banks of any natural watercourse or wetland located either on-site or on any required off-site improvement areas, the land divider/permit holder shall provide written notification to the County Planning Department that the appropriate California Department of Fish and Game notification pursuant to Sections 1601/1603 of the California Fish and Game Code has taken place. Or, the land divider shall obtain an "Agreement Regarding Proposed Stream or Lake Alteration" (Section 1601/1603 Permit). Copies of any agreement shall be submitted with the notification.

60.PLANNING. 16 MAP - SECTION 404 PERMIT RECOMMND

Should any grading or construction be proposed within or alongside the banks of the watercourse or wetland, the land divider/permit holder shall provide written notification to the County Planning Department that the alteration of any watercourse or wetland, located either on-site or on any required off-site improvement areas, complies with the U.S. Army Corp of Engineers Nationwide Permit Conditions. Or, the land divider shall obtain a permit under Section

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 16 MAP - SECTION 404 PERMIT (cont.) RECOMMND

404 of the Clean Water Act. Copies of any agreements shall be submitted along with the notification.

60.PLANNING. 18 MAP - FEE BALANCE RECOMMND

Prior to issuance of grading permits, the Planning Department shall determine if the deposit based fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

60.PLANNING. 19 MAP - GRADING PLAN REVIEW RECOMMND

The land divider/permit holder shall cause a plan check application for a grading plan to be submitted to the county T.L.M.A - Land Use Division for review by the County Department of Building and Safety - Grading Division. Said grading plan shall be in conformance with the approved tentative map, in compliance with County Ordinance No. 457, and the conditions of approval for the tentative map.

70. PRIOR TO GRADING FINAL INSPECT

EPD DEPARTMENT

70.EPD. 1 EPD - RIPARIAN INSPECTION RECOMMND

PRIOR TO GRADING FINAL INSPECTION EPD STAFF BIOLOGIST MUST BE CONTACTED TO CONDUCT A SITE VISIT TO INSURE THAT BMP'S WERE UP HELD DURING ALL GRADING AND THAT THE RIPARIAN/RIVERINE HABITAT WAS NOT DISTRUBED BY GRADING ACTIVITES. IF IMPACTS TO RIPARIAN DRAINAGE DID OCCUR THEN ADDITIONAL MITIGATION OR RESTORATION WILL BE REQUIED. IF YOU HAVE ANY QUESTIONS CONTACT EPD BIOLOGIST JARED BOND AT 951-955-0314

PARKS DEPARTMENT

70.PARKS. 1 MAP - TRAIL INSPECTION RECOMMND

Prior to the final grading inspection, the applicant is required to have graded the proposed trail project in accordance with the grading plan and comply with the conditions on the District approved trails plan. Prior to final grading inspection, the Regional Park and Open-Space District, in conjunction with a representative from the Riverside County Department of Building and

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70. PRIOR TO GRADING FINAL INSPECT

70.PARKS. 1 MAP - TRAIL INSPECTION (cont.) RECOMMND

Safety, Grading Division, shall inspect the proposed project site in order to ensure the trail grading meets the standards as determined by the District and in conjunction with the Building and Safety Department, Grading Division.

80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1 MAP-G3.1NO B/PMT W/O G/PMT RECOMMND

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

FLOOD RI DEPARTMENT

80.FLOOD RI. 2 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans,BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of building permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

80.FLOOD RI. 4 MAP SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

PARKS DEPARTMENT

80.PARKS. 1 MAP - TRAIL CONSTRUCTION RECOMMND

Upon the issuance of the first building permit the applicant shall build the trail to the east of Parcels 10, 14, 17 and 18 along Clay Street from Linares Avenue northerly to the northeast corner of Parcel 18 as shown on the approved trail plan. It is the Districts understanding that the applicant plans to offer Lot "A" to the California

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PARKS. 1 MAP - TRAIL CONSTRUCTION (cont.) RECOMMND

Department of Fish and Game and the US Fish and Wildlife Service for conservation easement purposes. Said easement needs to accomodate the proposed 20' trail alignment following existing road across Lot "A" as shown on the approved trail plan. The applicant will be required to build trail through Lot "A" pursuant to conservation easement guidelines.

PLANNING DEPARTMENT

80.PLANNING. 1 USE - LC LANDSCAPE PLOT PLAN RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:
1)Landscape and irrigation working drawings "stamped" by a California certified landscape architect;

2)Weather based controllers and necessary components to eliminate water waste;

3)A copy of the "stamped" approved grading plans; and,

4)Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1)Identification of all common/open space areas;

2)Natural open space areas and those regulated/conserved by the prevailing MSHCP;

3)Shading plans for projects that include parking lots/areas;

4)The use of canopy trees (24" box or greater) within the parking areas;

5)Landscaping plans for slopes exceeding 3 feet in height;

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 1 USE - LC LANDSCAPE PLOT PLAN (cont.)

RECOMMND

6)Landscaping and irrigation plans associated with entry monuments. All monument locations and dimensions shall be provided on the plan; and/or,

7)If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

1)Landscaping plans for areas within the road right-of-way shall be submitted for review and approval by the Transportation Department only. The Planning Department shall not approve landscape plans within the Road Right-of-Way.

2)When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.

80.PLANNING. 2 USE - LC LANDSCAPE SECURITIES

RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 2 USE - LC LANDSCAPE SECURITIES (cont.) RECOMMND

completed and submitted to Building and Safety for processing and review in conjunction with County Counsel. Upon determination of compliance, the Department of Building and Safety shall clear this condition.

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.

80.PLANNING. 3 MAP - NO BUILDING PERMITS RECOMMND

No building permits shall be attached to this Parcel Map. All building permits should be filed with a use permit approval submitted to the Planning Department to develop Parcel Map No. 36192.

TRANS DEPARTMENT

80.TRANS. 1 USE - TUMF CREDIT AGREEMENT RECOMMND

If the applicant/developer is constructing a "TUMF" facility as a condition of approval for this project and will be seeking "TUMF" credits and/or reimbursements for the "TUMF" improvements built with this project, the applicant shall enter into a "TUMF Improvement and Credit Agreement" with the Transportation Department prior to the first building permit issuance as directed by the Director of Transportation. Please contact (951) 955-6800 for additional information.

90. PRIOR TO BLDG FINAL INSPECTION

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous

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90. PRIOR TO BLDG FINAL INSPECTION

90.E HEALTH. 1 USE - HAZMAT BUS PLAN (cont.) RECOMMND
 materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact a Hazardous Materials Specialist, Hazardous Materials Management Division, at (951) 358-5055 for any additional requirements.

FLOOD RI DEPARTMENT

90.FLOOD RI. 2 MAP BMP - EDUCATION RECOMMND

The developer shall distribute environmental awareness education materials on general good housekeeping practices that contribute to protection of stormwater quality to all initial residents. The developer may obtain NPDES Public Educational Program materials from the District's NPDES Section by either the District's website www.floodcontrol.co.riverside.ca.us, e-mail fcnpdes@co.riverside.ca.us, or the toll free number 1-800-506-2555. Please provide Project number, number of units and location of development. Note that there is a five-day minimum processing period requested for all orders.

The developer must provide to the District's PLAN CHECK Department a notarized affidavit stating that the distribution of educational materials to the tenants is assured prior to the issuance of occupancy permits.

90.FLOOD RI. 3 MAP IMPLEMENT WQMP RECOMMND

All structural BMPs described in the project-specific WQMP shall be constructed and installed in conformance with approved plans and specifications. It shall be demonstrated that the applicant is prepared to implement all non-structural BMPs described in the approved project specific WQMP and that copies of the approved project-specific WQMP are available for the future

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90. PRIOR TO BLDG FINAL INSPECTION

90.FLOOD RI. 3 MAP IMPLEMENT WQMP (cont.) RECOMMND

owners/occupants. The District will not release occupancy permits for any portion of the project exceeding 80% of the total recorded residential lots within the map or phase within the map prior to the completion of these tasks.

90.FLOOD RI. 4 MAP BMP MAINTENANCE & INSPECT RECOMMND

The BMP maintenance plan shall contain provisions for all treatment controlled BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of all necessary documentation shall be submitted to the District for review and approval prior to the issuance of occupancy permits.

PARKS DEPARTMENT

90.PARKS. 1 MAP - TRAIL FINAL INSPECTION RECOMMND

Prior to the issuance of the first occupancy permit, the applicant shall complete construction of the trail with all requirements of the trails plan being met. The applicant will coordinate a final inspection with the Regional Park and Open-Space District.

PLANNING DEPARTMENT

90.PLANNING. 2 MAP - PALEO MONITORING REPORT RECOMMND

PRIOR TO BUILDING FINAL INSPECTION:

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

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 2 MAP - PALEO MONITORING REPORT (cont.) RECOMMND
into their Regional Locality Inventories.

90.PLANNING. 3 GEN - CULTURAL RESOURCES RPT RECOMMND

Prior to final inspection of the first building permit, the developer/permit holder shall prompt the Cultural Resources Professional to submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's requirements for such reports. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.

90.PLANNING. 4 USE - LC LNDSCP INSPECT DEPOST RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 5 USE - LC COMPLY W/ LNDSCP/ IRR RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 5 USE - LC COMPLY W/ LNDSCP/ IRR (cont.) RECOMMND

Completion. Upon determination of compliance, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 1 MAP - TS/INSTALLATION RECOMMND

The project proponent shall be responsible for the design and construction of all traffic signal.

Prior to final inspection of any buildings the following signals shall be installed and operational:

Clay Street (NS) at Haven View Drive (EW)
Clay Street (NS) at Linares Avenue (EW) (signal modifications due to lane improvements)
Clay Street (NS) at General Drive (EW) (\$50,000 cash-in-lieu of construction)

with no fee credit.

or as approved by the Transportation Department.

90.TRANS. 2 MAP - TS/INTERCONNECT RECOMMND

The project proponent shall be required to provide traffic signal interconnect between the traffic signal at Clay Street (NS) and Haven View Drive (EW) to the signal at Clay Street (NS) and Linares Avenue (EW).

The traffic signal at Clay Street (NS) at Haven View Drive (EW) shall be ultimately interconnected with a signal at Clay Street (NS) at General Drive (EW). The project proponent shall provide interconnect along the project frontage and shall make all provisions necessary for the ultimate interconnect between Haven View Drive and Linares Avenue.

or as approved by the Transportation Department.

90.TRANS. 3 MAP - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 3 MAP - WRCOG TUMF (cont.) RECOMMND

90.TRANS. 4 MAP STREETLIGHT AUTHORIZATION RECOMMND

Prior to OCCUPANCY, the project proponent shall submit to Transportation Department Permits the following:

1. "Streetlight Authorization" form approved by L&LMD No. 89-1 Administrator

2 Letter establishing interim energy account from SCE, IID or other electric provider.

90.TRANS. 5 MAP - E STREET LIGHTS INSTALL RECOMMND

Install streetlights and bridge lights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinance 460 and 461. For projects within Imperial Irrigation District (IID) use (IID's) pole standard.

Street light annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the Developer to ensure that streetlights are energized along the streets associated with this development where the Developer is seeking Building Final Inspection (Occupancy).

90.TRANS. 6 MAP - UTILITY INSTALL RECOMMND

Electrical power, telephone, communication, street lighting, and cable television lines shall be placed underground in accordance with ordinance 460 and 461, or as approved by the Transportation Department. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site.

A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 7 MAP - TRAFFIC SIGNAL 2 RECOMMND

Prior to issuance of an occupancy permit the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated for maintenance of traffic signals within public road rights-of-way for the required traffic signal(s).

90.TRANS. 8 MAP - STREET SWEEPING 2 RECOMMND

Street sweeping annexation into CSA 152 or similar mechanism as approved by the Transportation Department shall be completed.

90.TRANS. 9 MAP - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or other maintenance district approved by the Transportation Department for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859. Said annexation should include the following:

- (1) Landscaping along Clay Street, Pedley Road, and street "A".
- (2) Trails along Clay Street.
- (3) Streetlights.
- (4) Traffic signals located per 90.TRANS.1 condition.
- (5) Graffiti abatement of walls and other permanent structures.
- (6) Street sweeping.

LAND DEVELOPMENT COMMITTEE
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

DATE: July 7, 2009

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riv. Co. Flood Control District
Riv. Co. Fire Department
Riv. Co. Dept. of Bldg. & Safety - Grading
Regional Parks & Open Space District.
Riv. Co. Environmental Programs Dept.
P.D. Geology Section-D. Jones
P.D. Trails Section- J. Jolliffe
P.D. Landscaping Section-R. Dyo
P.D. Archaeology Section-L. Mouriquand

Riv. Co. Surveyor – D. Duda
Riverside Transit Agency
Riv. Co. Sheriff's Dept.
Riv. Co. Waste Management Dept.
Jurupa Area Recreation & Parks Dist.
Riv. Co. Economic Dev Agency
Riv. Co. ALUC – J. Guerin
Riv. Municipal Airport
2nd District Supervisor
2nd District Planning Commissioner
Jurupa Unified School District

Jurupa Community Service Dist.
Southern California Edison
Southern California Gas Co.
Regional Water Quality Control – Santa Ana
South Coast Air Quality Mgmt. Dist.
Eastern Information Center (UCR)
U.S. Postal Service
Army Corps of Engineers
State Clearing House
Community Action & Environmental Justice

TENTATIVE PARCEL MAP NO. 36192 – EA40636 – Applicant: WCP Deanza, LLC – Engineer/Representative: Albert A. Webb Associates – Second Supervisorial District – Pedley Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 – 0.60 Floor Area Ratio) – Location: northerly of the Union Pacific Railroad, southerly of Limonite Avenue, easterly of Pedley Road, and westerly of Clay Street – 68.05 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – **REQUEST: The Tentative Parcel Map is a Schedule 'E' subdivision of 68.05 acres into 18 industrial parcels and four (4) lettered lots for ingress/egress, open space, and detention basin purposes. – APN(s): 163-400-001 and 163-400-002 – Concurrent Cases: EIR00505 – Related Cases: GPA00779, CZ07276, PM34263, PP23214, and TR34112.**

Please review the attached map(s) and/or exhibit(s) for the above-described project. This case is scheduled for a **LDC meeting on July 30, 2009**. All LDC Members please have draft conditions in the Land Management System on or before the above date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and **DENY** the routing on or before the above date. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing.

All other transmitted entities, please have your comments, questions and recommendations to the Planning Department on or before the above date. Your comments/recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this project, please do not hesitate to contact **Christian Hinojosa, Project Planner**, at (951) 955-0972 or email at **chinojos@rctlma.org / MAILSTOP# 1070**.

COMMENTS:

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.



LSA ASSOCIATES, INC.
20 EXECUTIVE PARK, SUITE 200
IRVINE, CALIFORNIA 92614

949.553.0666 TEL
949.553.8076 FAX

BERKELEY
CARLSBAD
FORT COLLINS

FRESNO
PALM SPRINGS
POINT RICHMOND

RIVERSIDE
ROCKLIN
SAN LUIS OBISPO
SOUTH SAN FRANCISCO

MEMORANDUM

DATE: January 18, 2011

TO: Christian Hinojosa, Project Planner, County of Riverside

FROM: Tony Chung and Ronald Brugger, LSA Associates, Inc.

SUBJECT: Response to Review Comments Provided by SCAQMD on the Air Quality Analysis (September 15, 2009 and September 30, 2009) for the Clay Street Industrial Business Park (Tentative Tract Map No. 36192) in Unincorporated Riverside County, California.

LSA Associates, Inc. (LSA) has received and reviewed comments provided by the South Coast Air Quality Management District (SCAQMD) dated January 4, 2011 for the project referenced above. This comment letter is a follow-up to a SCAQMD comment letter dated September 10, 2010.

AIR QUALITY ANALYSIS (SEPTEMBER 2009)

Comment No. 1: *Underestimation of Vehicle Trip Rates.* *The lead agency stated in its response to SCAQMD's comment letter that the rate of 3.56 trips per thousand square feet is the most appropriate given that the proposed use for this property is warehousing. The trip rate recommended by SCAQMD staff was deemed inappropriate for this project as "industrial park[s] ... are typically characterized in Southern California as small users generally occupying 5,000 to 10,000 square feet, often in multi-tenant buildings." This unreferenced explanation contradicts the definition presented in the Institute of Transportation Engineers Trip Generation Manual (ITE Manual) which states that industrial parks "are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities - some with a large number of small businesses and others with one or two dominant industries." Industrial park buildings analyzed in the ITE Manual show a wide distribution of building sizes, from approximately 10,000 square feet up to approximately 2,000,000 square feet.*

In addition, although no buildings have been proposed as part of this project, example buildings were included in the Health Risk Assessment (HRA) dispersion model that would fit into the proposed parcels. These buildings range from about 6,000 square feet to 16,000 square feet. This size is generally within the range cited by the lead agency as most appropriate for industrial park use. SCAQMD staff recommends that the lead agency provide further substantial evidence for the use of a lower trip rate for the project, or that it provide a condition that limits the number of daily trips to that analyzed in the Final EIR. Without providing the trip limit or a re-analysis of project impacts, the lead agency has not demonstrated that it has evaluated a reasonable worst case scenario for air quality impacts.

Underestimation of Heavy Duty Diesel Truck Trip Rates. *As 4+ axle, or Heavy Duty Diesel Trucks (HHDT) have the highest emissions of any on road vehicle type, they often are the primary health risk drivers for industrial projects like the one proposed. SCAQMD staff is therefore concerned that the*

HHDT trip rate used in the Final EIR is underestimated. The lead agency states that 6.9% of all trucks will be HHDT, however this ad-hoc rate does not coincide with the rate of 10.0% recommended for light warehouse uses or the 39.8% recommended for industrial park uses in the Fontana Truck Trip Study referenced in the Final EIR. In addition, in the analysis of regional emissions using the URBEMIS model (which differ from the calculations used in the HRA), only 0.2% of all vehicle trips are considered to be HHDT.

Given that the lead agency is considering allowing warehouse uses on the project site, SCAQMD staff is concerned that the HHDT trip rate has been underestimated in the air quality analysis. SCAQMD staff recommends that the lead agency provide substantial evidence that supports such low truck trip rates, or that it revise the analysis to reflect the trip rates recommended in the studies cited by the lead agency.

Response: The Environmental Impact Report (EIR) project description states: “The Clay Street Business Park proposes to, through Parcel Map 36192, subdivide approximately 68.1 gross acres of project site into 20 parcels. Development of individual buildings is not proposed at this time. However, it is estimated that buildout of this project will comprise approximately 889,502 square feet (sq-ft) of light industrial and business park building area which, at full occupancy would support approximately 900 employees. In addition, the Project also includes four (4) lettered lots for ingress/egress, open space, and detention basin purposes.”

The project traffic study examined the various project categories listed in the standard traffic reference, the Institute of Transportation Engineers (ITE), Trip Generation, 8th Edition Manual. There are two that fit this description best—Warehousing (ITE Code 150) and Industrial Park (ITE Code 130)—but as detailed below, the latter category was rejected as a poor fit. The attached letter from Weston Pringle & Associates, dated January 17, 2011, gives an expert traffic engineer’s opinion of the best representation of expected project traffic.

The ITE Manual describes Warehousing (ITE Code 150) as follows: “Warehouses are primarily devoted to the storage of materials; they may also include office and maintenance areas. Light warehouses are 100,000 square feet G.F.A. or less. Heavy warehouses are greater than 100,000 square feet G.F.A. The project proposed includes 20 lots ranging from 1.7 acres to 4.8 acres, which would allow for building sizes ranging from 25,000–100,000 SF.” Additionally, when comparing the trip rates from both the ITE Manual and the Fontana Truck Study, the rates for Warehousing are slightly higher than those for Light Warehousing. Light Warehousing has a more conservative estimate for truck traffic of approximately 10 percent, yet this change does not create a significant health risk. (A detailed table is provided in the response to Comment #3 below.)

The Industrial Park (ITE Code 130) category is described as: “Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contained highly diversified facilities, some with a large number of small businesses and others with one or two dominant industries.” The parcels are too small to support these facilities and the site is too restrictive from the standpoint of proximity to major freeways. It is especially important to recognize that the layout of the lots do not allow for any distribution-type activities; rather, these tenants have less truck activity to store goods, assemble/package products, and store equipment. Thus, while this

project appears to fit the general description of an “industrial park,” it does not fit the description used in these traffic manuals to categorize industrial park traffic rates. The attached letter from Kunzman Associates, Inc. dated January 17, 2011, explains the details of the different trip generation categories that could represent expected project traffic.

Comment No. 2: *Use of Unrealistic Modeling Parameters. In the HRA, the lead agency made several assumptions that do not match expected conditions upon project buildout. These include:*

1. *The Final EIR assumes trucks only travel 60 mph in the vicinity of the site. Actual modeled speed should reflect posted speed limits.*
2. *The Final EIR only accounts for 60 meters of truck travel in the emission calculations. Truck travel in the dispersion model is approximately 1,750 meters.*
3. *The emission calculations do not account for any travel on the industrial parcels, only for roadways and onsite truck idling.*
4. *As indicated on Figure 4.12-7 of the Final EIR, approximately 70% of the truck traffic will exit the site travelling north along Clay Street. The HRA assumed that only 50% of trucks travelled north. This path of travel is adjacent to the daycare and the senior housing facility.*

Response: Responding point by point:

1. The speed of 60 miles per hour (mph) was used but not because it was felt that the trucks would always be traveling at this speed; 60 mph was used because the EMFAC2007 model has trucks putting out more exhaust at 60 mph than at lower, more realistic speeds. Therefore, using 60 mph provided the highest emissions and the most conservative analysis. The HRA has been revised to use the posted speed limit of 45 mph.
2. The 60 meters used in the emissions calculations represent the distance between the volume sources that are used to model the vehicles traveling on the roads, not a total distance. The calculation referred to is to determine the emissions rate for each volume source.
3. All truck travel on the on-site and off-site roadways are included. The short distances from the driveway entrance to the building loading area are not included, but these are negligible distances and would make no measurable contribution to the total emissions.
4. Comment noted. The HRA has been revised to consider a “worst case” where 100 percent of the trucks go both north and south along Clay Street (essentially double-counting).

Comment No. 3: *Underestimation of Health Risks. As indicated in our previous letter and in the comments above, SCAQMD staff is concerned that the lead agency has underestimated the potential health risks posed by the proposed project. Taking into account the factors identified above, and using the lead agency’s less-than-conservative assumption that the trip rate for the project will be equivalent to 3.56 trips per thousand square feet, SCAQMD staff has derived health risk values that more accurately reflect the impacts from the project as shown in the table below.*

<i>Exposure Scenario</i>	<i>Cancer Risk* in Table 4.2-8 of the Final EIR</i>	<i>Recalculated Risk</i>	<i>Significant? (Yes/No)*</i>
<i>Residential</i>	<i>7.2</i>	<i>12.8</i>	<i>Yes</i>
<i>Offsite Worker</i>	<i>2.1</i>	<i>37.3</i>	<i>Yes</i>
<i>Daycare</i>	<i>2.2</i>	<i>6.5</i>	<i>No</i>

** Per million persons *Significance threshold is 10 in one million*

The 'Recalculated Risk' reported in the table above would be substantially higher if the recommended trip rate for industrial parks was utilized for this project. Given that the preliminary re-analysis by SCAQMD staff found a significant risk that was not identified in the Final EIR, the lead agency should revise its analysis to present a realistic worst case scenario of air quality and health risk impacts, and it should adopt feasible mitigation measures that would reduce this risk to a less than significant level (see below).

Response: As stated in the response to Comment #2, the HRA was revised using the requested trip rates, the posted speed limits, and having 100 percent of the truck traffic going north on Clay Street past the daycare. The results of this revised HRA are shown in the table below:

Exposure Scenario	Cancer Risk* in Table 4.2-8 of the Final EIR	Recalculated Cancer Risk*	Significant? (Yes/No)**
Residential	7.2	4.1	No
Offsite Worker	2.1	1.4	No
Daycare	2.2	0.94	No

* Per million persons **Significance threshold is 10 in 1 million.

This shows that even with the higher truck percentage and other changes requested by SCAQMD, all cancer risk levels are below the thresholds of significance. The main reason these recalculated cancer risk levels are lower than shown in the Final EIR is the lower roadway speed requested by the SCAQMD.

Comment #4: Mitigation Measures - Operations

Based on information in the Final EIR and on the comments above, the project presents significant air quality impacts, and potentially significant health risk impacts. SCAQMD staff recommends that the lead agency develop mitigation measures that will reduce these impacts to a less than significant level. The lead agency is reminded that another warehousing project (Mira Loma Commerce Center) was recently delayed so that similar measures could be considered prior to project approval. A list of potential mitigation measures that could be applied to this project is presented below.

Recommended mitigation:

- Require that trucks serving the project use existing technology to reduce exhaust emissions, such as diesel particulate filters (DPF) and selective catalytic reduction (SCR). As an example, other warehousing projects in the area have committed to only allowing 2010 compliant trucks onsite (Banning Business Park), and the Mira Loma Commerce Center is considering requiring half of the truck fleet to meet 2007 standards.
- Require tenants that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop I B, or other similar funds. Should funds be awarded, the tenant should also be required to accept and use them.
- Consider reconfiguring the site to direct northern traffic away from Clay Street and onto Baldwin Road. This would provide less exposure to the existing preschool child care center to the north and the senior village directly east of the proposed project. Moving the main entry to the site to the west will reduce exposure to the sensitive receptors to the east. As winds predominantly come from the west, residences close to the western entrance to the south and

west of the site may not experience the same high exposures as the daycare and senior housing.

- *In order to reduce the amount of potential heavy duty truck traffic, place a condition that would require some or all buildings to accept only medium duty or smaller sized trucks.*
- *Place signage onsite reminding drivers that idling of diesel vehicles is limited to 5 minutes.*

Feasibility of Requiring a Cleaner Truck Fleet

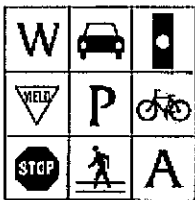
In the response to SCAQMD staff's comment letter on the Draft EIR, the lead agency states that it is infeasible to impose restrictions on the truck fleet because trucks are regulated by state and federal authorities. This rationale is not supported by the action of other lead agencies in the area, including the Ports of Los Angeles and Long Beach, the city of Banning, and the actions taken by this lead agency at its most recent Planning Commission meeting asking the developer to consider restrictions to its truck fleet. SCAQMD staff encourages the lead agency to reconsider the feasibility determination for this mitigation measure.

Response: As shown in the response to Comment #3, there are no significant air quality impacts from the operation of this project. Thus, there is no need to consider mitigation measures.

Comment #5: Greenhouse Gas Thresholds. *In the response to SCAQMD staff's comment letter on the Draft EIR, the lead agency stated that " ... in May 2010 the Riverside County Planning Department adopted a new Standard Operating Procedure for Greenhouse Gases and CEQA Compliance. This SOP includes a standard of 7,000 MTCO₂e per year as the criteria for significance for industrial projects. The 7,000 MTCO₂e standard only applies to operational emissions, exclusive of transportation (outside of those included in the amortized construction values) and exclusive of landfill emissions." This threshold varies from the threshold adopted by SCAQMD for industrial projects. SCAQMD staff therefore asks that the lead agency provide additional information about this standard, including whether it complies with CEQA Guidelines §15064.7(b). In addition, as truck emissions are the dominant source of GHG emissions from warehousing operations, substantial evidence justifying the omission of mobile source emissions from consideration should be provided.*

Response: As stated in the 2010 California Environmental Quality Act (CEQA) Guidelines, a lead agency shall have discretion to determine, in the context of a particular project, whether to use a model or methodology to quantify greenhouse gas emissions resulting from a project and/or to rely on a qualitative analysis or performance-based standards. The SCAQMD is free to recommend emissions thresholds of significance, but it is the responsibility of the lead agency to determine the actual emissions threshold. As described in the response to the previous SCAQMD comment letter, the lead agency has made their decision.

Attachments: Weston Pringle & Associates letter dated January 17, 2011
Kunzman Associates, Inc. letter dated January 17, 2011
South Coast Air Quality Management District letter dated January 4, 2011



Weston Pringle & Associates

TRAFFIC & TRANSPORTATION ENGINEERING

January 17, 2011

Mr. Daniel Karcher
Davis Partners, LLC
1420 Bristol Street N., Suite 100
Newport Beach, CA 92660

SUBJECT: CLAY STREET PROJECT

Dear Mr. Karcher:

In response to your request, I have reviewed the trip generation estimates for the subject project and comments from the South Coast Air Quality Management District (AQMD). The review was based upon my 50 years experience in traffic engineering which included numerous traffic impact analyses. This letter summarizes my review.

The traffic study estimated trip generation based upon a land use of Distribution Warehouse. Review of the information would indicate that Light Warehousing with building areas of 100,000 GFA or less would be more applicable for the site. The *Truck Trip Generation Study* by the City of Fontana is a commonly accepted source of truck trip generation. This study indicates 10.0 percent 4+ axle truck for Light Warehousing.

The AQMD recommendation to utilize Industrial Park trip generation data does not seem reasonable from several view points. Typically in southern California industrial park developments do not include a large number of loading docks to accommodate large trucks. The Fontana study indicates 39.8 percent 4+ axle trucks for industrial parks. This is significantly higher than the maximum of 22 percent total truck traffic in the Institute of Transportation Engineers publication *Trip Generation* for industrial parks. Review of the Fontana study indicates relatively large single users in their Industrial Parks data base

In summary, my 50 years of traffic engineering experience in southern California including numerous traffic impact studies of various industrial uses, would support utilizing the Light Warehousing trip generation factors. The 39.8 percent 4+ axle trucks rate for industrial parks would not be realistic based upon the data reviewed as well as my professional experience.

I trust that this review will be of assistance to you. If you have any questions or require additional information, please contact me.

Respectfully submitted



Weston Pringle, P.E., PTOE

Registered Professional Engineer

State of California Numbers C16828 & TR565.



KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

January 17, 2011

Mr. Daniel Karcher, Director of Development
DAVIS PARTNERS, LLC
1420 Bristol Street North, Suite 100
Newport Beach, CA 92660

Dear Mr. Karcher:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this trip generation comparison for the Clay Street Industrial Business Park project in the County of Riverside. This trip generation comparison supplements the Clay Street Industrial Business Park Traffic Impact Analysis prepared by Kunzman Associates, Inc. (July 13, 2009). The project site is located west of Clay Street and south of Limonite Avenue in the County of Riverside.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

TRIP GENERATION

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the traffic generation rates by the land use quantity, the traffic volumes are determined. The traffic generation rates are from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 and Truck Trip Generation Study by the City of Fontana, August 2003.

TRIP GENERATION COMPARISON

The trip generation from the traffic impact analysis are shown in Table 1. The proposed development is projected to generate approximately 4,085 daily vehicle trips in Passenger Car Equivalents, 347

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Mr. Daniel Karcher, Director of Development
DAVIS PARTNERS, LLC
January 17, 2011

Passenger Car Equivalents of which will occur during the morning peak hour and 368 Passenger Car Equivalents of which will occur during the evening peak hour.

The trip generation with 10.2% 4+ axle trucks from the Truck Trip Generation Study by the City of Fontana, August 2003 are shown in Table 2. The proposed development is projected to generate approximately 4,008 daily vehicle trips in Passenger Car Equivalents, 336 Passenger Car Equivalents of which will occur during the morning peak hour and 361 Passenger Car Equivalents of which will occur during the evening peak hour.

Trip generation comparison calculations are located in Table 3. The difference in vehicle trips and percent difference in vehicle trips are calculated in Passenger Car Equivalents.

The proposed project compared to the previous project is projected to generate approximately 77 less daily vehicle trips in Passenger Car Equivalents, 11 less Passenger Car Equivalents of which will occur during the morning peak hour, and 7 less Passenger Car Equivalents of which will occur during the evening peak hour.

The proposed project compared to the previous project is projected to generate approximately 1.9% less daily vehicle trips, 3.2% less vehicle trips of which will occur during the morning peak hour, and 1.9% less vehicle trips of which will occur during the evening peak hour.

CONCLUSION

The trip generation with 10.2% 4+ axle trucks from the Truck Trip Generation Study by the City of Fontana, August 2003 would have an insignificant change in the findings within the Clay Street Industrial Business Park Traffic Impact Analysis prepared by Kunzman Associates, Inc. (July 13, 2009).

It has been a pleasure to serve your needs on the project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.




Carl Ballard
Principal Associate

#4409c



KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.
Principal

Table 1

Previous Project Traffic Generation¹

Descriptor	Quantity	Units ²	Type of Vehicle					Total Trucks	Total
			Passenger Car	2 Axle Truck	3 Axle Truck	4+ Axle Truck	Total Trucks		
Land Use: Warehousing	889.502	TSF	71.4%	12.5%	9.1%	6.9%	28.5%	100%	
Traffic Generation Rates									
in trips per TSF									
Daily			2.542	0.445	0.324	0.246	1.015	3.56	
Morning Peak Hour			0.214	0.038	0.027	0.021	0.086	0.30	
Evening Peak Hour			0.229	0.040	0.029	0.022	0.091	0.32	
Traffic Generation in Vehicles									
Daily			2,261	396	288	218	902	3,163	
Morning Peak Hour									
Inbound			152	27	19	15	61	213	
Outbound			38	7	5	4	16	54	
Total			190	34	24	19	77	267	
Evening Peak Hour									
Inbound			51	9	6	5	20	71	
Outbound			152	27	19	15	61	213	
Total			203	36	25	20	81	284	
Passenger Car Equivalent's (PCE'S) Factor³									
			1.00	1.50	2.00	3.00			
Traffic Generation in PCE's									
Daily			2,261	594	576	654	1,824	4,085	
Morning Peak Hour									
Inbound			152	41	38	45	124	276	
Outbound			38	11	10	12	33	71	
Total			190	52	48	57	157	347	
Evening Peak Hour									
Inbound			51	14	12	15	41	92	
Outbound			152	41	38	45	124	276	
Total			203	55	50	60	165	368	

¹ Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Category 150 and Truck Trip Generation Study, City of Fontana, August 2003.

² TSF = Thousand Square Feet

³ Passenger Car Equivalent factors are recommended by the San Bernardino Associated Governments .

Table 2

Proposed Project Traffic Generation¹

Descriptor	Quantity	Units ²	Type of Vehicle					Total
			Passenger Car	2 Axle Truck	3 Axle Truck	4+ Axle Truck	Total Trucks	
Land Use: Warehousing	889.502	TSF	81.3%	4.6%	3.9%	10.2%	18.7%	100%
Traffic Generation Rates								
in trips per TSF								
Daily			2.894	0.164	0.139	0.363	0.666	3.56
Morning Peak Hour			0.244	0.014	0.012	0.031	0.056	0.30
Evening Peak Hour			0.260	0.015	0.013	0.033	0.060	0.32
Traffic Generation in Vehicles								
Daily			2,574	146	123	323	592	3,166
Morning Peak Hour								
Inbound			174	10	8	22	40	214
Outbound			43	2	2	5	9	52
Total			217	12	10	27	49	266
Evening Peak Hour								
Inbound			58	3	3	7	13	71
Outbound			174	10	8	22	40	214
Total			232	13	11	29	53	285
Passenger Car Equivalent's (PCE'S) Factor³								
			1.00	1.50	2.00	3.00		
Traffic Generation in PCE's								
Daily			2,574	219	246	969	1,434	4,008
Morning Peak Hour								
Inbound			174	15	16	66	97	271
Outbound			43	3	4	15	22	65
Total			217	18	20	81	119	336
Evening Peak Hour								
Inbound			58	5	6	21	32	90
Outbound			174	15	16	66	97	271
Total			232	20	22	87	129	361

¹ Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Category 150 and Truck Trip Generation Study, City of Fontana, August 2003.

² TSF = Thousand Square Feet

³ Passenger Car Equivalent factors are recommended by the San Bernardino Associated Governments .

Table 3

Project Traffic Generation Comparison

Descriptor	Peak Hour						Daily
	Morning			Evening			
	Inbound	Outbound	Total	Inbound	Outbound	Total	
Previous Project Trip Generation ¹	276	71	347	92	276	368	4,085
Proposed Project Trip Generation ²	271	65	336	90	271	361	4,008
Difference	-5	-6	-11	-2	-5	-7	-77
Percent Difference	-1.8%	-8.5%	-3.2%	-2.2%	-1.8%	-1.9%	-1.9%

¹ See Table 1.

² See Table 2.

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS: One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

E-MAILED: JANUARY 4, 2011

January 4, 2011

Mr. Christian Hinojosa, Planner CHINOJOS@rcplma.org
Riverside County Planning Department
4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside, CA 92502-1409

Final Environmental Impact Report (FEIR) for the Proposed Clay Street Business Park (Tentative Tract Map No. 36192)

AQMD staff appreciates the opportunity to comment on the Final EIR for the proposed Clay Street Business Park. In previous comments (attached), AQMD staff expressed concerns that the Draft EIR underestimated trip rates and hence air quality impacts and health risks from the proposed project. After reviewing the response to comments, AQMD staff has the following concerns.

The response provided by the lead agency to AQMD's Draft EIR comment letter regarding truck trip rates is inadequate. AQMD staff still believes that truck rates and subsequent health risks are underestimated and additional justification is presented in the attached comments to encourage the lead agency to revisit the air quality analysis. In addition, several parameters used in the HRA modeling are not based on realistic conditions and result in an underestimate of health risks. Based on a preliminary re-analysis by AQMD staff, health risks appear to be significant and undisclosed in the Final EIR. Given the close proximity of sensitive receptors, including an adjacent daycare center and senior housing, AQMD staff recommends that the lead agency consider additional mitigation measures to ensure that trucking emissions do not impose a significant impact on the surrounding neighborhood. The lead agency is reminded that at the December 1, 2010 Planning Commission meeting a Final EIR for another business park project (the Mira Loma Commerce Center) was not approved and the project proponent was asked to consider implementing a cleaner truck fleet. AQMD staff recommends that at a minimum, the standards requested by the Planning Commission for that project be considered for this project.

If you have any questions regarding these comments or other air quality concerns, don't hesitate to contact me at (909) 396-3244.

Sincerely,

Ian MacMillan
Program Supervisor, Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachments

IM:GM
RVC101221-03
Control Number

Underestimation of Vehicle Trip Rates

The lead agency stated in its response to AQMD's comment letter that the rate of 3.56 trips per thousand square feet is the most appropriate given that the proposed use for this property is warehousing. The trip rate recommended by AQMD staff was deemed inappropriate for this project as "industrial park[s] . . . are typically characterized in Southern California as small users generally occupying 5,000 to 10,000 square feet, often in multi-tenant buildings." This unreferenced explanation contradicts the definition presented in the *Institute of Transportation Engineers Trip Generation Manual (ITE Manual)* which states that industrial parks "are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities – some with a large number of small businesses and others with one or two dominant industries." Industrial park buildings analyzed in the *ITE Manual* show a wide distribution of building sizes, from approximately 10,000 square feet up to approximately 2,000,000 square feet.

In addition, although no buildings have been proposed as part of this project, example buildings were included in the Health Risk Assessment (HRA) dispersion model that would fit into the proposed parcels. These buildings range from about 6,000 square feet to 16,000 square feet. This size is generally within the range cited by the lead agency as most appropriate for industrial park use. AQMD staff recommends that the lead agency provide further substantial evidence for the use of a lower trip rate for the project, or that it provide a condition that limits the number of daily trips to that analyzed in the Final EIR. Without providing the trip limit or a re-analysis of project impacts, the lead agency has not demonstrated that it has evaluated a reasonable worst case scenario for air quality impacts.

Underestimation of Heavy Duty Diesel Truck Trip Rates

As 4+ axle, or Heavy Duty Diesel Trucks (HHDT) have the highest emissions of any onroad vehicle type, they often are the primary health risk drivers for industrial projects like the one proposed. AQMD staff is therefore concerned that the HHDT trip rate used in the Final EIR is underestimated. The lead agency states that 6.9% of all trucks will be HHDT, however this ad-hoc rate does not coincide with the rate of 10.0% recommended for light warehouse uses or the 39.8% recommended for industrial park uses in the *Fontana Truck Trip Study* referenced in the Final EIR. In addition, in the analysis of regional emissions using the URBEMIS model (which differ from the calculations used in the HRA), only 0.2% of all vehicle trips are considered to be HHDT.

Given that the lead agency is considering allowing warehouse uses on the project site, AQMD staff is concerned that the HHDT trip rate has been underestimated in the air quality analysis. AQMD staff recommends that the lead agency provide substantial evidence that supports such low truck trip rates, or that it revise the analysis to reflect the trip rates recommended in the studies cited by the lead agency.

Use of Unrealistic Modeling Parameters

In the HRA, the lead agency made several assumptions that do not match expected conditions upon project buildout. These include:

1. The Final EIR assumes trucks only travel 60 mph in the vicinity of the site. Actual modeled speed should reflect posted speed limits.
2. The Final EIR only accounts for 60 meters of truck travel in the emission calculations. Truck travel in the dispersion model is approximately 1,750 meters.
3. The emission calculations do not account for any travel on the industrial parcels, only for roadways and onsite truck idling.
4. As indicated on Figure 4.12-7 of the Final EIR, approximately 70% of the truck traffic will exit the site travelling north along Clay Street. The HRA assumed that only 50% of trucks travelled north. This path of travel is adjacent to the daycare and the senior housing facility.

Underestimation of Health Risks

As indicated in our previous letter and in the comments above, AQMD staff is concerned that the lead agency has underestimated the potential health risks posed by the proposed project. Taking into account the factors identified above, and using the lead agency's less-than-conservative assumption that the trip rate for the project will be equivalent to 3.56 trips per thousand square feet, AQMD staff has derived health risk values that more accurately reflect the impacts from the project as shown in the table below.

Exposure Scenario	Cancer Risk* in Table 4.2-8 of the Final EIR	Recalculated Risk	Significant? (Yes/No) [#]
Residential	7.2	12.8	Yes
Offsite Worker	2.1	37.3	Yes
Daycare	2.2	6.5	No

* Per million persons

[#]Significance threshold is 10 in one million

The 'Recalculated Risk' reported in the table above would be substantially higher if the recommended trip rate for industrial parks was utilized for this project. Given that the preliminary re-analysis by AQMD staff found a significant risk that was not identified in the Final EIR, the lead agency should revise its analysis to present a realistic worst case scenario of air quality and health risk impacts, and it should adopt feasible mitigation measures that would reduce this risk to a less than significant level (see below).

Mitigation Measures - Operations

Based on information in the Final EIR and on the comments above, the project presents significant air quality impacts, and potentially significant health risk impacts. AQMD staff recommends that the lead agency develop mitigation measures that will reduce these impacts to a less than significant level. The lead agency is reminded that another warehousing project (Mira Loma Commerce Center) was recently delayed so that similar measures could be considered prior to project approval. A list of potential mitigation measures that could be applied to this project is presented below.

Recommended Mitigation:

- Require that trucks serving the project use existing technology to reduce exhaust emissions, such as diesel particulate filters (DPF) and selective catalytic reduction (SCR). As an example, other warehousing projects in the area have committed to only allowing 2010 compliant trucks onsite (Banning Business Park), and the Mira Loma Commerce Center is considering requiring half of the truck fleet to meet 2007 standards.
- Require tenants that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. Should funds be awarded, the tenant should also be required to accept and use them.
- Consider reconfiguring the site to direct northern traffic away from Clay Street and onto Baldwin Road. This would provide less exposure to the existing preschool child care center to the north and the senior village directly east of the proposed project. Moving the main entry to the site to the west will reduce exposure to the sensitive receptors to the east. As winds predominantly come from the west, residences close to the western entrance to the south and west of the site may not experience the same high exposures as the daycare and senior housing.
- In order to reduce the amount of potential heavy duty truck traffic, place a condition that would require some or all buildings to accept only medium duty or smaller sized trucks.
- Place signage onsite reminding drivers that idling of diesel vehicles is limited to 5 minutes.

Feasibility of Requiring a Cleaner Truck Fleet

In the response to AQMD staff's comment letter on the Draft EIR, the lead agency states that it is infeasible to impose restrictions on the truck fleet because trucks are regulated by state and federal authorities. This rationale is not supported by the action of other lead agencies in the area, including the Ports of Los Angeles and Long Beach, the city of Banning, and the actions taken by this lead agency at its most recent Planning Commission meeting asking the developer to consider restrictions to its truck fleet. AQMD staff encourages the lead agency to reconsider the feasibility determination for this mitigation measure.

Greenhouse Gas Thresholds

In the response to AQMD staff's comment letter on the Draft EIR, the lead agency stated that "... in May 2010 the Riverside County Planning Department adopted a new Standard Operating Procedure for Greenhouse Gases and CEQA Compliance. This SOP includes a standard of 7,000 MTCO_{2e} per year as the criteria for significance for industrial projects. The 7,000 MTCO_{2e} standard only applies to operational emissions, exclusive of transportation (outside of those included in the amortized construction values) and exclusive of landfill emissions." This threshold varies from the threshold adopted by AQMD for industrial projects. AQMD staff therefore asks that the lead agency provide additional information about this standard, including whether it complies with CEQA Guidelines §15064.7(b). In addition, as truck emissions are the dominant

source of GHG emissions from warehousing operations, substantial evidence justifying the omission of mobile source emissions from consideration should be provided.



South Coast
Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-MAILED: SEPTEMBER 10, 2010

September 10, 2010

Mr. Christian Hinojosa, Planner CHINOJOS@rcplma.org
Riverside County Planning Department
4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside, CA 92502-1409

Draft Environmental Impact Report (Draft EIR) for the Proposed Clay Street Business Park (Tentative Tract Map No. 36192)

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be considered prior to certifying the Final Environmental Impact Report.

The AQMD staff is concerned that the lead agency has underestimated project truck trip rates and subsequently underestimated operational air quality impacts. As the lead agency has determined that the cancer risk is approximately 7 in 1 million for residential receptors based on the current trip rates in the Draft EIR, the cancer risk could be potentially significant if project truck trips are substantially underestimated. The AQMD staff also requests that the lead agency provide additional justification and rationale for the Greenhouse Gas Emissions (GHG) threshold used in the Draft EIR. Detailed comments are included in the attachment.

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The AQMD staff would be happy to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads "Ian V. MacMillan".

Ian MacMillan
Program Supervisor, Inter-Governmental Review
Planning, Rule Development & Area Sources

IM:GM

RVC100729-01
Control Number

Trip Rates

1. In the Final EIR, the AQMD staff recommends that the lead agency estimate project traffic generation and applicable air quality calculations using a different trip rate and vehicle fleet distribution than used in the Draft EIR. The AQMD staff recommends that the information from the Institute of Transportation Engineers (ITE), 8th Edition, and the Truck Trip Generation Study from the City of Fontana (August 2003) Industrial Park (code 130) be used for the proposed business park rather than the Warehousing (code 150) shown in the Revised Traffic Impact Analysis (Kunzman Associates, Inc. July 2009). The Industrial Park average vehicle trip rate and the corresponding vehicle mix more closely resembles the project description in the Draft EIR compared with the Warehousing description in the ITE and Fontana Truck Trip Generation Study land use type descriptions. Use of the average vehicle trip rate used in the Draft EIR for Warehousing, (i.e., 3.56 daily vehicle trips) and the percentage of vehicle types (i.e., 12.5 percent for 2-axle trucks, 9.1 percent for 3-axle trucks and 6.9 percent for 4-axle trucks) would substantially underestimate project air quality impacts compared with using the more appropriate Industrial Park trip average rate of 6.96 daily trips and a vehicle mix of 4.0 percent for 2-axle trucks, 3.3 percent for 3-axle trucks and 39.8 percent for 4-axle trucks.

Greenhouse (GHG) Threshold of Significance

2. Beginning on page 35 of the Air Quality Analysis, the lead agency concludes that the proposed project's estimated 25,000 annual tons of GHG emissions are less than significant by indicating that the project will not hinder implementation of the CARB Climate Change Proposed Scoping Plan: a Framework for Change (Scoping Plan) and implementing mitigation measures/strategies shown in Table M on page 40. This argument does not appear to provide substantial evidence that the project's climate change impacts will be less than significant as the Draft EIR does not include a recognized threshold of significance for GHGs. The lead agency also does not demonstrate how implementation of the statewide Scoping Plan will be enforced locally or how the lead agency will quantify and enforce the necessary greenhouse gas reductions for the project. Further, Table M also does not identify measures to reduce vehicle emissions. In the Final EIR, the AQMD staff recommends that the lead agency adopt its own threshold or a recognized threshold from another lead agency pursuant to CEQA Guidelines Section 15064.4. The AQMD Board has adopted an Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans for industrial facilities that is available should the lead agency choose to use it. Further information and discussion of this threshold can be found at the AQMD website using the following link:
<http://www.aqmd.gov/hb/2008/December/081231a.htm>.

Mitigation Measures - Operations

3. Because the operational regional and localized air quality impacts from the proposed project are estimated to exceed established daily significance thresholds for nitrogen

oxide (NOx), the AQMD staff recommends that the lead agency consider adding the following mitigation measures to those listed in the Air Quality Section of the Draft EIR on pages 4.2-16 through 4.2-17 to further reduce operational air quality impacts from the project, if applicable and feasible:

Recommended Additions:

- Beginning in 2012, all heavy duty trucks entering the property must meet or exceed EPA 2007 engine emission standards
- Beginning in 2015, all heavy duty trucks entering the property must meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025.
- The facility operator will maintain a log of all trucks entering the facility to ensure that on average, the daily truck fleet meets that emission standards listed above. This log should be available for inspection by city staff at any time.
- 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 CARB-approved courses (such as Course #512)].
- Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR.
- Improve traffic flow by signal synchronization; and
- Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.

Mitigation Measures - Construction

4. Because the localized construction air quality impacts from the proposed project are estimated to exceed established daily significance thresholds for particulate matter (PM10) fugitive dust, the SCAQMD recommends that the lead agency consider adding the following mitigation measures to those listed in the Air Quality Section of the Draft EIR on pages 4.2-22 through 4.23 to further reduce construction air quality impacts from the project, if applicable and feasible:

Recommended Additions:

- Water active sites at least twice daily;
- Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas or unpaved road surfaces;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered;
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less;
- Pave road and road shoulders; and

- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.

Soil Remediation

5. In the project description and in Appendix F. Hazardous and Hazardous Materials under the Phase I Environmental Assessment (EA), the lead agency states that loose soils including the existing fill will be removed and replaced by compacted fill. IN addition, the lead agency determined during the Phase I EA that petroleum hydrocarbons may be present on the ground in several areas of the proposed site (previously occupied by the Northwest Pipe Company). In the event that any potential excavation activities disturb soil that has the potential to be classified as a hazardous waste, (e.g., petroleum hydrocarbons, etc.) contaminated sites would be subject to SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil and that compliance should be referenced in the Final EIR.

Localized Significance Thresholds Analysis

6. Although the lead agency has presented operational localized air quality impacts in the Air Quality Technical Appendix in Table I: Operational Localized Significance, it would be easier for the general public to review these impacts if Table I and the preceding discussion were also included in Section 4.2 Air Quality in the Final EIR.

LAND DEVELOPMENT COMMITTEE
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

DATE: July 7, 2009

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riv. Co. Flood Control District
Riv. Co. Fire Department
Riv. Co. Dept. of Bldg. & Safety - Grading
Regional Parks & Open Space District.
Riv. Co. Environmental Programs Dept.
P.D. Geology Section-D. Jones
P.D. Trails Section- J. Jolliffe
P.D. Landscaping Section-R. Dyo
P.D. Archaeology Section-L. Mouriquand

Riv. Co. Surveyor – D. Duda
Riverside Transit Agency
Riv. Co. Sheriff's Dept.
Riv. Co. Waste Management Dept.
Jurupa Area Recreation & Parks Dist.
Riv. Co. Economic Dev Agency
Riv. Co. ALUC – J. Guerin
Riv. Municipal Airport
2nd District Supervisor
2nd District Planning Commissioner
Jurupa Unified School District

Jurupa Community Service Dist.
Southern California Edison
Southern California Gas Co.
Regional Water Quality Control – Santa Ana
South Coast Air Quality Mgmt. Dist.
Eastern Information Center (UCR)
U.S. Postal Service
Army Corps of Engineers
State Clearing House
Community Action & Environmental Justice

TENTATIVE PARCEL MAP NO. 36192 – EA40636 – Applicant: WCP Deanza, LLC – Engineer/Representative: Albert A. Webb Associates – Second Supervisorial District – Pedley Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 – 0.60 Floor Area Ratio) – Location: northerly of the Union Pacific Railroad, southerly of Limonite Avenue, easterly of Pedley Road, and westerly of Clay Street – 68.05 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – REQUEST: The Tentative Parcel Map is a Schedule 'E' subdivision of 68.05 acres into 18 industrial parcels and four (4) lettered lots for ingress/egress, open space, and detention basin purposes. – APN(s): 163-400-001 and 163-400-002 – Concurrent Cases: EIR00505 – Related Cases: GPA00779, CZ07276, PM34263, PP23214, and TR34112.

Please review the attached map(s) and/or exhibit(s) for the above-described project. This case is scheduled for a **LDC meeting on July 30, 2009**. All LDC Members please have draft conditions in the Land Management System on or before the above date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and DENY the routing on or before the above date. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing.

All other transmitted entities, please have your comments, questions and recommendations to the Planning Department on or before the above date. Your comments/recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this project, please do not hesitate to contact **Christian Hinojosa, Project Planner**, at (951) 955-0972 or email at chinojos@rctlma.org / MAILSTOP# 1070.

COMMENTS:

DATE: July 15, 2009

SIGNATURE: 

PLEASE PRINT NAME AND TITLE: Pam Lauzon, Asst. Superintendent Bus. Services

TELEPHONE: 951-360-4157

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.

MEMORANDUM

RIVERSIDE COUNTY ECONOMIC DEVELOPMENT AGENCY

Robert Field
Assistant County Executive Officer/EDA

TO: Christian Hinojosa, Planning Department
CC: Tim Miller, Charles Waltman, Claudia Steiding, John Field, Susan Swieca,
Gloria Perez, Brenda Salas

FROM: **Redevelopment Agency**
Nicole Walker, Development Specialist

DATE: December 2, 2010

SUBJECT: **COMPREHENSIVE PLANNING REVIEW**
Comments

Case: Tentative Parcel Map 36192 [20 Industrial Parcels – Pedley]

Site Visit: August 30, 2010

PROJECT DESCRIPTION AND LOCATION:

Tentative Parcel Map 36192 requests to subdivide a 68.05 acre parcel into 20 industrial lots and four (4) lettered lots for ingress/egress, open space, and detention basin purposes in the community of Pedley. This site is currently vacant, and fenced off by chain link. The proposed project is located northerly of the Union Pacific Railroad, southerly of Limonite Avenue, easterly of Pedley Road, and westerly of Clay Street. Linares Avenue ends at the entrance of the project site. The zoning classification for the project site is Manufacturing-Service Commercial (M-SC) and the land use designation is Light Industrial (CD: LI). The surrounding land uses include, vacant land to the east and west of the project site, commercial uses to the north and manufacturing/commercial uses to the south. Concurrent planning case(s) include Environmental Impact Report 505 (EIR00505), and related planning case(s) include General Plan Amendment 779 (GPA00779), Change of Zone 7276 (CZ07276), Parcel Map 34263 (PM34263), Plot Plan 23214 (PP23214), and Tract Map 34112 (TR34112).

REDEVELOPMENT PROJECT AREA(S)

The proposed project is located in the Jurupa Valley Project Area (JVPA) (Pedley sub-area).

REDEVELOPMENT AGENCY COMMENTS:

The mission of the Redevelopment Agency is to eliminate present blight and prevent the potential for future blight in and ultimately add value to, all redevelopment project areas by recommending approval of projects that meet the highest standards of quality possible. This is of particular concern in the Pedley sub-area where blighting conditions are still present. In addition, it is

MEMORANDUM

RIVERSIDE COUNTY ECONOMIC DEVELOPMENT AGENCY

Robert Field
Assistant County Executive Officer/EDA

Comprehensive Planning Review Comments
Re: Tentative Parcel Map 36192
December 2, 2010
Page 2

of absolute importance that all new development in the sub-area be designed to upgrade the aesthetics of the surrounding area and minimize the potential for environmental degradation and issues relating to the health, safety and welfare of the public.

The applicant has submitted a revised landscape plan replacing the original proposed tree *Acacia pendula* (Weeping Acacia/ Weeping Myall) with Willow Acacia (*Acacia salicina*). This tree complies with the plant palette listed in the *County of Riverside's Guide to California Friendly Landscaping (December 2009)*.

The Redevelopment Agency has no further comments or concerns regarding the proposed project at this time.

July 17, 2009

Christian Hinojosa, Project Planner
Riverside County Planning Department
P. O. Box No. 1409
Riverside, CA 92502-1409

RE: Tentative Parcel Map No. 36192
Proposal: Schedule E subdivision of 68.05 acres into 18 industrial parcels
APNs: 163-400-001;-002


Dear Mr. Hinojosa:

The Riverside County Waste Management Department has reviewed the proposed project located south of Limonite Avenue, east of Pedley Road, and west of Clay Street, in the Jurupa Area Plan. This project has the potential to impact long-term landfill capacity by generating solid waste that requires disposal. In order to mitigate the project's potential solid waste impact, and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the project's applicant should implement the following measures, as feasible:

- Recycle the project's construction and demolition (C&D) waste through a C&D recycling facility.
- Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
- Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
- Hazardous materials **are not** accepted at the Riverside County landfills. Any hazardous wastes, including paint used during construction must be properly disposed of at a licensed facility in accordance with local, state and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (951) 486-3351.

Sincerely,



Ryan Ross
Planner IV

PD#46120v74

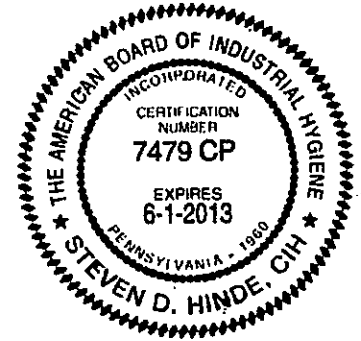


Dedicated to delivering state-of-the-art occupational and environmental consultation to businesses, governmental agencies and communities of Riverside County

Date: December 8, 2009

To: Christian Hinojosa
Riverside County Planning Department
4080 Lemon Street, 9th Floor
Riverside, California 92502
Fax: (951) 955-3157

From: Steven D. Hinde, REHS, CIH *SDH*
Senior Industrial Hygienist
Department of Public Health
Office of Industrial Hygiene
P.O. BOX 7600
Riverside, California 92513-7600
Phone: (951) 358-5050 Fax: (951) 358-5443



Project Reviewed: Environmental Impact Report No. 505 Screen check No. 1, Tentative Parcel Map No. 36192

Reference Number: 96681

Applicant: Daniel Karcher
WCP Deanza, LLC
1420 Bristol Street North, Suite 100
Newport Beach, CA 92660

Noise Consultant LSA Associates
20 Executive Park, Suite 200
Irvine, CA 92614-4731
(949) 553-06666

Review Stage: Second Review

Information Provided: "Administrative Draft, Environmental Impact Report, Clay Street Business Park, Riverside County, California, (State Clearinghouse No. 2009081048) dated November 5, 2009. "Noise Impact Analysis, Clay Street Industrial Business Park Riverside County, California", which is dated October 2009.

Noise Standards:

I. For Stationary Noise Sources:

A. Standards

Facility-related noise, as projected to any portion of any surrounding property containing a “habitable dwelling, hospital, school, library or nursing home”, must not exceed the following worst-case noise levels.

- A) 45 dB(A) – 10 minute noise equivalent level (“leq”), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard).
- B) 65 dB (A) – 10 minute leq, between 7:00 a.m. and 10:00 p.m. (daytime standard)

B. Requirement For Determination of Community Noise Impact:

1. Noise originating from operations within the facility grounds shall be treated as “stationary” noise sources for which this standard will apply.
2. Noise Modeling Methodology: Noise predictions are to be made by an engineer, acoustical consultant or other similar professional with experience in predicting community noise exposure using standard methods and practices of the noise consulting industry.
3. Required Modeling Parameters for Stationary Sources:
 - i. Stationary sources are to be modeled as “point” sources.
 - ii. Mobile point sources are to be modeled as emanating from the acoustical centroid of the activity, or at its closest approach to potentially impacted residential property lines, which ever yields the worst-case results.
 - iii. Noise modeling for each piece of acoustical equipment, process or activity must be based on Reference Noise Levels (RNL). RNL may be obtained directly from the manufacturer (in case of equipment) or generated from field studies. Regardless, the data must be representative of worst-case conditions. Directionality of the noise source must be taken into consideration if applicable.
 - iv. Predicted noise levels are to be expressed in terms of worst-case “equivalent continuous sound levels” [or, Leq] averaged over a ten minute period.
 - v. For modeling purposes, receivers are assumed to be positioned at the property line boundary at an elevation of five feet off the ground.

- vi. Terrain conditions for modeling noise propagation: Assumptions regarding ground effects, atmospheric absorption and other forms of noise attenuation must be fully justified.

II. For Traffic Noise Sources to Residential Structures:

Noise Standards:

1. The "Noise Element" section of the Riverside County General Plan states "to avoid future noise hazard, the maximum capacity design standard (average daily trips) for highways and major roads" (including airports) "shall be used for determining the maximum future noise level" or, in the case of freeways and airports, the projected conditions for 20 years in the future may be used.
2. The interior noise levels in residential dwellings shall not exceed 45 Ldn (CNEL).
3. The exterior noise level shall not exceed 65 Ldn.

Highway Prediction Model:

Using FHWA RD 77-108 Highway Traffic Prediction Model, the noise consultant shall estimate noise impacts (Ldn) from the Highways (design capacity "C" Level of Service).

Acoustical Parameters for County Highways:

1. Average daily traffic (ADT) design capacity of 27,300 assumed for Clay Street (the County General Plan classifies Clay Street Road as "Major" roadways). (the County General Plan classifies Interstate 10 as "Freeway" roadways), quoted from the "Jurupa Valley Area Plan Circulation, Figure 6", dated 10/07/2003.
2. Truck/Auto Mix as follows (Riverside Co. Road Department):

For Major Highways

VEHICLE	Overall %	DAY(7AM-7PM)	EVENING(7PM-10PM)%	NIGHT(10PM-7AM)%
Auto	92	69.5	12.9	9.6
Med. Truck	3	1.44	0.06	1.5
Heavy Truck	5	2.4	0.1	2.5

3. Traffic Speed of 40 MPH for Clay Street.

4. The distance from the centerline of Clay Street to the nearest building face is estimated to be approximately 79 feet.
5. Modeling for of Clay Street was done using a "hard site" assumption.
6. The standard residential design with windows closed provides a 20 dB, A-weighted (reduction inside) attenuation.
7. Barrier calculations based on receptor at 10 feet from the barrier and at a 5 foot elevation for wall barrier height at or less than six feet. However, a receptor placement of 3-foot elevation is required when a wall barrier height is greater than six feet.
8. Interior calculations based on receptor at a 5-foot elevation inside the dwelling in the room nearest the noise source and 14 feet above the pad for the second floor in the middle of the room nearest the noise source.

Findings:

The consultant's report is adequate. Based on our calculations the recommendation listed below should provide sufficient attenuation to reduce the exterior noise levels to below 65 dB (A) during the day and 45 dB (A) at night.

Recommendations:

The following conditions shall be applied to the project based on the information provided by the acoustical consultant:

1. Facility-related noise, as projected to any portion of any surrounding property containing a "sensitive receiver, habitable dwelling, hospital, school, library or nursing home", must not exceed the following worst-case noise levels 45 dB(A) – 10 minute noise equivalent level ("leq"), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard) and 65 dB (A) – 10 minute leq, between 7:00 a.m. and 10:00 p. m. (daytime standard).
2. Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be under taken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

3. All construction vehicles, equipment fixed or mobile shall be equipped with properly operating and maintained mufflers.
4. When feasible, try to coordinate the noisiest operations simultaneously in the construction program to avoid prolong periods of annoyance west of the site.
5. During construction, best efforts should be made to locate stockpiling and/or vehicle staging area as far as practicable from west of the site (or the existing residential dwellings).
6. Prior to approval of a site development for those southern lots, a noise study will be required for the final version of the industrial shell buildings of the project site to ensure that noise from the trains will be minimized. On-site building layout and orientation for those southern lots that are directly adjacent to the UPRR tracks should be carefully designed to minimize the on-site train noise exposure to the proposed uses.
7. Our department (Office of Industrial Hygiene) must receive, review and approve an acoustical report (as listed above) addressing the noise that might be produced from traffic along Clay Street. Prior to the issuance of building permits for business and professional office that face Clay Street, an acoustical report must be submitted. Building design must be shown to reduce interior noise to at or below 50 Ldn for those buildings along Clay Street.
8. The applicant shall pay review fees (prior to pulling your building permits) to the Department of Public Health for all time spent in review of this project. Fees will be assessed at the Department's hourly rate for Industrial Hygienists.

RIVERSIDE COUNTY
Regional Park And Open-Space District



4600 Crestmore Road • Riverside, CA 92509-6858 • (951) 955-4310 • Fax (951) 955-4305

SCOTT BANGLE
General Manager/Parks Director

September 21, 2009

Daniel Karcher
Davis Partners
1420 Bristol Street, Suite 100
Newport Beach, CA, 92660

Dear Mr. Karcher,

Thank you for your time and patience in working with the Regional Park and Open-Space District (Park District) to resolve the issues pertaining to the regional trail within your project. As you know, the portion of regional trail traversing through PM-36192 is an important segment of the trail network in the Jurupa area as it represents a significant portion of trail linkage between two existing trails.

The Park District intends to apply the following conditions of approval against PM-36192. Please contact the Park District if you feel that these conditions do not address all of the concerns emanating from previous meetings and discussions between the Park District and your firm.

Milestone 5 - DRT Correction

REGIONAL TRAIL: The Jurupa Area Plan identifies a regional trail impacted by the proposed project. The applicant is required to prepare an amended map showing a 20' regional trail easement through Lot "A", between Parcels 15, 16, 18 and Lot "A", and to the east of Parcels 10, 14, 17, and 18 along Clay Street. The portion of the trail along Clay Street shall extend from Linares Avenue northward to the northwest corner of Parcel 18 and comply with Transportation Street Section Standard 405 with an additional 3' of landscaping.

Milestone 50 – Prior to Recordation

TRAIL EASEMENT: Prior to or in conjunction with the recordation of the final map, the applicant shall offer the dedication of the regional trail easement shown on the map to County of Riverside.

Milestone 60 – Prior to Grading Permits Issuance

TRAILS PLAN: Prior to the issuance of any grading permit, the applicant shall have submitted and received approval from the Park District of the project's trails plan. The trails plan is to show the trail with all topography, grading, ADA compliance, typical cross sections, fencing, trail separations (if applicable), pavement markings, street crossings, signage, bollards (if applicable), and landscaping and irrigation plans.

[Recipient Name]
September 21, 2009
Page 2

David Karcher, Davis Partners

9/21/09

Page 2

Milestone 70 – Prior to Grading Final Inspection

Prior to the final grading inspection, the applicant is required to have graded the proposed project site in accordance with the grading plan and comply with the conditions on the Park District approved trails plan.

Prior to final grading inspection, the Park District in conjunction with a representative from Riverside County Department of Building and Safety, Grading Division, shall inspect the proposed project site in order to ensure the trail grading meets our standards.

Milestone 80 – Prior to the Issuance of Building Permits

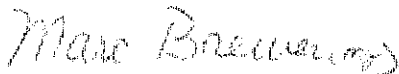
TRAIL CONSTRUCTION: Upon the issuance of the first building permit, the applicant shall build the trail to the east of Parcels 10, 14, 17, and 18 along Clay Street from Linares Avenue northerly to the northeast corner of Parcel 18 as shown on the approved trail plan. It is the Park District's understanding that the applicant plans to offer Lot "A" to the California Department of Fish and Game and the US Fish and Wildlife Service for conservation easement purposes. Said easement needs to accommodate the proposed trail 20' alignment following existing road across Lot "A" as shown on the approved trail plan. The applicant will be required to build the trail through Lot "A" pursuant to conservation easement guidelines.

Milestone 90 – Prior to Issuance of Occupancy Permits

Prior to the issuance of the first occupancy permit, the applicant shall complete construction of the trail with all requirements of the trail plan being met. The applicant will coordinate a final inspection with the Park District.

If I can assist you further, please feel free to call me directly at 951/955-4398

Respectfully,



Marc Brewer
Senior Park Planner

RN 2224

LAND DEVELOPMENT COMMITTEE
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

RECEIVED
JUL 09 2009

BY: KB ENG.....

DATE: July 7, 2009

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riv. Co. Flood Control District
Riv. Co. Fire Department
Riv. Co. Dept. of Bldg. & Safety - Grading
Regional Parks & Open Space District.
Riv. Co. Environmental Programs Dept.
P.D. Geology Section-D. Jones
P.D. Trails Section- J. Jolliffe
P.D. Landscaping Section-R. Dyo
P.D. Archaeology Section-L. Mouriquand

Riv. Co. Surveyor - D. Duda
Riverside Transit Agency
Riv. Co. Sheriff's Dept.
Riv. Co. Waste Management Dept.
Jurupa Area Recreation & Parks Dist.
Riv. Co. Economic Dev Agency
Riv. Co. ALUC - J. Guerin
Riv. Municipal Airport
2nd District Supervisor
2nd District Planning Commissioner
Jurupa Unified School District

Jurupa Community Service Dist.
Southern California Edison
Southern California Gas Co.
Regional Water Quality Control - Santa Ana
South Coast Air Quality Mgmt. Dist.
Eastern Information Center (UCR)
U.S. Postal Service
Army Corps of Engineers
State Clearing House
Community Action & Environmental Justice

TENTATIVE PARCEL MAP NO. 36192 - EA40636 - Applicant: WCP Deanza, LLC - Engineer/Representative: Albert A. Webb Associates - Second Supervisorial District - Pedley Zoning District - Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) - Location: northerly of the Union Pacific Railroad, southerly of Limonite Avenue, easterly of Pedley Road, and westerly of Clay Street - 68.05 Gross Acres - Zoning: Manufacturing - Service Commercial (M-SC) - REQUEST: The Tentative Parcel Map is a Schedule 'E' subdivision of 68.05 acres into 18 industrial parcels and four (4) lettered lots for ingress/egress, open space, and detention basin purposes. - APN(s): 163-400-001 and 163-400-002 - Concurrent Cases: EIR00505 - Related Cases: GPA00779, CZ07276, PM34263, PP23214, and TR34112.

Please review the attached map(s) and/or exhibit(s) for the above-described project. This case is scheduled for a **LDC meeting on July 30, 2009**. All LDC Members please have draft conditions in the Land Management System on or before the above date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and DENY the routing on or before the above date. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing.

All other transmitted entities, please have your comments, questions and recommendations to the Planning Department on or before the above date. Your comments/recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this project, please do not hesitate to contact **Christian Hinojosa, Project Planner**, at (951) 955-0972 or email at chinojos@rctlma.org / MAILSTOP# 1070.

COMMENTS: *As evidenced by the attached correspondence dated 6/24/09, Jurupa Community Services District has issued an availability letter and San 59 form for the above referenced parcel map.*

DATE: 7/9/09 SIGNATURE: Nickie Hamie
PLEASE PRINT NAME AND TITLE: Nickie Hamie Development Engineering Rep.
TELEPHONE: 951-685-7434 X141 representative

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.

Kathryn Bogart, President
Betty A. Anderson, Vice-President
Jane F. Anderson, Director
R.M. "Cook" Barela, Director
Kenneth J. McLaughlin, Director



June 24, 2009

County of Riverside
Department of Environmental Health
4080 Lemon Street, 2nd Floor
Riverside, CA 92501

Re: PARCEL MAP 36192

Dear Gentlemen:

The Jurupa Community Services District will provide water and sewer services to the above referenced property conditional upon compliance with District rules, regulations and payment of appropriate fees.

The District must receive sewer and water plans for the subject property no later than one (1) year from the date of this letter or a new request for water and/or sewer availability must be made. In no event will the District be liable for supplying service to the above referenced property beyond two (2) years without a new request.

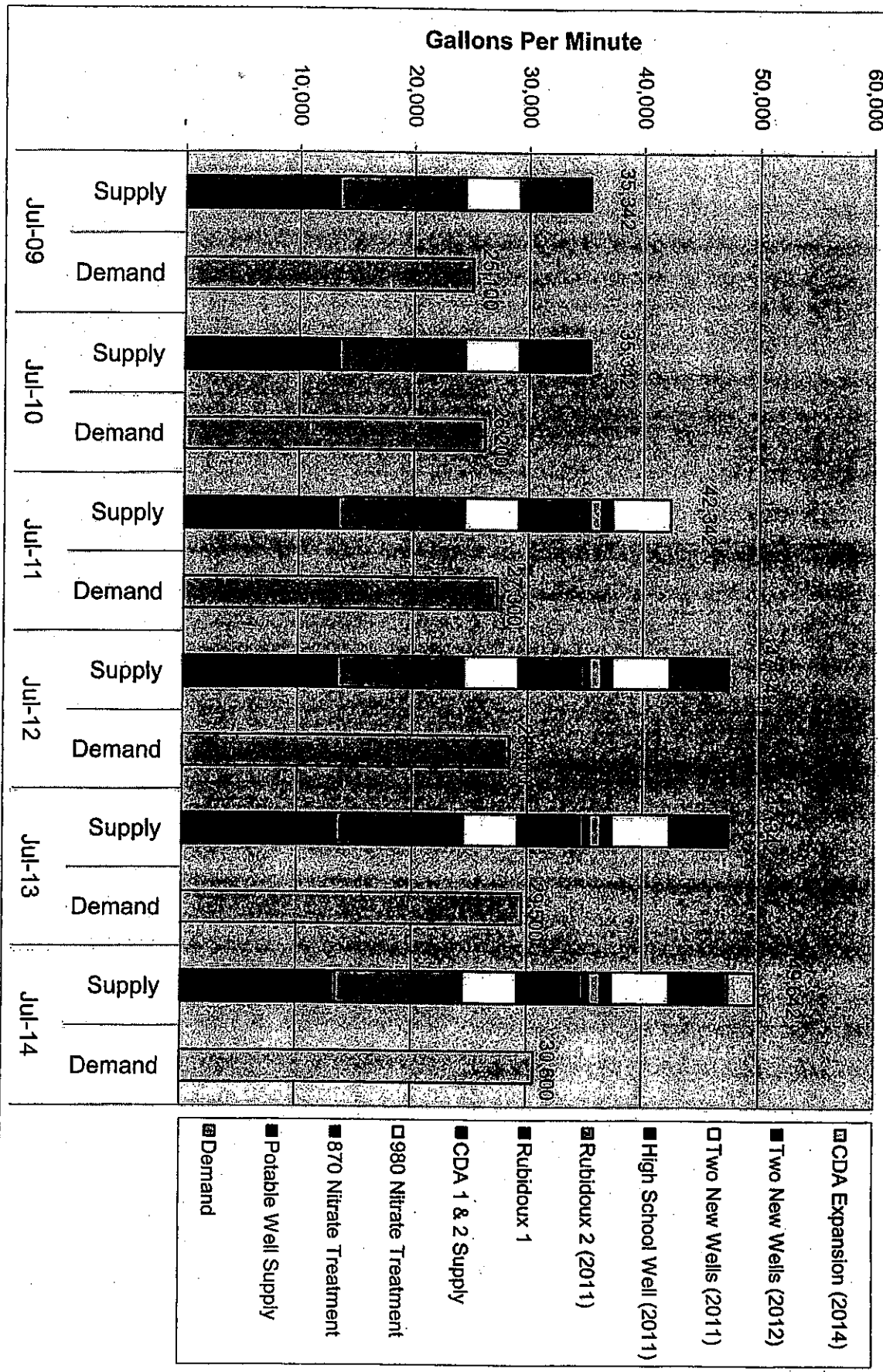
Sincerely,

A handwritten signature in black ink that reads "Nickie Hamic". The signature is written in a cursive style with a large, looped "H".

Nickie Hamic
Development/Engineering
Representative

3339 I. Project
4203 Engineer/nh

Jurupa Community Services District Supply vs Maximum Day Demand, 2009~2014



**JURUPA COMMUNITY SERVICES DISTRICT
INFORMATION FORM FOR LAND DEVELOPMENTS
REQUIRING WATER AND SEWER AVAILABILITY**

LAND DEVELOPMENT CATEGORY:

Tentative Parcel Map No.: <u>PM 36192</u>	No. Parcels/Lots: <u>2 Parcels</u>
Mobile Home, R.V., T.T., Park Name: _____	Total Acres: <u>67 ±</u>
Use Case No., PU, CU, P/P, etc.: _____	Zoning: _____
Other SGD, GP of Lots, etc.: _____	Map Schedule: _____
	Area: <u>JCSD</u>

WATER: DOMESTIC

1. Estimate daily and peak demands and fire requirements demands for development (domestic, irrigation and commercial uses).
Average Demand = 67 ac x 1.28 gpm/ac = 86 gpm
Maximum Demand = 86 gpm x 2.7 = 232 gpm
The fire flow requirements for the subject site are unknown at this time since the applicant needs to obtain this information from the Riverside County Fire Department.

2. Source of water for developer:
 - a. If local district wells water are to be used, provide information with regards to any over drafting impacts on the ground water basin being served from this development.
The District wells are located within the Chino Ground Water Basin, which is an adjudicated basin. All municipal water entities that exceed their safe yield pay a pump tax, which is used by the Water Master to recharge the ground water basin with State Water Project water. The Chino Basin has been maintained by the Water Master in a safe yield condition under this method of operation.

 - b. Source:
Local wells/imported Northern California Water, or Colorado River water.
The water source will be from local wells, including treated groundwater from the Chino I Desalter, the Chino II Desalter and the Roger Teagarden Ion Exchange Treatment Plant.

 - c. Are there additional sources of water needed for this project? Provide details.
The District's current water supply exceeds the projected maximum day demand projected in the next five years. The District continues to develop additional water supply resources which are currently budgeted.

3. Location of closest main line of sufficient size to supply development.
 - a. If offsite water is needed, state approximate length of offsite improvements needed.
Offsite water improvements will not be needed.

 - b. At what point or points of the subdivision or development shall the off-site connect?
Offsite connections will not occur.

- c. If water currently fronts intended development, will it be available to each and every lot?
What is the size and capacity of lines?
An existing 12-inch diameter line fronts the development in Clay Street. This line will be available to the subject site. A fire flow test will be required to determine flow rates and residual pressure capabilities of this waterline. A comparison of this flow must be made to the Riverside County Fire Department requirements.
- d. Is additional plant pumping capability required for this development, if so, state quantity and location.
Additional plant pumping is not required.
- e. Will adequate storage and pressure for fire flow be available? Explain.
There is a current storage deficit in the 1100-foot pressure zone. A proposed reservoir which is currently in construction at the Sunnyslope site, will be required to serve the subject project. Adequate pressure and fire flow must be verified by comparison to the requirements of the Riverside County Fire Department.

SEWER:

1. Estimate waste flow from the project (MGD).
 $Q_{pk} = 2000 \text{ gpd/ac} \times 67 \text{ ac} \times 3.0/1,000,000 = 0.40 \text{ MGD}$
2. Name and location of sewage treatment facility to treat wastes for this development.
Wastewater treatment will occur at the City of Riverside Wastewater Reclamation Plant.
3. Does treatment facility have capacity for this development?
Wastewater Treatment Plant capacity for the subject project may have to be purchased. Treatment Plant capacity needs to be verified by the District.
4. Location of nearest trunk line of sufficient capacity to accept the waste flow from intended project.
An existing 12-inch diameter influent line to the Clay Street Lift Station in Linares Avenue east of Clay Street has the capacity to accept the generated waste flow from the northeast portion of Parcel Map 36192. An existing 8-inch diameter influent line to the Clay & Van Buren Lift Station is the nearest trunk line of sufficient capacity to accept the waste flow from the southwest portion of Parcel Map 36192.
5. Is offsite needed; if so, provide approximate length. At what point or points of the subdivision or development shall the offsite connect?
Approximately 400 L.F. of offsite sewer improvements will be required in Linares Avenue to connect to the existing 12-inch diameter influent line to the Clay Street Lift Station to carry the generated waste flow from the northeast portion of Parcel Map 36192. Approximately 1,000 L.F. of offsite sewer improvements will be required in Van Buren Boulevard to connect to the existing 8-inch diameter influent line to the Clay & Van Buren Lift Station to carry the generated waste flow from the southwest portion of Parcel Map 36192.
6. How will the disposal of waste water from this project be accommodated, i.e., construction of lift stations or force mains?
Wastewater will be accommodated by gravity flow in the District's sewer main
7. If sewer currently fronts intended development, will it be available to each and every lot?
What is the size and capacity of lines?
An existing 10-inch diameter line fronting the development in Clay Street may not be available due to grading constraints. The existing 8-inch diameter Clay Street Lift Station Overflow Line does not have available capacity to carry the generated waste flow.

RECLAIMED WATER:

1. Is, or will reclaimed water be available to this development? If so, what is degree of treatment?
What is the distance to the project?

The potential use of reclaimed water for the project area is currently under review.

2. Does this project have areas that can use reclaimed water? If so, does the sewer agency require such use?

The potential use of reclaimed water for the project area is currently under review.

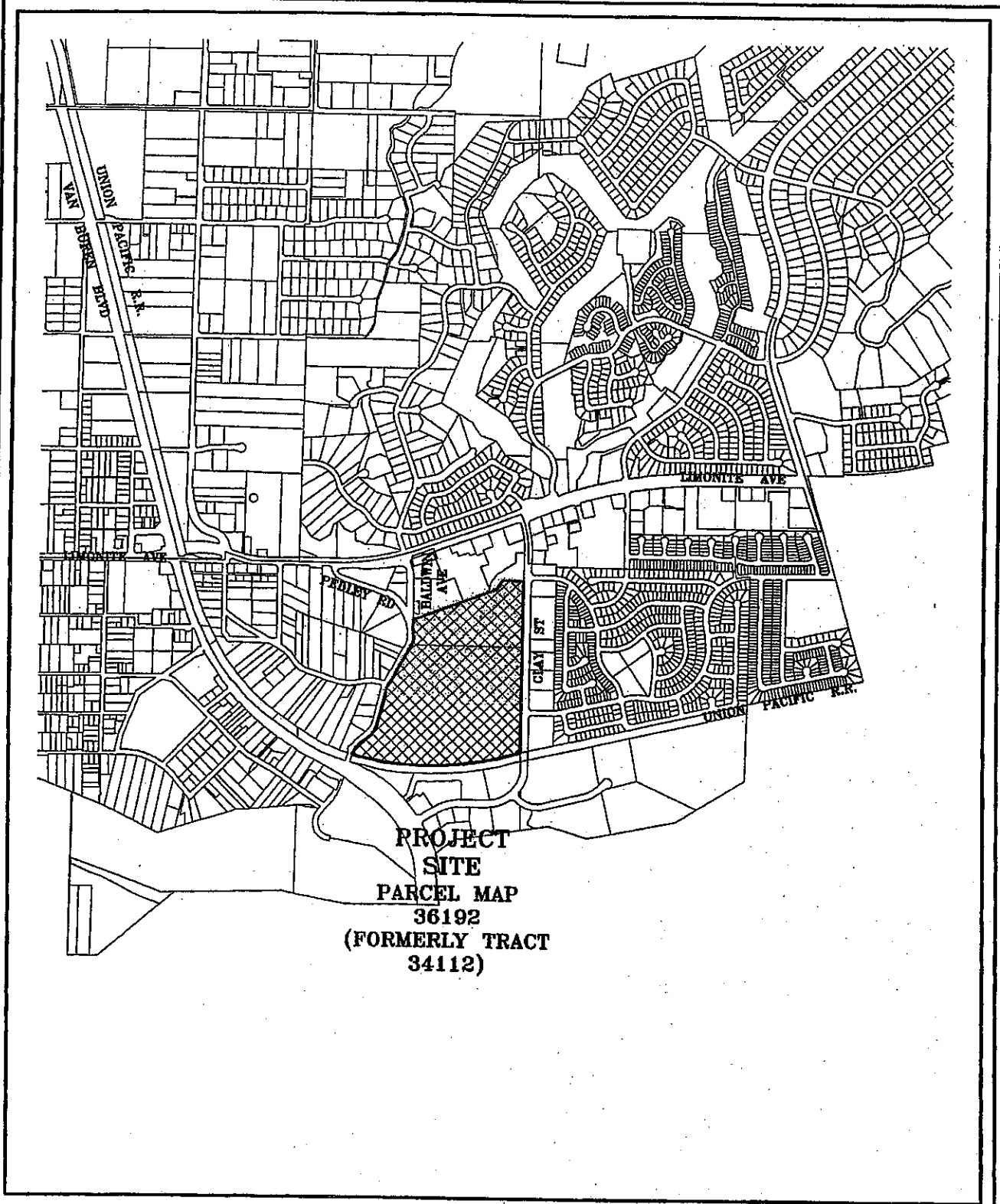
REMARKS: _____

SIGNATURE _____

Nickie Hamis
JURUPA COMMUNITY SERVICES DISTRICT

DATE _____

6/24/09



**PROJECT
SITE
PARCEL MAP
36192
(FORMERLY TRACT
34112)**



COMMUNITY SERVICES DISTRICT



Project Location

Jurupa Community Services District

**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



July 10, 2009

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Robin Lowe
Hemet

John Lyon
Riverside

Glen Holmes
Hemet

Melanie Fesmire
Indio

STAFF

Director
Ed Cooper

John Guerin
Brenda Ramirez
Barbara Santos

County Administrative Center
4080 Lemon St., 9th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Mr. Christian Hinojosa, Urban Regional Planner III
County of Riverside Planning Department, 9th Floor
HAND DELIVERY

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1046RI09
Related File No.: PM36192 (Tentative Parcel Map)
APN: 163-400-001; 163-400-002

Dear Mr. Hinojosa:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above referenced proposal for a Tentative Parcel Map that will subdivide approximately 68.05 acres into 18 industrial parcels and four "letter" lots for open space, detention basin, and road purposes.

The site is located in Airport Compatibility Zones D and E of the 2005 Riverside Municipal Airport Land Use Compatibility Plan. The site is northerly of Van Buren Boulevard, westerly of Clay Street, easterly of both Pedley Road and Baldwin Avenue, and southerly of Limonite Ave, approximately 6,468 feet northwesterly of the westerly terminus of Runway 9-27 at Riverside Municipal Airport. As no buildings are proposed at this time, Federal Aviation Administration review is not required. However, any future structure with an elevation at top of roof exceeding 822.3 feet above mean sea level will require review.

As ALUC Director, I find the above-referenced project **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, subject to the following conditions:

1. Any outdoor lighting that is installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA- approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- c. Any use which would generate smoke or water or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, composting operations, fly ash disposal, wastewater management facilities, and fertilizer production.
 - d. Any use which would generate electrical interference that may be determined to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective buyers and tenants of the property, as well as to all current tenants, and shall be recorded as a deed notice.
 4. Bio swales and detention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. The County of Riverside shall require Airport Land Use Commission review of any plot plans or use permits proposing structures with a building floor area of 20,000 square feet or greater and prior to the establishment of any of the following uses on the site:

Auction rooms, auditoriums, retail sales facilities, courtrooms, community care facilities, churches and chapels, dance floors, lodge rooms, reviewing stands, dining rooms, exhibit rooms, restaurants, day care centers, drinking establishments, gymnasiums, lounges, stages, and other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.
 6. Any future building exceeding an elevation of 822.2 feet above mean sea level at top of roof shall require Federal Aviation Administration review.
 7. Lot "A" shall be maintained as perpetual open space. No structures shall be constructed thereon.

If you have any questions, please contact Brenda Ramirez, ALUC Contract Planner, at (951) 955-0549.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

BR:bks

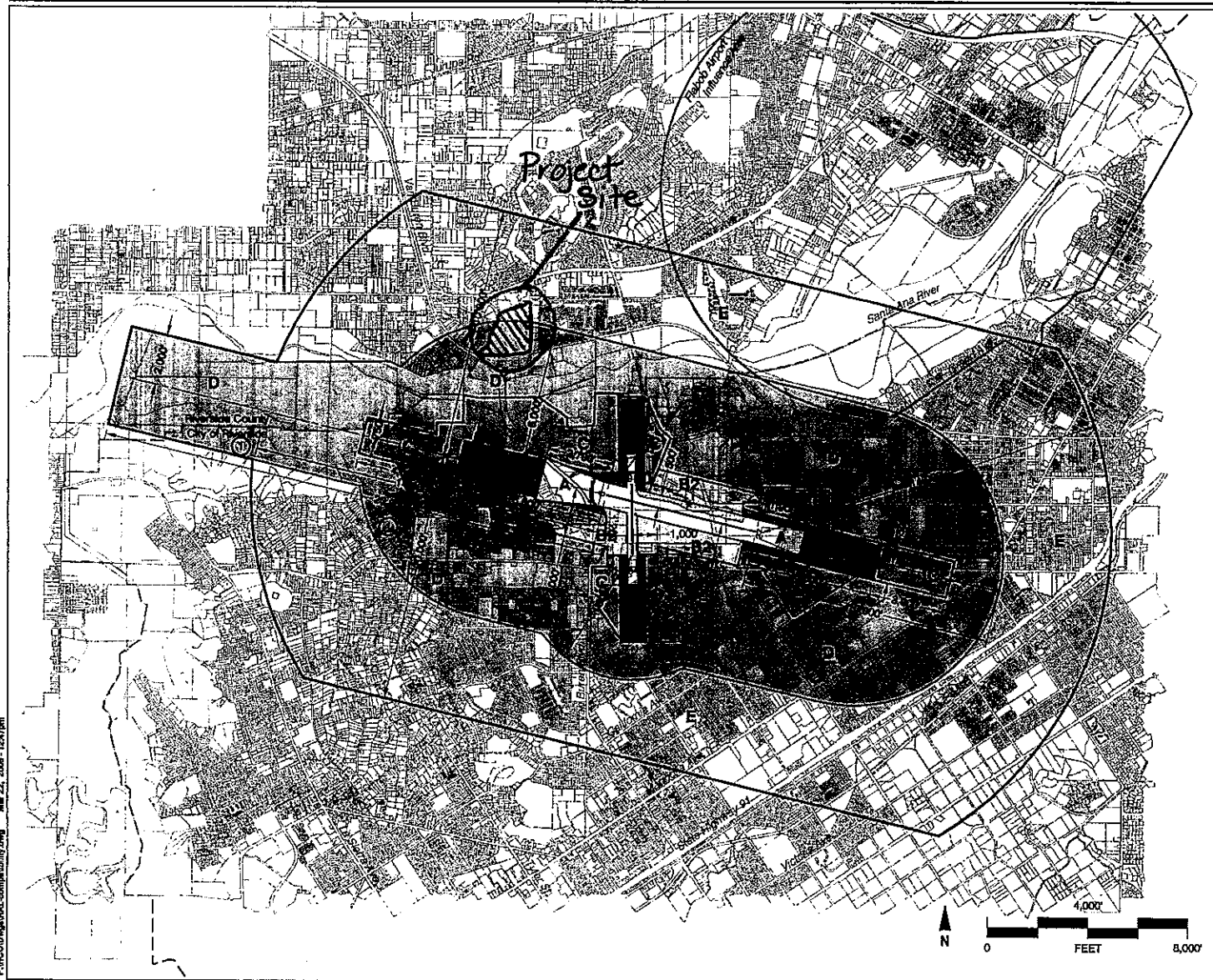
Attachments: Notice of Airport in Vicinity

cc: ALUC Staff
WCP Deanza LLC c/o Davis Partners – Attn: Daniel Karcher
Albert A. Webb Associates
Riverside Municipal Airport – Attn.: Mark Ripley

Y:\ALUC\Riverside\ZAP1046RI09.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 12(A)



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- - - City Limits

Note

Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

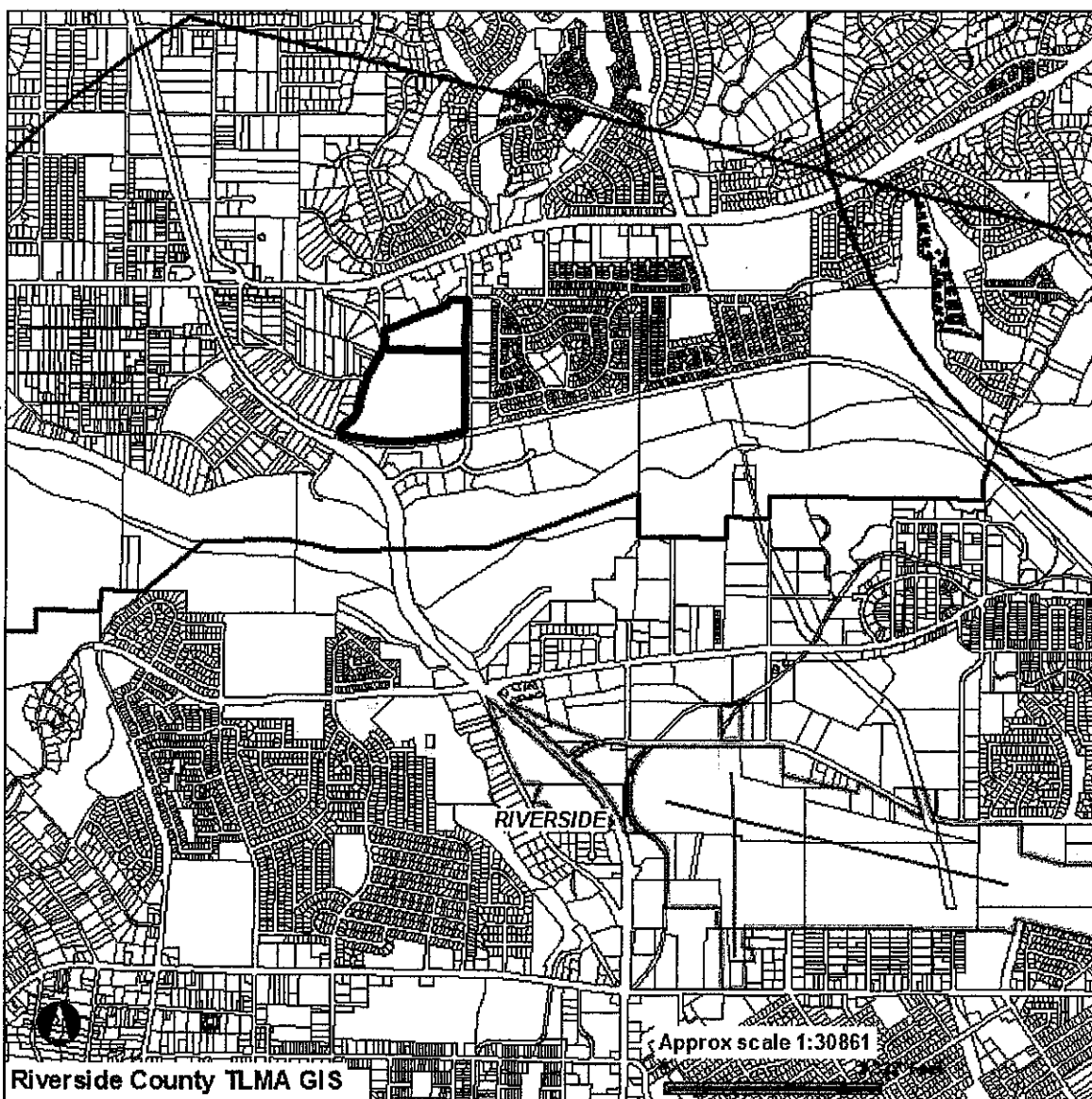
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted March 2005)

Map RI-1

Compatibility Map
Riverside Municipal Airport

RIVERSIDE COUNTY GIS



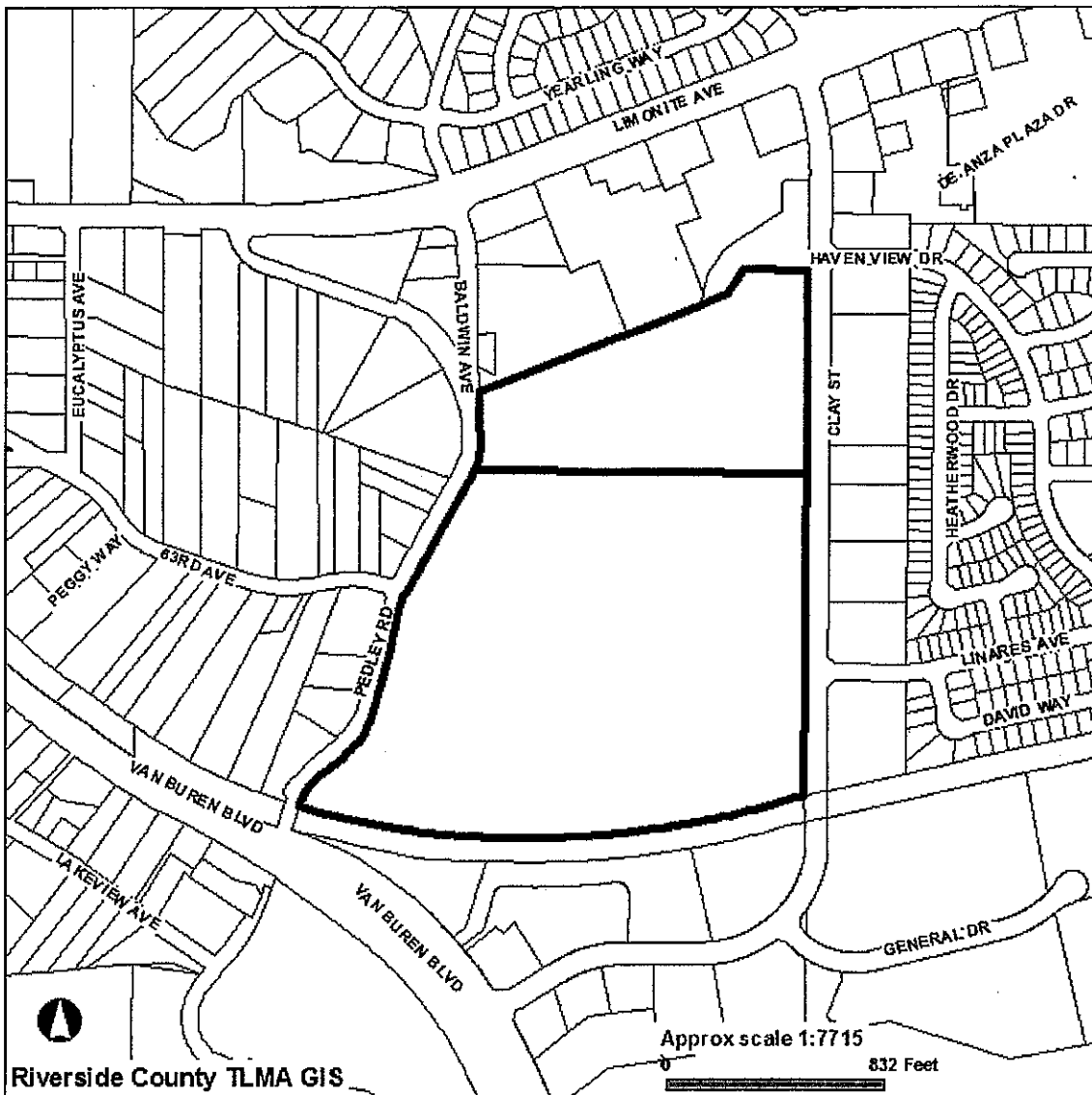
Selected parcel(s):
163-400-001 163-400-002

IMPORTANT

This information is made available through the Riverside County Geographic Information System. The information is for reference purposes only. It is intended to be used as base level information only and is not intended to replace any recorded documents or other public records. Contact appropriate County Department or Agency if necessary. Reference to recorded documents and public records may be necessary and is advisable.

REPORT PRINTED ON...Wed Jul 01 16:10:44 2009

RIVERSIDE COUNTY GIS



Selected parcel(s):
 163-400-001 163-400-002

IMPORTANT

This information is made available through the Riverside County Geographic Information System. The information is for reference purposes only. It is intended to be used as base level information only and is not intended to replace any recorded documents or other public records. Contact appropriate County Department or Agency if necessary. Reference to recorded documents and public records may be necessary and is advisable.

AIRPORTS REPORT

APN(s): 163-400-001-7 163-400-002-8

AIRPORT INFLUENCE AREAS: - RIVERSIDE MUNICIPAL

AIRPORT COMPATIBILITY ZONES: - RIVERSIDE MUNICIPAL ZONE D
 - RIVERSIDE MUNICIPAL ZONE E

SPECIAL NOTES: - Mira Loma Warehouse/Distribution Center policy area

REPORT PRINTED ON...Wed Jul 01 16:08:19 2009

RIVERSIDE COUNTY GIS

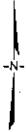


Selected parcel(s):
 163-400-001 163-400-002

IMPORTANT

This information is made available through the Riverside County Geographic Information System. The information is for reference purposes only. It is intended to be used as base level information only and is not intended to replace any recorded documents or other public records. Contact appropriate County Department or Agency if necessary. Reference to recorded documents and public records may be necessary and is advisable.

REPORT PRINTED ON...Wed Jul 01 16:29:25 2009

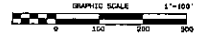


ZONING = G-1
G.P. LAND USE = LDR-RC

ZONING = M-4
G.P. LAND USE = HEAVY INDUSTRIAL

ZONING = M-4
G.P. LAND USE = HEAVY INDUSTRIAL
PH 12720-02

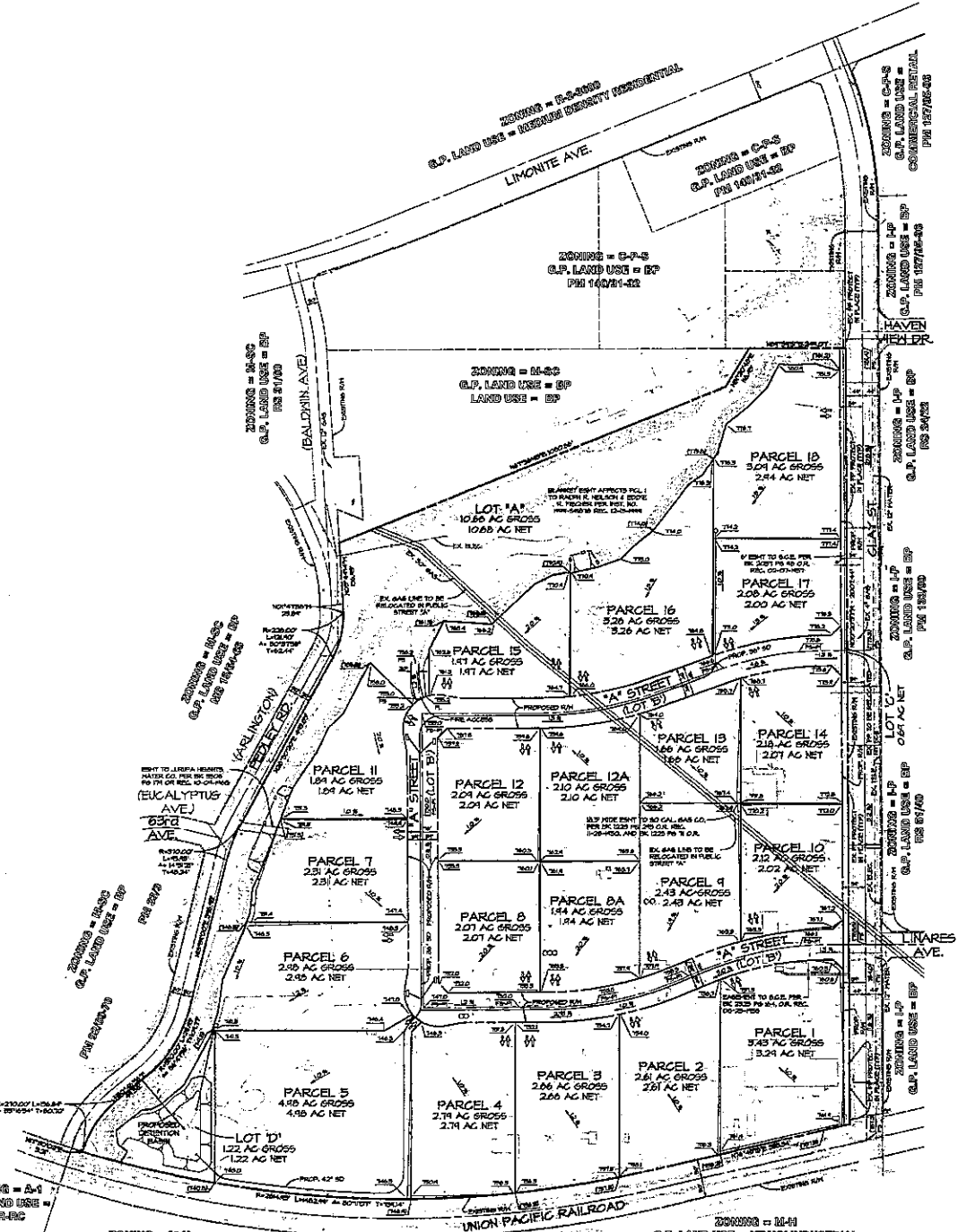
EARTHWORK QUANTITIES
 BAN CUT: 129,000 C.Y.
 BAN FILL: 30,400 C.Y.



NO.	DATE	BY

WCP DEANZA, LLC
 COUNTY OF RIVERSIDE
 TENTATIVE PARCEL MAP #36142
 GRADING EXHIBIT

DATE PREPARED	11/11/2011	CIVIL ENGINEER	NO. 20000
DATE AMENDED			
PROJECT NO.	11111111		



COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Planning Department
Ron Goldman - Planning Director

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- | | | |
|--|---|---|
| <input type="checkbox"/> TRACT MAP | <input type="checkbox"/> MINOR CHANGE | <input type="checkbox"/> VESTING MAP |
| <input type="checkbox"/> REVISED MAP | <input type="checkbox"/> REVERSION TO ACREAGE | <input type="checkbox"/> EXPIRED RECORDABLE MAP |
| <input checked="" type="checkbox"/> PARCEL MAP | <input type="checkbox"/> AMENDMENT TO FINAL MAP | |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PM36192 DATE SUBMITTED: 6/22/09

APPLICATION INFORMATION

Applicant's Name: WCP Deanza, LLC E-Mail: Daniel.Karcher@Davis-Partners.com

Mailing Address: Attn: Daniel Karcher, 1420 Bristol Avenue North, Suite 100
Newport Beach CA 92660
City State ZIP

Daytime Phone No: (949) 296-3560 Fax No: (949) 752-8776

Engineer/Representative's Name: Albert A. Webb Associates E-Mail: sandy.chandler@webbassociates.com

Mailing Address: Attn: Sandra Chandler, 3788 McCray Street
Riverside CA 92506
City State ZIP

Daytime Phone No: (951) 686-1070 Fax No: (951) 788-1256

Property Owner's Name: WCP Deanza, LLC E-Mail: Daniel.Karcher@Davis-Partners.com

Mailing Address: Attn: Daniel Karcher, 1420 Bristol Avenue North, Suite 100
Newport Beach CA 92660
City State ZIP

Daytime Phone No: (949) 296-3560 Fax No: (949) 752-8776

If additional persons have an ownership interest in the subject property in addition to that indicated above, attach a separate sheet that references the application case number and lists the names, mailing addresses, and phone numbers of those persons having an interest in the real property or properties involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

Proposal (describe project, indicate the number of proposed lots/parcels, units, and the schedule of the subdivision, whether the project is a Vesting Map or Planned Residential Development (PRD):

Propose to subdivide 68± acres into 18 lots

Related cases filed in conjunction with this request:

Geo 081620

Is there a previous development application filed on the same site: Yes No

If yes, provide Case No(s). TR34112 (Parcel Map, Zone Change, etc.)

E.A. No. (if known) 40636 E.I.R. No. (if applicable): 505

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a copy: See Attached List

Is water service available at the project site: Yes No

If "No," how far must the water line(s) be extended to provide service? (No. of feet/miles) _____

Is sewer service available at the site? Yes No

If "No," how far must the sewer line(s) be extended to provide service? (No. of feet/miles) _____

Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet? Yes No

How much grading is proposed for the project site?

Estimated amount of cut = cubic yards: 136,900 CY

Estimated amount of fill = cubic yards 54,500 CY

Does the project need to import or export dirt? Yes No

Import _____ Export X Neither _____

What is the anticipated source/destination of the import/export?

Unknown at this time

STUDIES INCLUDED WITH PM36192

Study	Prepared By
Traffic Study Letter	Kunzman (Submitted to Trans. 6/3/09)
PWQMP	Webb
Hydrology Report	Webb
Geotechnical Reports (Prepared for PM36192)	
Plan Review & Field Investigation	Medall, Aragon Geotech. Inc.
Ground Improvement Recommendation	Medall, Aragon Geotech. Inc.
Geotechnical Reports for Reference (Prepared for previous TR34112)	
Soil Percolation Investigation	CHJ, Inc.
Geotechnical Investigation	CHJ, Inc.
Slope Stability Investigation	CHJ, Inc.
Engineering Geology Investigation	CHJ, Inc.
Revised Slope Setback	CHJ, Inc.
Habitat Assessment	MBA (12/5/08)
Cultural Resource Study	CRM (8/19/05)
Paleontological Survey	CRM (8/18/05)

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

What is the anticipated route of travel for transport of the soil material?
Unknown at this time

How many anticipated truckloads? Unknown at this time truck loads.

What is the square footage of usable pad area? (area excluding all slopes) 2,934,202 sq. ft.

If this is a residential subdivision, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services? Yes No

If yes, does the subdivision intend to dedicate land or pay Quimby fees, or a combination of both?

Dedicate land Pay Quimby fees Combination of both

Is the subdivision located within 8½ miles of March Air Reserve Base? Yes No

If yes, will any structure exceed fifty-feet (50') in height (above ground level)? Yes No

Does the subdivision exceed more than one acre in area? Yes No

If yes, in which one of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

Check answer:

Santa Ana River Santa Margarita River San Jacinto River Colorado River

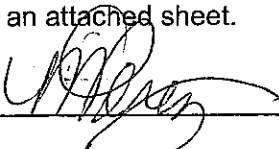
HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5 requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted as complete without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that:

The project is not located on or near an identified hazardous waste site.

The project is located on or near an identified hazardous waste site. Please list the location of the hazardous waste site(s) on an attached sheet.

Owner/Representative (1)  Date 6/15/09
Owner/Representative (2) _____ Date _____

APPLICATION FOR SUBDIVISION AND DEVELOPMENT

Checklist for Identifying Projects Requiring a Project-Specific Water Quality Management Plan (WQMP) within the Santa Ana River Region

Project File No.	PM36192
Project Name:	Clay Street Business Park
Project Location:	Northwest corner of Clay Street and Union Pacific Railroad
Project Description	Proposal to subdivide approximately 68 acres into 18 lots

Proposed Project Consists of or Includes:	Yes	No
Significant Redevelopment: The addition or creation of 5,000 square feet or more of impervious surface on an existing developed site. This includes, but is not limited to, construction of additional buildings and/or structures, extension of the existing footprint of a building, construction of impervious or compacted soil parking lots. Does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, the original purpose of the constructed facility or emergency actions required to protect public health and safety.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Residential development of 10 dwelling units or more, including single family and multi-family dwelling units, condominiums, or apartments.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Industrial and commercial development where the land area ¹ represented by the proposed map or permit is 100,000 square feet or more, including, but not limited to, non-residential developments such as hospitals, educational institutions, recreational facilities, mini-malls, hotels, office buildings, warehouses, light industrial, and heavy industrial facilities.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Automotive repair shops (Standard Industrial Classification (SIC) codes 5013, 7532, 7533, 7534, 7537, 7538, and 7539).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants (Standard Industrial Classification (SIC) code 5812) where the project site is 5,000 square feet or more.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hillside development that creates 10,000 square feet or more, of impervious surface(s) including developments in areas with known erosive soil conditions or where natural slope is 25 percent or more.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Developments creating 2,500 square feet or more of impervious surface that is adjacent to (within 200 feet) or discharging directly into areas designated in the Basin Plan ² as waters supporting habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law are rare, threatened, or endangered species (denoted in the Basin Plan as the "RARE" beneficial use) or waterbodies listed on the CWA Section 303(d) list of Impaired Waterbodies ³ . "Discharging directly to" means Urban Runoff from subject Development or Redevelopment site flows directly into aforementioned waterbodies. Urban Runoff is considered a direct discharge unless it first flows through a) a municipal separate storm sewer system (MS4) that has been formally accepted by and is under control and operation of a municipal entity; b) a separate conveyance system where there is co-mingling of flows with off-site sources; or c) a tributary or segment of a water body that is not designated with "RARE" beneficial uses nor listed on the 303(d) list before reaching the water body or segment designated as RARE or 303(d) listed.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parking lots of 5,000 square feet or more of impervious surface exposed to Urban Runoff, where "parking lot" is defined as a site or facility for the temporary storage of motor vehicles.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹Land area is based on acreage disturbed.

²The Basin Plan for the Santa Ana River Basin, which has beneficial uses for Receiving Waters listed in Chapter 3, can be viewed or downloaded from www.swrcb.ca.gov/rwqcb8/pdf/R8BPlan.pdf.

³The most recent CWA Section 303(d) list can be found at www.swrcb.ca.gov/tmdl/303d_lists.html.

DETERMINATION: Circle appropriate determination.

If any question answered "YES" Project requires a project-specific WQMP.

If All questions answered "NO" Project requires incorporation of Site Design Best Management Practices (BMPs) and Source Control BMPs imposed through Conditions of Approval or permit conditions.

NOTICE OF PUBLIC HEARING
and
INTENT TO TENTATIVELY CERTIFY AN ENVIRONMENTAL IMPACT REPORT

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use and Subdivision Ordinance Nos. 348 460, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider the project shown below:

ADOPTION OF PLANNING COMMISSION RESOLUTION NO. 2010-007 / CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 505 / TENTATIVE PARCEL MAP NO. 36192 – Intent to Certify an Environmental Impact Report – Applicant: WCP Deanza, LLC – Engineer/Representative: Albert A. Webb Associates – Second Supervisorial District – Pedley Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 – 0.60 Floor Area Ratio) – Location: northerly of the Union Pacific Railroad, southerly of Limonite Avenue, easterly of Pedley Road and westerly of Clay Street – 68.05 Gross Acres – Zoning: Manufacturing – Service Commercial (M-SC) – **REQUEST:** The Environmental Impact Report analyzes the potential environmental impacts of Tentative Parcel Map No. 36192. The Tentative Parcel Map is a Schedule E subdivision of 68.05 gross (67.36 net) acres into twenty (20) industrial parcels and four (4) lettered lots for ingress/egress, open space and detention basin purposes. The proposed subdivision also includes architectural design guidelines and a trail that will run along the northern boundary of the Project site in the riparian area. The trail is proposed to be a minimum of 10 feet wide with total easement of 20 feet minimum. – APN(s): 163-400-001 and 163-400-002. (Legislative)

TIME OF HEARING:	9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING:	January 5, 2011
PLACE OF HEARING:	RIVERSIDE COUNTY ADMINISTRATIVE CENTER BOARD CHAMBERS, 1ST FLOOR 4080 LEMON STREET RIVERSIDE, CA 92501

For further information regarding this project, please contact Christian Hinojosa, Project Planner at 951-955-0972 or e-mail chinojos@rctlma.org, or go to the County Planning Department's Planning Commission agenda web page at www.tlma.co.riverside.ca.us/planning/pc.html

The Riverside County Planning Department has determined that the above-described project has the potential to have a significant effect on the environment and has prepared an environmental impact report. Environmental Impact Report No. 505, which identifies all significant environmental effects, has been prepared in conjunction with the above referenced applications that constitute the proposed project. The Planning Commission will consider the proposed project, and the environmental impact report, at the public hearing.

The case file for the proposed project, and the environmental impact report, may be viewed Monday through Thursday, from 8:00 A.M. to 5:00 P.M. at the Planning Department office, located at 4080 Lemon St. 9th Floor, Riverside, CA 92501.

Any person wishing to comment on the proposed project may do so in writing between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Commission, and the Planning Commission will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

If this project is challenged in court, the issues may be limited to those raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Be advised that as a result of public hearings and comment, the Planning Commission may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Christian Hinojosa, P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN, certify that on 11/23/2010,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers Pm36192/E1R00505 For

Company or Individual's Name Planning Department,

Distance buffered 600'.

Pursuant to application requirements furnished by the Riverside County Planning Department, Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

NAME: Vinnie Nguyen

TITLE GIS Analyst

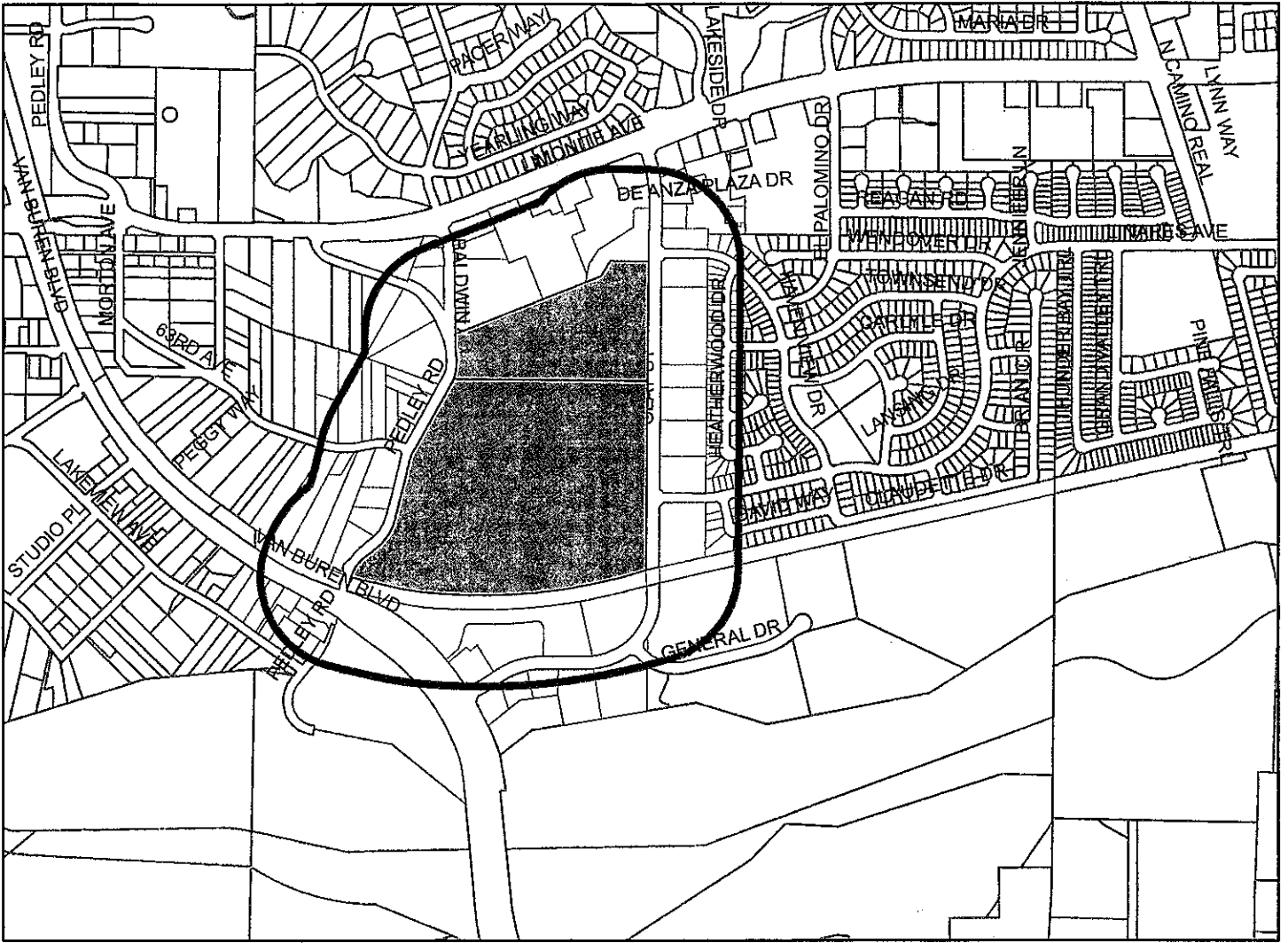
ADDRESS: 4080 Lemon Street 2nd Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. - 5 p.m.): (951) 955-8158

*Checked by: V. Caldera
exp. 11/23/11*

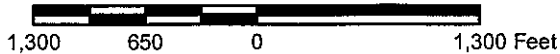
600 feet buffer



Selected Parcels

163-400-035	163-400-015	163-220-005	163-332-014	163-220-012	163-400-046	163-230-018	163-220-014	163-321-003	163-180-008
163-393-012	163-312-014	163-331-037	163-393-016	163-400-044	163-400-004	163-332-005	163-220-007	163-220-011	163-332-006
163-400-005	163-393-011	163-220-013	163-312-020	163-400-009	163-332-012	163-400-011	163-400-032	163-300-002	163-312-003
163-180-007	163-341-001	163-400-026	163-400-036	163-400-045	163-400-041	163-400-040	163-400-037	163-400-042	163-312-019
163-311-011	166-620-001	163-312-016	163-312-018	163-170-008	163-332-004	163-400-028	163-400-023	163-311-009	163-311-018
163-341-004	163-321-006	163-331-025	163-220-015	163-400-030	163-341-002	166-620-044	163-332-025	163-230-019	163-230-016
163-180-006	163-332-024	166-620-005	163-311-019	163-332-011	163-400-008	163-311-007	163-392-014	163-311-008	163-311-004
163-311-013	163-311-014	163-331-036	163-332-007	163-332-010	163-392-013	163-311-015	163-190-001	163-190-006	163-312-001
166-620-043	166-620-042	163-400-007	163-230-009	163-170-004	163-170-007	163-190-010	163-332-001	163-230-013	163-230-010

rst 90 parcels shown



Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



APN: 163400015, ASMT: 163400015
6510 GENERAL DR CORP
C/O TDA INVESTMENT GROUP
2025 PIONEER CT
SAN MATEO CA 94403

APN: 163321003, ASMT: 163321003
ADRIAN FELECAN, ETAL
6292 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163220005, ASMT: 163220005
8368 63RD STREET TRUST
C/O JOHN STEELESMITH
7411 BERTA RD
EUREKA CA 95503

APN: 163180008, ASMT: 163180008
ALCORN FENCE CO
9901 GLENOAKS BLV
SUN VALLEY CA 91352

APN: 163332014, ASMT: 163332014
AARON G MAGGS, ETAL
6385 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163393012, ASMT: 163393012
ALEXANDER PARRA, ETAL
8113 DAVID WAY
RIVERSIDE CA. 92509

APN: 163220012, ASMT: 163220012
ABEL FLORES
8300 63RD ST
RIVERSIDE CA. 92509

APN: 163312014, ASMT: 163312014
ANNE E THAYER
PMB 126
8304 LIMONITE AVE STE D
RIVERSIDE CA 92509

APN: 163400046, ASMT: 163400046
ABSOLUTE STORAGE RIVERSIDE VAN BUREN
291 CORPORATE TERRACE CIR
CORONA CA 92879

APN: 163331037, ASMT: 163331037
ARMANDO DELAPAZ, ETAL
5376 JURUPA AVE
RIVERSIDE CA 92504

APN: 163230018, ASMT: 163230018
ADALBERTO VALADEZ, ETAL
C/O ANGELICA MUNOZ
8457 LAKEVIEW AVE
RIVERSIDE CA. 92509

APN: 163393016, ASMT: 163393016
BENJAMIN RAMIREZ
8153 DAVID WAY
RIVERSIDE CA. 92509

APN: 163220014, ASMT: 163220014
ADAM LOPEZ, ETAL
2085 SAN MARINO AVE
SAN MARINO CA 91108

APN: 163400044, ASMT: 163400044
BFS RETAIL & COMMERCIAL OPERATIONS, ET
C/O LAW DEPT
333 E LAKE ST
BLOOMINGDALE IL 60108

APN: 163400004, ASMT: 163400004
BLR PROP
75 MARYLAND AVE
BERKELEY CA 94707

APN: 163312020, ASMT: 163312020
CHRISTOPHER PATRICK
6232 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163332005, ASMT: 163332005
BRYAN CLARK, ETAL
6333 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163400009, ASMT: 163400009
CIT LENDING SERVICES CORP
C/O DENNIS DAVIS
1 CIT DR
LIVINGSTON NJ 7039

APN: 163220011, ASMT: 163220011
BUTLER THELMA L LIVING TRUST
C/O JENNIFER SNIFF
P O BOX 1202
RIVERSIDE CA 92502

APN: 163332012, ASMT: 163332012
CLAIRE A HALESWORTH
6375 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163332006, ASMT: 163332006
CARI M TULLEYS
6339 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163400011, ASMT: 163400011
CLAY STREET PROP
2612 26TH ST
SANTA MONICA CA 90405

APN: 163400005, ASMT: 163400005
CBR CORP
C/O ANMG
7651 ALABAMA AVE STE C
CANOGA PARK CA 91304

APN: 163400032, ASMT: 163400032
COMMUNITY BANK OF RAYMORE
C/O LAPETITE ACADEMY INC
130 S JEFFERSON STE 300
CHICAGO IL 60661

APN: 163393011, ASMT: 163393011
CELIA LOUISE ORNELAS
8103 DAVID WAY
RIVERSIDE CA. 92509

APN: 163300002, ASMT: 163300002
COUNTY OF RIVERSIDE
DEPARTMENT OF BUILDING SERVICES
3133 7TH ST
RIVERSIDE CA 92501

APN: 163220013, ASMT: 163220013
CHRIS A BOYER, ETAL
C/O ROSEMARY BRUN
5934 FELSPAR ST
RIVERSIDE CA 92509

APN: 163312003, ASMT: 163312003
CURTIS CRANO, ETAL
C/O JANET CRANO
8136 HAVEN VIEW DR
RIVERSIDE CA. 92509



APN: 163180007, ASMT: 163180007
DALE VANDE BRAKE
6411 PEDLEY RD
RIVERSIDE CA. 92509

APN: 163312019, ASMT: 163312019
DEANN LEE HIGGINBOTHAM
6236 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163341001, ASMT: 163341001
DAVID BECKETT, ETAL
1591 GLBRAITH AVE 100
GRAND RAPIDS MI 49546

APN: 163311011, ASMT: 163311011
DEBORAH LANGSTON
6251 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163400026, ASMT: 163400026
DE ANZA COUNTRY DE ANZA BUSINESS PARK
8175 LIMONITE
RIVERSIDE CA 92509

APN: 166620001, ASMT: 166620001
DEL TACO RESTAURANT PROP II
25521 COMMERCENTRE NO 200
LAKE FOREST CA 92630

APN: 163400041, ASMT: 163400041
DE ANZA MARKET PLACE
STE 210
2020 E ORANGETHORPE AVE
FULLERTON CA 92831

APN: 163312016, ASMT: 163312016
DEWITT CHEATEAM
6256 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163400040, ASMT: 163400040
DE ANZA MARKET PLACE, ETAL
C/O DEPT 70428 CORP TAX
P O BOX 20
BOISE ID 83726

APN: 163312018, ASMT: 163312018
DIEGO AUGUSTINE RODRIGUEZ
6246 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163400037, ASMT: 163400037
DE ANZA MARKET PLACE
STE 210
2020 E ORANGETHORPE AVE
FULLERTON CA 92831

APN: 163170008, ASMT: 163170008
DONALD D DAMERELL
5775 FALLING LEAF LN
RIVERSIDE CA 92509

APN: 163400042, ASMT: 163400042
DE ANZA MARKETPLACE
2020 E ORANGETHORPE 210
FULLERTON CA 92831

APN: 163332004, ASMT: 163332004
DONALD R PUCKETT
6327 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163400023, ASMT: 163400023
EDDIE R FISCHER, ETAL
C/O HENRY COX
2020 E ORANGETHORPE AVE
FULLERTON CA 92831

APN: 163400030, ASMT: 163400030
EXTENDED CARE PORTFOLIO CALIF
C/O DELOITTE TAX LLP ATTN HCPI
2235 FARADAY AVE STE O
CARLSBAD CA 92009

APN: 163311009, ASMT: 163311009
EDWIN G ARPA, ETAL
6261 HEATHERWOOD DR
RIVERSIDE CA. 92509

APN: 163341002, ASMT: 163341002
FERNANDO CARDENAS
8157 HAVEN VIEW DR
RIVERSIDE CA. 92509

APN: 163311018, ASMT: 163311018
ELIZABETH GALLARDO, ETAL
8294 STARVIEW DR
RIVERSIDE CA 92509

APN: 166620044, ASMT: 166620044
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8147 HAVEN VIEW DR
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APN: 163332025, ASMT: 163332025
GALILEO FINANCIAL
C/O PREFERRED GRP PROP
31910 DEL OBISPO STE 120
SAN JUAN CAPO CA 92675

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APN: 163332024, ASMT: 163332024
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APN: 163311008, ASMT: 163311008
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APN: 163311014, ASMT: 163311014
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22347 La Palma Avenue, Ste. 102
Yorba Linda, CA 92887-3826

Jurupa Area Recreation & Park District
Dan Rodriguez, General Manager
4810 Pedley Road
Riverside, CA 92509

Jurupa Community Services District
Julie Saba, Secretary/General Mgr.
11201 Harrell St.
Mira Loma, CA 91752

Jurupa Hills Homeowners' Association
Vaughn R. Rasmussen
5940 Sandoval Avenue
Riverside, CA 92509-6319

Jurupa Mountains Cultural Center
7621 Granite Hill Drive
Riverside, CA 92509-1202

Jurupa Unified School District
Pam Lauzon & Janet Dewhirst
4850 Pedley Rd.
Riverside, CA 92509-3966

Jurupa Western Inc.
8175 Limonite Ave., #C
P.O. Box 3617
Riverside, CA 92509

La Paz County Community Development
Department
Scott Bernhart, Director
1112 Joshua Ave., Suite 202
Parker, AZ 85344

Local Agency Formation Commission
George J. Spiliotis, Executive Officer
3850 Vine Street, Suite 110
Riverside, CA 92507-4277

Metropolitan Water District of So. California
Harry Bannerman
700 North Alameda Street
Los Angeles, CA 90012-2944

Orange County Resources & Development
Management Department
Bryan Speegle, Director
300 N. Flower St.
Santa Ana, CA 92705

Native American Heritage Commission
Dave Singleton
915 Capitol Mall, Room 364
Sacramento, CA 95814

Cahuilla Band of Indians
Luther Salgado, Sr.
PO Box 391760
Anza, CA 92539

Agency Labels for PM36192/EIR00505

Ramona Band of Cahuilla Indians
Joseph Hamilton, Chairman
P.O. Box 391670
Anza, CA 92539

Soboba Band of Mission Indians
Robert Salgado, Chairperson
P.O. Box 487
San Jacinto, CA 92581

Santa Rosa Band of Mission Indians
John Marcus, Chairman
P.O. Box 609
Hemet, CA 92546

Morongo Band of Mission Indians
Robert Martin, Chairperson
11581 Potrero Road
Banning, CA 92220

Pechanga Band of Mission Indians
Mark Macarro, Chairperson
P.O. Box 1477
Temecula, CA 92593

San Manuel
Band of Mission Indians
Henry Duro, Chairperson
26569 Community Center Drive
Highland, CA 92346

Gabrieleno/Tongva San Gabriel Band of
Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

Gabrieleno
Band of Mission Indians of CA
Ms. Susan Frank
1053 Elm Avenue
Beaumont, CA 92223-1635

Serrano Nation of Indians
Goldie Walker
6588 Valaria Drive
Highland, CA 92346

Riverside County Airport Land Use Comm.
John Guerin
Riverside County Administrative Center
4080 Lemon Street, 9th Floor
Riverside, CA 92501

Riverside County Clerk
Maryann Meyer
2724 Gateway Drive
Riverside, CA 92502-0751

Riverside County Environmental Health
Dept.
Matt Riha, Senior Public Health Engineer
4080 Lemon Street, 2nd Floor
Riverside, CA 92501

Riverside County Farm Bureau, Inc.
21160 Box Springs Rd., Suite 102
Moreno Valley, CA 92557

Riverside County Flood Control District
Warren D. Williams, Chief Engineer
1995 Market Street
Riverside, CA 92501

Riverside County Health Agency
Office of Industrial Hygiene
Steven Uhlman
4065 County Circle Drive
Riverside, CA 92503

Riverside County Office of Education
Kenneth M. Young, Superintendent
3939 Thirteen Street
Riverside, CA 92501-3505

Riverside County Sheriff's Department
Stanley Sniff, Sheriff
4095 Lemon Street
Riverside, CA 92501

Riverside County Transportation
Commission
Anne Mayer, Executive Director
4080 Lemon Street, 3rd Floor
Riverside, CA 92502-2208

Riverside County Waste Management Dept.
14310 Frederick Street
Moreno Valley, CA 92553

Riverside Land Conservancy
4075 Mission Inn Avenue
Riverside, CA 92501

Riverside Transit Agency
Michael McCoy
1825 Third Street
Riverside, CA 92517-1968

Riverside-Corona
Resource Conservation District
4500 Glenwood Dr., Building A
Riverside, CA 92501

Rubidoux Fire Department
5721 Mission Boulevard
Riverside, CA 92509-4525

San Bernardino Associated Governments
Deborah Robinson Barmack
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

San Bernardino County
Bob Dawson, Planning Director
385 N. Arrowhead Ave.
San Bernardino, CA 92415

San Bernardino County Museum:
Development Monitoring Commission
Kathleen Springer
2024 Orange Tree Lane
Riverside, CA 92374

San Diego County Planning Department
Eric Gibson, Director
5201 Ruffin Rd., Suite B
San Diego, CA 92123

Agency Labels for PM36192/EIR00505

Santa Ana River Water Company
10530 54th St.
Mira Loma, CA 91752-2331

Santa Ana Watershed Project Authority
11615 Sterling Ave.
Riverside, CA 92503-4979

Sierra Club, San Gorgonio Chapter
4079 Mission Inn Avenue
Riverside, CA 92501-3204

So. California Association of Governments
Intergovernmental Review
Eric H. Roth, Manager
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Western Riverside Council of Governments
Rick Bishop, AICP
4080 Lemon Street, 3rd Floor. MS 1032
Riverside, CA 92501-3609

South Coast Air Quality Management
District
Steve Smith
21865 E. Copley Drive
Diamond Bar, CA 91765-4182

Southern California Agency
Bureau of Indian Affairs
2038 Iowa Avenue, Suite 101
Riverside, CA 92507

Southern California Edison
2244 Walnut Grove Ave., Rm 312
Rosemead, CA 91770

Southern California Gas Company
Centralized Correspondence
P.O. Box 3150
San Dimas, CA 91773

Tracy Hobday, Fire Captain
Riverside County Fire Department
2300 Market Street
Riverside, CA 92501

U.S. Army Corps of Engineers
Los Angeles District - Regulatory Branch
Jason Lambert
911 Wilshire Blvd.
Los Angeles, CA 90017

U.S. Fish and Wildlife Service
Sally Brown
6010 Hidden Valley Road
Carlsbad, CA 92011

U.S. Post Office, Riverside District
AIS Coordinator
4150 Chicago Ave.
Riverside, CA 92507-9998

University of California Riverside
Tomas Rivera Library
Attn: Reference Librarian
3401 Watkins Drive
Riverside, CA 92521

Western Municipal Water District
John Rossi, General Manager
450 E. Alessandro Blvd.
Riverside, CA 92508-2449

Applicant/Owner:

Daniel Karcher
Davis Partners, LLC
1420 Bristol Street North, Suite 100
Newport Beach, CA 92660

EIR Consultant:

Bob Prasse
Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408

Engineer:

Sandy Chandler
Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506



RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna
Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

EIR00505, Tentative Parcel Map No. 36192

Project Title/Case Numbers

Christian Hinojosa
County Contact Person

(951) 955-0972
Phone Number

2009081048

State Clearinghouse Number (if submitted to the State Clearinghouse)

WCP Deanza, LLC
Project Applicant

1420 Bristol Street North, Suite 100; Newport Beach, CA 92660
Address

Northerly of the Union Pacific Railroad, southerly of Limonite Avenue, easterly of Pedley Road and westerly of Clay Street.
Project Location

The Environmental Impact Report analyzes the potential environmental impacts of Tentative Parcel Map No. 36192. The Tentative Parcel Map is a Schedule 'E' subdivision of 68.05 gross (67.36 net) acres into 20 industrial parcels (including parcels 8a and 12a) and four (4) lettered lots for ingress/egress, open space and detention basin purposes. Development of individual buildings is not proposed at this time. However, development of the proposed Project will not exceed 889,502 square feet of light industrial and business park building area which, at full occupancy would support approximately 900 employees. The proposed Project will include a trail that will run along the northern boundary of the Project site in the riparian area. The trail is proposed to be a minimum of 10 feet wide with total easement of 20 feet minimum.

Project Description

This is to advise that the Riverside County Planning Commission, as the lead agency, has approved the above-referenced project on February 16, 2011, and has made the following determinations regarding that project:

1. The project WILL have a significant effect on the environment.
2. An Environmental Impact Report was prepared for the project pursuant to the provisions of the California Environmental Quality Act (\$2,839.25 + \$64.00).
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
5. A statement of Overriding Considerations WAS adopted for the project.

This is to certify that the Final Environmental Impact Report, with comments, responses, and record of project approval is available to the general public at Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Signature

Project Planner

Title

January 31, 2011

Date

Date Received for Filing and Posting at OPR: _____

DM/rj
Revised 8/25/2009
Y:\Planning Master Forms\CEQA Forms\NOD Form.doc

Please charge deposit fee case#: ZEIR00505 ZCFG04075 .

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

D* REPRINTED * R1012792

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38686 El Cerrito Rd
Indio, CA 92211
(760) 863-8271

Received from: WCP DEANZA LLC \$1,314.00
paid by: RC 000057-60/63/53
CALIFORNIA FISH AND GAME FOR EA40636/EIR00505
paid towards: CFG04075 CALIF FISH & GAME: DOC FEE
at parcel:
appl type: CFG3

By _____ Nov 30, 2010 11:08
AKAMPER posting date Nov 30, 2010

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$1,250.00
658353120100208100	CF&G TRUST: RECORD FEES	\$64.00

Overpayments of less than \$5.00 will not be refunded!

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

D* REPRINTED * R1012933

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38686 El Cerrito Rd
Indio, CA 92211
(760) 863-8271

Received from: WCP DEANZA LLC \$1,589.25
paid by: CK 227
CALIFORNIA FISH AND GAME FOR EA40636/EIR00505
paid towards: CFG04075 CALIF FISH & GAME: DOC FEE
at parcel:
appl type: CFG3

By _____ Dec 02, 2010 12:45
MGARDNER posting date Dec 02, 2010

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$1,589.25

Overpayments of less than \$5.00 will not be refunded!

Agenda Item No.: 3.5
Area Plan: Jurupa
Zoning District: Prado-Mira Loma
Supervisory District: Second
Project Planner: Christian Hinojosa
Planning Commission: February 16, 2011
Continued From: December 1, 2010

**APPEAL OF THE ADOPTION OF PLANNING
DIRECTOR'S RESOLUTION NO. 2010-006,
CERTIFICATION OF ENVIRONMENTAL
IMPACT REPORT NO. 450, AND APPROVAL
OF PLOT PLAN NOS. 16979, 17788, 18875,
18876, 18877 AND 18879**

**Appellant: Center for Community Action and
Environmental Justice (CCAIEJ)**

**Applicants: Investment Building Group, RGA
Office of Architectural Design, Obayashi
Corp. and OC Real Estate Management LLC**

**Engineers/Representatives: William
Simpson & Assoc., Inc. and KCT
Consultants, Inc.**

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

APPEAL JUSTIFICATION AND ANALYSIS

The project was approved at Director's Hearing on October 18, 2010. The Center for Community Action and Environmental Justice (CCAIEJ) submitted an appeal on October 28, 2010. CCAIEJ's opinion is that the EIR for this project is inadequate as it fails to comply with CEQA; fails to adequately analyze impacts pertaining to air quality, greenhouse gas emissions and traffic; fails to analyze and adopt all feasible mitigation measures; fails to comply with the County of Riverside General Plan; and fails to consider adequate project alternatives. See attached Exhibit 1, Sheets 1-4 (Application for Appeal) for further details.

The conclusory statements contained in the appeal regarding the EIR were not supported by any substantial evidence. The EIR includes a thorough, complete, and careful analysis of all potentially significant impacts in compliance with CEQA resulting from the Project which includes substantial analysis of impacts to air quality, greenhouse gas emissions, and traffic determining significant unavoidable impacts would result from the Project. The EIR includes a complete analysis of the Project's consistency with the Riverside County's General Plan and concludes that the Project is consistent with the General Plan. Additionally, the EIR analyzed a range of reasonable alternatives to the proposed Project as is required by CEQA. Finally, the Planning Department has imposed all feasible mitigation measures that would reduce the proposed Project's potentially significant impacts. In addition to the EIR, the Planning Department has provided a full written response to all late comment letters submitted by CCAIEJ and others that are attached to the Staff Report from the two (2) previous Planning Director Hearings on October 4, 2010 and October 18, 2010, the Planning Commission hearing on December 1, 2010 and today's February 16, 2011 Planning Commission hearing. For all the reasons explained in the EIR, those previous written responses, and based on all other evidence in the administrative record, the Planning Department finds that the conclusions stated in the appeal regarding the EIR's compliance with CEQA, analysis of air quality, greenhouse gases, traffic, mitigation measures, General Plan consistency, and Project alternatives are incorrect and unsupported by the record. Therefore, the EIR fully analyzed the proposed Project's environmental impacts and is fully adequate under CEQA.

PROJECT DESCRIPTION AND LOCATION:

Environmental Impact Report No. 450 analyzes the potential environmental impacts of Plot Plan Nos. 16979, 17788, 18875; 18876, 18877 and 18879.

D.M.

Plot Plan No. 16979 proposes to develop a 200,731 square foot industrial building with 190,731 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 52,810 square feet of landscaping area (11%), 256 parking spaces and 29 loading docks on a 11.01 gross (10.76 net) acre site with a floor area ratio of 0.42 (Light Industrial requires a 0.25-0.60 floor area ratio).

Plot Plan No. 17788 proposes to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 106,980 square feet of landscaping area (12%), 257 parking spaces and 51 loading docks on a 20.48 gross (18.73 net) acre site with a floor area ratio of 0.48 (Light Industrial requires a 0.25-0.60 floor area ratio).

Plot Plan No. 18875 proposes to develop a 104,210 square foot industrial building with 93,350 square feet of warehouse space, 10,860 square feet of office and mezzanine space, 41,699 square feet of landscaping area (16%), 96 parking spaces and 18 loading docks on a 5.99 gross (5.00 net) acre site with a floor area ratio of 0.40 (Light Industrial requires a 0.25-0.60 floor area ratio).

Plot Plan No. 18876 proposes to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space, 13,200 square feet of office space, 42,948 square feet of landscaping area (15%) and 243 parking spaces on a 6.83 gross (6.42 net) acre site with a floor area ratio of 0.33 (Light Industrial requires a 0.25-0.60 floor area ratio).

Plot Plan No. 18877 proposes to develop eight (8) industrial buildings with a total building area of 144,594 square feet with 92,094 square feet of storage space, 52,500 square feet of office space, 122,307 square feet of landscaping area (22%) and 444 parking spaces on a 12.75 gross (10.23 net) acre site with a floor area ratio of 0.26 (Light Industrial requires a 0.25-0.60 floor area ratio).

Plot Plan No. 18879 proposes to develop a 155,480 square foot industrial building with 145,480 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 53,941 square feet of landscaping area (16%), 131 parking spaces, 30 trailer parking spaces and 25 loading docks on a 7.99 gross (net) acre site with a floor area ratio of 0.45 (Light Industrial requires a 0.25-0.60 floor area ratio).

The project site is located in the Community of Glen Avon of the Jurupa Area Plan in Western Riverside County; more specifically, northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street.

FURTHER PLANNING CONSIDERATIONS:

Planning Commission December 1, 2010

In addition of the five (5) opponent speakers and the neutral position of Ian MacMillan, SCAQMD, the project was continued from the December 1, 2010 Planning Commission hearing in order to allow the Applicant and EIR consultant additional time to address the following items:

- **Community Meeting** – The Applicant and EIR consultant presented the project's design efforts to the residences of the Community of Mira Loma who attended the Jurupa Community Services District (JCSD) headquarters meeting located at 11210 Harrel Street on January 27, 2011. The presentation provided the community a clear picture showing the benefits of the project.
- **"Better Project"** – The Applicant identified what improvements will make a "better project" – i.e. buffers, walls and landscaping transition to nearby residents, solar panels on roofs, etc. Also

identified were distances between the project buildings, parking, park and residences as well as a line-of-sight projection that show what the residents would see in terms of the project's buildings. Additional Preliminary Landscape Plans (conceptuals) have been prepared and attached (see Exhibit 2, Sheets 1-5) for reference.

- **Health Risk Assessment Analysis** – The EIR consultant re-ran the Health Risk Assessment analysis with the assumption that 50% of the project tenant truck fleets will be required to be 2007 compliant to see if impacts are reduced to less than significant levels. As a result, the project will still exceed the SCAQMD threshold for Diesel Particulate Matter (DPM) (of 10 in one million) for residents in the Mira Loma Village and a statement of overriding considerations is still required for this significant impact.
- **Mitigation Measures** – The Applicant and EIR consultant evaluated all of the mitigation measures proposed in comment letters and identified what has already been incorporated in the EIR mitigation measures, conditions of approval and project design, which ones are infeasible, and which ones are doable. A written response by the EIR consultant to the CCAEJ (Johnson & Sedlack) comment letter, dated November 30, 2010 has been prepared and attached (see Exhibit 3, Sheets 1-56) for reference. Also attached (see Exhibit 4, Sheets 1-2) and incorporated into the conditions set for each Plot Plan, a list of new and revised conditions of approval as a result of the CCAEJ (Johnson and Sedlack) comment letter.

Director's Hearing October 4, 2010

The project was continued from the October 4, 2010 Director's Hearing in order to allow the Applicant and EIR Consultant additional time to properly address the South Coast Air Quality Management District letter, dated October 1, 2010 and the Natural Resources Defense Council letter, dated October 4, 2010 presented at public hearing.

Director's Hearing July 25, 2005

The project was continued from the July 25, 2005 Director's Hearing in order to allow the Applicant additional time to address transportation and air quality impacts, and prepare empirical data on traffic generation for existing facilities, similar to those proposed for PP18876 and PP18877. Since then, the environmental impact report has been re-circulated in compliance with CEQA Guidelines.

ISSUES OF POTENTIAL CONCERN:

Environmental Impacts (EIR 450):

The project has been designed or conditioned to mitigate most environmental impacts to below a level of significance. However, the Riverside County Planning Commission will be required to adopt a statement of overriding findings for the following unavoidable adverse impacts:

Air Quality (cumulative impacts: indirect) – In the long-term, the project's vehicular-related emissions would contribute to the regional inability to attain the ozone standard based on SCAQMD's established significance levels for Mobile Source Emissions.

Noise (cumulative impacts) – The project's traffic will contribute incrementally to the existing noise environment which on some affected roadway segments already exceeds County noise standards.

Transportation and Traffic (cumulative impacts) – The increase in traffic will potentially result in significant impacts to intersections and roadway segments which are currently operating at unacceptable levels.

SUMMARY OF FINDINGS:

1. Existing Land Use (Ex. #1): Vacant Land
2. Surrounding Land Use (Ex. #1): Warehousing to the north, warehousing and State Highway 60 to the south, warehousing and single family residences to the east and west.
3. Existing Zoning (Ex. #2): Manufacturing-Medium (M-M) and Industrial Park (I-P)
4. Surrounding Zoning (Ex. #2): Manufacturing-Medium (M-M) to the north, Manufacturing-Medium (M-M), Industrial Park (I-P) and One-Family Dwelling (R-1) to the south and west, Manufacturing-Medium (M-M) and Watercourse, Watershed and Conservation Areas (W-1) to the east.
5. General Plan Land Use (Ex. #5): Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio)
6. Surrounding General Plan Land Use (Ex. #5): Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) to the north and east, Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) and Community Development: Medium Density Residential (CD: MDR) (2 – 5 Dwelling Units per Acre) to the south and west.
7. Project Data:
 - Total Acreage: 65.05 Gross / 60.37 Net
 - Floor Area Ratio: 0.40
 - Total Number of Buildings: 25
 - Total Building Area: 1,128,237 Square Feet
 - Total Landscape Area: 420,685 Square Feet (15%)
 - Total Parking Spaces: 1,427
 - Total Trailer Parking Spaces: 30
 - Total Loading Docks: 123
8. Environmental Concerns: See attached Environmental Impact Report No. 450

RECOMMENDATIONS:

DENIAL of the **APPEAL** filed on October 28, 2010 of the Planning Director's decision on October 18, 2010;

ADOPTION of **RESOLUTION NO. 2011-004** for **ENVIRONMENTAL IMPACT REPORT NO. 450**, which has been completed in compliance with CEQA Guidelines;

CERTIFICATION of **ENVIRONMENTAL IMPACT REPORT NO. 450**, based on the findings incorporated in the staff report, and subject to resolution adoption by the Planning Commission certifying the Environmental Impact Report; and,

APPROVAL of **PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 AND 18879**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

CONCLUSIONS:

1. The proposed project is in conformance with the Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) land use designation, and with all other elements of the Riverside County General Plan including the applicable Policy Areas.
2. The proposed project is consistent with the Manufacturing-Medium (M-M) and Industrial Park (I-P) zoning classifications of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348.
3. The proposed project is consistent with the adopted policies of the Jurupa Valley Redevelopment Project Area (JVPA) (Mira Loma sub-area) and the Mira Loma Warehouse/Distribution Center Policy Area.
4. The public's health, safety and general welfare are protected through project design.
5. The proposed project is compatible with the present and future logical development of the area.
6. The proposed project will not preclude reserve design for the Multi-Species Habitat Conservation Plan (MSCHP).
7. The Environmental Impact Report has determined that most potential adverse impacts can be mitigated to a level of less than significant by the recommended mitigation measures. However, the Riverside County Planning Director will be required to adopt a statement of overriding findings for unavoidable impacts to Air Quality, Noise and Transportation and Traffic.

FINDINGS: The following findings are in addition to those incorporated in the summary of findings, and in the attached environmental impact report, which is incorporated herein by reference.

1. The project site is designated Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) on the Jurupa Area Plan.
2. The proposed use, planned industrial park, is a permitted use in the Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) land use designation.
3. The project site is surrounded by properties which are designated Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) to the north and east, Community Development:

Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) and Community Development: Medium Density Residential (CD: MDR) (2 – 5 Dwelling Units per Acre) to the south and west.

4. The zoning for the subject site is Manufacturing-Medium (M-M) and Industrial Park (I-P).
5. The proposed use, planned industrial park, is a permitted use, subject to approval of a plot plan in the Manufacturing-Medium (M-M) and Industrial Park (I-P) zones.
6. The proposed use, planned industrial park, is consistent with the development standards set forth in the Manufacturing-Medium (M-M) and Industrial Park (I-P) zones.
7. The project site is surrounded by properties which are zoned Manufacturing-Medium (M-M) to the north, Manufacturing-Medium (M-M), Industrial Park (I-P) and One-Family Dwelling (R-1) to the south and west, Manufacturing-Medium (M-M) and Watercourse, Watershed and Conservation Areas (W-1) to the east.
8. Within the vicinity of the proposed project there is warehousing to the north, warehousing and State Highway 60 to the south, warehousing and single family residences to the east and west.
9. The Redevelopment Development Agency (RDA) has reviewed the proposed project and has determined that the project is consistent with the objectives of the Jurupa Valley Redevelopment Project Area (JVPA) (Mira Loma sub-area).
10. The proposed project is consistent with the objectives of the Mira Loma Warehouse/Distribution Center Policy of the Jurupa Area Plan.
11. This project is not located within a Criteria Area of the Multi-Species Habitat Conservation Plan.
12. Environmental Impact Report No. 450 identified the following potentially significant impacts:
 - a. Aesthetics
 - b. Air Quality
 - c. Biological Resources
 - d. Cultural Resources
 - e. Hazards & Hazardous Materials
 - f. Hydrology/Water Quality
 - g. Noise
 - h. Transportation/Traffic
 - i. Utilities/Service Systems

These listed impacts will be fully mitigated by the measures indicated in the environmental impact report, conditions of approval, and attached letters. Air Quality, Noise and Transportation and Traffic could not be mitigated to a level of less than significant; as such, the adoption of overriding findings is recommended as it has been determined that the benefits of the project outweigh and render acceptable those impacts identified in EIR00450.

INFORMATIONAL ITEMS:

**APPEAL OF THE ADOPTION OF PLANNING DIRECTOR'S RESOLUTION NO. 2010-006,
CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 450,
AND APPROVAL OF PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 AND 18879
PC Staff Report: February 16, 2011
Page 7 of 7**

1. As of this writing, no letters, in support or opposition have been received.
2. The project site is not located within:
 - a. An Area subject to the Mt. Palomar Lighting Ordinance No. 655;
 - b. A City of Sphere of Influence;
 - c. The SKR Fee Area (Ordinance No. 663.10);
 - d. An Airport Influence Area;
 - e. An Agriculture Preserve;
 - f. A WRCMSHCP Criteria Cell;
 - g. A High Fire area;
 - h. A County Fault Zone;
 - i. A Flood Zone;
 - j. An Area Drainage Plan Area; or,
 - k. A Dam Inundation Area.
3. The project site is located within:
 - a. The Boundaries of the Jurupa Area Plan;
 - b. An MSHCP Fee Area (Ordinance No. 810);
 - c. A Development Impact Fee Area (Ordinance No. 659);
 - d. The Jurupa Community Service District;
 - e. A Circulation Element Right-Of-Way (Urban Arterial 152' ROW);
 - f. The Jurupa Valley Redevelopment Project Area (JVPA) (Mira Loma sub-area);
 - g. The Mira Loma Warehouse/Distribution Center Policy Area;
 - h. A High Paleontological Potential (High B);
 - i. An Area Moderate Liquefaction Potential;
 - j. An Area Susceptible to Subsidence; and,
 - k. The boundaries of the Jurupa Unified School District.
4. The subject site is currently designated as Assessor's Parcel Numbers 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 and 156-360-041.
5. This project was filed with the Planning Department on March 2, 2001 for PP16979; April 2, 2002 for PP17788; September 11, 2003 for PP18875 PP18876, PP18877 and PP18879; and December 12, 2002 for EIR00450.
6. This project was reviewed by the Land Development Committee 7 times on the following dates April 5, 2001 and May 12, 2005 for PP16979; May 2, 2002 and May 12, 2005 for PP17788; November 13, 2003 and May 12, 2005 for PP18875; November 13, 2003, February 1, 2007 and June 28, 2007 for PP18876 and PP18877; November 13, 2003, February 1, 2007 and July 5, 2007 for PP18879.
7. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$252,166.31.

**PLANNING COMMISSION
MINUTE ORDER DECEMBER 1, 2010
RIVERSIDE COUNTY ADMINISTRATION CENTER**

- I. **AGENDA ITEM 4.5: APPEAL OF ADOPTION OF PLANNING COMMISSION RESOLUTION NO. 2010-006, CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 450, PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 AND 18879 – EIR00450 – Applicant:** Investment Building Group, RGA Office of Architectural Design, Obayashi Corp. and OC Real Estate Management LLC – Engineer/Representative: William Simpson & Assoc., Inc. and KCT Consultants, Inc. – Second Supervisorial District – Prado-Mira Loma Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) – Location: northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street – 65.05 Gross Acres - Zoning: Manufacturing-Medium (M-M) and Industrial Park (I-P). (Legislative)

PROJECT DESCRIPTION

The appellant requests an appeal of the Planning Director's decision of approval issued on October 18, 2010. The **Environmental Impact Report** analyzes the potential environmental impacts of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 and 18879. **Plot Plan No. 16979** proposes to develop a 200,731 square foot industrial building with 190,731 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 52,810 square feet of landscaping area (11%), 256 parking spaces and 29 loading docks on a 11.01 gross (10.76 net) acre site with a floor area ratio of 0.42 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 17788** proposes to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 106,980 square feet of landscaping area (12%), 257 parking spaces and 51 loading docks on a 20.48 gross (18.73 net) acre site with a floor area ratio of 0.48 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18875** proposes to develop a 104,210 square foot industrial building with 93,350 square feet of warehouse space, 10,860 square feet of office and mezzanine space, 41,699 square feet of landscaping area (16%), 96 parking spaces and 18 loading docks on a 5.99 gross (5.00 net) acre site with a floor area ratio of 0.40 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18876** proposes to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space, 13,200 square feet of office space, 42,948 square feet of landscaping area (15%) and 243 parking spaces on a 6.83 gross (6.42 net) acre site with a floor area ratio of 0.33 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18877** proposes to develop eight (8) industrial buildings with a total building area of 144,594 square feet with 92,094 square feet of storage space, 52,500 square feet of office space, 122,307 square feet of landscaping area (22%) and 444 parking spaces on a 12.75 gross (10.23 net) acre site with a floor area ratio of 0.26 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18879** proposes to develop a 155,480 square foot industrial building with 145,480 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 53,941 square feet of landscaping area (16%), 131 parking spaces, 30 trailer parking spaces and 25 loading docks on a 7.99 gross (net) acre site with a floor area ratio of 0.45 (Light Industrial requires a 0.25-0.60 floor area ratio). – APN(s): 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 and 156-360-041.

II. **MEETING SUMMARY**

The following staff presented the subject proposal:

Project Planner: Christian Hinojosa at 951-955-0972 or e-mail chinojos@rctlma.org.

The following person(s) spoke in favour of the subject proposal:

Charity Schiller, Applicant's Rep. 951-826-8223

**PLANNING COMMISSION
MINUTE ORDER DECEMBER 1, 2010
RIVERSIDE COUNTY ADMINISTRATION CENTER**

David Drake, Applicant's Rep. 4 Park Plaza Ste. 700, Irvine CA 92614
Roger Prend, Applicant's Rep.

The following person(s) spoke in opposition of the subject proposal.
Raymond Johnson, The Appellant
Rosa Ma Vielmas, 5122 Rutile St. Riverside, CA 92509 951-681-2531
Sylvia Betancourt, P.O. Box 33124 Riverside, CA 92519 951-360-8451
Rachel Lopez, 6599 Lucretia Ave. Mira Loma, CA 91752
Stella G. Portillo 10928 Lansford St. Mira Loma, CA 91752

The following person(s) spoke in neutral position of the subject proposal.
Sonya Hooker, Albert A. Webb Assoc. 3788 McCray St. Riverside, CA 92506
Ian MacMillan AQMD

III. CONTROVERSIAL ISSUES
NONE

IV. PLANNING COMMISSION ACTION

The Planning Commission, by a vote of 5-0 recommended to the Board of Supervisors;

CONTINUED TO FEBRUARY 16, 2011

V. CD

The entire discussion of this agenda item can be found on CD. For a copy of the CD, please contact Desiree Bowie, Interim Planning Commission Secretary, at (951) 955-0222 or E-mail at dbowie@rctlma.org

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Planning Department
Ron Goldman · Planning Director

APPLICATION FOR APPEAL

DATE SUBMITTED: October 28, 2010

Appeal of application case No(s): Resolution No.2010-006;EIR No.450;Plot Plan Nos 16979,17788,18875,18876,18877,18879

List all concurrent applications

Name of Advisory Agency: Planning Director

Date of the decision or action: October 18, 2010

Appellant's Name: Center for Community Action & Environmental Justice E-Mail: esqaicp@wildblue.net

Mailing Address: c/o Johnson & Sedlack 26785 Camino Seco
Temecula Street 92590
CA
City State ZIP

Daytime Phone No: (951) 506-9925 Fax No: (951) 506-9725

ADVISORY AGENCY WHOSE ACTION IS BEING APPEALED	HEARING BODY TO WHICH APPEAL IS BEING MADE	APPEAL TO BE FILED WITH
Planning Director	<ul style="list-style-type: none"> • Board of Supervisors for: Temporary Outdoor Events, Substantial Conformance Determination for WECS, Variances, and Fast Track Plot Plans. • Planning Commission for: all other decisions. 	<ul style="list-style-type: none"> • Clerk of The Board for: Appeals before the Board of Supervisors. • Planning Department for: Appeals before the Planning Commission.
Planning Commission	Board of Supervisors	Clerk of the Board of Supervisors

TYPE OF CASES BEING APPEALED	FILING DEADLINE
<ul style="list-style-type: none"> • Change of Zone denied by the Planning Commission • Commercial WECS Permit • Conditional Use Permit • Hazardous Waste Facility Siting Permit • Public Use Permit • Variance • Specific Plan denied by the Planning Commission • Substantial Conformance Determination for WECS • Surface Mining and Reclamation Permit 	Within 10 days after the notice of decision appears on the Board of Supervisors Agenda.

APPLICATION FOR APPEAL

<ul style="list-style-type: none"> • Land Division (Tentative Tract Map or Tentative Parcel Map) • Revised Tentative Map • Minor Change to Tentative Map • Extension of Time for Land Division (not vesting map) 	<p>Within 10 days after the notice of decision appears on the Board of Supervisor's Agenda.</p>
<ul style="list-style-type: none"> • Extension of Time for Vesting Tentative Map 	<p>Within 15 days after the notice of decision appears on the Board of Supervisor's agenda.</p>
<ul style="list-style-type: none"> • General Plan or Specific Plan Consistency Determination • Temporary Outdoor Event 	<p>Within 10 days after date of mailing or hand delivery of decision of the Planning Director.</p>
<ul style="list-style-type: none"> • Environmental Impact Report 	<p>Within 10 days of receipt of project sponsor or Planning Director determination, or within 7 days after notice of decision by Planning Commission appears on the Board's agenda.</p>
<ul style="list-style-type: none"> • Plot Plan • Second Unit Permit • Temporary Use Permits • Accessory WECS 	<p>Within 10 calendar days after the date of mailing of the decision.</p>
<ul style="list-style-type: none"> • Letter of Substantial Conformance for Specific Plan 	<p>Within 7 days after the notice of decision appears on the Board of Supervisor's agenda.</p>
<ul style="list-style-type: none"> • Revised Permit 	<p>Same appeal deadline as for original permit.</p>
<ul style="list-style-type: none"> • Certificate of Compliance • Tree Removal Permit 	<p>Within 10 days after the date of the decision by the Planning Director.</p>
<ul style="list-style-type: none"> • Revocation of Variances and Permits 	<p>Within 10 days following the mailing of the notice of revocation by the Director of Building and Safety, or within 10-days after the notice of decision of the Planning Commission appears on the Board of Supervisor's agenda.</p>

PLEASE STATE THE REASONS FOR APPEAL.

Please state the basis for the appeal and include any supporting evidence if applicable. If appealing one or more specific conditions of approval, indicate the number of the specific condition(s) being protested. In addition, please include all actions on related cases, which might be affected if the appeal is granted. This will allow all changes to be advertised and modified at the same time. AN APPEAL OF ONE OR MORE CONDITIONS OF APPROVAL SHALL BE DEEMED AS AN APPEAL OF THE ACTION AS A WHOLE, AND THE APPEAL BODY MAY APPROVE OR DENY THE ENTIRE MATTER, AND CHANGE ANY OR ALL OF THE CONDITIONS OF APPROVAL.

APPLICATION FOR APPEAL

This is an appeal of the Planning Director's adoption of Resolution No. 2010-006; certification of Environmental Impact Report No. 450; approval of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877, 18879 and all associated environmental documents and approvals. The project site APNs are 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 and 156-360-041. The EIR for this project is inadequate as it fails to comply with CEQA. The EIR fails to adequately analyze impacts pertaining to air quality, greenhouse gas emissions, and traffic; fails to analyze and adopt all feasible mitigation measures; fails to comply with the County of Riverside General Plan; and fails to consider adequate project alternatives.

Use additional sheets if necessary.

Ctr. for Community Action & Env. Justice by Jimmy Newman
PRINTED NAME OF APPELLANT SIGNATURE OF APPELLANT

10-28-2010
DATE

THE APPEAL FILING PACKAGE MUST CONSIST OF THE FOLLOWING:

1. One completed and signed application form.
2. Public Hearing Notice Label Requirements mailing address labels for notification of the appeal hearing.
3. All appropriate filing fees (the base fee, plus other fees specifically for the Department of Building and Safety, Fire Department, Flood Control District and/or Transportation Department conditions, if applicable).

PLEASE NOTE: Obtain surrounding property owners label package/instructions (Form 295-1051) from a County Public Information Services Center or download it from the Planning Department web page.

PUBLIC HEARING NOTICE LABEL REQUIREMENTS

PUBLIC HEARING NOTICE LABELS CERTIFICATION FORM

I, Penny Newman, certify that on October 28, 2010,
Print name Date

the attached property owner's list was prepared by:

Center for Community Action & Environmental Justice for the following project, Resolution No.2010-006, EIR No. 450, Plot Plan Nos 16979,17788,18875,18876,18877,18879,
Print Company Name and/or Individual's Name Project case number(s)

using a radius distance of 600 feet, pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the project applicant, the applicant's engineer/representative, if any, the owner(s) of the subject property, the school district or districts within whose boundary the subject project is located, every City within one mile of the subject property or within whose sphere of influence the subject property is located, if any, and, all other property owners within a 600 foot radius around the subject property, and all contiguously owned properties, if any, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the property is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all the property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information field is true and correct to the best of my knowledge.

Name: Penny Newman 

Title/Registration: _____

Address: c/o Johnson & Sedlack

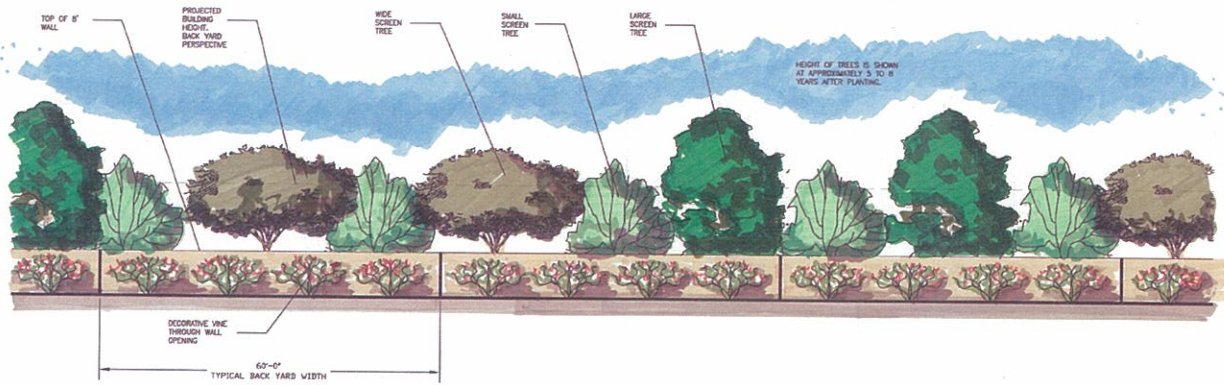
Address: 26785 Camino Seco

City: Temecula State: CA Zip: 92590

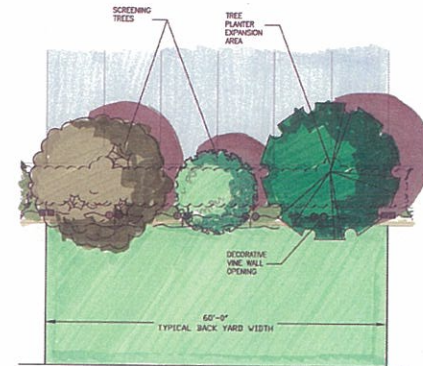
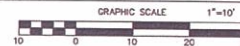
Telephone No.: (951) 506-9925 Fax No.: (951) 506-9725

E-Mail: esqaicp@wildblue.net

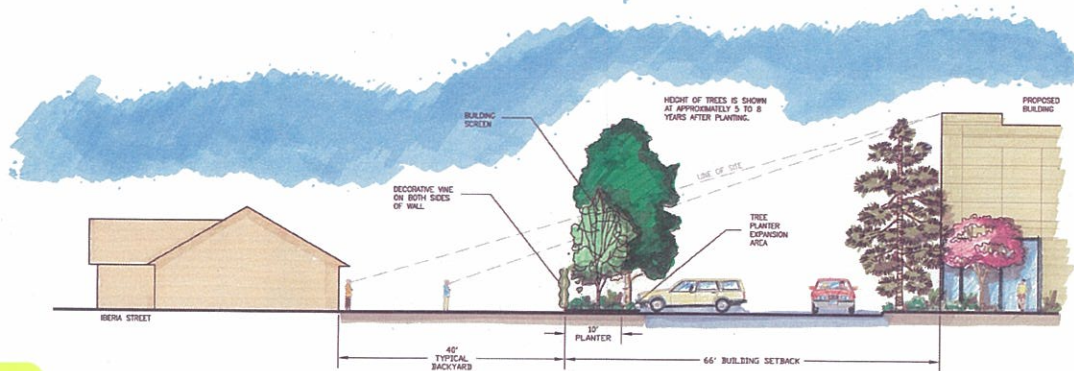
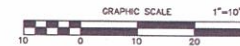
Case No.: Resolution No.2010-006, EIR No. 450, Plot Plan Nos 16979,17788,18875,18876,18877,18879



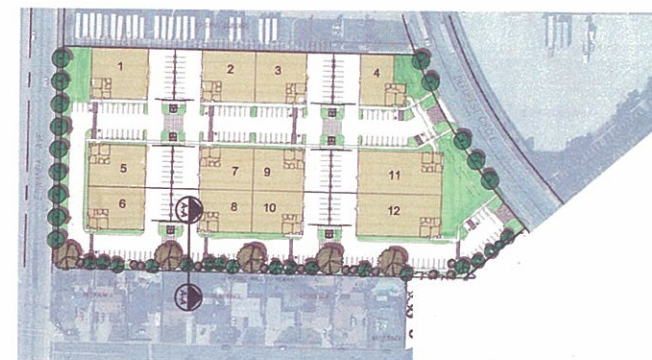
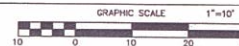
ELEVATION - BACKYARD VIEWS



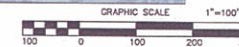
PLAN VIEW



SECTION A-A @ LOT 37



LOT 37



MIRA LOMA COMMERCE CENTER

MIRA LOMA, CA

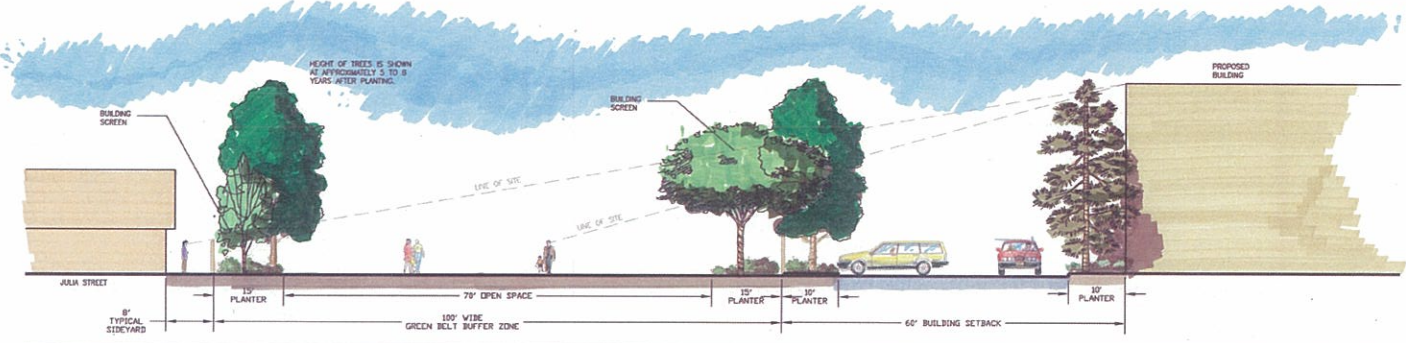
PRELIMINARY LANDSCAPE PLAN

OC REAL ESTATE MANAGEMENT, LLC

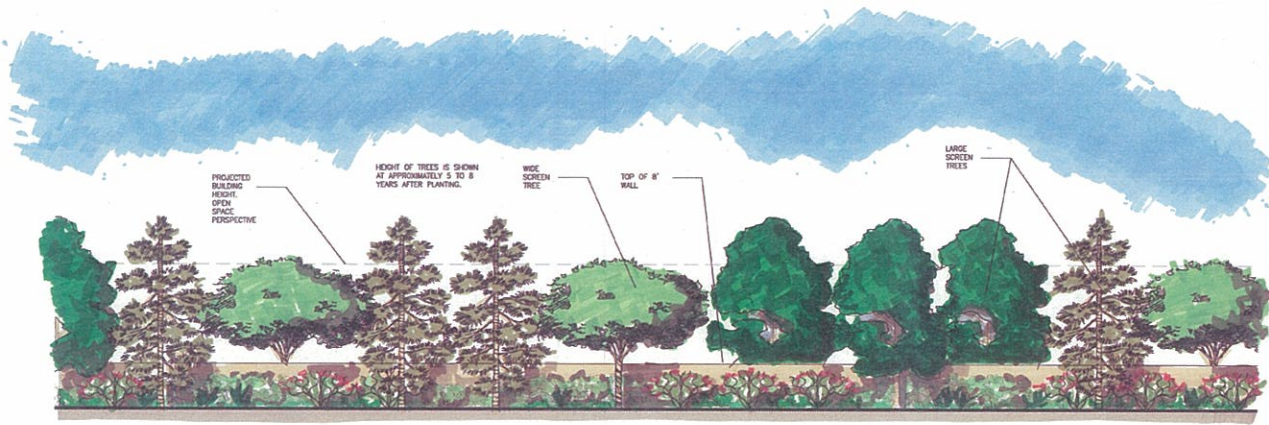
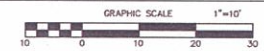
WEBB
CIVIL ENGINEERS
3150 MACCARTHY ST.
IRVINE, CA 92618
(951) 666-1978

4
Y 3, 2011
AND LAND COVERAGE ARE PRELIMINARY AND SUBJECT TO ADJUSTMENT.
DEVELOPMENT IS SUBJECT TO APPROVAL OF GOVERNMENT AGENCIES. ALL
SITE CONDITIONS ARE SUBJECT TO VERIFICATION.

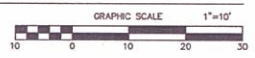
Exhibit 2
(Sheets 1-5)



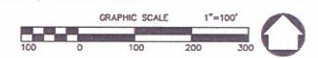
SECTION B-B @ LOTS 38-39



ELEVATION - OPEN SPACE VIEWS



LOT 38-39



MIRA LOMA COMMERCE CENTER

MIRA LOMA, CA

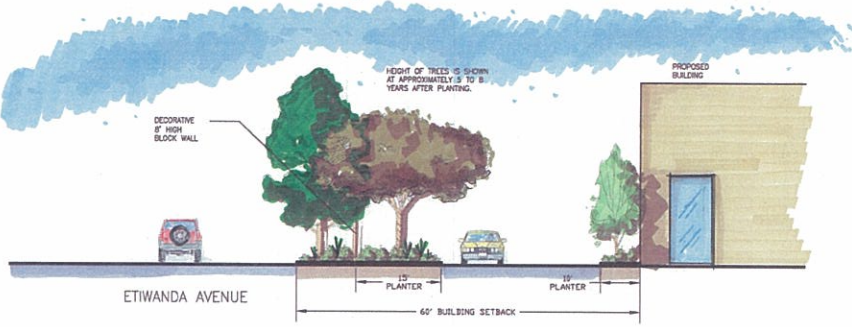
PRELIMINARY LANDSCAPE PLAN

2005-0444
JANUARY 3, 2011

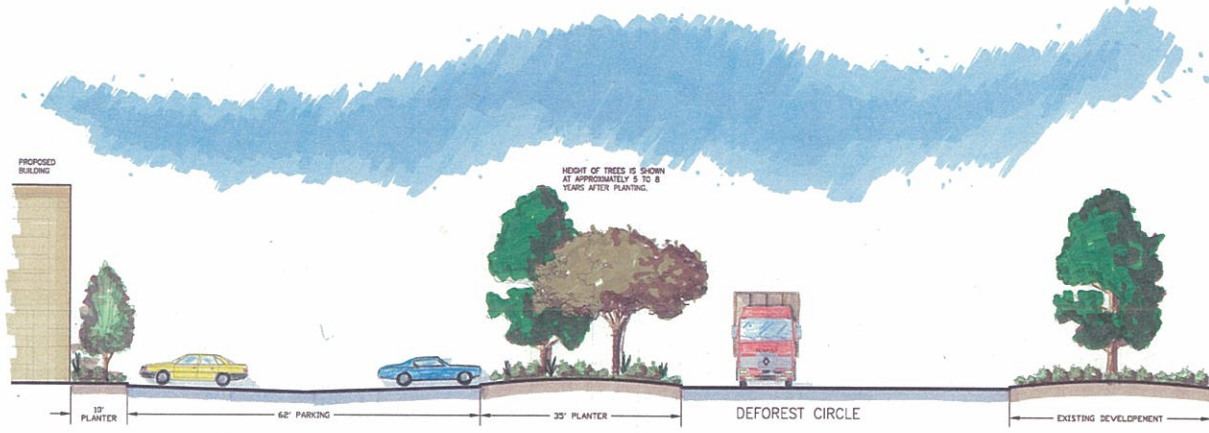
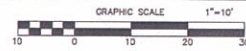
BUILDING AREAS AND LAND COVERAGE ARE PRELIMINARY AND SUBJECT TO ADJUSTMENT. ANY PROPOSED DEVELOPMENT IS SUBJECT TO APPROVAL OF GOVERNMENT AGENCIES. ALL DIMENSIONS AND SITE CONDITIONS ARE SUBJECT TO VERIFICATION.

OC REAL ESTATE MANAGEMENT, LLC

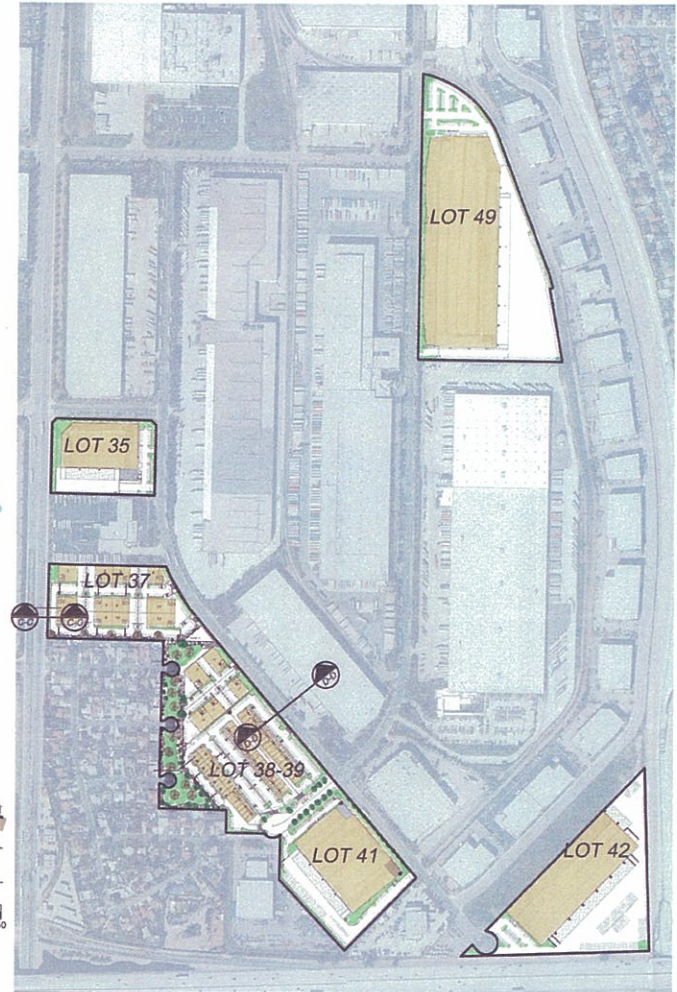
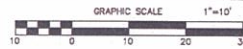
ALBERT A. WEBB
ASSOCIATES
CIVIL ENGINEERS
3070 WILSON BLVD.
SUNNYVALE, CA 95086
(925) 486-1978



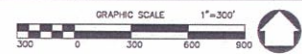
SECTION C-C @ ETIWANDA AVENUE



SECTION D-D @ DEFOREST CIRCLE



SITE MAP



MIRA LOMA COMMERCE CENTER

MIRA LOMA, CA

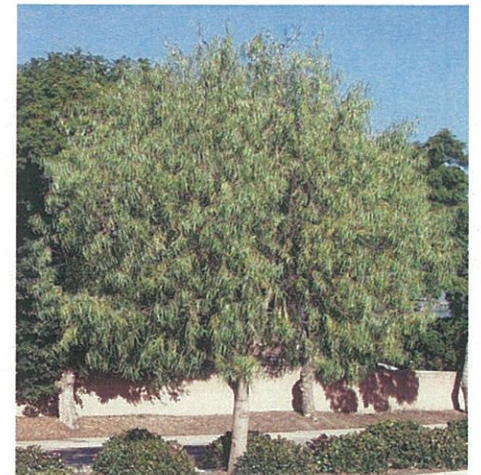
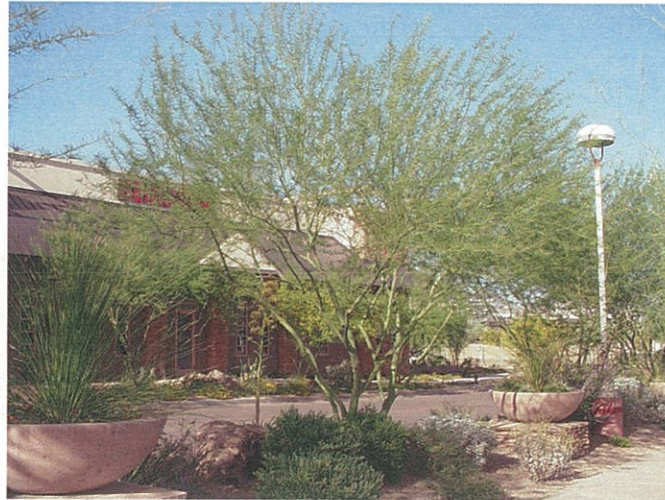
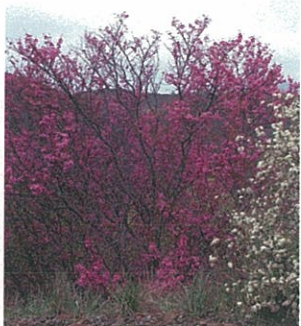
PRELIMINARY LANDSCAPE PLAN

2005-0444
JANUARY 3, 2011

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3700 SHERWAY ST.
IRVINE, CA 92618
(949) 456-1979



MIRA LOMA COMMERCE CENTER

MIRA LOMA, CA

PRELIMINARY LANDSCAPE PLAN

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JANUARY 3, 2011

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JANUARY 3, 2011

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OC REAL ESTATE MANAGEMENT, LLC

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RIVERSIDE CA 92506
(951) 696-1274

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**Response to
Johnson & Sedlack, Attorneys at Law
(on behalf of Center for Community Action and Environmental Justice)
Comment letter dated: November 30, 2010**

Johnson & Sedlack, Attorneys at Law (JS) provided comments regarding Draft EIR No. 450 for Plot Plan 16979, Plot Plan 17788, Plot Plan 18875, Plot Plan 18876, Plot Plan 18877 and Plot Plan 18879 in its letter dated November 30, 2010. The letter was submitted on behalf of the Center for Community Action and Environmental Justice (“CCA EJ”).

This letter and its approximately 150 pages of attached exhibits were submitted to the County the afternoon prior to the December 1, 2010 Planning Commission hearing, 18 months after the close of the public comment period on the Draft EIR, several months following the release of the Final EIR, and after two separate, publicly noticed Planning Director’s hearings in October of 2010. Accordingly, CEQA does not require a written response to these comments. (See, e.g., State CEQA Guidelines, § 15088(a) (no response to late comment letters required); *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1111.) Nonetheless, and to ensure a complete record and to respond to public concerns, the County is providing the following discussion in response to the comments. The following discussion provides responses to those comments.

The responses and edits provided below merely clarify and amplify the analysis and conclusions already presented in the Draft EIR (or DEIR) and Final EIR (or FEIR). The environmental issues raised in the comment letters and responded to below do not present any substantial evidence showing any new or different potentially significant impacts, nor do they raise any new issues that were not already analyzed and considered as part of the DEIR and FEIR process. Accordingly, none of the comments or responses below provide any basis for recirculating the EIR under CEQA. (State CEQA Guidelines, § 15088.5(a).)

JS Comment #1

Greetings:

This firm represents the Center for Community Action and Environmental Justice and submits these comments on their behalf in support of the appeal filed October 28, 2010. This is an appeal of the Planning Director’s October 18, 2010 decision regarding adoption of Resolution No. 2010-006, certification of the Final Environmental Impact Report (“Final EIR”) No. 450 for the Mira Loma Commerce Center (SCH# 2002121128), approval of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877, 18879 and all associated environmental documents and approvals for the Mira Loma Commerce Center. The Planning Commission is scheduled to conduct a hearing on this appeal on December 1, 2010.

Exhibit 3
(Sheets 1-56)

The Mira Loma Commerce Center is a proposal to construct and operate twenty four (24) industrial buildings on 65.05 acres for a total building area of 1,128,237 square feet. The Project would include 1,427 parking spaces, 30 trailer parking spaces and 123 loading docks. The Project site is located in the Community of Glen Avon of the Jurupa Area Plan in Western Riverside County, north of State Highway 80, south of Philadelphia Avenue, east of Etiwanda Avenue and west of Grapevine Street. The Project site is currently vacant and abuts the residential communities of Mira Loma Village and Country Village. Those Plot Plans closest to the residential Mira Loma Village and Country Village are zoned Industrial Park (I-P), while the other three (3) Plot Plans are zoned Manufacturing-Medium (M-M). Future uses of the development are currently unknown. The Project site consists of Assessor's Parcel Numbers 156-360-014, -015, -020, -021, -027, -028, -031, -032 and -041. The Final EIR concludes that the Project will result in significant and unavoidable impacts to/resulting from air quality, noise, and transportation and traffic.

As discussed in previous comment letters submitted by the Center for Community Action and Environmental Justice on May 28, 2009 and June 11, 2010, the EIR is inadequate as it fails to comply with the requirements of the California Environmental Quality Act (CEQA). Specifically, the EIR fails to adequately analyze impacts pertaining to air quality, greenhouse gas emissions, and traffic; fails to analyze and adopt all feasible mitigation measures; fails to comply with the County of Riverside General Plan; and fails to consider adequate project alternatives. In addition to those comments previously submitted, the following comments are being submitted in support of the application for appeal.

Response to JS Comment #1

The comments submitted in support of the CCAEJ's appeal are late. The County's Deputy Planning Director approved the Project on October 18th, 2010, and the County's 10 day appeal period expired thereafter. The only appeal timely submitted was that of the CCAEJ, which consisted of an 11-line statement of the reasons for appeal. As such, the more than 150 pages of materials submitted by the CCAEJ's attorney after the close of the appeal period are untimely. Regardless, however, the County is providing these responses in order to provide a complete record and respond to public concerns.

With regard to the two comment letters previously submitted by the CCAEJ, the County has considered those comments and has provided full and complete responses to those letters. Regarding the May 28, 2009 letter, the County provided a full written response in the FEIR. (FEIR pp. 2.0-100 through 2.0-109.) With regard to the CCAEJ's June 11, 2010 letter, the County provided a full written response attached to the Staff Report for the Director's Hearing on October 4, 2010. For all the reasons explained in those written responses, the Commenter's conclusions regarding the EIR's analysis of air quality, greenhouse gases, traffic, mitigation measures, General Plan consistency, and Project alternatives are incorrect and unsupported by the record.

With regard to the remainder of the comments – clarifying that the comments are submitted on behalf of the CCAEJ, the title and description of the Project being commented upon, etc. – no environmental issues are raised. Under CEQA, responses are not required for comments that do not raise environmental issues. (State CEQA Guidelines, § 15088(a).) Accordingly, and in

addition to the comments being submitted late, the comments do not require responses because they do not raise environmental issues.

JS Comment #2

General Comments:

CEQA was adopted as a disclosure and transparency document. The theory is that by providing a document that adequately describes the environmental consequences of a project to decision makers and the public, the decision makers will make a rational decision based upon the true environmental consequences of the project and if they do not, the electorate can hold them accountable for their decisions. The core of this statutory structure is the adequacy of the document as an informational document.

Unfortunately, the **Final EIR for this Project fails as an informational document**. The Final EIR also misleads decision makers and the public as to the extent and severity of the Project's environmental impacts. As the California Supreme Court has stated, "an EIR may not ignore the regional impacts of a project proposal, including those impacts that occur outside of its borders; on the contrary, a regional perspective is required."¹ CEQA requires that when an EIR identifies one or more significant environmental effects of a project, the public agency must make written findings for each of those effects. These findings must be supported by substantial evidence. Here, the Final EIR fails to comply with these CEQA requirements. The Final EIR is often conclusory, and does not provide the analysis or examination required by CEQA to inform the public and decision makers of the analytical pathway taken from facts to conclusions. Additionally, the findings required in the Final EIR **are not supported by substantial evidence** and the Final EIR fails as an informational document by conducting impact analyses based on unreasonably low estimates.

Moreover, CEQA requires that where feasible mitigation exists which can substantially lessen the environmental impacts of a project, **all feasible mitigation must be adopted**. In this way CEQA goes beyond its informational role to require that projects substantively lessen their negative effects on the environment. It is critical to proper drafting of an EIR that all feasible mitigation measures be required of a project. Moreover, all mitigation measures required in the EIR must be fully enforceable and certain to occur. This has not been done with this Project. This Project fails to ensure that all feasible mitigation will occur with this Project. This is unacceptable.

¹ *Board of Supervisors of the County of Santa Barbara v. Wallover, Inc.* (1990) 52 Cal. 3d 553 (citing *Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263,283; CEQA Guidelines §§ 15125, 15206.)

Response to JS Comment #2

The commenter's conclusory statements above regarding the EIR are not supported by any evidence, much less substantial evidence. No explanation is provided regarding why the commenter believes that its conclusions are correct. In fact, the EIR includes a thorough,

complete, and careful analysis of all potentially significant impacts resulting from the Project, and the County has imposed all feasible mitigation measures that would reduce the proposed Project's potentially significant impacts. For example, and contrary to the Commenter's unsupported statements:

- The EIR does analyze regional impacts. As limited examples, the EIR analyzes regional air quality impacts based upon the Air Quality Management Plan for the entire South Coast Air region. (E.g., DEIR p. 4.3-37 et seq.) The EIR analyzes greenhouse gas emissions and impacts, which are by their very nature regional/global. (E.g., DEIR p. 4.3-54 et seq.) The EIR analyzes the Project's consistency with the Western Riverside County Multiple Species Habitat Conservation Plan, a regional plan that mitigates for impacts on biological resources. (E.g., DEIR p. 4.4-14 through 4.4-19.) The EIR analyzes the Project's consistency with the County of Riverside's general plan, a regional plan. (E.g., DEIR p. 4.9-5 through 4.9-20 et seq.) Moreover, there is an entire section of the DEIR devoted to analyzing the Project's consistency with regional plans. (E.g., DEIR, § 5.0, p. 5.0-1 through 5.0-9.)
- Adequate written findings were made regarding each potentially significant environmental impact. Not only are these impacts analyzed in detail in the DEIR and further discussed in the FEIR, the County has prepared separate detailed written findings documenting the impacts and mitigation measures for those impacts as required by State CEQA Guidelines 15091. Those written findings were included in the agenda packets of the publicly noticed Planning Director's October hearings and the publicly noticed December 1, 2010 Planning Commission hearing.
- All feasible mitigation measures for all potentially significant impacts were imposed on the Project by the County. The Mitigation Monitoring and Reporting Program presently includes well over 50 mitigation measures, each of which is fully enforceable as required by CEQA. (FEIR, § 3 [MMRP].) Additionally, the County has imposed dozens of enforceable conditions of approval, which impose still other measures to ensure the Project is responsibly developed.

Accordingly, the Commenter's assertions are not supported by the record. Responses to the Commenter's remaining comments are provided below and describe in more detail how the EIR complies with CEQA.

JS Comment #3

Aesthetics:

All feasible mitigation measures were not adopted in the EIR. In order to avoid significant affects associated with light from the Project, the following mitigation measures must also be adopted:

1. Site lighting shall be compatible with "Dark Sky" specifications.
2. Utilize low pressure sodium fixtures for exterior lighting including parking lots.

Response to JS Comment #3

As outlined in the DEIR page 4.1-8, with implementation of design features and mitigation, impacts from the Project on light-levels were found to be less than significant “the proposed project will reduce light spill to surrounding areas through the use of hoods and other design features. Inclusion of these design features in the project will be required through implementation of standard County conditions of approval, plan check, and permit procedures...” The incorporation of **MM Aesthetics 1**, which states that “all outdoor light fixtures including street lights and operational, signage, and landscape lighting sources shall be shielded and situated so as to not cause glare or excessive light spillage into adjacent residential areas” will ensure that potential impacts from lighting the Project will be less than significant. The County also requires this as a standard Condition of Approval (“COA”) (10. Planning.3) for the Project requiring “any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.”

Additionally, as part of the Project’s design features (number 12 on page 4.3-36 of the DEIR), it states that:

All outdoor light fixtures including street lights and operational, signage, and landscape lighting sources will be shielded and situated so as to not cause glare or excessive light spillage into adjacent residential areas. Backlighting of exterior building walls may also be used as another means to further reduce glare or excessive light spillage into adjacent residential areas. All outdoor lighting will be controlled by the use of timers or photocells in order to automatically turn off outdoor lighting during daylight hours. Wherever practicable, energy efficient lighting will be used.

No further mitigation is necessary or required.

JS Comment #4

Construction

Although the Project will result in significant and unavoidable direct and cumulative air quality impacts from construction and abuts the residential communities of Country Village (a senior community) and Mira Loma Village, the EIR fails to adopt all feasible mitigation. This is unacceptable. The Project will result in the emission of ROG and NOx above the South Coast Air Quality Management District (SCAQMD) recommended daily regional thresholds and the emission of PM10 and PM2.5 above the SCAQMD recommended localized thresholds during construction. Therefore, a number of changes to the current mitigation measures should be implemented in order to provide increased levels of mitigation.

The County decided not to incorporate several mitigation measures which were considered in the DEIR, finding that implementation would be infeasible. The County reasoned that Proposed Mitigation Measure (MM) Air 3, to provide on-site services to minimize truck traffic such as: meal or cafeteria service, ATMs, convenience stores, is infeasible since the Project is in an industrially zoned area, does not include parking requirements for commercial/service facilities, and is plainly, just not needed since there are similar facilities on Etiwanda Avenue. Yet, in light of this reasoning, County could still provide ATMs onsite and allow for a meal van to come onsite during operating hours. These measures would not require any zone changes or change in parking requirements. Additionally, these measures would greatly decrease the vehicle miles traveled in order to get to the commercial facility on Etiwanda Avenue. Additionally, in the alternative, the Project should be required to provide shuttle service for employees and construction workers to the commercial facility on Etiwanda Avenue. These are feasible mitigation measures which the County has failed to properly adopt.

MM Air 2 should be modified so as to require that construction vehicles *and delivery vehicles* be prohibited from idling for a period in excess of *three (3)* minutes, rather than the current five (5) minutes. Similarly, MM Air 3b should be modified so that on-street traffic will have idling times of *three (3)* minutes, rather than the current five (5) minutes. MM Air 3b should also require in addition to “[r]equiring all trucks hauling dirt, sand, soil, or other loose materials” be covered, that at least six (6) inches of freeboard space from the top of the container be maintained. Also, when sweeping streets at the end of the day, reclaimed water shall be used.

Response to JS Comment #4

The commenter incorrectly states that the County “decided not to incorporate several mitigation measures which were considered in the EIR.” The County did not simply decide to exclude certain measures; instead, the County discussed in the DEIR and FEIR potential mitigation measures and, based upon substantial evidence, determined that some of those measures were infeasible and, on that basis, did not impose them. Those included the provision of on-site meal/cafeteria services and convenience stores (Annotated DEIR p. 4.3-99). Moreover, the provision of restaurants or convenience stores on site would likely attract additional traffic from

the surrounding community seeking to utilize those services, which would actually increase traffic emissions at the Project site. Accordingly, these proposed measures remain infeasible.

Regarding potential modifications to Proposed MM Air 3 (Annotated DEIR p, 4.3-99), providing a shuttle service to commercial facilities or an on-site ATM for the Project at each plot plan or one ATM at a single site is impractical and infeasible. The Project is composed of six separate plot plans that will have six different private end-user and are not a part of a Specific Plan or Master Plan making it infeasible to collectively provide a shuttle service for employees, given that employees are likely traveling to the site from a variety of local locations – thus making a shuttle service ineffective and transportation time-consuming for workers. However, the Project will comply with the intent behind this measure through (1) **MM Air 11** which requires that information about park and ride programs be provided to employees and (2) **MM Air 15** which encourages carpooling through the provision of designated priority parking spaces for high occupancy vehicles and vans used for ride-sharing. (DEIR pp. 4.3-76 through 4.3-78.) Similarly, it is infeasible to require construction contractors to provide shuttles for workers, particularly when the site is not in a remote location, when workers are anticipated to be traveling to the site from a variety of local locations making a shuttle service ineffective and transportation time-consuming for workers, and when construction grading has been spread out over time to reduce impacts – which necessarily also reduces the number of construction workers on site at any one time and further reduces the feasibility of providing shuttle service. Indeed, the Project does not constitute a large job center, for which shuttle services might be feasible. (FEIR, p. 1.0-34.) Large job centers are generally considered individual businesses with more than 500 employees.¹ While the Project is estimated to create between 567 to 1,101 jobs (DEIR, p. 5.0-4), this is the total for all six independently owned Plot Plans combined and not one individual Plot Plan.

Regarding ATM's specifically, ATM's are more practical in merchant locations where patrons and employees are anticipated to be shopping. Further, an ATM would need to be bought or leased and money to recoup these costs is only earned through the surcharge fees paid by ATM users. Because shopping opportunities are very limited in industrial areas (consistent with concerns for safety and compatible land uses), the use of ATM is expected to be very low. Moreover, while ATM placement programs do exist², the qualifications for this service are dependent upon heavy foot traffic (a characteristic that is generally incompatible with industrial uses and truck traffic) and include businesses with:

- An existing location processing over 300 ATM transactions per month,
- A gas station, grocery store, convenience store, or truck stop with 500 or more customers per day,
- A hotel/motel with 200 or more rooms,
- A casino or busy bingo hall,
- A night club, bar, or entertainment center,
- An amusement park with over 1,000 customers per day,
- A hospital with over 100 beds, or

¹http://findarticles.com/p/articles/mi_m1153/is_4_123/ai_63502351/;
<http://www.fda.gov/Food/FoodDefense/Bioterrorism/Recordkeeping/UCM061727/>; <http://www.onesourceem.com/>;
www.sba.gov

² <http://www.cordfinancial.com/free-atm>, accessed 12-10-10

- A college or university

The Project is an industrial warehouse facility that does not include any of these uses. Indeed, comments from the surrounding community members have confirmed that they do not want a truck stop in their community, or other uses that would attract increased truck traffic into their neighborhoods. Regarding a meal van/cafeteria services as proposed by the comment, there is nothing to prohibit meal vans from serving the Project area. It is infeasible to require a meal van or cafeteria for each of the proposed Plot Plans for the reasons already provided in the DEIR (DEIR, p. 4.3-99) and because the Project tenants are speculative at this time with no known operations plan. It is likely that a meal service would need to be contracted with to ensure a meal van serviced the site routinely or that additional employees would be hired to operate the cafeteria. Implementation and enforcement are also infeasible because there is not County staff to review this without a use permit. Further, once the final inspections are cleared for the buildings, the County would not be involved in future tenants.

Finally, the Commenter is incorrect that – even if these measures were feasible and were imposed – that they “would greatly decrease the vehicle miles traveled in order to get to the commercial facility on Etiwanda Avenue.” The commercial facility on Etiwanda Avenue is not a great distance from the proposed Project. It is also reasonable to assume that truck drivers would not be making a separate trip to a commercial facility from the Project; rather, they would presumably be stopping on their way to or from the Project such that no increase in vehicle miles would result.

The comment also recommended modification to MM Air 2 and MM Air 3b limit idling during construction from five minutes to three minutes and also recommended including construction vehicles to this requirement. MM Air 2 and MM Air 3b already include construction vehicles in idling limits so no modification is necessary (construction vehicle refers to both off-road mobile equipment and on-road vehicles). Additionally, an existing Condition of Approval (“COA”) (10.Planning.51 for Plot Plan 16979, 10.Planning.44 for Plot Plan 17788, 10.Planning.48 for Plot Plan 18875, 10.Planning.59 for Plot Plan 18876 and 18877, and 10.Planning.57 for Plot Plan 18879.) requires that idling time be limited to no more than five (5) minutes. To address the reduction in idling time requested, however, that COA will be modified to prohibit any vehicle (construction- or operation-related) from idling in excess of three minutes, as identified below:

The developer/owner of the project shall reduce all truck idling time (including off-road equipment used during construction or operation) to a maximum of three (3) five (5) minutes within the site warehouse/distribution center.

The comment recommends revision to MM Air 3b to also require all haul trucks to maintain at least six inches of freeboard. MM Air 3d already includes a provision to cover all haul trucks to control fugitive dust or to maintain at least two feet of freeboard space in accordance with Section 23114 of the California Vehicle Code. Nonetheless, the following COA will be added to each plot plan requiring all construction vehicles to maintain at least six inches of freeboard, as identified below:

All trucks hauling dirt, sand, soil, or other loose materials shall maintain at least six inches of freeboard space from the top of the container.

Lastly, the commenter recommended the use of reclaimed water during construction street sweeping. As stated in the Draft EIR (FEIR p. 4.3-36) and COA (10.Planning.17), reclaimed water will be used for irrigation purposes when it is made available to the site. The Project area currently does not have reclaimed water service. Because service does not currently exist, use of reclaimed water cannot be required and is infeasible. Further, the purpose of street sweepers during construction is to control fugitive dust emissions. The use of reclaimed water does not change the effectiveness of street sweeping activities. No further reduction in dust emissions would result from the use of reclaimed water. Moreover, the COA (10.Planning.46) require that any street sweepers conform with the AQMD's Rule 1186.1 for Less-Polluting Sweepers.

JS Comment #5

Additionally, the following mitigation measures should be adopted:

1. All roadways, driveways, sidewalks, etc. should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
2. All roads on construction sites shall be paved.
3. Limit fugitive dust sources to 20 percent opacity.
4. A dust control plan shall be required for earthmoving operations.
5. The contractor or builder shall designate a person or persons to monitor the dust control program and order increased watering, as necessary, to prevent transport of dust offsite.
6. Implement activity management techniques including a) development of a comprehensive construction management plan designed to minimize the number of large construction equipment operating during any given time period; b) limitation of the length of construction work-day period; and c) phasing of construction activity.*
7. Extend grading period sufficiently to reduce air quality impacts below a level of significance.
8. Require high pressure injectors on diesel construction equipment.*
9. Restrict truck operation to "clean" trucks, such as a 2007 or newer model year or 2010 compliant vehicles.*
10. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*
11. Utilize only CARB certified equipment for construction activities.*
12. Restrict engine size of construction equipment to the minimum practical size.*
13. Use electric construction equipment where technically feasible.*
14. Substitute gasoline-powered for diesel-powered construction equipment.*
15. Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.
16. Install catalytic converters on gasoline-powered equipment.*
17. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
18. Reroute construction trucks away from congested streets and sensitive receptor areas.*
19. Configure construction parking to minimize traffic interference.*
20. Prior to the issuance of a grading and building permit, the applicant shall submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other inducements.*
21. Minimize construction worker trips by requiring carpooling, when feasible, and providing lunch onsite.*
22. Provide shuttle service to food service establishments/commercial areas.*
23. Provide shuttle service to transit stations/multimodal centers.*

Response to JS Comment #5:

The following table lists each of the measures identified by above and how the Project implements these measures as part of the Project design or mitigation, or, if the Project does not implement the measure, why the measure is not applicable or infeasible.

Johnson & Sedlack Recommended Construction-Related Mitigation Measure	Disposition of Measure
1. All roadways, driveways, sidewalks, etc. should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.	This measure reduces fugitive dust during construction and is not necessary because a similar measure is already included in existing mitigation. MM Air 3d includes several measures for the reduction of fugitive dust. Specifically, bullet points one and two reduce fugitive dust during construction by requiring the application of water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days) and periodic watering for short-term stabilization of disturbed surface area and haul roads to minimize visible fugitive dust emissions. Watering, with complete coverage, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. Further, measures such as the one proposed are more applicable to larger sites where internal roadways could be constructed early in construction to reduce fugitive dust.
2. All roads on construction sites shall be paved.	This measure is aiming to reduce fugitive dust. The six separate Project sites are not large enough to warrant the paving of temporary roads because – in order to reduce impacts – only one plot plan at a time will be graded. This measure is more applicable for a large Project site with multiple phases where construction vehicles would be accessing an active construction area by traversing an inactive construction area. MM Air 3d is proposed to reduce fugitive dust during Project construction.
3. Limit fugitive dust sources to 20 percent opacity.	This recommended measure is an existing requirement of SCAQMD Rule 403 which limits the amount of airborne fugitive dust emissions; therefore the Project is already required to comply with this measure. Moreover, implementation of MM Air 3d reduces fugitive dust emissions from construction in accordance with SCAQMD Rule 403. Therefore, this measure is not necessary because its purpose is already being met by the Project.

Johnson & Sedlack Recommended Construction-Related Mitigation Measure	Disposition of Measure
4. A dust control plan shall be required for earthmoving operations.	This measure is a dust control plan which is duplicative of MM Air 3d and therefore is already being implemented by the Project. Further, an existing COA (10.BS GRADE.5) also states that all measures necessary to control fugitive dust shall be implemented by the developer during grading and that, in addition to MM Air 3d , a PM10 plan may also be required at the time a grading permit is issued.
5. The contractor or builder shall designate a person or persons to monitor the dust control program and order increased watering, as necessary, to prevent transport of dust offsite.	This measure would designate a person to monitor the dust control activities. With the required watering occurring three times per day at specified intervals as identified in MM Air 3d and monitored by the Building and Safety Department pursuant to Mitigation, Monitoring, and Reporting Program (MMRP), this measure is not necessary. Nonetheless, MM Air 3f already meets the purpose of the proposed measure by requiring the posting of contact information for the public to independently verify that dust issues are being appropriate addressed and a means to report any violations.
6. Implement activity management techniques including a) development of a comprehensive construction management plan designed to minimize the number of large construction equipment operating during any given time period; b) limitation of the length of construction work-day period; and c) phasing of construction activity.*	This recommended measure would implement construction activity techniques to generally reduce construction-related emissions through minimizing the amount of large equipment that is operating at any given time, limiting construction work-day periods, and phasing construction activities. This measure is already being implemented by the Project for the following reasons: 1) due to the relatively small size of proposed development on each plot plan (many with only a single building) dividing them into separate phases of construction so only a portion of the site is developed at one time is not feasible for the reasons discussed above, but phasing the grading as is required would reduce the overall number of large equipment onsite at any one time; 2) construction work-day periods are already limited by Riverside County Ord. 457 Section 1.F.1 which limits construction hours between 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May; and 3) it is infeasible to further limit the amount of large construction equipment because the NO _x emissions exceed the threshold only because construction of all six plot plans are assumed to occur concurrently in order to provide a worst-case analysis (although they may not be built

Johnson & Sedlack Recommended Construction-Related Mitigation Measure	Disposition of Measure
	concurrently) and it is infeasible to prohibit concurrent construction because the plot plans are owned separately as discussed in Proposed MM Air 4 in the Draft EIR (p. 4.3-100). Additionally, the Project applicants have included MM Air 3e which limits grading activities to only one plot plan at a time to minimize impacts from fugitive dust emissions.
7. Extend grading period sufficiently to reduce air quality impacts below a level of significance.	This recommended measure would extend the grading period to reduce impacts below the level of significance. MM Air 3e already breaks grading into six separate phases by requiring that no more than one plot plan at a time be graded, which ensures PM-10 and PM-2.5 impacts remain below the SCAQMD regional significance thresholds for construction. Further extending the grading period to reduce the PM-10 and PM-2.5 impacts below the SCAQMD localized significance thresholds (LST) would result in more than doubling the grading duration for some plot plans. This spreads out the same amount of emissions over a longer time period and has the unintended and undesirable consequence of creating more construction-related impacts (noise, traffic, etc.) than were analyzed in the Draft EIR. For example, the grading-related GHG emissions (from equipment exhaust) for some plot plans would more than double. Accordingly, it is infeasible to further extend the grading period. Moreover, the request to extend the grading period appears to conflict with the commenter's other recommended measure, which is to complete the construction of building pads as quickly as possible in order to minimize dust emissions.
8. Require high pressure injectors on diesel construction equipment.*	MM Air 1 requires that all equipment be kept in good and proper tune per manufacturer's specifications. MM Air 3a requires the use of Tier 4 construction equipment to reduce emissions. MM Air 3b requires a traffic control plan to improve traffic flow during construction. MM Air 3c requires the use of electricity from power poles during construction. The recommended measure is duplicative of these existing measures to reduce emissions during construction because it meets the same purpose. No further analysis is necessary.
9. Restrict truck operation to "clean" trucks such as a 2007 or newer model year or 2010 compliant vehicles. *	This recommended measure is infeasible. Recommended measure 9 restricts truck operation to "clean" (i.e., new or retrofitted) trucks. The On-road truck trips during grading will be limited

Johnson & Sedlack Recommended Construction-Related Mitigation Measure	Disposition of Measure
	<p>because the plot plans do not anticipate significant soil import or export. During subsequent phases of construction, deliveries of materials may be limited to vendors available in the area which may not have new truck fleets. Thus, imposing a restriction that only new or retrofitted trucks be used would likely result in increased emissions, as new trucks would have to be brought in from distant locations to serve the Project's construction needs, resulting in overall greater vehicle miles traveled and greater pollution emissions and a concurrent loss of local jobs. Moreover, this type of discrimination against all construction companies who may not have a fleet comprised entirely of new trucks is infeasible for financial reasons as well. As previously outlined in the FEIR (FEIR, p. 2.0-95) "very few tenants have truck fleets comprised of 100% brand new trucks or a truck fleet that has been 100% retrofitted to meet 2010-standards. According to an article posted by the Gerson Lehrman Group in August 2009 (Appendix C of the Final EIR), the price increases for 2010 compliant diesel trucks would be between \$8,000 and \$9,600. This does not include the price of a new engine or a new diesel truck (tractor). Accordingly, assuming that the number of daily trucks serving the project site is only 500 (a conservative estimate assuming some trucks make multiple trips per day since the Traffic Study estimated 736 trucks per day), the cost increase for 2010-compliant trucks would still range between \$4,000,000 and \$4,800,000 not including the cost of hiring CARB trained enforcement staff. This is assuming it would cost between \$8,000 and \$9,600 to repower existing truck engines within a tenant's fleet and does not account for the replacement of an entire engine to comply nor does it account for any replacement of an entire tractor (which can cost \$100,000)." The cost of retrofitting a pre-2007 truck to meet 2007 standards is approximately \$10,000 - \$20,000 per truck.³ Lastly, existing regulations require the phase in of 2010-compliant trucks beginning in 2015 through 2023 depending on the age of the engine under the CARB Truck and Bus Regulation⁴ (amended December 17, 2010). Restricting truck fleets to 2007 or 2010-complaint vehicles during Project operation would also be</p>

³ <http://www.truckline.com/AdvIssues/Advocacy%20Materials/2009%20ATA%20CA-RegMatrix.pdf>

⁴ <http://www.arb.ca.gov/regact/2010/truckbus10/truckbusappd.pdf>

Johnson & Sedlack Recommended Construction-Related Mitigation Measure	Disposition of Measure
	<p>infeasible due to the cost of compliance. Nonetheless, the Project is conditioned (COA 10.Planning.54 for Plot Plan 16979, 10.Planning.47 for Plot Plan 17788, 10.Planning.51 for Plot Plan 18875, 10.Planning.62 for Plot Plan 18876, 10.Planning.60 for Plot Plan 18877 and 18879) to require that all tenants apply for funding to retrofit their trucks.</p>
<p>10. Require that use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*</p>	<p>Level 3 CARB certified particulate traps reduce particulate matter by 85 percent⁵. MM Air 3a requires construction equipment equivalent to Tier 4 once it becomes available. Tier 4 engines reduce particulate matter between 90 and 95 percent compared to Tier 3 engines, depending upon engine size⁶. Therefore, the proposed measure is less effective than the existing mitigation. No further analysis is required.</p>
<p>11. Utilize only CARB certified equipment for construction activities.</p>	<p>MM Air 3a is functionally equivalent to the proposed measure by requiring construction equipment equivalent to Tier 4 once it becomes available.</p>
<p>12. Restrict engine size of construction equipment to the minimum practical size.</p>	<p>MM Air 1 requires that all equipment be kept in good and proper tune per manufacturer's specifications. MM Air 3a requires the use of Tier 4 construction equipment to reduce emissions. MM Air 3b requires a traffic control plan to improve traffic flow during construction. MM Air 3c requires the use of electricity from power poles during construction. The recommended measure is duplicative of these existing measures to reduce emissions during construction because it meets the same purpose. No further analysis is necessary.</p>
<p>13. Use electric construction equipment where technically feasible.*</p>	<p>MM Air 3c is proposed measure 13 requiring the use of electricity from power poles.</p>
<p>14. Substitute gasoline- powered for diesel-powered construction equipment.*</p>	<p>MM Air 1 requires that all equipment be kept in good and proper tune per manufacturer's specifications. MM Air 3a requires the use of Tier 4 construction equipment to reduce emissions. MM Air 3b requires a traffic control plan to improve traffic flow during construction. MM Air 3c requires the use of electricity from power poles during construction. The recommended measure is duplicative of these existing measures to reduce emissions during construction because it meets the same purpose. No further analysis is necessary.</p>

⁵ <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

⁶ http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/MM_offroad.html

Johnson & Sedlack Recommended Construction-Related Mitigation Measure	Disposition of Measure
15. Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.	MM Air 3a is functionally equivalent to the proposed measure by requiring construction equipment equivalent to Tier 4 once it becomes available. This could include alternative fueled equipment with Tier 4 compliant emissions.
16. Install catalytic converters on gasoline-powered equipment.*	MM Air 1 requires that all equipment be kept in good and proper tune per manufacturer's specifications. MM Air 3a requires the use of Tier 4 construction equipment to reduce emissions. MM Air 3b requires a traffic control plan to improve traffic flow during construction. MM Air 3c requires the use of electricity from power poles during construction. The recommended measure is duplicative of these existing measures to reduce emissions during construction because it meets the same purpose. No further analysis is necessary.
17. Require that use of Alternative Diesel Fuels on diesel equipment. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PurNox is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.	MM Air 3a is functionally equivalent to the proposed measure by requiring construction equipment equivalent to Tier 4 once it becomes available. As stated in the disposition for recommended measure 10 above, Tier 4 engines reduce particulate matter between 90 and 95 percent compared to Tier 3 engines, depending upon engine size ⁷ . Similarly, Tier 4 emissions of NO _x are reduced between 12 and 47 percent compared to Tier 3 engines, depending upon engine size. Therefore, the proposed measure is less effective than the existing mitigation. No further analysis is required.
18. Reroute construction trucks away from congested streets and sensitive receptor areas.*	This recommended measure would reroute construction trucks away from congested streets and sensitive receptor areas, and is already being implemented by the Project. First, each of the six plot plans is located within an existing industrial park, which is not directly accessed through residential areas or other sensitive receptor areas. However, the Project abuts a major transportation corridor (SR-60 freeway) in an area with congested streets (Etiwanda Avenue) that are adjacent to existing residences. As Etiwanda Avenue is a major arterial that is intended to carry traffic to the SR-60

⁷ http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/MM_offroad.html

Johnson & Sedlack Recommended Construction-Related Mitigation Measure	Disposition of Measure
	<p>freeway, requiring that the Project utilize a roadway that is not nearby any residences is infeasible. Nonetheless, to reduce construction-related traffic congestion, the Project is implementing MM Air 3 and MM Air 3b. To ensure trucks avoid residential areas and schools, MM Air 4 was imposed as well as a COA prohibiting trucks from unnecessarily traversing through residential neighborhoods (COA 10.Planning.49 for Plot Plan 16979, 10.Planning.42 for Plot Plan 17788, 10.Planning.46 for Plot Plan 18875, 10.Planning.57 for Plot Plans 18876 and 18877, and 10.Planning.55 for Plot Plan 18879. Additionally, MM Air 9 requires that entrances to and exits from the Project site be oriented to minimize truck emissions to homes.</p>
<p>19. Configure construction parking to minimize traffic interference.*</p>	<p>MM Air 3 is equivalent to proposed measure 19 requiring construction parking configuration to reduce traffic interference.</p>
<p>20. Prior to the issuance of a grading and building permit, the applicant shall submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other indicements.*</p>	<p>This measure is infeasible because such practices are more applicable to dense commercial/retail employment centers, not construction sites. Further, the source of the labor pool is likely to come from numerous, albeit local, locations, such that it is infeasible to require contractors to provide ridesharing incentives for an individual development. (See Response to JS Comment 4, supra.) Also, restaurants and food service is available in the Project area within a short distance.</p>
<p>21. Minimize construction worker trips by requiring carpooling, when feasible, and providing lunch onsite.*</p>	<p>This measure is infeasible because such practices are more applicable to dense commercial/retail employment centers, not construction sites. Also, a contractor cannot require employees to carpool. Further, the source of the labor pool is likely to come from numerous, albeit local, locations, such that it is infeasible to implement carpooling or provide lunch onsite. (See Response to JS Comment 4, supra.) Also, restaurants and food service is available in the Project area within a short distance.</p>
<p>22. Provide shuttle service to food service establishments/ commercial areas.*</p>	<p>This measure is infeasible because such practices are more applicable to dense commercial/retail employment centers, not construction sites. Further, the source of the labor pool is likely to come from numerous, albeit local, locations, such that it is infeasible to implement shuttle services. (See Response to JS Comment 4, supra.) Also, restaurants and food service is available in the Project area within a short distance.</p>

Johnson & Sedlack Recommended Construction-Related Mitigation Measure	Disposition of Measure
23. Provide shuttle series to transit stations/ multimodal centers.*	As stated in Response to JS Comment #4, it is infeasible to require construction contractors to provide shuttles for workers, particularly when the site is not in a remote location, when workers are anticipated to be traveling to the site from a variety of local locations making a shuttle service ineffective and transportation time-consuming for workers, and when construction grading has been spread out over time to reduce impacts – which necessarily also reduces the number of construction workers on site at any one time and further reduces the feasibility of providing shuttle service.

JS Comment #6

Operational:

As stated in the previous comment letter, the air quality analysis does not reflect the true air quality impacts of the Project as it uses an unjustifiably short trip length. As the SCAQMD has suggested, given the nature of this Project, the fact that the development consists of more than 1.1 million acres of industrial buildings, with 123 loading docks and 30 trailer parking spaces, and that the primary business in the Inland Empire is from the Ports of Los Angeles and Long Beach, it is expected that the Project will be used by trucks travelling to and from these Ports. Additionally, this Project meets the low threshold of "reasonable expectat[ions]" that the freight moves from the port areas as detailed in the 2008 Reasonable Transportation Plan of the Inland Empire. Yet, the Air Quality Analysis fails to analyze for this impact, instead using an average trip length of 8.9 miles, clearly not accounting for the fact that the distance from the Project site to the Ports is approximately 50 to 60 miles in one direction. Even though, as County noted, the Project will not consist completely of warehouse space, it will make up 847,773 square feet, more than 75% of the Project space. Additionally, particularly since the future occupants are unidentified at this time, the County has failed to support with evidence in the EIR, that trip lengths associated with this Project will be significantly lower than that projected for other warehouse distribution centers where an average trip length of 40 miles has been used. By greatly underestimating the projected trip lengths, failing to provide any substantive authority for why such a short trip length was used or why only trips to the Ontario Airport will be part of the Project, the analysis in the EIR regarding operational air quality impacts is flawed and misleading. Nothing provided in the EIR assures that trip lengths will be as minimal as suggested. Therefore, the EIR fails as an informational document and should not have been certified by the Planning Director.

Response to JS Comment #6

The commenter provides no evidence that the primary business in the Inland Empire is from the Ports of Los Angeles and Long Beach. The proposed Project does not have any tenants identified; thus to assume – as the commenter does – that all traffic will be coming from the Ports is completely speculative. Additionally, as outlined below, the commenter mis-states the facts. The Project EIR did not state that the truck trips would be exclusively to or from the Ontario Airport. Rather, it is assumed that the proximity to the Ontario Airport and the relatively small size of the Project's buildings would substantially contribute to the Project's truck traffic relative to Ontario Airport. Moreover, the commenter states that a trip length of 40 miles should be used, but this mileage is not supported by any cited evidence (much less substantial evidence). Finally, the commenter incorrectly states that that the Project includes "1.1 million acres of industrial buildings." The Project actually includes only 60 acres. (Revised Draft EIR, p. 1.0-6.)

As stated in the attachment to the Director's Hearing Staff Report from October 4, 2010, Response to SCAQMD Comment # 2, provided below and in Final EIR (p. 2.0-65), provides an explanation of why the analysis used the default urban trips lengths for Riverside County and why they are appropriate for this Project:

The comment correctly states the trip lengths utilized in the Air Quality Impact Analysis for this project. The values used are the default urban trip lengths listed in URBEMIS 2007 for Riverside County. As the western Riverside County is an urban environment, the urban setting was selected. The URBEMIS 2007 computer model, approved by both California Air Resources Board (CARB) and SCAQMD⁸, was last updated in February 2008 and did not contain any updates to the average trip length assumptions used in the model demonstrating that they were still accurate. According to staff at SCAQMD⁹, there are no published documents that describe how to adjust trip lengths for development projects. This is particularly the case when there are no building occupants identified. Suggested document to review for potential trip length information included the 2003 Fontana *Truck Trip Generation Study*, the *Mira Loma PM₁₀ Monitoring* report prepared by SCAQMD in 2001. Upon further review, these studies did not include information on trip lengths. Additional research was also conducted by the County, including review of documents from CARB, the Californian Department of Transportation (Caltrans), and regional metropolitan planning organizations, to determine reasonable assumptions for altering the default trip length.¹⁰ No methodology was found that could provide a more accurate trip length for speculative buildings. Regarding sources of trip lengths, URBEMIS 2007 *Software User's Guide*, prepared for the SCAQMD, "More detailed breakdowns may be available from the Regional Transportation Planning Agency in your

⁸ <http://www.arb.ca.gov/planning/urbemis/urbemis2007/urbemis2007.htm>; <http://www.aqmd.gov/ceqa/models.html>

⁹ Personal communication with James Koizumi on 8/27/09.

¹⁰ These documents included, as examples, the CARB's *Goods Movement Action Plan*, SCAG's *Goods Movement Truck Count Study*, SCAG's 2008 *Regional Transportation Plan*, Federal Highway Administration's *Heavy-Duty Truck Activity Data*, Caltrans' Traffic Data Branch, *Annual Average Daily Truck Traffic*, Maricopa Association of Governments' *MAG Internal Truck Travel Survey and Truck Model Development Study*, and document posted on both the websites for the Ports of Los Angeles and Long Beach at http://www.portoflosangeles.org/environment/studies_reports.asp and <http://www.polb.com/environment/air/emissions.asp>; <http://www.arb.ca.gov/gmp/gmp.htm>

area.” (User’s Guide Appendix C, p. C-6.) The Southern California Association of Governments (SCAG), the regional transportation agency for the South Coast Air Basin does not have any published data for altering trip lengths. The default trip length in URBEMIS was relied upon in the absence of published documentation.

While it is understandable that other warehouse projects in the region have chosen to use a 40-mile one-way trip length, it is not as applicable to the proposed project as described herein. The project consists of six separate plot plans, two of which are business/industrial park uses rather than warehouses. Businesses draw local, short-distance trips in comparison to warehouses and because the project includes businesses, the average trip lengths generated will be shorter than if the project was entirely warehousing. The remaining four plot plans are smaller scale warehouse uses ranging from 104,210 square feet to 426,212 square feet in size. Typically, the larger warehouses over 250,000 square feet accommodate goods that may come from the ports. Only one plot plan of this project is over 250,000 square feet and there are no plot plans with very large regional-type warehouses over one million square feet in size. The smaller size of the majority of the project’s plot plans makes them more suitable for local distribution facilities. It is also reasonable to assume that goods may be traveling to the project site from the Ontario Airport only five miles west of the project site.

Additionally, the *Subregional Freight Movement Truck Access Study* prepared by SCAG and the San Bernardino Association of Governments in 2004¹¹ reported that heavy-duty truck trips to/ from the Ports and Western Riverside County were a total of approximately eight trips during three peak hours periods (AM, Midday, and PM) in 1999 and will decrease by 2030 to four trips during three peak hours periods. Peak hour traffic is a fraction of total daily traffic. The total daily Port traffic will increase by a proportional amount when compared to the peak hour estimates, regardless of the area analyzed. Therefore, the peak hour estimates can be used as an indicator of the percentages of Port-related truck traffic traveling to different areas within the region. The western Riverside County area receives the least amount of truck trips related to the Ports, second only to the Coachella Valley/Idyllwild which receives no truck trips. This is also the only area to decrease heavy-duty truck trips in 2030. This further justifies that the project area is not frequently served by the Ports.

Because the project’s trips will primarily be localized, short-distance trips associated with business matters or warehouse trips to Ontario Airport – and not regional, long-distance trips associated with Port warehouse activities – the average trip lengths used in the air quality analysis (which are URBEMIS default trip lengths) are accurate.

For these reasons, the mobile sources emissions were not recalculated as the trip lengths used in the Draft EIR are deemed appropriate.

Further, as stated in the letter submitted by SCAQMD on October 1, 2010, “The air quality analysis included consideration of AQMD staff written comments on the Draft EIR, and subsequent verbal comments. While the final air quality analysis may differ from AQMD

¹¹ http://www.scag.ca.gov/goodsmove/pdf/SFM_Truck_Access_Study_0704.pdf

recommended methodologies in some respects, the basic conclusions of the Final EIR would likely not change with further refinement to the air quality calculations. The lead agency concludes that air quality impacts and health risks remain significant and unavoidable during construction and operation.” Notably, the AQMD did not further question the average trip length used, nor did it recommend any alternative average trip length.

JS Comment #7

Additionally, all feasible mitigation measures were not adopted. Although the Project will result in significant and unavoidable direct and cumulative air quality impacts from construction, abuts the residential communities of Country Village (a senior community) and Mira Loma Village, and fails to meet SCAQMD’s recommended 300 meter (1000 feet) setback, the EIR fails to adopt all feasible mitigation. This is unacceptable. The Project will result in the emission of ROG, NOx and CO above SCAQMD’s daily thresholds in both winter and summer. Therefore, a number of changes to the current mitigation measures should be implemented in order to provide increased levels of mitigation.

MM Air 4 should be modified so as to require that signs be posted at Project exits indicating the proper route to take in order to avoid residential areas and schools.

MM Air 5 should also include the following: “Trucks incapable of utilizing the electrical hookup for powering refrigeration units shall be prohibited from accessing the site. All leasing documents shall include these requirements and provide that violation of those provisions will constitute a material breach of the lease that will result in the termination of the lease. Because of the fact that these lease terms are designed to benefit the public, the public shall be considered to be a third party beneficiary with standing to enforce the requirements of the lease.”*

As in MM Air 2 and MM Air 3, MM Air 7 should be modified so as to require that all vehicles be prohibited from idling for a period in excess of *three (3)* minutes, rather than the current five (5) minutes.

Response to JS Comment #7

The Final EIR previously responded to the comment submitted by CCAEJ during the public review period for the Draft EIR regarding a 300 meter setback on pages 2.0-102 through 2.0-104 and included a figure stating:

As shown in **Figure 2.0-1, CCAEJ Proposed Setbacks**, a setback of 1,000 feet from the boundaries of nearby residential development would encompass the entirety of three of the proposed plot plan sites (PP18876, PP18877 and PP18879 and most of the other three plot plan sites (PP16979, PP17788 and PP18879). A 1,500-foot setback encompasses the entire project site. Thus the either setback proposed by CCAEJ in their comment would prevent development of any portion of the project site in accordance with the current “Community Development: Light Industrial” general plan designation and current Medium Manufacturing (M-M) and Industrial Park (I-P) zoning. Because imposition of the setbacks described by CCAEJ would result in no development on the project site, CCAEJ is using the referenced setbacks to describe the Draft EIR’s “No Project

Alternative”, which is evaluated in the “Alternatives to the Proposed Project” discussion beginning on p. 6.0-31 of the Draft EIR. The “No Project Alternative” would not meet any of the project Objectives listed in the Draft EIR (pp. 6.0-31 and 6.0-32).

Accordingly, and consistent with both the *Handbook* and the explanation provided in the Draft EIR, a setback requirement is infeasible.

Regarding recommended revisions to MM Air 4, the immediate Project vicinity is predominantly built out with light industrial uses and does not include residential neighborhoods that the Project trucks would be traversing through. As outlined in the DEIR, the nearest schools to the project site are Mission Bell Elementary School located approximately $\frac{3}{4}$ mile southeast of the project site, Granite Hill Elementary School located approximately $\frac{1}{4}$ mile east of the project site and Jurupa Valley High School located approximately $\frac{1}{4}$ mile south of the project site (DEIR, p. 4.3-87). Given the Project’s proximity to the SR-60 freeway and its location on Etiwanda Avenue – a major arterial in the area designed to accommodate truck traffic – it is infeasible to require that Project trucks completely avoid traversing past the existing Mira Loma Village neighborhood off of Etiwanda Avenue. Nonetheless, Mitigation Measure Air-4 already requires that Project generated trucks avoid residential areas and schools. Additionally, COAs already exist that prevent trucks from traversing through residential areas or conducting any vehicle repairs in residential neighborhoods. (E.g., COA 10.Planning. 49).

Regarding recommended revisions to MM Air 5 for electrical hook-ups for TRUs, the Project is already complying with the intent of that measure. A COA (10.Planning.32) already exists stating:

Tenant(s) receiving shipping container refrigerated units shall provide electrical hook-ups at all dock door positions as part of the tenant improvement project for the building. The use of truck engines or auxiliary generators to power refrigerated shipping container units for more than five minutes is not allowed.

Further, an additional COA already exist states that, “The use of truck engines or auxiliary generators to power refrigerated shipping container units for more than five minutes is not allowed.” Accordingly, and in order to prevent any refrigerated goods from spoiling in the delivery trucks, the COAs assure that any trucks accessing the site will have to have the ability to hook up to an electrical power supply or else load/unload any goods within only a few minutes.

Finally, the recommended revision to MM Air 2, MM Air 3, and MM Air 7 prohibiting idling in excess of three minutes has already been addressed by the modification to the existing COA provided above under Response to JS Comment #4. The Project is now required to restrict all idling to not more than three minutes.

JS Comment #8

Additionally, the following mitigation measures should be adopted:

1. The operator of the primary facilities (buildings of 400,000 s.f. or more) shall become SmartWay Partner.*
2. The operator of the primary facilities (buildings of 400,000 s.f. or more) shall incorporate requirements or incentives sufficient to achieve at least 20% per year (as a percentage of previous percentage, not total trips) increase in percentage of long haul trips carried by SmartWay carriers until it reaches a minimum of 90% of all long haul trips carried by SmartWay 1.0 or greater carriers. Results, including backup data shall be reported to the Planning Department semi-annually.*
3. The operator of the primary facilities (buildings of 400,000 s.f. or more) shall incorporate requirements or incentives sufficient to achieve a 15% per year (as a percentage of previous percentage, not total trips) increase in percentage of consolidator trips carried by SmartWay carriers until it reaches a minimum of 85% of all consolidator trips carried by SmartWay 1.0 or greater carriers. Results, including backup data shall be reported to the Planning Department semi-annually.*
4. All fleet vehicles shall conform to 2010 air quality standards or better. Results, including backup data shall be reported to the Planning Department semi-annually.*
5. Install catalytic converters on gasoline-powered equipment.*
6. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
7. Require each user to establish a carpool/vanpool program.*
8. Provide on-site child care or contribute to off-site child care within walking distance.*
9. Provide preferential parking for carpool/vanpool vehicles.*
10. Provide secure, weather-protected bicycle parking for employees.*
11. Provide direct safe, direct bicycle access to adjacent bicycle routes.*
12. Provide showers and lockers for employees bicycling or walking to work.*
13. Short-term bicycle parking for retail customers and other non-commute trips.*
14. Provide shuttle service to food service establishments/commercial areas.*
15. Provide shuttle service to transit stations/multimodal centers.*
16. Implement parking fee for single-occupancy vehicle commuters.*
17. Implement parking cash-out program for non-driving employees.*
18. Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.*
19. Implement a compressed workweek schedule.*
20. Provide electrical vehicle ("EV") and compressed natural gas ("CNG") vehicles in vehicle fleets.*
21. Install EV charging facilities for a minimum of 10% of all parking spaces.*
22. Install a CNG fueling facility.*
23. Provide preferential parking locations for EVs and CNG vehicles.*
24. Utilize electrical equipment for landscape maintenance.*

25. Utilize only CARB certified equipment for construction activities.*
26. All forklifts shall be electric or natural gas powered.*
27. Provide subsidies or incentives to employees who use public transit or carpooling, including preferential parking.*
28. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*
29. Utilize low pressure sodium fixtures for exterior lighting including parking lots.
30. Utilize electric yard trucks.*
31. All buildings shall be constructed to LEED Platinum standards.*
32. The operator shall meet SmartWay 1.25 ratings.*
33. The operator shall use only freight companies that meet SmartWay 1.25 ratings.*
34. The developer shall install photovoltaic solar systems sufficient to offset all electrical usage.*
35. The developer shall install photovoltaic solar systems sufficient to offset all vehicular emissions.*
36. The operator shall purchase only green/renewable power.*
37. Install solar water heater systems to generate all of the Project's hot water requirements.*
38. Implement home-based telecommunicating program when feasible.

Response to JS Comment #8

The following table lists each of the measures identified by above and how the Project implements these measures as part of the Project design or mitigation, or, if the Project does not implement the measure, why the measure is not applicable or infeasible.

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
1. The operator of the primary facilities (buildings of 400,000 s.f. or more) shall become SmartWay Partner*	Only Plot Plan 17788 is over 400,000 sf. SmartWay certification is a requirement under the approved CARB Heavy-Duty (Tractor Trailer) GHG Regulation. The recent amendments to this rule, adopted by CARB December 17, 2010 require 20% of trailers to comply by 2012. With 100% compliance with the rule by 2016. ¹² Because future occupants are unknown, it is infeasible to require unknown fleet owners to be SmartWay certified. However, state regulations are achieving the same result as the proposed measure.
2. The operator of the primary facilities (buildings of (400,00s.f. or more) shall incorporate requirements or incentives sufficient to achieve at least 20% per year (as a percentage of pervious percentage, not total trips) increase in percentage of long haul trips carried by SmartWay 1.0 greater carriers. Results, including backup data	See response to item 1, above.

¹² <http://www.arb.ca.gov/regact/2010/truckbus10/truckbusappf.pdf>

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
shall be reported to the Planning Department semi-annually.	
3. The operator of the primary facilities (buildings of 400,000 s.f. or more) shall incorporate requirements or incentives sufficient to achieve a 15% per year (as a percentage of previous percentage, not total trips) increase in percentage of consolidator trips carried by SmartWay 1.0 or greater carriers. Results, including backup data shall be reported to the Planning Department semi-annually.*	See response to item 1, above.
4. All fleet vehicles shall conform to 2010 air quality standards or better. Results, including backup data shall be reported to the Planning Department semi-annually.*	As previously outlined in the FEIR (FEIR, p. 2.0-95) "very few tenants have truck fleets comprised of 100% brand new trucks or a truck fleet that has been 100% retrofitted to meet 2010-standards. According to an article posted by the Gerson Lehrman Group in August 2009 (Appendix C of the Final EIR), the price increases for 2010 compliant diesel trucks would be between \$8,000 and \$9,600. This does not include the price of a new engine or a new diesel truck (tractor). Accordingly, assuming that the number of daily trucks serving the project site is only 500 (a conservative estimate assuming some trucks make multiple trips per day since the Traffic Study estimated 736 trucks per day), the cost increase for 2010-compliant trucks would still range between \$4,000,000 and \$4,800,000 not including the cost of hiring CARB trained enforcement staff. This is assuming it would cost between \$8,000 and \$9,600 to repower existing truck engines within a tenant's fleet and does not account for the replacement of an entire engine to comply nor does it account for any replacement of an entire tractor (which can cost \$100,000)." Lastly, existing regulations require the phase in of 2010-compliant trucks beginning in 2015 through 2023 depending on the age of the engine under the CARB Truck and Bus Regulation ¹³ (amended December 17, 2010). Due to cost and decreased marketability, this measure is infeasible. Nonetheless, the Project is conditioned (COA 10.Planning.54 for Plot Plan 16979, 10.Planning.47 for Plot Plan 17788, 10.Planning.51 for Plot Plan 18875, 10.Planning.62 for Plot Plan 18876, 10.Planning.60 for Plot Plan 18877 and 18879) to require that all tenants apply for funding to retrofit their trucks.

¹³ <http://www.arb.ca.gov/regact/2010/truckbus10/truckbusappd.pdf>

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
5. Install catalytic converters on gasoline – powered equipment*	The main gasoline-powered equipment expected at this type of Project during operation would be a forklift. MM Air 6 requires service equipment to be low-emission propane or electric (i.e. forklifts). Therefore, this measure is not necessary as the existing measure is actually more strict than the measure proposed by the commenter.
6. Require that use of Alternative Diesel Fuels on diesel equipment. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PurNox is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy- duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.	The building occupants are unknown and the various developers and/or County have no control over the truck fleets that may frequent the sites. If such a requirement were imposed, it would severely limit the number of potential building occupants which would significantly affect the economic viability of the Project. A tenant of a particular building may not even have control over the trucks used to transport goods to and from the facility. Specifically, in a competitive market like that which exists today, imposing the recommended measure will likely result in the Project standing vacant. As outlined in Response to CCAEJ/NRDC Comment #6 (attached to the Staff report for the Director’s Hearing on 10-4-2010), because the imposition of the measure proposed by the commenter would make the Project unmarketable and, thus, likely to remain vacant, the implementation of those measures would introduce other potentially significant impacts associated with aesthetics, hazards, and other environmental effects. Accordingly, they are rejected as infeasible for environmental reasons as well. (See <i>ibid.</i>)
7. Require each user to establish a carpool/ vanpool program*	As stated in the FEIR (p. 1.0-30): Mitigation measure MM Air 11 provides information to employees about park and ride programs. To promote ride sharing and reduce GHG emissions, a new mitigation measure MM Air 15 , which will designate priority parking spaces for high-occupancy vehicles and vans used for ride-sharing, was imposed to read as follows: MM Air 15: The project proponents of each plot plan shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance will be required prior to the issuance of occupancy permits.
8. Provide on-site child care or contribute to off-site child care with-in walking distance.*	Since diesel particulate matter is a significant Project impact, imposing this measure would expose more persons to the estimated increase in excess cancer risk. Moreover, requiring an

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
	increased density of children within an industrial facility with truck traffic introduces additionally safety hazard impacts. Thus, this measure is infeasible due to environmental impacts as well.
9. Provide preferential parking for carpool/vanpool vehicles.*	MM Air 15, as described in measure 7, above, achieves this measure.
10. Provide secure, weather protected bicycle parking for employees.*	<p>The following COA (90.Planning.13 for PP16979; 90.Planning.14 for PP18875; and 90.Planning.10 for PP17788, PP18876, PP18877, and PP18879) will be modified as shown below to state that:</p> <p style="padding-left: 40px;">A bicycle rack with a minimum of six (6) spaces shall be provided in convenient locations to facilitate bicycle access to the project area as shown on APPROVED EXHIBIT A [EXHIBIT L for PP18877 and PP18879]. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans. <u>All bicycle racks shall be weather-protected.</u></p>
11. Provide direct safe, direct bicycle access to adjacent bicycle routes.*	As stated in the FEIR, p 1.0-35, There are no General Plan-designated Bike Paths in the vicinity of the proposed Project. Additionally, the proposed Project is an infill project located within the otherwise fully developed MLCC. This measure is not applicable to the proposed project, inasmuch as it is directed towards residential and large developments. The proposed project is not a new industrial use within an undeveloped area, but rather an infill development within an existing industrial park. All streets that will serve the project are existing developed roads currently providing vehicular access to the existing development within the industrial park.
12. Provide showers and lockers for employees bicycling or walking to work.*	As previously stated, the Project is speculative at this time with no know building occupants. To require the Project to build showers and lockers is impractical. Future tenants will determine whether there is a need for showers and lockers for employee use. Moreover, because few employees are expected to travel to work on foot or by bicycle, imposing this measure would not reduce air quality or GHG emissions in any measurable way. Thus, it is not a measure that will actually reduce any potentially significant impacts.

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
13. Short-Term bicycle parking for retail customers and other non-commute trips.*	The Project does not include retail. Therefore, this measure is not applicable.
14. Provide shuttle service to food service establishments/ commercial areas.*	This measure is identical to the one proposed by the commenter for Project construction. As contained in the response to construction measure 22, above, this measure is infeasible because such practices are more applicable to dense commercial/retail employment centers, not construction sites. Further, the source of the labor pool is likely to come from numerous, albeit local, locations, such that it is infeasible to implement shuttle services. Also, restaurants and food service is available in the Project area within a short distance.
15. Provide shuttle service to transit stations / multimodal centers*	As stated in the FEIR, p. 1.0-34, although the RTA provides bus service from approximately ¾ mile to 1½ miles from different portions of the project site, it does not currently provide service to the project site and at this time has no plans to extend bus service to the project site. As the project does not constitute a large job center, providing a shuttle service to public transit is not practical. Further, requiring employees to park at transit station before reaching the Project site may not reduce vehicle miles traveled. Some employees would past the Project site to park at the park and ride lots or train station just to be shuttled back towards the Project site. Additionally, through implementation of MM Air 11, the project proponents have committed to doing what is feasible by providing information about park-and-ride programs that are administered through local agencies or other organizations to the tenants. In addition, an existing park and ride lot is located at the SR-60 westbound off-ramp for Country Village Road which is between approximately one-half to one mile east of the project site. In this way, the future tenants and employees of the project will be able to take advantage of those programs to reduce overall commuting trips. (FEIR, p. 2.0-88)
16. Implement a parking fee for single-occupancy vehicle commuters.*	As stated in the FEIR, p. 1.0-33, the County doesn't have the available resources to collect parking fees on streets and private parking lots; therefore, this measure is not applicable to the proposed Project. Additionally, within Riverside County employees of private development do not typically pay to park as they would in other counties or cities like Los Angeles – where housing is co-located with job opportunities – so to institute such a program would

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
	make the Project non-competitive. Moreover, during this time of economic crisis and unemployment within Riverside County, penalizing local workers by fining them for driving to work makes this measure infeasible.
17. Implement parking cash-out program for non-driving employees.*	See response to item 16 above.
18. Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.*	As stated in the FEIR, p.1.0-30, the proposed project is an infill development located within an existing industrial development; rather than the development of a new industrial destination within an undeveloped area. All streets that will serve the project are existing developed roads currently providing vehicular access to the existing development within the industrial park. Therefore, this measure is not applicable.
19. Implement a compressed workweek schedule.	As stated in the FEIR, p. 1.0-36, "Jobs that entail working alone or working with equipment which can be kept at the alternate work site are often suitable for telecommuting. Examples include a writer, editor, analyst, word processor, or programmer. These types of uses are not consistent with the types of jobs provided by the project which typically require physical presence. The MLCC is an industrial park and implementation of telecommuting or compressed work schedules is not appropriate for the proposed Project. The hours of operation for the uses that will be developed by the proposed Project have not been established, but to the extent that some uses may have extended hours of operation, work hours are anticipated to be staggered by having different shifts of employees working at the proposed Project. Project operations that evaluated potential extended hours include the aesthetics and noise sections of the Draft EIR under nighttime glare (p. 4.1-8) and nighttime noise (p. 4.11-16)"
20. Provide electrical vehicle ("EV") and compressed natural gas ("CNG") vehicles in vehicle fleets.*	This measure would reduce Project competitiveness because the future occupants are unknown. See response to items 4 and 6, above. Moreover, this is not a retail-based project or a residential development where internal vehicle fleets would be in use. Accordingly, this measure is inapplicable as well. Nonetheless, the Project is required to have service equipment (such as fork lifts) that are propane or electric powered by MM Air 6.
21. Install EV charging facilities for a minimum of 10% of all parking spaces.*	As stated in the FEIR regarding providing EV charging facilities, (p. 1.0-32) "The project is not a

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
	high employment generator whereas this measure is more appropriate for large job centers with many employees. Additionally, inasmuch as the proposed project is not anticipated to be home of large owner-operated vehicle fleets; the construction of an alternative fueling station will not be an effective means of reducing project-related GHG emissions.”
22. Install a CNG fueling facility.*	This measure is similar to item 21 above regarding EV charging facilities. See the response above.
23. Provide preferential parking locations for EVs and CNG vehicles.*	The following COA will be added for each Plot Plan stating: Preferential parking shall be provided for EV, hybrid, and CNG vehicles.
24. Utilize electrical equipment for landscape maintenance.*	It is not practical to require future tenants (currently unknown) to ensure landscape maintenance equipment is electrical. Moreover, to power electrical landscape equipment, the buildings would have to be redesigned and the electric system redistributed to provide regular power outlets on the exterior of the buildings. At this point, and given the Project’s other energy saving measures, redesigning the building is impractical and infeasible. Moreover, the use of electrical landscaping equipment would not appreciably reduce the operational air quality emissions of the Project. As such, this measure is infeasible because it won’t actually reduce the Project’s impacts in any measurable way.
25. Utilize only CARB certified equipment for construction activities.*	The measure is not applicable because it is for construction activities whereas the context of the measures provided by the commenter was for operations. Regardless of this, however, MM Air 3a already requires that construction equipment be limited to CARB certified Tier 4 equipment (as soon as that equipment becomes available) or retrofitted to meet Tier 4 standards.
26. All forklifts shall be electric or natural gas powered.*	This measure is already implemented by MM Air 6.
27. Provide subsidies or incentives to employees who use public transit or carpooling, including preferential parking.*	MM Air 11 provides information to employees about park and ride programs. MM Air 15 requires the provision of preferential parking as an incentive for carpools/vanpools as indicated in the proposed measure.
28. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*	See item 31 below regarding LEED certification. The Project will be LEED certified, which will incorporate as practical, measures such as this but may not achieve 50% coverage due to conflicting

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
	measures for water conservation and drought tolerant landscaping. In other words, providing more vegetation on site will increase landscaping water demands, which correlates to an increased energy demand and (with it) increased GHG emissions. Accordingly, strictly requiring this proposed measure is infeasible.
29. Utilize low pressure sodium fixtures for exterior lighting including parking lots.	A similar measure is already identified in the DEIR Design Considerations of the Air Quality section, item 12 (DEIR, p. 4.3-36) relates to outdoor lighting stating " All outdoor lighting will be controlled by the use of timers or photocells in order to automatically turn off outdoor lighting during daylight hours. Wherever practicable, energy efficient lighting will be used."
30. Utilize electric yard trucks.*	The intent of this measure is already implemented by MM Air 6 requiring the use of low-emission proposing or electric service equipment.
31. All buildings shall be constructed to LEED Platinum standards.*	<p>LEED Platinum standards are the highest rating in the LEED certification and are granted by the U.S. Green Building Council. Because the Project has no known future occupants, and becomes exceedingly costly to design with no guarantee that the Platinum certification will be granted, requiring LEED Platinum certification is infeasible. Further, the proposed Project is composed of warehouse/industrial park buildings. Nonetheless, the Project will require each Plot Plan to be, at a minimum, LEED Certified as imposed by the following COA to be included in the COA for each Plot Plan:</p> <p>The project shall comply with the requirements for a LEED Certified building, in accordance with the edition of the USGBC New Construction (NC) Reference Manual in effect at time of project registration. The building(s) and facilities shall be maintained in the condition that awarded LEED certification.</p>
32. The operator shall meet SmartWay 1.25 ratings.*	See response to items 1 through 3 above.
33. The operator shall use only freight companies that meet SmartWay 1.25 ratings.*	See response to items 1 through 3 above.
34. The developer shall install photovoltaic solar systems sufficient to offset all electrical usage.*	The Project applicant has consulted with Southern California Edison (SCE), the local electricity provider, to determine feasibility and applicability of installing photovoltaic (PV) panels on the

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
	<p>rooftops of each plot plan. SCE's Solar Rooftop Program enables building owners to lease under-utilized roof space to SCE for added revenue and to benefit from public awareness that they are part of a historic transition to renewable electricity generation. It was determined that building with roof surfaces substantially larger than 200,000 square feet are suitable for PV panels and would be considered under SCE's Solar Rooftop Program. (See SCE's Solar Photovoltaic Program Testimony Before the Public Utilities Commission at pp. 4, 34-35 [2008] [discussing technological and business restrictions dictating minimum roof top size and stating that minimum roof size is actually closer to 250,000 square feet].) Plot Plan 16979 is 200,731 square feet, but is not considered suitable because it is not substantially more than 200,000 square feet. (<i>Ibid.</i>) Accordingly, only Plot Plan 17788 (426,212 square feet) is suitable for PV panels.</p> <p>To promote the responsible use of natural resources and to reduce the use of power generated by the use of fossil fuels in order to further reduce greenhouse gas emissions, the applicant for Plot Plan 17788 has proposed and the County has incorporated the following COA :</p> <p style="padding-left: 40px;">Plot Plan 17788 shall incorporate features that permit the installation of a photovoltaic (PV) power generation system. This requirement shall include the up-grade of building structural, electrical & roofing systems as determined to support an approximate 1 Megawatt PV system. The property owner of this facility shall submit the project to Southern California Edison, the local electrical utility provider, for inclusion into either the "Utility Owned Generation" (UOG) or "Independent Power Producer" (IPP) program, through which the leasing of the rooftop and the actual installation of solar panels by SCE could occur. It is understood that the Utility Company will have the final word on whether the building will be included in the program.</p>
35. The developer shall install photovoltaic solar systems sufficient to offset all vehicular emissions.*	See the response to item 34, above.
36. The Operator shall purchase only green/	This measure is impractical as the Project will be

Johnson & Sedlack Recommended Operation-Related Mitigation Measure	Disposition of Measure
renewable power.*	subject to the energy mix provided by the utility providers i.e. electricity, natural gas, water). Moreover, the site is not located on a renewable geothermal heat source, nor is it in a mountain pass where wind turbines might be a source of renewable energy. Finally, see response to proposed measure 34, above, discussing the potential for solar energy.
37. Install solar water heater systems to generate all of the Project's hot water requirements.*	As stated in the DEIR Design Considerations (item 6) in the Air Quality Section (DEIR, p. 4.3-36), , tankless water heaters (flash heaters) will be used, wherever practicable, where hot water is required in each building. These heaters are much more efficient than the standard tank-type heaters. Therefore, this measure achieves the same purpose and is not necessary .
38. Implement home-based telecommunicating program when feasible.	See response to measure 19, above.

JS Comment # 9

Greenhouse Gas/Climate Change:

The arguments discussed above regarding the low trip length used in the Air Quality Analysis, also apply to the section on greenhouse gases. Impacts to climate change will be significant and must be mitigated. Those mitigation measures listed above, which contain an asterisk (*) also serve to mitigate for climate change impacts and should be implemented.

Response to JS Comment #9

The AQIA used appropriate assumptions for mobile source trip distances, as outlined above, it is complete, conservative, and adequate and therefore, the related greenhouse gas emissions were also estimated adequately. Impacts to GHG were found to be cumulatively significant and unavoidable in the DEIR (p. 4.3-106). Feasibility of the recommended measures are provided in the previous responses, above.

JS Comment #10

Biological Resources

The Project will result in a cumulatively significant impact at the General Plan level by resulting in “the direct mortality of individuals of listed, proposed or candidate species or the loss of habitat occupied by such species.” Even with implementation of RCIP General Plan EIR mitigation measures, impacts will remain significant. Therefore, the following mitigation measure should be required:

1. Require off-site mitigation within Riverside County in order to preserve similar type and amount of habitat.

Response to JS Comment #10

As outlined in the DEIR, Biological Resources Section, Page 4.4-22, based on the results of the biological surveys and after implementation of mitigation measures (which require compliance with the MBTA, preconstruction surveys for burrowing owl, and payment of MSHCP fees) - and contrary to the commenter’s unsupported statement – potential adverse impacts associated with special-status species and the loss of habitat will be reduced to less than significant levels, on a Project-specific and cumulative basis.

The DEIR, Mandatory CEQA Topics Section, page 6.0-14-17 discusses the impacts associated with the implementation of the General Plan, the impacts in the absence of the MSHCP, and details the type and potential for biological species to be on-site. The quote used in the comment letter regarding “the direct mortality of individuals of listed, proposed or candidate species or the loss of habitat occupied by such species” is from the Riverside County General Plan EIR’s

summary of the impacts from build-out of the General Plan, not of the Project. With incorporation of Project-specific mitigation measures, the Project will not result in significant impacts to sensitive species or their habitat. This is confirmed by the MSHCP, its Implementing Agreement, and the take permits issues by the California Department of Fish and Game and the United States Fish and Wildlife Service – all of which confirm that compliance with the MSHCP provides full and complete mitigation for impacts to biological resources. Accordingly, no additional mitigation measures are required to reduce impacts to less than significant levels, including no requirement for off-site mitigation.

JS Comment #11

Cultural Resources

In order to further insure that unique cultural resources are not impacted by Project construction, changes to the adopted mitigation measures must be made. In violation of CEQA, MM Cultural 1 (3) is vague and must instead provide that grading and further ground disturbance shall not resume within *100 feet* of the discovery of cultural resources until an agreement has been reached.

MM Cultural 3 is also vague and should require, in order to ensure that paleontological resources are not harmed, that if paleontological resources are uncovered, construction/development activities “shall be moved to other parts of the project site” *at least 500 feet away.*

Responses to JS Comment #11

As outlined in the DEIR, on pages 4.5-6 through 4.5-10, no evidence of archaeological resources were observed and grading and construction are not anticipated to result in impacts to cultural or historic resources. The entire site was mass graded in the 1990s and no paleontological resources were found; therefore, impacts are not anticipated. Additionally, “no evidence of archaeological resources was observed during the archaeological impact assessment conducted in July 2002 by Christopher E. Drover Ph.D. on the parcels proposed for development and located within the MLCC. Further, the 2002 assessment found that no evidence remained of previously identified archaeological site Riv-4105 (located outside the present survey area). As a result, grading and construction proposed to implement the development proposed by the applicant will not result in any significant impacts to cultural or historic resources.” However, to be conservative, the DEIR includes mitigation measures to reduce potential impacts if these resources are uncovered during grading/construction.

Part 1 of **MM Cultural 1**: already outlines a 100-foot avoidance area for discovered cultural resource: “All ground disturbance activities within 100 feet of discovered cultural resource shall be halted” until a meeting is convened and decision made as to appropriate mitigation (documentation, recovery, avoidance, etc.) of the resource. Part 3 further outlines that “Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached...” and **MM Cultural 3** outlines the protocol that must be followed

in the event that a *significant* paleontological resource is uncovered. Applying the recommended language to the mitigation measure would require a 500-foot avoidance buffer for all uncovered paleontological resources, even if not determined a significance resource. The mitigation outlines appropriate protocol to follow in the event the resource is determined a significant resource by a qualified paleontologist. No further mitigation is necessary or required.

JS Comment #12

Hydrology and Water Quality:

The Project site will reduce the area of pervious surface within the Chino III groundwater subbasin by between 75 to 90 percent on individual plot plan sites, effectively decreasing the potential for groundwater recharge. The County concludes that “[d]ue to the small size of the Project in relation to the total size of the groundwater subbasins, there will not be a substantial effect upon groundwater recharge within the groundwater subbasin and the proposed Project *should* not interfere with the groundwater table.” Therefore, the County concludes that there will not be a significant effect on hydrology. County has based this conclusion of insignificance on an uncertain inference. This is improper particularly since this analysis fails to account for the cumulative effects that other projects will have on decreased groundwater recharge and the fact that southern California has and is expected to continue to have decreased water supply. Additionally, the County states that “the Project may contribute new sources of polluted runoff.”

Therefore, the County must adopt the following mitigation measure:

1. Pavement and impermeable surfaces must be reduced to the greatest extent feasible. Where paving is necessary, permeable paving alternatives must be utilized such that infiltration happens passively through the site.

This mitigation measure will help mitigate for the Project’s substantial effects upon groundwater recharge, and will also help achieve decreased amounts of polluted runoff.

Responses to JS Comment #12

As outlined in the Draft EIR page 4.8-16, the Project will reduce the imperviousness on the individual Project sites by between approximately 75 percent and 90 percent. Each plot plan averages 10 acres, which is small in relation to the total size of the groundwater subbasins [Chino Basin is 154,000 acres (~240 square miles)]. Ultimately, the approximately 60-acre Project site – portions of which shall remain permeable and landscaped – constitutes only 0.03% of the Chino Basin. According to pages 3-14 to 3-15 of the Project-specific Water Supply Assessment, JCSD’s legal right to pump water in an amount necessary to meet all demands as sanctioned and protected by the Basin Adjudication Judgment, is buttressed by a number of programs and projects directed to ensuring the sufficiency of groundwater supplies from the Basin, particularly during dry years.

The Judgment represents a plenary adjudication of all water rights in the Basin and is currently administered under the authority of the Chino Basin Watermaster with continuing jurisdiction by the Court. The principal function of adjudication generally is to control the use of a water source in order to ensure the source is utilized in an optimum manner. For purposes of adjudication, the

central feature is the determination of the safe yield of the Basin. The sufficiency of the Basin includes the availability of recharge water and recharge capacity for purposes of maintaining the safe yield of the Basin consistent with the JCSD's Optimum Basin Management Program (OBMP) and Judgment. Recharge water includes imported water supplied by MWD, recycled water and stormwater. The OBMP addresses the use of recharge water, including projections with respect to availability and recharge capacity. Therefore, the OBMP JCSD's WSA – which is partially based on that OBMP – have already taken into consideration the effects that development (like the Project) would have on recharge capacity, and JCSD still found that there was adequate water sources available to service the Project. Furthermore, the Adjudication Judgment, the OBMP, and the analysis of the JCSD's total water supplies are all documents that necessarily consider basin-wide impacts and water demands. Accordingly, and contrary to the commenter's assertion, there was no failure to consider cumulative impacts. Instead, the EIR's analysis is properly based upon documents that inherently account for those impacts by discussing and analyzing water issues across the entire basin. Thus, the Project's effects are less than significant as explained in the EIR (see Draft EIR pages 4.16-21 through 4.16-39) and the commenter's proposed mitigation measures are not required. (See State CEQA Guidelines, § 15126.4 [requiring mitigation only for potentially significant impacts].)

The existing undeveloped sites currently do not provide a significant source of recharge because they have been mass graded and compacted and do not allow for significant amounts of recharge. Thus, further development of the site will not eliminate sites of groundwater recharge and would not contribute to a significant cumulative loss of recharge areas.

Although the Project may contribute new sources of polluted runoff, as new development is anticipated to, compliance with NPDES permit requirements and implementation of mitigation measures identified in DEIR ensure the potential for the Project to contribute new sources of polluted runoff is less than significant.

JS Comment #13

Utilities:

As a portion of the projected build-out of the RCIP General Plan, this Project will contribute to the significant cumulative impact on existing solid waste services. The County provided several mitigation measures to mitigate for this effect. Yet, some of these mitigation measures, as currently written, are ineffective and unenforceable as they merely require that recycling containers and solid waste dumpsters be placed at the Project site. There is nothing contained within these mitigation measures, particularly Mitigation Measure Utilities 1 and 2, that ensure or require that the future occupants and employees will actually recycle. Therefore, these mitigation measures should require within contracts with future occupants, measures to ensure that all recyclable materials resulting from operation of the Project actually be recycled.

Responses to JS Comment #13

Impacts to solid waste are addressed in pages 4.16-39 through 4.16-41 of the DEIR. As outlined in the DEIR p. 4.16-43 "the proposed project will not result in any significant adverse impacts to

utilities; therefore, mitigation is not required.” However, to lessen the already less than significant impacts even further, mitigation measures **MM Utilities 1** through **5** will be incorporated to reduce the waste-stream and encourage recycling and re-use. (See also FEIR, section 5 and MMRP pp. 3.0-39 through 3.0-40 [confirming that impacts are less than significant even without the imposition of any mitigation].) The mitigation measures are not required to reduce potential impacts to less than significant levels but are included in order to reduce Project-generated solid waste requiring disposal within landfills. Given that CEQA only requires mitigation for potentially significant impacts, the Commenter’s suggested edits and measures are not required. (See State CEQA Guidelines, § 15126.4 [requiring mitigation only for potentially significant impacts].) As detailed in Section 3.0, Mitigation Monitoring and Reporting Program on page 3.0-39 through 3.0-41 of the FEIR, **MM Utilities 1** will be monitored by the Submittal of the Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department and verification of the installation of recycling areas by the Waste Management Department; **MM Utilities 2** will be monitored by verification of the installation of recycling areas by the Waste Management Department; **MM Utilities 3** will be monitored through compliance with the Riverside County Waste Management Department Construction and Demolition Waste Diversion Program – Form B or Form C process, submitted to the Waste Management Department. Both **MM Utilities 4** and **MM Utilities 5** will be monitored through the verification of the existence of the program by the Waste Management Department. Moreover, it is a reasonable assumption that if recycle facilities are installed and designated, the tenants will use them. (See State CEQA Guidelines, § 15384 [“substantial evidence includes ... reasonable assumptions predicated upon facts”].)

JS Comment #14

Noise:

The Project will result in significant noise impacts. Noise levels due to construction at the Project site are expected to reach up to 85 dBA at the nearest sensitive receptors, consisting of occupied residences. This is well in excess of the daytime exterior noise standards of 55 dBA for residential land uses allowable under Riverside County Ordinance (RCO) No. 847, Section 4, Table 1. Yet, the County concludes that merely through the Project’s compliance with RCO No. 847, Section 2, that construction-related noise impacts will be less than significant. This is a completely faulty analysis and conclusion. The mere fact that the

excess construction noise will be restricted to daytime hours does not mitigate the fact that noise levels of 85 dBA will be in excess of the County’s noise ordinance and experienced by nearby residents during *daytime* hours. The fact that the ordinance establishes time frames does not eliminate or lessen the environmental impact it merely means that the impacts are not subject to criminal sanctions. Thus, reliance on MM Noise 1 which merely limits construction activities “within one-quarter mile of occupied residences” to the daytime hours set forth in RCO No. 457, Section 1.G.1, (recently amended to RCO No. 457.102, Section 1.F.1) does nothing to mitigate these substantial effects.

The following additional mitigation measures should be adopted in order to reduce construction noise impacts to below a level of significance:

1. Provide temporary noise barriers during project construction regardless of whether there will be nocturnal trucking activities.
2. During project construction, the developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of 3 minutes.
3. When technically feasible, utilize only electrical construction equipment.

The County states that “[d]aytime operational noise is not considered a source of significant impact if a barrier shields the *visibility* of the loading activity from any ground-floor observers. (Resolution No. 2010-06, pg. 103.) This is merely not true. Further, the Project will have significant cumulative noise impacts due to the already existing noisy environment. Yet, only mitigation measures pertaining to nighttime operations have been adopted.

The following additional mitigation measures should be adopted in order to reduce operational noise impacts (project-level and cumulative) to below a level of significance:

1. Provide a permanent noise barrier sufficient to reduce daytime noise levels to below the County mandated 55 dBA daytime exterior noise level for residential land uses at the nearest sensitive receptors.
2. Require the use of rubberized asphalt for construction of all roadways and parking lots.
3. All trucks, tractors and forklifts shall be operated with proper operating and well maintained mufflers.
4. Maintain quality pavement conditions that are free of bumps to minimize truck noise.
5. Require all trucks to turn off engines when not in use or prohibit idling in excess of 3 minutes.

Responses to JS Comment #14

The residential noise standards, as described in Chapter 7, in Table N-2, on page 8 of the Riverside County General Plan Noise Element for Riverside County are shown below:

Exterior (not to exceed)	65 dB CNEL
Interior (not to exceed)	45 dB CNEL

The commenter’s statements regarding Ordinance 847 section 4 and the so-called “mandated” noise levels are incorrect. The Riverside County noise standards for planning purposes are stated above. Per conversation with Steve Hinde at the Riverside County Office of Industrial Hygiene (May 20, 2009), the noise levels described in Ordinance 847 were never intended to be used for planning, rather as tool to assist in code enforcement, and should not be used in planning documents, as it was not the author’s intent. Moreover, the commenter overlooks the fact that

the very first section of the Ordinance itself states that, “[t]his ordinance is not intended to establish thresholds of significance for the purpose of any analysis required by the California Environmental Quality Act and no such thresholds are hereby established.” Accordingly, the commenter’s conclusions that the County’s regulatory noise standards for planning purposes are thresholds for CEQA analysis is incorrect. As explained in the DEIR, the County determines whether a Project’s noise is significant based on the General Plan’s Noise Element, County policies, the likelihood of noise causing a nuisance, and the Riverside County Department of Public Health – Office of Industrial Hygiene’s standards. (DEIR pp. 4.11-14 through 4.11-17.)

Mitigation measures to minimize construction-related noise impacts, as stated on page 4.11-19 of the DEIR, are as follows:

MM Noise 1: To reduce construction-related noise, site preparation, grading and construction activities within one-quarter mile of occupied residences shall be limited to those hours as set forth in Section 1.G.1 of Riverside County Ordinance No. 457.

MM Noise 2: All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

MM Noise 3: Construction staging areas shall not be located within 200 feet of any occupied residence.

MM Noise 4: No combustion powered equipment, such as pumps or generators, shall be allowed to operate within 500 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

MM Noise 4 is similar to the commenter’s suggested mitigation measure #1 for construction noise; therefore, the mitigation measure is already required of the Project. The commenter’s suggested mitigation measure #2 for construction is similar to **MM Air 2**, on page 4.3-96 of the DEIR which states “the project proponent shall assure that the following requirement be incorporated into all relevant construction drawings and the contract between the project proponent and the general contractor: Construction vehicles shall be prohibited from idling for a period in excess of 5 minutes both on-site and off-site. Each subcontractor or material supplier shall be responsible for compliance with this provision and the general contractor will have responsibility to oversee implementation. Further, the general contractor shall place a sign at each building driveway notifying equipment operators that idling times shall not exceed five minutes.” The commenter’s suggested mitigation measure #3 for construction noise is not feasible due to the fact that, as shown in Table 4.11-C on page 4.11-12 of the DEIR, the commonly used construction equipment that generate the most noise are large pieces of equipment that have no electrically-run equivalent, additionally, electrical equipment shall be used to the extent feasible as mandated by **MM Air 3c**, as stated on page 4.3-97 of the DEIR Air Section.

Mitigation measures **MM Noise 2** through **MM Noise 4** all require noise attenuation from construction equipment and/or the use of noise attenuating barriers. Mitigation to a less than significant level does not rely solely on Ordinance No. 847. Mitigation measure **MM Noise 1**

will reduce the duration of construction-related noise and ensure that construction only occurs between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May as set forth in Section 1.F.1 of Riverside County Ordinance No. 457, and as stated in Section 3.0 – Mitigation Monitoring and Reporting Program pages 3.0-29 of the FEIR, the grading permit, obtained from the Building and Safety Department, shall stipulate hours of construction.

The commenter's suggested mitigation measures numbers 1 through 4 (for operational noise above) are not necessary or are already required as the on-site operational noise impacts to residential land uses were analyzed and found to be in compliance with the residential daytime noise planning standard of 65 dBA.

Operational mitigation measures for the project, as stated on page 4.11-20 of the DEIR Noise Section, are as follows:

MM Noise 5: Facility-related noise must not exceed the following worst-case noise levels 45dB(A) – 10 minute noise equivalent level ("leq"), between the hours of 10 p.m. to 7 a.m. (nighttime standard) and 65 dB(A) – 10 minute leq, between 7 a.m. and 10 p.m. (daytime standard) as measured at any habitable dwelling, hospital, school, library, nursing home or other similar noise sensitive land use.

MM Noise 6: An 8-foot high perimeter barrier shall be required if nocturnal (10 p.m. to 7 a.m.) loading dock materials handling activities are conducted within 300 feet of any residence. If nocturnal trucking activities are conducted simultaneously with the operation of the warehouse/loading dock, the 8-foot-high barrier shall be required if such combined activities occur within 600 feet of an existing home. These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete.

MM Noise 7: Prior to the issuance of building permits for Plot Plan 16979 and Plot Plan 18879, an acoustical analysis shall be submitted for the Plot Plan for which a building permit is being requested to the Riverside County Planning Department and the Riverside County Department of Public Health, Office of Industrial Hygiene verifying that the perimeter barrier required by mitigation measure MM Noise 6, above, reduces potential nocturnal (10 p.m. to 7 a.m.) noise impacts for that Plot Plan to noise levels mandated by Riverside County Ordinance No. 847. If the acoustical analysis determines that a higher perimeter barrier is required to bring nocturnal noise impacts to Ordinance No. 847 levels, the required perimeter barrier shall be raised, as required by the acoustical analysis, to a maximum height of 12 feet to reduce potential noise impacts to Ordinance No. 847 levels.

MM Noise 8: No nocturnal loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10 p.m. to 7 a.m.

MM Noise 9: No nocturnal operations within Plot Plan 18876 and Plot Plan 18877 shall take place between the hours of 10 p.m. and 7 a.m.

The commenter's suggested mitigation measure for Project operations #1 (utilizing the correct exterior noise standard) has already been addressed and is required of the project through the incorporation of **MM Noise 5**. The commenter's suggested mitigation measure #2 for operational noise is not required. As shown on page 4.11-9 of the DEIR, the impacts from roadway noise are less than significant, additionally the majority of noise associated with vehicles (large trucks included) emanates from engine noise, more specifically from fans within the engine. Tire noise on asphalt only starts to become a factor at speed, and delivery vehicles will not be speeding around the parking lots. Therefore, proposed mitigation measure #2 is neither necessary nor required. Commenter's suggested mitigation measure #3 has already addressed in **MM Air 6** on page 4.3-98 of the DEIR Air Section, and is required by the Project. Commenter's suggested mitigation measure for operational noise #4 is not required for the same reasons that commenter's suggested mitigation measure #2 was not required. Commenter's suggested mitigation measure #5 for operational noise has already been addressed by **MM Air 7**, on page 4.3-98 of the DEIR Air Section, which states that the Project shall "prohibit all vehicles from idling in excess of five minutes." Further, as modified above, in Response to JS Comment #4, idling from both construction and operation has been limited to three minutes which addresses the commenter's request.

Furthermore, as stated on page 4.11-17 of the DEIR,

Of the six plot plans that comprise the proposed project, the two that are closest to existing residences are Plot Plan 18876 and Plot Plan 18877. The developer of these plot plans has agreed to have no nocturnal activities, and this restriction will be implemented through mitigation measure MM Noise 9. Plot Plan 18875 is located greater than 600 feet from the nearest residence. The building within Plot Plan No. 18879 is oriented to provide a noise barrier between nocturnal operations and residences to the east. Plot Plan 17788 is partially located within 600 feet of existing residences, however, loading dock activities and related trucking activities are expected to occur 600 feet or greater from the nearest residences. Plot Plan 16979 is located greater than 200 feet from the nearest residence. Due to building orientation, intervening land uses and the orientation of the nearest residences, the noise impacts from potential nocturnal operations associated with Plot Plan 18879, Plot Plan 17788 and Plot Plan 16979 will be mitigated to below the level of significance through implementation of mitigation measures MM Noise 5, MM Noise 6, MM Noise 7 and MM Noise 8.

Noise attenuation is achieved when the line-of-sight is broken between the source and the receiver. As stated on page 4.11-16 of the DEIR, the potential for daytime operational noise impacts was analyzed and because the building itself would act as a noise barrier, additionally, the Project design calls for 6-foot high separation walls which would attenuate on-site noise even more. Further mitigation is neither required nor necessary to achieve the 65 dBA daytime noise standard at the residential boundary line. Furthermore, per COA 10.Planning.22 for Plot Plan 16979 and 10.Planning.21 for Plot Plan 17788,

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 55 db(A), 10-minute LEQ, between the hours of 10:00 p.m. to 7:00 a.m., and 75 db(A), 10-minute LEQ, at all

other times as measured at any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. The permit holder shall comply with the applicable standards of Ordinance No. 847.

For Plot Plans 18875, 18876, 18877, and 18879, COA 10.Planning.22 for Plot Plan 18875 and 10.Planning 21 for Plot Plans 18876, 18877, and 18879 specify that:

1. Facility-related noise, as projected to any portion of any surrounding property containing a "sensitive receiver, habitable dwelling, hospital, school, library or nursing home", must not exceed the following worst-case noise levels 45 dB(A) - 10 minute noise equivalent level ("leq"), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard) and 65 dB (A) - 10 minute leq, between 7:00 a.m. and 10:00 p.m. (daytime standard).
2. Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official. Each Plot Plan is to provide a noise report that provides daily and hourly number of trucks, operating hours, dBA 10 minute Leq levels with worse case scenarios, noise readings from similar operations and distances to the nearest sensitive receivers for the below recommendations to apply or be modified.
3. The proposed 6-foot high separation wall between project parcels adjacent to existing residential uses should be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.
4. A 12-foot high perimeter barrier shall be required if nocturnal (10 p.m. to 7 a.m.) loading dock material handling activities are conducted within 300 feet of any residence. If nocturnal trucking activities are conducted simultaneously of the warehouse/loading dock, the 12-foot-high barrier shall be required if such combined activities occur within 600 feet of an existing home.
5. No nocturnal loading / unloading shall occur within 100 feet of any residence for Plot Plans 18876 and 18877. No combined trucking movements and unloading /loading shall occur within 200 feet of any residence from 10 p.m. to 7 a.m.
6. Our Department must receive, review and approve an acoustical report addressing the noise that might be produced from each specific tenant / plot plan. The Office of Industrial Hygiene will determine which businesses will be required to have an acoustical report.

7. The applicant shall pay review fees (prior to pulling your building permits) to the Department of Public Health for all time spent in review of this project. Fees will be assessed at the Department's hourly rate for Industrial Hygienists.

Additionally, COA 10.Planning.23 for Plot Plans 16979 and 18875 and 10.Planning.22 for Plot Plans 17788, 18876, 18877, and 18879 specify that:

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

Therefore, together with implementation of the mitigation measures and the requirements set forth in the COA, noise impacts from on-site operations are considered to be less than significant.

The Project does not significantly contribute to cumulative noise as shown in Table 4.11-B on page 4.11-10 of the DEIR. The difference between year 2020 noise levels with the Project is a maximum of 3 dBA on Dulles Drive south of Philadelphia. A difference of 5 dBA is considered significant. No further mitigation is necessary or required.

JS Comment #15

Traffic and Transportation:

As the EIR concludes, even after mitigation, the Project's cumulative traffic impacts will remain significant. Additionally, as previously discussed in the air quality section above, the impacts to traffic and transportation will be even greater than estimated in the EIR as the traffic analysis uses an unjustifiably short trip length.

As the Resolution states, although development fees will be paid, "the actual construction of the required off-site improvements" is uncertain and therefore cumulative traffic impacts

may not be mitigated to below a level of significance. Yet, the Project fails to adopt all feasible mitigation measures and those measures that were adopted are uncertain and not fully enforceable.

In order to ensure that MM Trans 6 is fully enforceable, it should read as follows: “[s]igning/stripping shall be implemented in conjunction with detailed construction plans for the Project site.”

MM Trans 7 should also require that “If the timing of the final phase of the project precedes the planned off-site improvements that will be implemented through payment of the aforementioned fees, the project shall be required to construct interim improvements to provide adequate capacity until the ultimate improvements are completed.”

The following mitigation measures, if not previously adopted in the air quality section, should also be adopted:

1. Provide preferential parking for carpool/vanpool vehicles.
2. Provide secure, weather-protected bicycle parking for employees.
3. Provide direct, safe bicycle access to adjacent bicycle routes.
4. Provide showers and lockers for employees bicycling or walking to work.
5. Provide shuttle service to food service establishments/commercial areas.
6. Provide shuttle service to transit stations/multimodal centers.
7. Implement parking fee for single-occupancy vehicle commuters.
8. Implement parking cash-out program for non-driving employees.
9. Improve traffic flow by signal synchronization.

Responses to JS Comment #15

The traffic report and DEIR analysis of transportation impacts are not based on trip lengths, but rather the number of trips and their distribution. The County analyzed a typical study area that included intersections at which the proposed Project would add 50 or more peak hour trips. Lengthening the trips does not increase the number of trips distributed on roadways. Because all affected intersections meeting this criterion were previously analyzed, no further analysis is necessary. Therefore, the impacts to traffic and transportation outlined in the traffic study and DEIR are not underestimated and would not change based on this assertion.

The Project’s contribution to cumulative impacts is based on the uncertainty of the timing of the off-site improvements, not the adequacy of the mitigation measures or their ability to reduce impacts to less than significant levels. On page 6.0-26 of the DEIR, it states that:

The cumulative effects of the project can be reduced by the payment of fees (e.g., TUMF, DIF) where each development pays its “fair share” for the traffic impacts that are caused that project’s contribution to cumulative traffic levels. These fees may be used by the County to upgrade intersections and roadway segments. Although the development will pay fees to mitigate its “fair share” of the cumulative impacts, the actual construction of the required off-site improvements cannot be determined with

certainty. Thus, it is possible that the required improvements will not be constructed in time to mitigate the project's cumulative impacts to below the level of significance. Therefore, after mitigation, the project's cumulative traffic impacts will remain significant. Adoption of a Statement of Overriding Considerations will be required prior to project approval.

To address the requested modification to mitigation measure MM Trans 6, the following County COA will be included stating:

A signing and striping plan is required for this project. The project proponent shall be responsible for any additional paving and/or striping removal caused by the striping plan. Traffic signing and striping shall be performed by County forces with all incurred costs borne by the applicant, unless otherwise approved by the County Traffic Engineer.

Cumulative impacts can be lessened by the payment of TUMF. Under the TUMF, developers of residential, industrial, and commercial property pay a development fee to fund transportation projects that will be required as a result of the growth the projects create. The purpose of paying TUMF, as described in MM Trans 7, is to mitigate cumulative impacts. The TUMF is expected to create almost \$3 billion in transportation projects for western Riverside County, with more than \$1.4 billion programmed and implemented by Riverside County Transportation Commission (RCTC)¹⁴. Moreover, it is infeasible to construct interim improvements that would mitigate for the potential interim cumulative impacts that may occur until the TUMF improvements are built. Requiring this single Project to bear the full cost of correcting a cumulative impact resulting from dozens and dozens of surrounding projects would violate the requirement that mitigation be "roughly proportionate" to the impacts caused by the Project itself – a requirement that stems from the state and federal constitutional prohibitions against takings. (State CEQA Guidelines, § 15126.4(a)(4).) Additionally, it is not feasible to know what required off-site improvements would be specifically required from this Project not to mention what may already be built. Accordingly, it is both practically and legally infeasible to require that this Project fully fund and construct improvements that vastly exceed the relatively minor portion of the cumulative impact that results from several dozen other projects.

MM Air 4 states that "project-generated trucks shall be instructed to avoid residential areas and schools" will reduce traffic congestion around schools and residential neighborhoods. MM Air 10 "implements signal synchronization to improve track flow;" these measures are similar to the commenter's suggested mitigation measure #9. MM Air 11, requires that "each plot plan proponent shall be responsible for providing information about park and ride programs for employees;" MM Air 15 requires that "the project proponents of each plot plan shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance will be required prior to the issuance of occupancy permits." MM Air 15 is similar to commenter's suggested mitigation measure 1. Accordingly, the commenter's proposed measures are already being implemented and the intent behind those measures is already being met by the Project. No further mitigation is required.

¹⁴ <http://www.rctc.org/tumf.asp>

The Commenter's suggested mitigation measures #2 and #3 are addressed in MM Air 11, and provide an incentive for alternative transportation. The following COA (90.Planning.13 for PP16979; 90.Planning.14 for PP18875; and 90.Planning.10 for PP17788, PP18876, PP18877, and PP18879) will be modified as shown below to state that:

A bicycle rack with a minimum of six (6) spaces shall be provided in convenient locations to facilitate bicycle access to the project area as shown on APPROVED EXHIBIT A [EXHIBIT L for PP18877 and PP18879]. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans. All bicycle racks shall be weather-protected.

And that "Bike rack spaces or bike lockers shall be shown on the Project's parking and landscaping plan submitted to the Planning Department for approval. A minimum of six spaces shall be provided." (COA 80.Planning.19 for Plot Plan 16979 and 18875; 80.Planning.12 for Plot Plans 17788, 18876, and 18879; 80.Planning.6 for Plot Plan 18877) Beyond that, providing direct, safe bicycle access to bicycle routes is infeasible, because – as explained in the DEIR – there are no bicycle-specific pathways planned for the Project vicinity. (DEIR pp. 4.3-78 through 4.3-79.)

Regarding the commenter's suggested mitigation measure 4, and as previously stated, the Project's future tenants are unknown at this time. To require the Project to build showers and lockers is impractical. Future tenants will determine whether there is a need for showers and lockers for employee use. Moreover, because few employees are expected to travel to work on foot or by bicycle, imposing this measure would not reduce air quality or GHG emissions in any measurable way. Thus, it is not a measure that will actually reduce any potentially significant impacts.

Regarding the commenter's suggested mitigation measures 5 through 8, page 4.3-72 of the Annotated DEIR states "the proposed Project is not a new industrial use within an undeveloped area, but rather an infill development within an existing industrial park. Additionally, the Project is in close proximity to local and regional transportation corridors, including State Route 60 and Interstate 10, and the Ontario Airport. Both of these factors further the GHG Reduction Measures goal of encouraging "infill" and "efficient delivery of services and goods." Additionally, as stated on page 4.3-77 of the Annotated DEIR, "although the RTA provides bus service from approximately ¾ mile to 1½ miles from different portions of the project site, it does not currently provide service to the Project site and at this time has no plans to extend bus service to the Project site. As the Project does not constitute a large job center, providing a shuttle service to public transit is not practical." Therefore, the commenter's suggestions (#5 and #6 above) to provide shuttle service is not necessary or feasible. (See also Response to JS Comment # 4, supra [further addressing the infeasibility of shuttle services].) Additionally, incorporating public transportation into Project considerations has already been addressed on page 4.3-73 of the Annotated DEIR where it states:

Although, the Riverside Transit Agency (RTA) does not currently provide service to the Project site and at this time has no plans to extend bus service to the Project site, the RTA

has two bus routes (Route 21 and Route 49) that serve the area east of the Project site. At their closest point, (the intersection of Philadelphia Avenue and Cabernet Drive in the city of Fontana), these routes are approximately $\frac{3}{4}$ mile from the nearest portion of the Project site (Plot Plan 17788) and from approximately $1\frac{1}{4}$ mile to $1\frac{1}{2}$ mile from the remainder of the project site.

Regarding the commenter's suggested mitigation measures #7 and #8, specifically, as stated on page 4.3-76 of the Air Section of the Annotated DEIR:

Implementation of a paid parking system is appropriate for large job centers with centralized parking structures that facilitate a payment system. The Project site will not include large, centralized parking structures. Rather, individual parking lots will be provided at each facility. Further, the County doesn't have the available resources to collect parking fees on streets and private parking lots; therefore, this measure is not applicable to the proposed Project. Additionally, within Riverside County employees of private development do not typically pay to park as they would in other counties or cities like Los Angeles so to institute such a program would make the Project non-competitive.

JS Comment #16:

RAYMOND W. JOHNSON, Esq. AICP
26785 Camino Seco
Temecula, CA 92590
(951) 506-9925
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(951) 775-1912 Cellular

Johnson & Sedlack, an Environmental Law firm representing plaintiff environmental groups in environmental law litigation, primarily CEQA.

City Planning:

Current Planning

- Two years principal planner, Lenexa, Kansas (consulting)
- Two and one half years principal planner, Lee's Summit, Missouri
- One year North Desert Regional Team, San Bernardino County
- Twenty-five years subdivision design: residential, commercial and industrial
- Twenty-five years as applicants representative in various jurisdictions in: Missouri, Texas, Florida, Georgia, Illinois, Wisconsin, Kansas and California
- Twelve years as applicants representative in the telecommunications field

General Plan

- Developed a policy oriented Comprehensive Plan for the City of Lenexa, Kansas.
- Updated Comprehensive Plan for the City of Lee's Summit, Missouri.
- Created innovative zoning ordinance for Lenexa, Kansas.
- Developed Draft Hillside Development Standards, San Bernardino County, CA.
- Developed Draft Grading Standards, San Bernardino County.
- Developed Draft Fiscal Impact Analysis, San Bernardino County

Environmental Analysis

- Two years, Environmental Team, San Bernardino County
 - Review and supervision of preparation of EIR's and joint EIR/EIS's
 - Preparation of Negative Declarations
 - Environmental review of proposed projects
- Eighteen years as an environmental consultant reviewing environmental documentation for plaintiffs in CEQA and NEPA litigation

Representation:

- Represented various clients in litigation primarily in the fields of Environmental and Election law. Clients include:
 - Sierra Club
 - San Bernardino Valley Audubon Society
 - Sea & Sage Audubon Society

- o San Bernardino County Audubon Society
- o Center for Community Action and Environmental Justice
- o Endangered Habitats League
- o Rural Canyons Conservation Fund
- o California Native Plant Society
- o California Oak Foundation
- o Citizens for Responsible Growth in San Marcos
- o Union for a River Greenbelt Environment
- o Citizens to Enforce CEQA
- o Friends of Riverside's Hills
- o De Luz 2000
- o Save Walker Basin
- o Elsinore Murrieta Anza Resource Conservation District

Education:

- B. A. Economics and Political Science, Kansas State University 1970
- Masters of Community and Regional Planning, Kansas State University, 1974
- Additional graduate studies in Economics at the University of Missouri at Kansas City
- J.D. University of La Verne. 1997 Member, Law Review, Deans List, Class Valedictorian, Member Law Review, Published, Journal of Juvenile Law

Professional Associations:

- o Member, American Planning Association
- o Member, American Institute of Certified Planners
- o Member, Association of Environmental Professionals

Johnson & Sedlack, Attorneys at Law

26785 Camino Seco
 Temecula, CA 92590
 (951) 506-9925

12/97- Present

Principal in the environmental law firm of Johnson & Sedlack. Primary areas of practice are environmental and election law. Have provided representation to the Sierra Club, Audubon Society, AT&T Wireless, Endangered Habitats League, Center for Community Action and Environmental Justice, California Native Plant Society and numerous local environmental groups. Primary practice is writ of mandate under the California Environmental Quality Act.

Planning-Environmental Solutions

26785 Camino Seco
 Temecula, CA 92590
 (909) 506-9825

8/94- Present

Served as applicant's representative for planning issues to the telecommunications industry. Secured government entitlements for cell sites. Provided applicant's representative services to private developers of residential projects. Provided design services for private residential development projects. Provided project management of all technical consultants on private developments including traffic, geotechnical, survey, engineering, environmental, hydrogeological, hydrologic, landscape architectural, golf course design and fire consultants.

San Bernardino County Planning Department

Environmental Team
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

6/91-8/94

Responsible for coordination of production of EIR's and joint EIR/EIS's for numerous projects in the county. Prepared environmental documents for numerous projects within the county. Prepared environmental determinations and environmental review for projects within the county.

San Bernardino County Planning Department

General Plan Team
385 N. Arrowhead
San Bernardino, CA 92415
(909) 387-4099

6/91-6/92

Created draft grading ordinance, hillside development standards, water efficient landscaping ordinance, multi-family development standards, revised planned development section and fiscal impact analysis. Completed land use plans and general plan amendment for approximately 250 square miles. Prepared proposal for specific plan for the Oak Hills community.

San Bernardino County Planning Department

North Desert Regional Planning Team
15505 Civic
Victorville, CA
(619) 243-8245

6/90-6/91

Worked on regional team. Reviewed general plan amendments, tentative tracts, parcel maps and conditional use permits. Prepared CEQA documents for projects.

Broadmoor Associates/Johnson Consulting

229 NW Blue Parkway
Lee's Summit, MO 64063
(816) 525-6640

2/86-6/90

Sold and leased commercial and industrial properties. Designed and developed an executive office park and an industrial park in Lee's Summit, Mo. Designed two additional industrial parks and residential subdivisions. Prepared study to determine target industries for the industrial parks. Prepared applications for tax increment financing district and grants under Economic Development Action Grant program. Prepared input/output analysis of proposed race track. Provided conceptual design of 800 acre mixed use development.

Shepherd Realty Co.

Lee's Summit, MO
6/84-2-86

Sold and leased commercial and industrial properties. Performed investment analysis on properties. Provided planning consulting in subdivision design and rezoning.

Contemporary Concepts Inc.

Lee's Summit, MO

9/78-5/84

Owner

Designed and developed residential subdivision in Lee's Summit, Mo. Supervised all construction trades involved in the development process and the building of homes.

Environmental Design Association

Lee's Summit, Mo.

Project Coordinator

6/77-9/78

Was responsible for site design and preliminary building design for retirement villages in Missouri, Texas and Florida. Was responsible for preparing feasibility studies of possible conversion projects. Was in charge of working with local governments on zoning issues and any problems that might arise with projects. Coordinated work of local architects on projects. Worked with marketing staff regarding design changes needed or contemplated.

City of Lee's Summit, MO

220 SW Main

Lee's Summit, MO 64063

Community Development Director

4/75-6/77

Supervised Community Development Dept. staff. Responsible for preparation of departmental budget and C.D.B.G. budget. Administered Community Development Block Grant program. Developed initial Downtown redevelopment plan with funding from block grant funds. Served as a member of the Lee's Summit Economic Development Committee and provided staff support to them. Prepared study of available industrial sites within the City of Lee's Summit. In charge of all planning and zoning matters for the city including comprehensive plan.

Howard Needles Tammen & Bergendoff

9200 Ward Parkway

Kansas City, MO 64114

(816) 333-4800

Economist/Planner

5/73-4/75

Responsible for conducting economic and planning studies for Public and private sector clients. Consulting City Planner for Lenexa, KS.

Conducted environmental impact study on maintaining varying channel depth of the Columbia River including an input/output analysis. Environmental impact studies of dredging the Mississippi River. Worked on the Johnson County Industrial Airport industrial park master plan including a study on the demand for industrial land and the development of target industries based upon location analysis. Worked on various airport master plans. Developed policy oriented comprehensive plan for the City of Lenexa, KS. Developed innovative zoning ordinance heavily dependent upon performance standards for the City of Lenexa, KS.

Response to JS Comment #16:

This commenter appears to be a copy of a resume. As it does not raise any environmental issues, no response is required pursuant to CEQA. (State CEQA Guidelines, § 15088.) Additionally, to the extent the commenter is holding themselves out as an expert based upon this resume, it must be noted that any comments must be supported by “substantial evidence”. Even assuming, for the sake of argument only, that the commenter is a planning expert, substantial evidence does not flatly extend to all expert statements. Indeed, substantial evidence includes only facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts, but does not include speculation or information that is clearly erroneous or conclusory. (State CEQA Guidelines, § 15384.) As discussed in the above responses, the commenter’s comments are not supported by facts and, in many instances, are based on an incorrect or incomplete reading of the EIR and applicable laws. Accordingly, the comments are not supported by substantial evidence.

JS Comment #17:

EXHIBITS INCLUDED WITH 11.30.2010 APPEAL LETTER

- (1) May 28, 2009 CCAEJ Comment Letter re: Mira Loma Commerce Center
- (2) June 11, 2010 CCAEJ & NRDC Comment Letter re: Mira Loma Commerce Center
- (3) Kleinman, Michael T., South Coast Air Quality Management District (Fall 2000). The Health Effects of Air Pollution on Children.
- (4) Office of the California Attorney General (May 21, 2008). The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level.
- (5) Southern California Association of Governments (January 2008). 2003 Model Validation and Summary, Regional Transportation Model, Chapter 7: Heavy Duty Truck Model. Available at <http://www.scag.ca.gov/modeling/index.htm>.
- (6) California Air Resources Board (April 2005). Air Quality and Land Use Handbook: A Community Health Perspective. (pages ES1-ES3, 1-15)
- (7) California Air Resources Board (2008). Staff Report: Initial Statement of Reasons for Proposed Rulemaking – Proposed Regulation for In-Use On-Road Vehicles, Appendix G: Emissions Inventory Methodology and Results. Available at <http://www.arb.ca.gov/regact/2008/truckbus08/appg.pdf>.

Response to JS Comment # 17:

The commenter provided an attachment sheet indicating seven separate exhibits were included. However, Exhibit 6, California Air Resources Board’s (CARB’s) *Air Quality and Land Use Handbook: A Community Health Perspective*, was not included with the submittal. Further, none of the exhibits were specifically mentioned in the text of the comment letter.

Exhibit 1 is a duplicate copy of the comment letter received from CCAEJ during the public review period of the Draft EIR that the County provided a full written response to in the Final EIR (FEIR pp. 2.0-100 through 2.0-109.).

Exhibit 2 is a duplicate copy of the comment letter dated June 11, 2010 (more than one year after the close of public review) submitted jointly by CCAEJ and the Natural Resources Defense Council (NRDC). Full written responses to this comment letter were attached to the Staff Report for the Director's Hearing on October 4, 2010.

Exhibit 3 is an article by the South Coast Air Quality Management District (SCAQMD) titled *The Health Effects of Air Pollution on Children* (Fall 2000). This article summarizes what is known about the health effects of criteria pollutants on sensitive populations such as children and recommends reducing strenuous activity during pollution episodes and to take advantage of those hours when airborne particulate pollutant levels are lowest. Health effects of criteria pollutants are summarized in the Draft EIR (pp. 4.3-7 through 4.3-9) as well as the effects of diesel exhaust and toxic air contaminants (Draft EIR pp. 4.3-9 through 4.3-11). This attachment does not provide information that changes any analysis in the EIR because it provides background information on the health effects of criteria pollutants.

Exhibit 4 is a list of various measures provided by the State of California Attorney General that local agencies may consider to offset or reduce greenhouse gas (GHG) emissions at the project-level and the general plan level. Each of the identified project-level measures was fully considered and responded to in the Final EIR (DEIR pp. 4.3-61 through 4.3-79) in a table labeled *California Attorney General's Office Identified GHG Reduction Measures* with an explanation of how the Project implements these measures as part of Project design or mitigation, or, if the Project does not implement the measure, why the measure is not applicable or infeasible.

Exhibit 5 is Chapter 7 (Heavy Duty Truck Model) of the Southern California Association of Governments (SCAG) January 2008 report *Year 2003 Model Validation and Summary: Regional Transportation Model*. The chapter summarized the Heavy Duty Truck Model as it was used in the report. This attachment does not provide information that changes any analysis in the EIR because it provides background information on the Heavy Duty Truck Model as integrated in the SCAG Regional Transportation Model and does not provide any data specific to the proposed Project nor does the commenter provide the context in which the Exhibit was attached.

As noted above, Exhibit 6 (CARB's Air Quality and Land Use Handbook) was not attached with the submitted comment letter. CARB's Air Quality and Land Use Handbook provides recommendations for siting new sensitive land uses. These recommendations include a 500-foot buffer between new sensitive land uses and freeways or urban roads with 100,000 vehicles per day. The Handbook also recommends to avoid the placement of new sensitive land uses within 1,000 feet of a distribution center (accommodating more than 100 trucks per day, 40 trucks with transport refrigeration units (TRUs), or where TRUs operate more than 300 hours a week) and to take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points. These are recommendations, not mandates, and land use decisions ultimately lie with the local agency which needs to balance other considerations. The relationship of this Project to recommended setbacks is further

discussed in Response to JS Comment #7, above, and previously responded to in the Final EIR in response to the CCAEJ comment letter dated May 28, 2009 (.FEIR pp. 2.0-102 through 2.0-104.).

Exhibit 7 is Appendix G, Emissions Inventory Methodology and Results, of the CARB *Staff Report: Initial Statement of Reasons for Proposed Rulemaking – Proposed Regulation for In-Use On-Road Vehicles*. This attachment does not provide information that changes any analysis in the EIR because it provides background information on the methodology used in the cited CARB report.

**Mira Loma Commerce Center (EIR00450) – Revised and New Conditions of Approval per
Johnson and Sedlack Comment Letter dated 11-30-10**

1. COA: “ON-SITE TRUCK IDLING” 10.PLANNING.51 for PP16979, 10.PLANNING.44 for PP17788, 10.PLANNING.48 for PP18875, 10.PLANNING.59 for PP18876 and PP18877, and 10.PLANNING.57 for PP18879 has been revised to prohibit any vehicle (construction- or operation-related) from idling in excess of three minutes, as identified below:

The developer/owner of the project shall reduce all truck idling time (including off-road equipment used during construction or operation) to a maximum of three (3) ~~five (5)~~ minutes within the site warehouse/distribution center.

2. COA: “SIX INCHES OF FREEBOARD” 10.PLANNING.55 for PP16979, 10.PLANNING.48 for PP17788, 10.PLANNING.52 for PP18875, 10.PLANNING.63 for PP18876 and PP18877, and 10.PLANNING.61 for PP18879 has been added to each Plot Plan requiring all construction vehicles to maintain at least six inches of freeboard, as identified below:

All trucks hauling dirt, sand, soil, or other loose materials shall maintain at least six inches of freeboard space from the top of the container.

3. COA: “INSTALL BIKE RACKS” 90.PLANNING.13 for PP16979, 90.PLANNING.14 for PP18875, and 90.PLANNING.10 for PP17788, PP18876, PP18877 and PP18879 has been revised as shown below to state that:

A bicycle rack with a minimum of six (6) spaces shall be provided in convenient locations to facilitate bicycle access to the project area as shown on APPROVED EXHIBIT A [EXHIBIT L for PP18877 and PP18879]. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans. All bicycle racks shall be weather-protected.

4. COA: “PREFERENTIAL PARKING” 10.PLANNING.56 for PP16979, 10.PLANNING.49 for PP17788, 10.PLANNING.53 for PP18875, 10.PLANNING.64 for PP18876 and PP18877, and 10.PLANNING.62 for PP18879 has been added to each Plot Plan stating:

Preferential parking shall be provided for EV, hybrid, and CNG vehicles.

5. COA: “LEED CERTIFIED BUILDING” 10.PLANNING.57 for PP16979, 10.PLANNING.50 for PP17788, 10.PLANNING.54 for PP18875, 10.PLANNING.65 for PP18876 and PP18877, and 10.PLANNING.63 for PP18879 has been added to each Plot Plan:

Exhibit 4
(Sheets 1-2)

The project shall comply with the requirements for a LEED Certified building, in accordance with the edition of the USGBC New Construction (NC) Reference Manual in effect at time of project registration. The building(s) and facilities shall be maintained in the condition that awarded LEED certification.

6. COA: "PV POWER GENERATION SYST" 10.PLANNING.51 and 80.PLANNING.28 for PP17788 has been added to each Plot Plan:

Plot Plan No. 17788 shall incorporate features that permit the installation of a photovoltaic (PV) power generation system. This requirement shall include the up-grade of building structural, electrical & roofing systems as determined to support an approximate 1 Megawatt PV system. The applicant, land owner, developer and/or any successor-in-interest of this facility shall submit the project to Southern California Edison, the local electrical utility provider, for inclusion into either the "Utility Owned Generation" (UOG) or "Independent Power Producer" (IPP) program, through which the leasing of the rooftop and the actual installation of solar panels by SCE could occur. It is understood that the Utility Company will have the final word on whether the building will be included in the program.

2

3 **RESOLUTION NO. 2011-004**

4 **CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 450**

5 **AND APPROVING**

6 **PLOT PLAN NO. 16979**

7 **PLOT PLAN NO. 17788**

8 **PLOT PLAN NO. 18875**

9 **PLOT PLAN NO. 18876**

10 **PLOT PLAN NO. 18877**

11 **PLOT PLAN NO. 18879**

12 **WHEREAS**, pursuant to the provisions of Government Code Section 65450 et. seq., a public hearing was held before the Riverside County Planning Director on October 4, 2010 and before the Riverside County Planning Commission in Riverside, California on December 1, 2010 and February 16, 2011 to consider Plot Plan No. 16979, Plot Plan No. 17788, Plot Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan No. 18879.

13 **WHEREAS**, all procedures of the California Environmental Quality Act (CEQA) and Riverside County CEQA implementing procedures have been satisfied, and Environmental Impact Report (EIR) No. 450, prepared in connection with Plot Plan No. 16979, Plot Plan No. 17788, Plot Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan No. 18879 (collectively referred to alternatively herein as "the Project"), is sufficiently detailed so that all the potentially significant effects of the Project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with the above-referenced Act and Procedures; and,

14 **WHEREAS**, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

15 **BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED** by the Planning Commission of the County of Riverside, in regular session assembled on February 16, 2011 that:

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- 20 A. Plot Plan No. 16979 proposes to develop an industrial building with a total building area of approximately 200,731 square feet with approximately 190,731 square feet of warehouse space and 10,000 square feet of office space on an approximately 11.01 gross acre site with a floor area ratio of 0.42 (Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) requires a 0.25-0.60 floor area ratio).
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FORM APPROVED COUNTY COUNSEL
BY: *[Signature]* DATE: 2/16/11

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- B. Plot Plan No. 17788 proposes to develop an industrial building with a total building area of approximately 426,212 square feet with 418,212 square feet of warehouse space and 8,000 square feet of office space on an approximately 20.48 gross acre site with a floor area ratio of 0.48 (Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) requires a 0.25-0.60 floor area ratio).
 - C. Plot Plan No. 18875 proposes to develop an industrial building with a total building area of 104,210 square feet with approximately 93,350 square feet of warehouse space and 10,860 square feet of office space on an approximately 5.99 gross acre site with a floor area ratio of 0.40 (Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) requires a 0.25-0.60 floor area ratio).
 - D. Plot Plan No. 18876 proposes to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space and 13,200 square feet of office space on an approximately 6.83 gross acre site with a floor area ratio of 0.33 (Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) requires a 0.25-0.60 floor area ratio).
 - E. Plot Plan No. 18877 proposes to develop eight (8) industrial buildings with a total building area of approximately 144,594 square feet with 92,094 square feet of storage space and 52,500 square feet of office space on an approximately 12.75 gross acre site with a floor area ratio of 0.26 (Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) requires a 0.25-0.60 floor area ratio).
 - F. Plot Plan No. 18879 proposes to develop an industrial building with a total building area of 155,480 square feet with 145,480 square feet of warehouse space and 5,000 square feet of office space and 5,000 square feet of mezzanine space on a 7.99 gross acre site with a floor area ratio of 0.45 (Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) requires a 0.25-0.60 floor area ratio).

27 **BE IT FURTHER RESOLVED** by the Planning Commission that the following environmental
28 impacts associated with the Project are potentially significant unless otherwise indicated, but each of

1 these impacts will be avoided or substantially lessened by the identified mitigation measures:

2 G. Aesthetics

3 1. Impacts:

4 The Project would not have a substantial effect upon a scenic highway corridor
5 within which it is located. (Draft EIR, p. 4.1-6.) The Project site is located north
6 of State Route 60, east of Etiwanda Avenue, south of Philadelphia Avenue, and
7 west of the San Sevaine Flood Control Channel. The proposed Project has access
8 on Hopkins Street, De Forest Circle, and Dulles Drive within the Mira Loma
9 Commerce Center. None of these roads are designated as a State or County
10 Scenic Highway, and the Project site is not located within a scenic highway
11 corridor. The nearest "State Eligible" Scenic Highways are State Route 91 west
12 from Interstate 15, and Interstate 15 south from State Route 91 Interchange, as
13 shown on Figure C-9 of the Riverside County Integrated Project (RCIP). The
14 nearest Officially Designated State Scenic Highways are State Route 91 (from
15 Anaheim to State Route 55) approximately 18 miles southwest of the Project site,
16 and State Route 243 approximately 30 miles west of the Project site. For these
17 reasons, it can be concluded that the proposed Project will not have a substantial
18 effect upon a scenic highway corridor, and no Project-specific mitigation
19 measures are required since no significant adverse impacts are anticipated.

20 The proposed Project would not substantially damage scenic resources and would
21 not result in the creation of an aesthetically offensive site open to public view.
22 (Draft EIR, P. 4.1-7.) Implementation of the proposed Project will involve the
23 development of parcels within an existing industrial park, with potential visual
24 impacts of industrial buildings and processing facilities, truck, and material
25 storage. Upon completion of the proposed Project, these potential impacts will be
26 alleviated with the installation of required setbacks and landscaping, as required
27 by the County of Riverside and the approved Mira Loma Commerce Center
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1 Design Guidelines development standards, and the Project will be conditioned to
2 incorporate the use of trees along streets and in parking areas in accordance with
3 the approved Mira Loma Commerce Center Design Guidelines and Ordinance No.
4 348 requirements. The proposed Project site is primarily visible from the public
5 vantages along the State Route 60, bordering to the south, and from Etiwanda and
6 Philadelphia Avenues, to the west and north. Compliance with Riverside County
7 development standards and the approved Mira Loma Commerce Center Design
8 Guidelines will require setbacks and landscaping and irrigation improvements for
9 all parcels of the Mira Loma Commerce Center, and landscaping improvements
10 will be incorporated into parking areas. The improvements will effectively screen
11 a significant portion of the industrial operations from public view. Landscaping
12 and placement of existing industrial buildings will provide visual screening.
13 (Draft EIR, p. 4.1-7.) Physical changes are anticipated to be similar in nature to
14 physical alteration that has already occurred in the past on the subject property.
15 Grading and development will be similar to that of the surrounding sites. Project
16 implementation will not materially change the site characteristics of vividness,
17 uniqueness, unity, and variety. Development will improve the viewshed through
18 addition of landscaping. (Draft EIR, p. 4.1-7.) The Project is consistent with the
19 goals and objectives articulated in the relevant adopted RCIP General Plan and
20 related policies and does not adversely affect any significant visual resources.
21 Therefore, Project aesthetic-related impacts are considered less than significant,
22 and no Project-specific mitigation measures are required.

23 The proposed Project would not interfere with the nighttime use of the Mt.
24 Palomar Observatory, as protected through Riverside County Ordinance No. 655.
25 (Draft EIR, pp. 4.1-7 to 8.) The Project site is approximately 60 miles from the
26 Mt. Palomar Observatory. The proposed Project site is not located within the 15-
27 mile radius or the 45-mile radius from the Mt. Palomar Observatory, as shown on
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1 Riverside County General Plan's Mount Palomar Nighttime Lighting Policy
2 figures and as defined by Riverside County Ordinance No. 655, and thus will not
3 interfere with the nighttime use of the observatory. Therefore, the Project is not
4 subject to the special lighting policies related to the protection of the Mt. Palomar
5 Observatory and will have no impact upon the nighttime use of the Mt. Palomar
6 Observatory, and no Project-specific mitigation measures are required.

7 Without appropriate mitigation, the Project may have the potential to create a new
8 source of substantial light or glare that would adversely affect day or nighttime
9 views in the area or expose residential property to unacceptable light levels. The
10 proposed Project site is surrounded by existing industrial developments which
11 generate a moderate to high amount of ambient evening light. Currently, the
12 proposed Project is vacant and undeveloped, and does not generate any ambient
13 evening light. It is reasonable to expect any industrial development within the
14 Mira Loma Commerce Center to generate a similar amount of light as
15 neighboring existing buildings in the industrial park. In addition, other lighting in
16 the vicinity of the site consists of ambient light from residential developments, to
17 the west and east, and from the State Route 60 to the south. (Draft EIR, p. 4.1-8.)
18 Pursuant to State CEQA Guidelines Section 15091, subdivision (a)(1), changes or
19 alternatives have been required in, or incorporated into, the Project which avoid or
20 substantially lessen the significant environmental effect identified in the Final
21 EIR. Mitigation Measure 1 would prevent the potential for significant impacts by
22 the use of hoods and other design features. Inclusion of these design features in
23 the Project will be required through implementation of standard County
24 conditions of approval, plan check, and permit procedures and the below-listed
25 mitigation measure. Therefore, impacts from lighting to the adjacent residential
26 areas are considered to be less than significant with mitigation incorporated.
27 (Draft EIR, p. 4.1-8.)
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1 As related to cumulative aesthetic impacts, the RCIP General Plan EIR stated that
2 build-out of the “proposed General Plan would increase the development of urban
3 uses, causing a substantial loss in open space and aesthetic resources, which could
4 significantly alter existing and future public views and view corridors, and that
5 implementation of the General Plan would increase the effects of light and glare
6 upon existing residential uses and the Mount Palomar Observatory. However, the
7 policies, existing County ordinances and RCIP EIR mitigation measures would
8 reduce the potential aesthetic resource and light/glare impacts to a less than
9 significant level. Implementation of the proposed Project will involve the
10 development of parcels within the existing industrial park. The potential visual
11 impacts of the proposed industrial development include industrial buildings and
12 processing facilities, truck, and material storage. Unless shielded, these facilities
13 may create a visual detraction. However, upon completion of the proposed
14 Project, these potential impacts will be alleviated with the installation of required
15 setbacks and landscaping, pursuant to the conditions of approval and the approved
16 Mira Loma Commerce Center Design Guidelines development standards, as
17 described in the Draft EIR. The Project will also be conditioned to incorporate
18 the use of specimen canopy trees in a 24” box or greater along streets and in
19 parking areas. (Draft EIR, pp. 6.0-10 to 11.) Therefore, the proposed Project will
20 not have a significant individual or cumulative aesthetic impact. (Draft EIR, p.
21 6.0-11.) No mitigation measures are required or proposed to address cumulative
22 aesthetic impacts. (Draft EIR, p. 6.0-11.)

23 2. Mitigation:

24 The proposed Project has been modified to mitigate or avoid the potentially
25 significant impacts by the following mitigation measures, which are hereby
26 adopted and will be implemented as provided in the Mitigation, Monitoring, and
27 Reporting Program.
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- a. Mitigation Measure Aesthetics 1: All outdoor light fixtures including street lights and operational, signage, and landscape lighting sources shall be shielded and situated so as to not cause glare or excessive light spillage into adjacent residential areas. (Draft EIR, p. 4.1-8.)

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H. Agricultural Resources

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1. Impacts:

The proposed Project would not result in any impacts from the conversion of designated farmland into non-agricultural uses, and would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation, to non-agricultural use. (Draft EIR, p. 4.2-5.) Based on the maps for Western Riverside County, the Project site is identified as a mix of Farmland of Local Importance and Urban and Built-Up Land. The Project site is zoned Manufacturing – Medium (M-M) and Industrial Park (I-P), and has not been under cultivation or dry farmed for at least 27 years. The size of the individual properties of the Project site is not large enough to be economically feasible to farm. The designation of a portion of the Project site, and most of the adjacent properties as Urban and Built-Up Land indicates that this property has not be farmed in many years and is not considered statewide or locally important farmland. The designation of the balance of the Project site and a small portion of the adjacent property as Farmland of Local Importance is likely representative of the historical use of the property and its current undeveloped state, rather than any current agricultural potential of the property. The Project site does not contain Prime Farmland, Unique Farmland or Farmland of Statewide Importance and thus mitigation is not required. (Draft EIR, p. 4.2-5.)

The proposed Project would not conflict with an existing agricultural use or a Williamson Act (agricultural preserve) contract. (Draft EIR, p. 4.2-7.) The

1 Project site is zoned M-M and I-P and there are no agricultural uses existing on
2 the Project site or adjacent to the Project site; and the proposed Project site does
3 not contain any parcels which are under a Williamson Act Contract. Therefore,
4 the proposed Project will have no impacts and will not conflict with existing
5 agricultural uses or a Williamson Act contract. (Draft EIR, p. 4.2-7.)

6 The proposed Project would not cause development of non-agricultural uses
7 within 300 feet of agriculturally zoned property. (County of Riverside Ordinance
8 No. 625 Right-to-Farm). (Draft EIR, p. 4.2-7.) According to the EIR's Zoning
9 Map, the proposed Project is not located within 300 feet of agriculturally zoned
10 property and is not subject to the Ordinance which applies to land divisions that
11 are developed adjacent to pre-existing agricultural zoning. Therefore, the Project
12 will have no impacts upon agricultural resources that would result from the
13 development of non-agricultural uses within 300 feet of agriculturally zoned
14 property, and mitigation is not required. (Draft EIR, pp. 4.2-7, 4.2-8.)

15 The proposed Project would not involve other changes in the existing
16 environment which, due to their location or nature, could result in conversion of
17 Farmland to non-agricultural use. (Draft EIR, p. 4.2-7.) The Project consists of
18 industrial and business park uses within an improved industrial center in an area
19 zoned for these uses., with roads and other infrastructure previously constructed to
20 serve the site. The Project will not result in changes in the environment, such as
21 infrastructure development, that could result in the conversion of farmland.
22 Therefore, the proposed Project will have no impacts related to such conversion of
23 land use, and mitigation is not required. (Draft EIR, p. 4.2-7.)

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25 2. Mitigation:

No Project-specific mitigation measures are required.

26 I. Biological Resources

27 1. Impacts:
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1 The proposed Project would not interfere substantially with the movement of any
2 native resident or migratory fish or wildlife species or with established native
3 resident migratory wildlife corridors or impede the use of native wildlife nursery
4 sites. (Draft EIR, p. 4.4-15.) No native resident or migratory fish or wildlife
5 species were observed on the Project site. (Draft EIR, p. 4.4-15; Draft EIR,
6 Appendix C.) No Project-specific mitigation measures are required since no
7 significant adverse impacts are anticipated.

8 The proposed Project would not have a substantial adverse effect on any riparian
9 habitat or other sensitive natural community identified in local or regional plans,
10 policies, and regulations or by the California Department of Fish and Game or
11 U.S. Fish and Wildlife Service. (Draft EIR, p. 4.4-15.) No riparian habitat or
12 other sensitive natural communities were found on the Project site. (Draft EIR, p.
13 4.4-15; Draft EIR, Appendix C.) No Project-specific mitigation measures are
14 required since no significant adverse impacts are anticipated.

15 The proposed Project would not have a substantial adverse effect on federally
16 protected wetlands as defined by Section 404 of the Clean Water Act (including,
17 but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling,
18 hydrological interruption, or other means. (Draft EIR, p. 4.4-15.) There are no
19 blue-line streams or rivers depicted on the USGS topographic maps within one-
20 half mile of the Project site and no wetlands located on or near the Project site.

21 The proposed Project will discharge all on-site storm water into the San Sevaine
22 Channel, which is maintained and owned by the County Flood Control District.
23 San Sevaine Channel eventually connects to the Santa Ana River, and there could
24 be potential indirect impacts to wetlands within the Santa Ana River and further
25 downstream. However, these potential impacts are addressed in Section 4.8
26 (Hydrology and Water Quality) of the Draft EIR and are addressed appropriately
27 in the findings related to potential impacts upon hydrology and water quality.
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1 (Draft EIR, pp. 4.4-15 to 4.4-16.) No Project-specific mitigation measures are
2 required since no significant adverse impacts are anticipated.

3 The proposed Project would not conflict with any local policies or ordinances
4 protecting biological resources. (Draft EIR, p. 4.4-16.) The entire Project site
5 was mass graded, fertilized with organic fertilizer and seeded with non-native
6 grasses for erosion and dust control. The site is currently undeveloped land
7 covered with moderate growth of non-native grasses and weeds. (Draft EIR, p.
8 4.4-16.) There are no biological resources found on the Project site that are
9 subject to local policies or ordinance protecting biological resources, with the
10 exception of the MSHCP, which is further discussed, below, in the discussion of
11 impacts related to Habitat Conservation Plans. (Draft EIR, pp. 4.4-11 to 4.4-16.)
12 The development of the vacant remaining parcels within the MLCC will not
13 conflict with any local policies or ordinances protecting biological resources.
14 (Draft EIR, p. 4.4-16.) No Project-specific mitigation measures are required since
15 no significant adverse impacts are anticipated.

16 Without appropriate mitigation, the Project may have an impact on the threshold
17 related to creating a substantial adverse effect, either directly or through habitat
18 modifications, on an endangered, or threatened species as listed in Title 14 of the
19 California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of
20 Federal Regulations (Sections 17.11 or 17.12) or on species identified as a
21 candidate, sensitive, or special status species in local or regional plans, policies, or
22 regulations, or by the California Department of Fish and Game or the U.S. Fish
23 and Wildlife Service. (Draft EIR, p. 4.4-6.) There is no apparent connectivity to
24 the subject site from the nearest known existing Delhi Sands Flower-Loving Fly
25 (“DSFLF”) population due to existing development that has long since
26 fragmented potential habitat in the area, the likelihood of dispersing to the subject
27 parcels would be low, and although the Project site is within mapped Delhi Soils
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1 it does not contain suitable DSFLF habitat. (Final EIR, pp. 1.0-51 to 1.0-52.)
2 The California gnatcatcher typically occupies sage scrub habitat, which does not
3 exist on the Project site. No riparian habitat, which would support the least Bell's
4 vireo, exists. The San Diego horned lizard normally occupies coastal sage scrub,
5 low elevation chaparral, annual grassland, oak and riparian woodlands, and
6 coniferous forests; however none of the habitats exist on the parcels. Therefore,
7 grading and construction necessary to implement the proposed Project within the
8 MLCC will not result in significant impacts to these sensitive species or
9 significant habitats. (Draft EIR, p. 4.4-6.)

10 The burrowing owl is a small, brown, long-legged owl that inhabits open
11 grassland and arid scrub habitats. (Final EIR, p. 1.0-51.) Suitable habitat for
12 burrowing owls exists on all of the subject parcels; however, no burrowing owls
13 were observed during surveys of the Project site. Scattered California ground
14 squirrel burrows and other potential refuges such as debris piles occur
15 sporadically throughout the study area, but none were determined to be currently
16 occupied or recently used by burrowing owls. Monitoring did not reveal any
17 indication that this species was currently present on or directly adjacent to the site.
18 Significant adverse impacts are not expected based on the biological studies of the
19 site. (Draft EIR, p. 4.4-10.) Due to the migratory nature of the burrowing owl,
20 there is the possibility that burrowing owls could occupy the site prior to
21 commencement of Project grading and construction. If burrowing owls are
22 present at the site, preparation of the site, such as grading and construction, could
23 result in the loss of individual owls, eggs, or young, which would be considered
24 significant. (Draft EIR, p. 4.4-10.)

25 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
26 alternatives have been required in, or incorporated into, the Project which avoid or
27 substantially lessen the significant environmental effect associated with such
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1 species and habitat modification identified in the Final EIR. (Draft EIR, pp. 4.4-
2 11, 4.4-17.) Objective 6 of the MSHCP Reference Document is implemented
3 through pre-construction surveys for all Covered Activities conducted within 30
4 days prior to disturbance. Take of any active nests at that time will be avoided,
5 and passive relocation will occur when owls are present outside the nesting
6 season. (Draft EIR, p. 4.4-10.) Impacts will be reduced to below the level of
7 significance through compliance with the provisions of the MSHCP and with
8 implementation of mitigation measures MM Bio 1, MM Bio 2, and MM Bio 3,
9 which impose restrictions on certain development activities, require pre-
10 construction surveys for the migratory bird species, and require participation in
11 the MSHCP mitigation fee program. (Draft EIR, p. 4.4-11.)

12 No suitable raptor nesting habitat exists on the subject parcels, but it does exist in
13 the surrounding area. One red tail hawk nest was found within a utility tower
14 located north of and adjacent to one of the parcels. (Draft EIR, p. 4.4-11.) If it is
15 found that any of these species has subsequently established an active nest on the
16 Project site that would be lost as a result of site-preparation, in order to avoid
17 violation of the MBTA or the California Fish and Game Code, general guidelines
18 suggest that Project-related disturbances at active nesting territories be reduced or
19 eliminated during the nesting cycle (generally February 1 to August 31). Should
20 eggs or fledglings be discovered on site, the nest cannot be disturbed until the
21 young have hatched and fledged (matured to leave the nest on their own).
22 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
23 alternatives have been required in, or incorporated into, the Project which avoid or
24 substantially lessen the significant environmental effect identified in the Final
25 EIR. Compliance with the above-listed mitigation measures will reduce these
26 potential impacts to below the level of significance. (Draft EIR, p. 4.4-11.)

27 Without mitigation, the Project may conflict with the provisions of an adopted
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1 Habitat Conservation Plan, Natural Conservation Community Plan, or other
2 approved local, regional, or state conservation plan. The Western Riverside
3 County Multiple Species Habitat Conservation Plan (MSHCP) is a
4 comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on
5 conservation of species and associated habitats in Western Riverside County. The
6 Project site is not located within a Criteria Area, and thus is not subject to the
7 HANS review process for discretionary development Projects. (Draft EIR, p. 4.4-
8 12.) The proposed Project was reviewed for consistency with the MSHCP
9 Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and
10 Vernal Pool guidelines), the Section 6.1.3 (Protection of Narrow Endemic Plant
11 Species guidelines), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands
12 Interface) and Section 6.3.2 (Additional Survey Needs and Procedures), and with
13 the MSHCP's DSFLF conservation objectives. (Final EIR, pp. 1.0-51 to 1.0-52.)
14 Based upon the analysis in the EIR of consistency with the MSHCP, the results of
15 the focused biological surveys which evaluated the Project site for potential
16 biological impacts, and implementation of the listed mitigation measures for
17 potential impacts to the burrowing owl, it is concluded that the proposed Project is
18 consistent with the provisions of the adopted MSHCP. (Draft EIR, p. 4.4-15.)
19 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
20 alternatives have been required in, or incorporated into, the Project which avoid or
21 substantially lessen the significant environmental effect identified in the Final
22 EIR. (Draft EIR, p. 4.4-15.) Implementation of mitigation measures MM Bio 1,
23 MM Bio 2, and MM Bio 3 would reduce the impact to a less than significant level
24 by imposing restrictions on certain development activities as related to sensitive
25 species, requiring pre-construction surveys for the species prior to development
26 activities, and requiring participation in the MSHCP mitigation fee program.
27 Regarding cumulative impacts, build-out of the General Plan will result in the
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1 direct mortality of individuals of listed, proposed or candidate species or the loss
2 of habitat occupied by such species. These impacts are considered significant at
3 the General Plan level. (Draft EIR, p. 6.0-14.) Implementation of RCIP General
4 Plan EIR mitigation measures will reduce impacts to oak trees to below a level of
5 significant, but although these policies and mitigation measures will reduce other
6 impacts to biological resources, these impacts will remain significant. Biological
7 surveys were completed for the proposed Project site. (Draft EIR, Appendix C.)
8 No threatened or endangered species were found, and no naturally occurring plant
9 communities (e.g., Riverside and sage scrub, riparian, wetland habitats, vernal
10 pool complexes, etc.) exist on any of the parcels that are the subject of the EIR's
11 analysis. (Draft EIR, p. 6.0-15.) No listed species were observed during the
12 survey effort.

13 A focused surveys for the burrowing owl (*Athene cunicularia*) was conducted on
14 the Project site. No occupied burrows were identified and no foraging burrowing
15 owls were observed during the surveys. Pursuant to burrowing owl Objective 6 in
16 Section B of the MSHCP Reference Document a 30-day pre-construction survey
17 for burrowing owl is required where suitable habitat is present; and if burrowing
18 owls are present, they must be relocated by passive or active relocation as agreed
19 to by the Riverside County Environmental Programs Department. (Draft EIR, p.
20 6.0-16; Final EIR, p. 1.0-62.) Loss of habitat from the site is considered to
21 represent an incremental reduction of foraging area for off-site and/or dispersing
22 burrowing owls only. This loss is not expected to reduce population numbers in
23 the region. Therefore, significant adverse impacts are not expected. (Draft EIR,
24 p. 6.0-16.) If burrowing owls are present on-site, preparation from grading and
25 construction could result in the loss of individual owls, eggs, or young which is
26 considered significant pursuant to CEQA and Fish and Game Code. If left
27 unmitigated, the proposed Project could result in significant impacts to the
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1 burrowing owl. (Draft EIR, p. 6.0-16.)

2 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
3 alternatives have been required in, or incorporated into, the Project which avoid or
4 substantially lessen the significant environmental effect identified in the Final
5 EIR. In order to avoid violation of the MBTA or the California Fish and Game
6 Code, general guidelines suggest that Project-related disturbances at active
7 nesting territories be reduced or eliminated during the nesting cycle (generally
8 February 1 to August 31). Should eggs or fledglings be discovered on site, the
9 nest cannot be disturbed (pursuant to CDFG guidelines) until the young have
10 hatched and fledged (matured to a state that they can leave the nest on their own).
11 (See *infra* discussion of MM Bio 1.) MM Bio 2 will require surveying the
12 property to avoid disturbance of potentially present species. To address the
13 impacts associated with the cumulative loss of habitat for special status birds by
14 the loss of foraging habitat, the proposed Project shall be conditioned for payment
15 of MSHCP mitigation fees as set forth under Ordinance No. 810, which is also
16 imposed under MM Bio 3. Payment of these fees will mitigate for the cumulative
17 loss of habitat associated with the species listed above and additional species
18 identified in the MSHCP. (Draft EIR, p. 6.0-17.) After incorporation of
19 mitigation measures, potential adverse impacts associated with special-status
20 species and the cumulative impacts associated with the loss of foraging habitat
21 will be reduced to a less than significant level. (Draft EIR, p. 6.0-17.)

22 2. Mitigation:

23 The proposed Project has been modified to mitigate or avoid the potentially
24 significant impacts by the following mitigation measures, which are hereby
25 adopted and will be implemented as provided in the Mitigation, Monitoring, and
26 Reporting Program.

27 a. Mitigation Measure Bio 1: In order to avoid violation of the MBTA and
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1 California Fish and Game Code site-preparation activities (removal of
2 trees and vegetation) shall be avoided, to the greatest extent possible,
3 during the nesting season (generally February 1 to August 31) of
4 potentially occurring native and migratory bird species. (Draft EIR, p.
5 4.4-16.)

6 b. If site-preparation activities are proposed during the nesting/breeding
7 season (February 1 to August 31), a pre-activity field survey shall be
8 conducted by a qualified biologist to determine if active nests of species
9 protected by the Migratory Bird Treaty Act (MBTA) or the California Fish
10 and Game Code are present in the construction zone. If active nests are not
11 located within the Project area and appropriate buffer, construction may be
12 conducted during the nesting/breeding season. However, if active nests
13 are located during the pre-activity field survey, no grading or heavy
14 equipment activity shall take place within at least 500 feet of an active
15 listed species or raptor nest, 300 feet of other sensitive or protected (under
16 MBTA or California Fish and Game Code) bird nests (non-listed), or
17 within 100 feet of sensitive or protected songbird nests, until the nests are
18 no longer active. (Draft EIR, p. 4.4-16.)

19 c. Mitigation Measure Bio 2: A pre-construction survey for resident
20 burrowing owls will be conducted by a qualified biologist within 30 days
21 prior to commencement of grading and construction activities within those
22 portions of the Project site containing suitable burrowing owl habitat. If
23 ground disturbing activities in these areas are delayed or suspended for
24 more than 30 days after the pre-construction survey, the area shall be
25 resurveyed for owls. The pre-construction survey and any relocation
26 activity will be conducted in accordance with the CDFG Report on
27 Burrowing Owl Mitigation, 1995. (Draft EIR, p. 4.4-16.)
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- d. If active nests are located, they shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season. (Draft EIR, p. 4.4-17.)
 - e. If burrowing owls occupy the site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the Riverside County Environmental Programs Department. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure that the owls have left the burrow. Artificial burrows shall be provided nearby. The Project area shall be monitored daily for one week to confirm owl use of burrows, before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. If active relocation is required, the Environmental Programs Department shall be consulted to determine available, acceptable receiving sites, where this species has a greater chance of successful long-term relocation. (Draft EIR, p. 4.4-17.)
 - f. Mitigation Measure Bio 3: The County of Riverside is a participating entity or permittee of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The purpose of the MSHCP is to conserve open space and habitat on a county-wide, cumulative basis. Take

1 authorization for the MSHCP was granted by the USFWS and CDFG on
2 June 22, 2004. The County of Riverside authorizes take for Projects in
3 compliance with the MSHCP. Payment of the MSHCP fee requirements
4 will provide adequate mitigation for potential impacts to the Cooper's
5 hawk, southern California rufous-crowned sparrow, northern harrier, San
6 Diego black-tailed jackrabbit, coastal western whiptail, northern red
7 diamond rattlesnake and other species and plant communities. To address
8 the impacts associated with the cumulative loss of habitat for special status
9 birds by the loss of habitat, the proposed Project shall be conditioned to
10 pay MSHCP mitigation fees as set forth under Ordinance No. 810. (Draft
11 EIR, p. 4.4-17.)

12 J. Cultural Resources

13 1. Impacts:

14 The proposed Project would not restrict any existing religious or sacred uses
15 within the potential impact area. (Draft EIR, p. 4.5-7.) The archaeological impact
16 assessment on the parcels did not locate evidence of Native American religious,
17 ritual, or other special activities at this location. No Project-specific mitigation
18 measures are required since no significant adverse impacts are anticipated.

19 The proposed Project would not alter or destroy an historic site or cause a
20 substantial adverse change in the significance of a historical resource as defined in
21 California Code of Regulations, Section 15064.5. (Draft EIR, pp. 4.5-7 to 4.5-8.)

22 No evidence of historic materials was observed during the archaeological impact
23 assessment of the site. A small grouping of homes constructed in the 1930s as
24 housing for the industrial/military operations at the Space Center is located west
25 of the Project site on the west side of Etiwanda Avenue. (Draft EIR, pp. 4.5-7 to
26 4.5-8.) These homes have been occupied, even though the surrounding land uses
27 have continued as mainly industrial and manufacturing uses. (Draft EIR, p. 4.5-
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1 8.) There are no registered historical resources within Mira Loma Village, and no
2 construction will occur within Mira Loma Village. (Draft EIR, p. 4.5-8.) No
3 historical resources exist within or adjacent to the Project area, thus impacts from
4 the proposed Project are considered to be less than significant. (Draft EIR, p. 4.5-
5 8.) No Project-specific mitigation measures are required since no significant
6 adverse impacts are anticipated.

7 Without mitigation, the Project may have potential impacts that alter or destroy or
8 cause a substantial adverse change in the significance of archaeological sites or
9 resources pursuant to State CEQA Guideline section 15064.5. (Draft EIR, p. 4.5-
10 6.) No evidence of the presence of an archaeological site was observed during the
11 archaeological impact assessment on the parcels; however, there is a slight
12 potential that archaeological resources may be identified in buried context and
13 impacted during Project-related excavations. Grading and construction proposed
14 will not result in any significant impacts to cultural or historic resources. (Draft
15 EIR, p. 4.5-6 to 4.5-7.) Further, no indirect impacts to cultural resources located
16 within the Project environs are anticipated as a result of the introduction of
17 additional urban activity associated with the proposed development. (Draft EIR, p.
18 4.5-7.) The impact of the proposed Project upon these archaeological sites is
19 considered to be below the level of significance. (*Id.*) However, prehistoric
20 resources may be identified in buried context and impacted during Project-related
21 excavations. Pursuant to State CEQA Guidelines section 15091, subdivision
22 (a)(1), changes or alternatives have been required in, or incorporated into, the
23 Project which avoid or substantially lessen the significant environmental effect
24 identified in the Final EIR. (See Draft EIR, pp. 4.5-6 to 4.5-7.) Mitigation
25 measures MM Cultural 1, MM Cultural 2, MM Cultural 3, and MM Cultural A, as
26 listed below, will ensure that potential Project impacts to currently unknown
27 archaeological resources are mitigated to a level below significance. Although
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1 MM Cultural 1 and MM Cultural 2 were amended by the Final EIR, and MM
2 Cultural A was added by the Final EIR, the findings of significance determined in
3 the Draft EIR remain the same and unchanged. The mitigation measures will
4 ensure that any accidentally discovered and uncovered resources are carefully
5 monitored, evaluated, and properly handled. (Draft EIR, p. 4.5-7.)

6 Without mitigation, the Project may have potential impacts on human remains,
7 including those interred outside of any formal cemeteries, if human remains are
8 uncovered by construction or development activities. No evidence of
9 archaeological resources was observed during the archaeological impact
10 assessment and the Project site is not expected to contain human remains due to
11 the lack of any indication of a formal cemetery or informal family burial plots.
12 However, such remains could be uncovered during development activity.
13 Pursuant to State CEQA Guidelines Section 15091, subdivision (a)(1), changes or
14 alternatives have been required in, or incorporated into, the Project which avoid or
15 substantially lessen the significant environmental effect associated with the
16 finding or disturbance of human remains identified in the Final EIR. (Draft EIR,
17 p. 4.5-7.) Mitigation measures MM Cultural 1, MM Cultural 2, and MM Cultural
18 3, and MM Cultural A are to be implemented to prevent the potential for
19 significant impacts. (See Draft EIR, pp. 4.5-8 to 4.5-9; see also Final EIR, pp.
20 1.0-54 to 1.0-56.) Although MM Cultural 1 and MM Cultural 2 were amended by
21 the Final EIR, and MM Cultural A was added by the Final EIR, the findings of
22 significance determined in the Draft EIR remain the same and unchanged. The
23 mitigation measures will mitigate impacts from the accidental uncovering of
24 human remains to below the level of significance by ensuring that any
25 accidentally discovered and uncovered resources are carefully monitored,
26 evaluated, and properly handled. (Draft EIR, p. 4.5-7.)

27 Without mitigation, the Project may have potential impacts to a paleontological
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1 resource, or site, or unique geologic feature. According to the RCIP General Plan,
2 Paleontological Sensitivity map (Figure OS-8), the Project site is located within
3 an area that has high potential for finding paleontological resources. The Project
4 site is located within an area mapped as High B (Hb). The RCIP General Plan
5 EIR states that this sensitivity rating is based on occurrence of fossils at a specific
6 depth below the surface that are known to contain or have the correct age and
7 depositional conditions to contain significant paleontological resources. "Hb"
8 indicates that fossils are likely to be encountered at or below 4 feet of depth, and
9 may be impacted during excavation by construction activities. (Draft EIR, p. 4.5-
10 8.) However, the entire Mira Loma Commerce Center was mass graded in the
11 1990s and no paleontological resources were found. Therefore, potential Project
12 impacts to paleontological resources are not expected and are considered to be
13 less than significant. However, construction or development activities may
14 uncover paleontological resources. Pursuant to State CEQA Guidelines Section
15 15091, subdivision (a)(1), changes or alternatives have been required in, or
16 incorporated into, the Project which avoid or substantially lessen the significant
17 environmental effect identified in the Final EIR. Mitigation measures MM
18 Cultural 1, MM Cultural 2, and MM Cultural 3, and MM Cultural A are to be
19 implemented to prevent the potential for significant impacts. (Draft EIR, pp. 4.5-
20 8 to 4.5-9.) Amendment of MM Cultural 1 and MM Cultural 2 and the addition
21 of MM Cultural A by the Final EIR will not result in a change to the findings of
22 significance determined in the Draft EIR. These mitigation measures will reduce
23 impacts from the accidental uncovering of paleontological resources to below the
24 level of significance by ensuring that any accidentally discovered and uncovered
25 resources are carefully monitored, evaluated, and properly handled. (Draft EIR, p.
26 4.5-7.)

27 Build-out under the RCIP General Plan has the potential to adversely affect
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1 cultural resources, and cumulatively contribute significantly to the loss of these
2 resources. However, implementation of the General Plan's policies and RCIP
3 EIR mitigation measures would reduce the potential impacts on cultural and
4 paleontological resources to below the level of significance. (Draft EIR, p. 6.0-
5 17.) For the proposed Project, no evidence of archaeological resources was
6 observed during a archaeological impact assessment. Grading and construction is
7 not anticipated to result in any significant impacts to cultural or historic resources
8 or indirect impacts to cultural resources. (Draft EIR, pp. 6.0-17 to 6.0-18.)
9 Prehistoric resources may be identified in buried context and impacted during
10 Project-related excavations, but can be mitigated to below the level of
11 significance through the implementation of mitigation measures. (Draft EIR, p.
12 6.0-18.) The entire site Mira Loma Commerce Center was mass graded in the
13 1990s and no paleontological resources were found. Therefore, potential impacts
14 to paleontological resources are not expected and are considered to be less than
15 significant. In the unlikely event that construction/development activities
16 uncovers paleontological resources, potential impacts to these paleontological
17 resources can be mitigated to below the level of significance through the
18 implementation of mitigation measures. (Draft EIR, pp. 6.0-17 to 18.)

19 Pursuant to State CEQA Guidelines Section 15091, subdivision (a)(1), changes or
20 alternatives have been required in, or incorporated into, the Project which avoid or
21 substantially lessen the significant environmental effect identified in the Final
22 EIR. Mitigation measures have been incorporated into the Cultural Resources
23 section of the Draft EIR that will reduce Project-related impacts due to
24 accidentally discovered historical, archaeological and/or paleontological resources
25 to less than significant levels. (Draft EIR, p. 6.0-18; see also *infra* discussion of
26 mitigation.) After incorporation of mitigation measures, potential adverse impacts
27 associated with cumulative impacts will be reduced to a less than significant level.
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(Draft EIR, p. 6.0-18.)

2. Mitigation:

The proposed Project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

- a. Mitigation Measure Cultural A: Prior to the issuance of grading permits, a qualified archaeologist (pursuant to the Secretary of the Interior's standards and County guidelines) shall be retained by the Project developer/permittee for limited archaeological monitoring of the grading with respect to potential impacts to potential subsurface archaeological and/or cultural resources. A pre-grading meeting between the archaeologist and the excavation and grading contractor shall take place to outline the procedures to be followed if buried materials of potential historical, cultural or archaeological significance or paleontological resources are accidentally discovered during earth-moving operations and to discuss the implementation of mitigation measures MM Cultural 1, MM Cultural 2 and MM Cultural 3. During grading operations, when deemed necessary in the professional opinion of the retained archaeologist (and/or as determined by the Planning Commission), the archaeologist, the archaeologist's on-site representative(s), and any the Native American tribal representative(s) (if any Native American cultural or burial deposits are uncovered) shall actively monitor all Project-related grading and shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of archaeological and/or cultural resources. Prior to the issuance of grading permits, a copy of a fully executed archaeological services contract including the NAME,

1 ADDRESS and TELEPHONE NUMBER of the retained archaeologist
2 shall be submitted to the Planning Department and the Department of
3 Building and Safety Grading Division. (Final EIR, pp. 1.0-54 to 1.0-55.)
4 If the retained archaeologist finds no potential for impacts to
5 archaeological and/or cultural resources after monitoring of initial
6 clearing, grubbing, and cuts have been conducted, a detailed letter shall be
7 submitted to the Planning Department certifying this finding by the
8 retained qualified archaeologist. (Final EIR, p. 1.0-55.)

9
10 b. Mitigation Measure Cultural 1: If during ground disturbance activities,
11 unique cultural resources are discovered that were not assessed by the
12 archaeological report conducted prior to Project approval, the following
13 procedures shall be followed. Unique cultural resources are defined, for
14 this condition, as being multiple artifacts in close association with each
15 other, but may include fewer artifacts if the area of the find is determined
16 to be of significance due to its sacred, cultural, or historical importance.
17 (Final EIR, p. 1.0-55.)

18 i. All ground disturbance activities within 100 feet of the discovered
19 cultural resource shall be halted until a meeting is convened
20 between the developer, the archaeologist, a Native American tribal
21 representative, and the Planning Commission to discuss the
22 significance of the find. (Final EIR, p. 1.0-55.)

23 ii. At the meeting, the significance of the discoveries shall be
24 discussed and after consultation with the Native American tribal
25 representative and the archaeologist, a decision shall be made, with
26 the concurrence of the Planning Commission, as to the appropriate
27 mitigation (documentation, recovery, avoidance, etc.) for the
28 cultural resources. (Final EIR, p. 1.0-55.)

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iii. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the archaeologist, with the concurrence of the Planning Commission, as to the appropriate mitigation. (Final EIR, p. 1.0-55.)

c. Mitigation Measure Cultural 2: If human remains are encountered, State Health and Safety Code section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code section 5097.98. The County Coroner shall be notified of the find immediately. Further, pursuant to Public Resources Code section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the coroner shall notify the Native American Heritage Commission within the period specified by law. Subsequently, the Native American Heritage Commission shall identify and notify the appropriate Native American Tribe who is the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code section 5097.98. (Final EIR, p. 1.0-55 to 1.0-56.)

d. Mitigation Measure Cultural 3: Should construction/development activities uncover paleontological resources, work shall be moved to other parts of the Project site and a qualified paleontologist shall be contacted to determine the significance of these resources. If the find is determined to be significant, avoidance or other appropriate measures shall be implemented. Appropriate measures would include that a qualified paleontologist be permitted to recover and evaluate the find(s) in

1 accordance with current standards and guidelines. (Draft EIR, p. 4.5-9.)

2
3 K. Geology and Soils

4 1. Impacts:

5 The proposed Project would not expose people or structures to potentially
6 substantial adverse effects, including the risk of loss, injury, or death involving
7 rupture of a known earthquake fault. (Draft EIR, p. 4.6-7.) The Project site is not
8 located within either an Alquist-Priolo Earthquake Fault Zone or a County Fault
9 Zone. The closest known active faults are the San Jose fault located
10 approximately 6 miles northwest of the site and the Cucamonga fault located
11 approximately 9 miles northwest of the site. Due to the distance of the risk of
12 surface rupture due to an earthquake is not expected to impact development of the
13 Project site. No Project-specific mitigation measures are required since no
14 significant adverse impacts are anticipated.

15 The proposed Project would not expose people or structures to potentially
16 substantial adverse effects, including the risk of loss, injury, or death involving
17 seismic-related ground failure, including liquefaction. (Draft EIR, p. 4.6-7.) The
18 Project site does not lie within an area of low liquefaction susceptibility as shown
19 by the RCIP General Plan's Safety Element. The geotechnical studies indicate
20 that the potential for liquefaction at the Project site is considered to be very low.
21 No Project-specific mitigation measures are required since no significant adverse
22 impacts are anticipated.

23 The proposed Project would not expose people or structures to potentially
24 substantial adverse effects, including the risk of loss, injury, or death involving
25 strong seismic ground shaking and other geologic hazards such as seiche,
26 mudflow or volcanic hazard. (Draft EIR, p. 4.6-8.) The Project site is located,
27 along with the majority of Western Riverside County, within a zone of very high
28 (30-40% g) general ground-shaking risk, as shown in the RCIP General Plan's

1 Safety Element. The closest known active faults are the San Jose fault, 6 miles
2 northwest, and the Cucamonga Fault, 9 miles northwest of the site. Other faults
3 include the Chino fault, 10 miles southwest, the Elsinore fault, 12 miles
4 southwest, and the San Andreas fault, 18 miles northeast. Due to the distance of
5 faults, the risk of surface rupture is not expected to impact the Project site. (Draft
6 EIR, pp. 4.6-7 to 8.) A maximum horizontal ground acceleration of 0.37g may
7 occur from a 7.0 earthquake along the Cucamonga fault. Ground shaking from
8 other active faults is expected to be lower. The Project will follow engineering
9 and design parameters in accordance with the most recent edition of the UBC
10 and/or the Structural Engineers Association of California parameters, as required
11 in standard conditions of approval. Therefore, ground-shaking is expected to
12 cause less than significant impacts to the Project. (Draft EIR, p. 4.6-8.) The
13 USGS topographic maps do not depict close proximity of any steep slopes that
14 could generate mudflow, large bodies of water that could produce seiches, or
15 volcanoes. Therefore, there is no impact from these hazards, and no Project-
16 specific mitigation measures are required.

17 The proposed Project would not be located on a geologic unit or soil that is
18 unstable, or that would become unstable as a result of the Project, and will not
19 potentially result in on- or off-site landslide, lateral spreading, collapse, rockfall
20 hazards or ground subsidence. (Draft EIR, p. 4.6-9.) The Project site is suitable
21 from a geotechnical standpoint, provided that the geotechnical studies are
22 followed. The Project will be required to comply with the regulatory
23 requirements of the California Building Code (Title 24 of the California Code of
24 Regulations) and Riverside County's building ordinance (Riverside County
25 Ordinance No. 457). Compliance with these regulations will adequately address
26 all site-related soil conditions and therefore the any impact related to a potential
27 instability of the Project site's geologic unit or soil will be less than significant.
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1 No Project-specific mitigation measures are required since no significant adverse
2 impacts are anticipated.

3 The proposed Project would not result in any increase in water erosion either on
4 or off site. (Draft EIR, p. 4.6-9.) There are no rivers, streams, or lakes on the
5 Project site. There is a drainage channel approximately 600 feet to the east.
6 Standard construction procedures and Best Management Practices (BMPs)
7 through the required National Pollutant Discharge Elimination System (NPDES)
8 construction permit will be followed to minimize erosion. The San Sevaine Flood
9 Control Channel is a concrete lined channel, which will receive storm water
10 runoff from the Project site. No impacts to the channel are anticipated. During
11 construction the removal of topsoil, grading, excavation, and trenching may result
12 in an increase in runoff, but will be short-term. No Project-specific mitigation
13 measures are required since no significant adverse impacts are anticipated.

14 The proposed Project would not change the topography or ground surface relief
15 features, create cut or fill slopes greater than 2:1 or higher than 10 feet, or result in
16 grading that affects or negates subsurface sewage disposal systems. (Draft EIR, p.
17 4.6-10.) The topography at the Project site and in the immediate vicinity is
18 relatively flat and was mass graded and filled. The scale is consistent with
19 construction in the area. Sewer service to the Project area is provided by the
20 Jurupa Community Services District and there are no subsurface disposal systems
21 within the area that will be impacted by Project construction. Therefore, there
22 will be no Project impacts related to a change in topography, the creation of steep
23 or high cut and fill slopes or subsurface sewage disposal systems. No Project-
24 specific mitigation measures are required since no significant adverse impacts are
25 anticipated.

26 The proposed Project would not result in substantial soil erosion or the loss of
27 topsoil. (Draft EIR, p. 4.6-10.) The Project site is not within an area of wind
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1 erosion or blowsand, but is located within the County's Agricultural Dust Control
2 Area No. 1, under Ordinance No. 484, prohibiting disturbance of land without
3 protection to prevent the soil from being blown onto other property and roads. All
4 grading will be in compliance with existing regulations, such as the NPDES
5 permit, and will use BMPs to prevent wind erosion. Compliance with these
6 mandatory requirements will reduce any wind erosion to less than significant. No
7 Project-specific mitigation measures are required since no significant adverse
8 impacts are anticipated.

9 The proposed Project would not be located on expansive soil, as defined in Table
10 18-1-B of the Uniform Building Code, and would not create a substantial risk to
11 life or property. (Draft EIR, p. 4.6-10.) The geotechnical studies found that upper
12 the soil materials are granular and considered not critically expansive, and thus
13 specialized construction procedures to resist expansive soil forces are not
14 required. No Project-specific mitigation measures are required since no
15 significant adverse impacts are anticipated.

16 The proposed Project would not change the site's deposition, siltation or erosion
17 which may modify the channel of a river or stream or the bed of a lake. (Draft
18 EIR, p. 4.6-11.) The proposed Project will not substantially alter existing
19 drainage or streams. There are no blue-line streams or rivers depicted on the
20 USGS topographic maps within one-half mile of the Project site, and no signs of a
21 natural water courses in the area that could be impeded by substantial erosion or
22 siltation related to Project. (Draft EIR, p. 4.6-10.) By preparing a site-specific
23 Storm Water Pollution Prevention Plan (SWPPP), the Project demonstrates
24 control and containment of erosion and siltation. (Draft EIR, pp. 4.6-10 to 4.6-
25 11.) Reduced infiltration due to paving could lead to increased volumes of storm
26 flows entering San Sevaine Channel. However, the channel was designed to
27 convey the area's 100-year storm event and water that will be generated from the
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1 Project, and it is concrete lined. Therefore, compliance with standard regulatory
2 requirements will result in the proposed Project having no impact related to
3 deposition, siltation or erosion modifying the channel of a river or stream or the
4 bed of a lake. No Project-specific mitigation measures are required since no
5 significant adverse impacts are anticipated.

6 The proposed Project would not be impacted by or result in an increase in wind
7 erosion and blowsand, either on or off site. (Draft EIR, p. 4.6-11.) The Project
8 site is not within an area of Wind Erosion or Blowsand, but it is located within the
9 County's Agricultural Dust Control Area No. 1, under Ordinance No. 484, which
10 prohibits disturbance of land without protection to prevent the soil from being
11 blown onto other property and roads. All grading will be in compliance with
12 existing regulations, such as the NPDES permit, and will be required to use BMPs
13 to prevent wind erosion. Compliance with these mandatory requirements will
14 reduce any wind erosion or blowsand to levels that are less than significant. No
15 Project-specific mitigation measures are required since no significant adverse
16 impacts are anticipated.

17 With regards to cumulative geological impacts, geologic hazards, including fault
18 rupture hazards, ground shaking, liquefaction, landslides and rockfalls,
19 seismically-induced settlement, subsidence and collapsible soils, and soil erosion
20 and loss of topsoil were addressed in the RCIP EIR. Cumulatively, build-out of
21 the RCIP General Plan will contribute significantly to the increased exposure of
22 people and property to seismic, slope, soil instability and wind hazards. However,
23 these impacts will be reduced to below the level of significance through
24 implementation of General Plan policies, RCIP General Plan EIR mitigation
25 measures, and existing regulatory requirements. (Draft EIR, p. 6.0-18.) Potential
26 impacts related to proximity to known fault zones, landslide risk, seiches,
27 mudflows, volcanic hazards, expansive soils, sediment deposition, liquefaction,
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1 and the creation of cut or fill slopes greater than 2:1 or higher than 10 feet were all
2 found to be less than significant in the NOP for this Project (Draft EIR, Appendix
3 A) and potential impacts from ground shaking risks, ground subsidence, soil
4 erosion, changes in topography or ground surface relief feature and wind erosion
5 were also found to be less than significant. The potential geologic hazards that
6 would affect this development have been addressed in the RCIP General Plan
7 EIR, and there will be no cumulative impact beyond that addressed in the RCIP
8 General Plan EIR. (Draft EIR, pp. 6.0-18 to 6.0-19.) No mitigation measures are
9 required. (Draft EIR, p. 6.0-19.)

10 2. Mitigation:

11 No Project-specific mitigation measures are required.

12 L. Hazards and Hazardous Materials

13 1. Impacts:

14 The proposed Project would not create a significant hazard to the public or the
15 environment through the routine transport, use, or disposal of hazardous materials.
16 (Draft EIR, p. 4.7-4.) Plot Plan No. 17788 and Plot Plan No. 16979 are to be used
17 for warehousing/distribution and the site is zoned Manufacturing-Medium (M-M),
18 a compatible zone for this use. The M-M zoning designation allows certain land
19 uses which might use hazardous materials. However, as proposed, the Project
20 will not involve the routine transport, use or disposal of hazardous materials. The
21 remainder of the site is zoned Manufacturing-Medium (M-M), and Industrial Park
22 (I-P), and the use is speculative at this time. Future use of hazardous materials
23 would be subject to standard Riverside County Department of Environmental
24 Health policies and permitting procedures. Therefore, the impact is less than
25 significant, and no Project-specific mitigation measures are required since no
26 significant adverse impacts are anticipated.

27 The proposed Project would not create a significant hazard to the public or the
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1 environment through reasonably foreseeable upset and accident conditions
2 involving the release of hazardous materials into the environment. (Draft EIR, p.
3 4.7-4.) The Project proposes business park and warehouse/distribution facilities,
4 without the emission of hazardous emissions from non-vehicular sources or
5 handling of hazardous or acutely hazardous materials, substances, or waste.
6 Emissions from vehicles are discussed in the Air Quality section. Should the use
7 of hazardous materials be proposed on the site in the future, the use would be
8 subject to standard Riverside County Department of Environmental Health
9 policies and permitting procedures. Therefore, the impact is less than significant,
10 and no Project-specific mitigation measures are required since no significant
11 adverse impacts are anticipated.

12 The proposed Project would not impair the implementation of, or physically
13 interfere with, an adopted emergency response plan or emergency evacuation
14 plan. (Draft EIR, p. 4.7-4.) The Project site will have an access road, thereby
15 allowing for access of emergency response vehicles, and accordingly, will not
16 physically interfere or impact the implementation of adopted emergency response
17 plans for the County. Therefore, impacts will be less than significant, and no
18 Project-specific mitigation measures are required since no significant adverse
19 impacts are anticipated.

20 The proposed Project would not emit hazardous emissions or handle hazardous or
21 acutely hazardous materials, substances, or waste within one-quarter mile of an
22 existing or proposed school. (Draft EIR, p. 4.7-5.) The Project proposes business
23 park and warehouse/distribution facilities that will not emit hazardous emissions
24 or handle hazardous or acutely hazardous materials, substances, or waste. The
25 nearest schools to the Project site are Mission Bell Elementary School located
26 approximately 3/4 mile to the southeast, Granite Hill Elementary School
27 approximately 1 1/4 mile to the east, and Jurupa Valley High School located
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1 approximately 1 1/4 mile south of the Project site. Therefore, the Project will not
2 impact existing or proposed schools within one-quarter mile, and no Project-
3 specific mitigation measures are required since no significant adverse impacts are
4 anticipated.

5 The proposed Project would not result in an inconsistency with an Airport Master
6 Plan or require review by the Airport Land Use Commission. (Draft EIR, p. 4.7-
7 6.) The Project site is within the mapped safety clearance zones associated with
8 the Ontario International Airport that regulates building heights. Typical building
9 heights would not exceed the allowable height. Therefore, the proposed Project is
10 consistent with the Plan, will not require review by the Airport Land Use
11 Commission, and there will be no impact. No Project-specific mitigation
12 measures are required since no significant adverse impacts are anticipated.

13 The proposed Project would not exceed the allowable heights under mapped
14 safety clearance zones associated with the Ontario Airport, and thus would not
15 result in a safety hazard for people working in the Project area, as it pertinent to
16 operating in proximity to Ontario Airport. (Draft EIR, p. 4.7-6.) Other than the
17 Project's location within the mapped safety clearance zones for Ontario Airport,
18 the Project is not located within an airport land use plan. Nonetheless, the Project
19 is not anticipated to result in any safety hazard for people working in the Project
20 area, because the buildings for the Project would be within the regulated height
21 standards pertaining to the airport's safety clearance zones. The Project is not
22 within the vicinity of a private airstrip, the Project is not within the vicinity of a
23 private airstrip or heliport, (Draft EIR, Appendix A; Draft EIR, p. 4.7-6.) The
24 Project would not result in a safety hazard for people working in the Project area,
25 and no Project-specific mitigation measures are required since no significant
26 adverse impacts are anticipated.

27 The proposed Project will not expose people or structures to a significant risk of
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1 loss, injury or death involving wildland fires, including where wildlands are
2 adjacent to urbanized areas or where residences are intermixed with wildlands.
3 (Draft EIR, p. 4.7-6.) The Project site is not located within a Hazardous Fire
4 Area, as designated by the Riverside County General Plan. Therefore there will
5 be no impact, and no Project-specific mitigation measures are required since no
6 significant adverse impacts are anticipated.

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8 The proposed Project would not be located on a site which is included on a list of
9 hazardous materials sites compiled pursuant to Government Code Section
10 65962.5 and, as a result, would not create a significant hazard to the public or the
11 environment. (Draft EIR, p. 4.7-5.) The proposed Project is not located on a
12 hazardous materials site list and a Phase I Environmental Site Assessment of the
13 site revealed no evidence of recognized environmental conditions related to
14 hazardous materials in connection with the Project site. However, the Phase I
15 Environmental Site Assessment Report did identify soil piles with concrete,
16 asphalt, construction debris, minor household waste, and abandoned tires on the
17 Project site. The currently undeveloped Project site is not contaminated and no
18 mechanism is needed to initiate any required further investigation and/or
19 warranted remediation. There is no evidence that hazardous materials or wastes
20 were stored at the Project site, and no release of a hazardous material has taken
21 place, therefore no further studies are warranted. (Draft EIR, p. 4.7-5.)
22 Nonetheless, as a precaution against potential impacts, the report recommended
23 that these piles be properly disposed of. Therefore, mitigation measure MM
24 Hazards 1 was included in the Draft EIR to require the removal of these soil piles
25 from the Project site, which will ensure that potential impacts remain less than
26 significant. (Draft EIR, pp. 4.7-5 to 4.7-6.) As an additional precaution, the Final
27 EIR has added mitigation measure MM Hazards 2 for inspecting the Project site
28 prior to construction to look for further evidence of contamination. (Final EIR, p.

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1.0-56.) The mitigation measure added by the Final EIR will not result in a change in the level of significance. Notwithstanding the finding that no hazardous materials were found on-site, pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the potentially significant environmental effect identified in the Final EIR.

2. Mitigation:

The proposed Project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Mitigation Measure Hazards 1: Soil piles, with pieces of cement, asphalt, construction debris and minor household trash, abandoned tires, concrete chunks and asphalt chunks located on portions of the Project site shall be property disposed of according to applicable laws and regulations. (Draft EIR, p. 4.7-7.)

b. Mitigation Measure Hazards 2: A pre-construction inspection of each plot plan site shall be conducted by a qualified environmental professional to look for contaminated soil as evidenced by discoloration, odors, differences in soil properties, abandoned underground tanks or pipes or buried debris. If contaminated soil is encountered during the pre-construction inspection or during site development, work will be halted and site conditions will be evaluated by a qualified environmental professional. The results of the evaluation will be submitted to the County of Riverside Department of Environmental Health, and the appropriate response/remedial measures will be implemented, as directed by County of Riverside Department of Environmental Health, or other applicable

1 oversight agency, until all specified requirements of the oversight agencies
2 are satisfied and a “no-further-action” status is attained. Fill material
3 imported from other areas shall be tested to assess that it is suitable to be
4 used as fill, including testing for unsafe levels of hazardous materials,
5 prior to placement on site. (Final EIR, p. 1.0-56.)

6 M. Hydrology and Water Quality

7 1. Impacts:

8 The proposed Project would not deplete ground water supplies or interfere with
9 ground water recharge. (Draft EIR, p. 4.8-16.) Jurupa Community Services
10 District (JCSD) is the provider of domestic potable water to the Project area
11 supplied by JCSD groundwater from wells in the Chino Basin. The proposed
12 Project does not include groundwater extraction wells, but is served from local
13 groundwater. The Project will be supplied with potable water from existing water
14 lines located in Dulles Drive and De Forest Circle. The Project site is located
15 within the Chino III groundwater subbasin and will reduce the area of pervious
16 surface by between 75 to 90 percent on individual plot plan sites, thereby
17 decreasing the potential for groundwater recharge. Each of the Project lots have
18 been mass graded and compacted, would not allow for significant amounts of
19 recharge, and do not represent ground water recharge sites for the MLCC. Due to
20 the Project's small size in relationship to the total size of the groundwater
21 subbasins, there will not be a substantial effect upon groundwater recharge within
22 the groundwater subbasin and the proposed Project should not interfere with the
23 groundwater table. Therefore, the proposed Project is not expected to
24 significantly affect the ground water levels and groundwater recharge. Less than
25 significant impacts are expected, and no Project-specific mitigation measures are
26 required since no significant adverse impacts are anticipated.

27 The proposed Project would not place structures in a 100-year flood hazard area
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1 that would impede or redirect flood flows; the Project would not increase the rate
2 or amount of surface runoff which would result in flooding on or off-site; and the
3 Project would not place housing within a 100-year flood hazard area as mapped
4 on a federal Flood Hazard Boundary or Flood Insurance Rate Map. (Draft EIR, p.
5 4.8-17.) The Project would not impede or redirect flows as there are no
6 discernable natural water courses that travel through the site. The construction of
7 the proposed Project would change the drainage so that the run off of the Project
8 lots would flow into adjacent storm drains and then into San Sevaine Channel.
9 According to the FEMA Flood Insurance Rate Map, the subject property is not
10 located within a 100-year flood zone or a 500-year flood zone. No housing is part
11 of the planned Project. Therefore, impacts are considered less than significant,
12 and no Project-specific mitigation measures are required since no significant
13 adverse impacts are anticipated.

14 The proposed Project would not expose people or structures to a significant risk of
15 loss, injury, or death involving flooding, including flooding as a result of the
16 failure of a levee or dam. (Draft EIR, p. 4.8-18.) Dam failure and subsequent
17 inundations are considered very unlikely and would most likely result only from a
18 catastrophic event. South of the Prado Dam are various areas affected by
19 potential dam inundation. However, the proposed Project is located
20 approximately 5 miles northwest and upstream to the closest dam inundation area
21 of the Prado Dam. The proposed Project will not place structures within a 100-
22 year or 500-year flood zone. No other flooding potential has been identified.
23 Impacts will be less than significant, and no Project-specific mitigation measures
24 are required since no significant adverse impacts are anticipated.

25 The proposed Project would not significantly change the absorption rates or the
26 rate and amount of surface runoff or change the amount of surface water in any
27 water body. (Draft EIR, p. 4.8-18.) Reduced on-site infiltration related to
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1 increased pavement over the site's surface could lead to increased volumes and/or
2 velocities of storm flows entering the San Sevaine Channel. However, as planned
3 with the San Sevaine MDP, the Channel was designed to convey the area's 100-
4 year storm event. The potential impact resulting from the change in the
5 absorption rate of the Project site will be less than significant. The Project is not
6 located near any water body. The quantity of water from the Project site that will
7 be entering the San Sevaine Channel will not have an impact on the amount of
8 surface water in any water body. No Project-specific mitigation measures are
9 required since no significant adverse impacts are anticipated.

10 The proposed Project would not expose people or structures to inundation by
11 seiche, tsunami, or mudflow. (Draft EIR, p. 4.6-8.) USGS topographic maps do
12 not depict steep slopes which could generate mudflow or large bodies of water
13 which could produce earthquake-induced seiche which would affect the proposed
14 Project. There are no volcanoes near the Project site. Therefore, there is no
15 impact from seiche, tsunami, or mudflows affecting the Project site that will
16 expose people or structures to potentially substantial adverse effects, and no
17 Project-specific mitigation measures are required since no significant adverse
18 impacts are anticipated.

19 Without mitigation, the Project may violate water quality standards or waste
20 discharge requirements that could result in the general degradation of water
21 quality. The proposed Project will not discharge into a water body impaired for
22 sedimentation/siltation or turbidity. Therefore, during construction, a sampling
23 and monitoring plan for sedimentation is not required. However, a sampling and
24 analysis program is required during construction when one or both of the
25 following instances occurs: (1) visual inspections indicate that there has been a
26 break, malfunction, leakage, or spill from a BMP that could result in the discharge
27 of pollutants in storm water; and/or (2) storm water comes into contact with soil
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1 amendments, exposed stockpiles of construction materials, or contaminated soils,
2 and this storm water is allowed to discharge offsite. (Draft EIR, p. 4.8-13.)
3 During operation, tenants may be required to obtain an Industrial Storm Water
4 General Permit Order 97-03-DWQ requiring implementation of management
5 measures that will achieve certain performance standards and monitoring. The
6 Project's receiving water bodies are San Sevaine Channel, Reach 3 of the Santa
7 Ana River, Prado Basin and Chino groundwater sub-basin III. Reach 3 of the
8 Santa Ana River, is listed as impaired for pathogens on the Clean Water Act's
9 Section 303(d) list. Bacteria and virus pathogens have been typically identified
10 only if the land use involves animal waste. Since the Project's six plot plans will
11 not entail the use of animal waste, the Project will not contribute to this existing
12 condition. (Draft EIR, p. 4.8-14.) In order to reduce the discharge of expected
13 pollutants (oil & grease, trash & debris, organic compounds and metals), the
14 Project proponent will be required to be in compliance with the WQMP. As such,
15 a WQMP will be processed with the six plot plans proposed by the Project. The
16 Project includes treatment and capture of its expected pollutants with Best
17 Management Practices, including grassy swales located on Plot Plan No. 18876
18 and Plot Plan No. 18877, catch basins filters and stormfilter treatment units.
19 (Draft EIR, p. 4.8-15.) Because the site will be a source of oil & grease, trash &
20 debris, organic compounds, and metals in storm water discharges, and since the
21 Project includes grassy swales, catch basins filters and stormfilter treatment units
22 which generally have a medium/high efficiency removal for these pollutants, the
23 Project is not considered to have a significant effect related to violating water
24 quality standards. Pursuant to State CEQA Guidelines section 15091, subdivision
25 (a)(1), changes or alternatives have been required in, or incorporated into, the
26 Project which avoid or substantially lessen the significant environmental effect
27 identified in the Final EIR. Mitigation measures MM Hydro 1, MM Hydro 2 and
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1 MM Hydro 3 will ensure compliance and implementation of appropriate
2 regulations that require obtaining permits and developing plans related to
3 protecting water quality, as well as helping to implement BMPs related to water
4 quality protection. By implementing these mitigation measures and complying
5 with NPDES permit requirements (*i.e.*, WQMP), impacts related to violating
6 water quality standards will be substantially lessened to a level that is considered
7 less than significant. (Draft EIR, p. 4.8-15.)

8 Without mitigation, the Project may alter the existing drainage pattern of the site
9 or area in a manner which would result in substantial erosion or siltation on- or
10 off-site. (Draft EIR, p. 4.8-15.) There are no blue-line streams or rivers depicted
11 on the USGS topographic maps within one-half mile of the Project site. No signs
12 of a natural water course, stream, or river exist on-site or in the area that could be
13 impeded by substantial erosion or siltation related to Project. The Project will
14 discharge into a concrete-lined flood control channel, and will result in the
15 construction of impervious surfaces, which may result in additional runoff. By
16 preparing the SWPPP, a part of this NPDES permit, the Project demonstrates its
17 compliance with the requirement to control and contain erosion and siltation in its
18 runoff. Increased pavement could lead to increased volumes and/or velocities of
19 storm flows entering the San Sevaine Channel. However, the Project will not
20 create a higher potential for erosion offsite since the Channel can convey the
21 water that will be generated from the impervious surfaces and was designed to
22 convey the area's 100-year storm event. The Final WQMP will contain the after-
23 construction hydrological engineering calculations, and could include
24 management measures such as pervious pavement; vegetated swales; catch basins
25 filters and stormfilter treatment units infiltration basins; and velocity dissipation
26 devices at storm drain outfall structures. The Final WQMP will identify all the
27 Pollutants of Concern (POCs) and substantiate with calculations how on-site
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1 BMPs will treat all POCs before the run-off exits the site; so the water will not
2 have negative effects downstream. Pursuant to State CEQA Guidelines section
3 15091, subdivision (a)(1), changes or alternatives have been required in, or
4 incorporated into, the Project which avoid or substantially lessen the significant
5 environmental effect identified in the Final EIR. By developing and
6 implementing a Final WQMP, incorporation of mitigation measure MM Hydro 2,
7 which requires completion of the Final WQMP, and a “fair share” contribution to
8 the ADP, any significant effects will be substantially lessened related to existing
9 drainage patterns in a manner that would result in substantial erosion or siltation.
10 After implementing these measures, impacts can be considered less than
11 significant after mitigation. (Draft EIR, pp. 4.8-15 to 4.8-16.)

12 Without mitigation, the Project may contribute new sources of polluted runoff that
13 would impact water quality. However, impacts to storm water drainage capacity
14 and impacts that otherwise substantially degrade water quality are considered less
15 than significant. (Draft EIR, pp. 4.8-17 to 18.) The Project will utilize the San
16 Sevaine Channel and would not require a new storm drain connection. The
17 capacity is approximately 12,300 cubic feet per second, and the channel is
18 concrete-lined and was constructed to carry flows from a 100-year storm event.
19 Therefore, the Project’s total expected storm water runoff has been planned for
20 and will be accommodated by the current facilities, and impacts to storm water
21 drainage capacity are considered less than significant. (Draft EIR, p. 4.8-17.) The
22 Project will add large amounts of impervious surfaces, thereby allowing less
23 water to percolate into the ground and generating more surface runoff. Paved
24 areas will collect dust, soil, oil, grease, trash and debris present in surface water
25 runoff. The Project will be required through compliance with the WQMP to
26 effectively treat all pollutants (sediment/turbidity, nutrients, oil & grease, trash &
27 debris, oxygen demanding substances, pesticides, and metals) expected to be
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1 generated and for which downstream waters are impaired, which may include
2 placement of storm drain inlet filters to remove sediments, oil and grease;
3 vegetated swales to enhance nutrient removal; and a sediment detention basin.
4 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
5 alternatives have been required in, or incorporated into, the Project which avoid or
6 substantially lessen the significant environmental effect identified in the Final
7 EIR. The Project involves developing and implementing the WQMP,
8 incorporating mitigation measure MM Hydro 2 to require development of the
9 WQMP, and incorporating MM Hydro 3 which requires tenants to ensure that
10 they comply with requirements for industrial activities permits. By incorporating
11 these measures, the Project will be required to follow certain regulations which
12 trigger treatment measures to be included in the Project for various site-specific
13 pollutants in storm water. Therefore, upon implementation of these measures, the
14 Project is considered to have a less than significant impact related to new sources
15 of polluted runoff. (Draft EIR, pp. 4.8-17 to 4.8-18.)

16 With regards to cumulative hydrology/water quality impacts, according to the
17 RCIP General Plan EIR, build-out within presently vacant unincorporated areas of
18 Riverside County will result in an increase in residential and non-residential
19 structures and associated facilities, increasing the amount of area in impermeable
20 surfaces, thereby limiting the amount of ground infiltration during storm events
21 and increasing the volume and rate of storm runoff. Implementation of existing
22 regulatory requirements, General Plan policies and RCIP General Plan EIR
23 mitigation measures will reduce hydrological and water quality impacts to below
24 the level of significance. (Draft EIR, p. 6.0-19.)

25 The Project site is located approximately 1.5 miles west and northwest of the
26 Santa Ana River and is not traversed by any tributaries (Draft EIR, p. 6.0-19.),
27 and will discharge into a concrete-lined flood control channel. The Project's
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1 impervious surfaces may result in additional runoff. The Project proponent will
2 be required to prepare a site-specific Storm Water Pollution Prevention Plan
3 (SWPPP) in accordance with the State Water Resources Control Board's
4 (SWRCB) General Permit for Construction Activities, which demonstrates its
5 compliance with the requirement to control and contain erosion and siltation in its
6 runoff. (Draft EIR, p. 6.0-20.) The Project will not create a higher potential for
7 erosion offsite since the San Sevaine Channel is designed to convey the water
8 from the Project and the area's 100-year storm. (Draft EIR, p. 6.0-20.) The
9 Project's Final WQMP will identify all the Pollutants of Concern (POCs) and
10 substantiate with calculations how on-site BMPs will treat all POCs before the
11 run-off exits the site. By developing and implementing a Final WQMP,
12 incorporation of mitigation measure MM Hydro 2 which highlights the
13 requirement to prepare the Final WQMP, and a "fair share" contribution to the
14 ADP, any significant effects will be substantially lessened related to existing
15 drainage patterns in a manner that would result in substantial erosion or siltation.
16 (Draft EIR, p. 6.0-20.) By complying with regulatory requirements and with
17 identified mitigation measures, Project-related and cumulative hydrology and
18 water quality impacts will be less than significant. (Draft EIR, p. 6.0-20; see
19 *supra* discussion of mitigation on Project-related impacts.) Pursuant to State
20 CEQA Guidelines Section 15091, subdivision (a)(1), changes or alternatives have
21 been required in, or incorporated into, the Project which avoid or substantially
22 lessen the significant environmental effect identified in the Final EIR. Mitigation
23 measures, as listed below and further discussed above, will reduce Project-related
24 impacts to water quality by requiring compliance with NPDES and other
25 regulatory requirements. (Draft EIR, p. 6.0-21.) After incorporation of these
26 mitigation measures, potential adverse impacts associated with cumulative
27 impacts will be reduced to a less than significant level. (Draft EIR, p. 6.0-21.)
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2. Mitigation:

The proposed Project has been modified to mitigate or avoid the potentially significant impacts by the following mitigation measures, which are hereby adopted and will be implemented as provided in the Mitigation, Monitoring, and Reporting Program.

a. Mitigation Measure Hydro 1: In order to mitigate impacts related to water quality resulting from construction of the Project, the Project proponent or their developer shall obtain coverage under the appropriate NPDES General Construction Permit for Storm Water Discharges Associated with Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002 prior to obtaining the grading permit. (Draft EIR, p. 4.8-19.)

b. Mitigation Measure Hydro 2: Prior to issuance of grading permits and in order to mitigate impacts related to pollutant loading to receiving waters and/or increased erosion/siltation resulting from the long term operation of the Project, the Project proponent shall develop and implement a Final Water Quality Management Plan (WQMP). The Riverside County Flood Control District will accept and approve the Final WQMP and ensure that it gets implemented. The Final WQMP will contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, which are consistent with the approved WQMP developed in compliance with their MS4 permit. (Draft EIR, p. 4.8-19.)

c. Mitigation Measure Hydro 3: To mitigate impacts related to water quality following development, the building occupants will determine if coverage under the State's General Permit for Industrial Activities is necessary. This permit requires implementation of a SWPPP for certain types of industrial activities. The future building occupants of the structures proposed in this document may warrant coverage under the General Permit for Industrial

1 Activities. Therefore, prior to issuance of the certificate of occupancy,
2 building occupants shall determine whether or not coverage under the
3 Industrial permit is warranted for their operations, and submit their
4 Industrial SWPPP to the Department of Building and Safety. (Draft EIR,
5 p. 4.8-19.)

6 N. Land Use and Planning

7 1. Impacts:

8 The proposed Project would not result in a substantial alteration of the present or
9 planned land use of an area. (Draft EIR, p. 4.9-3.) The Project is located within
10 an existing 288 acres of industrial park and composed of vacant in-fill lots. Land
11 uses within the vicinity are generally industrial and manufacturing land uses to the
12 north, northwest, west and south although directly south and west of the Project
13 site is the Mira Loma Village residential development. To the east of the Project
14 site, on the east side of the San Sevaine Flood Control Channel, are residential
15 land uses. The RCIP General Plan's Jurupa Area Plan designates the Project site
16 for Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area
17 Ratio) land uses. Property to the north, northeast, west, south southwest and
18 southeast are also designated for Community Development: Light Industrial (CD:
19 LI) (0.25-0.60 Floor Area Ratio) land uses, with the exception of property within
20 the Mira Loma Village residential development which is designated as
21 Community Development: Medium Density Residential (CD: MDR) (2 - 5
22 Dwelling Units per Acre) with a sliver of Community Development: Commercial
23 Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) along Etiwanda Avenue. Property
24 east of the San Sevaine Flood Control Channel is designated for Community
25 Development: Medium High Density Residential (CD: MHDR) (5 - 8 Dwelling
26 Units per Acre), Community Development: Medium Density Residential (CD:
27 MDR) (2 - 5 Dwelling Units per Acre) and Community Development:
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1 Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) land uses. Prior to
2 the adoption of the JAP, the Jurupa Community Plan designated the Project site
3 for "Manufacturing" land uses. The Project proposes development of business
4 park and warehouse/distribution uses that are consistent with existing land uses
5 within the balance of the MLCC and most of the surrounding area, as well as with
6 the current Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor
7 Area Ratio) and previous "Manufacturing" land use designations. Therefore, the
8 Project will not have a significant impact related to a substantial alteration of the
9 present or planned land use of the area, and no Project-specific mitigation
10 measures are required since no significant adverse impacts are anticipated.

11 The proposed Project would not affect land use within a city sphere of influence
12 and/or within adjacent city or county boundaries. (Draft EIR, p. 4.9-4.) The
13 Project is presently vacant and not located within any designated city sphere of
14 influence. Surrounding lands consist of predominantly industrial uses, with
15 residential tracts approximately 600 feet to the east and west, and State Route 60
16 corridor to the south. The Project will not result in any substantial alteration of
17 the planned land use within any adjacent city or county or any city sphere of
18 influence. There will be no significant impact, and no Project-specific mitigation
19 measures are required since no significant adverse impacts are anticipated.

20 The proposed Project would not have a significant impact due to inconsistency
21 with the site's existing or proposed zoning or be incompatible with existing
22 surrounding zoning. (Draft EIR, pp. 4.9-4 to 4.9-5.) The Project site is zoned
23 Manufacturing – Medium (M-M) and Industrial Park (I-P), complies with the
24 current zoning, and is compatible with the substantial existing parcels zoned
25 Manufacturing – Medium (M-M) surrounding the Project site. Therefore, the
26 proposed Project will not have a significant impact due to inconsistency with
27 existing or proposed zoning of the area or incompatibility with existing
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1 surrounding zoning, and no Project-specific mitigation measures are required
2 since no significant adverse impacts are anticipated.

3 The proposed Project would not have a significant environmental impact due to
4 inconsistency with existing and planned surrounding land uses or inconsistency
5 with the land use designations and policies of the RCIP General Plan, and the
6 Project would not have a significant environmental impact due to inconsistency
7 with the Multi-Species Habitat Conservation Plan (MSHCP) component of the
8 RCIP General Plan Open Space Element, the applicable habitat conservation plan
9 or natural community conservation plan. (Draft EIR, p. 4.9-20.) The MLCC is
10 located within the General Plan's Jurupa Area Plan (JAP). (Draft EIR, p. 4.9-6.)
11 The Foundation Component that applies to the MLCC is Community
12 Development and the Jurupa Area Plan Land Use designation is Community
13 Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio). A review
14 of the Multipurpose Open Space Element indicates that the Project site is
15 primarily designated as urban built-up land, and reasonably should not be
16 included in the inventory of areas of significant open space and conservation
17 value. (Draft EIR, p. 4.9-6.) In the Multipurpose Open Space Element, the
18 subject property is located within an area that may contain mineral resources of
19 unknown quality, but State Mineral Resource mapping indicates that the site is
20 not located in a Designated Area of Statewide or Regional Significance. The
21 Project site does not contain mineral resources, there are no known mines on or
22 near the Project site, and the Project site is within an existing industrial center that
23 has been mass graded and improved and is not expected to have an impact on the
24 availability of locally important mineral resources. Additionally, this potential
25 impact was addressed under the underlying Parcel Map 26365 and found to be not
26 significant. (Draft EIR, p. 4.9-7.) The RCIP General Plan Agricultural Resources
27 Map indicates that a portion of the Project site falls within areas designated as
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1 agricultural resources, with Plot Plan Nos. 16979 and 17788 designated as
2 containing Farmland of Local Importance, and the remaining lots designated as
3 “Urban Built-Up.” However, the Project does not contain Prime Farmland,
4 Unique Farmland or Farmland of Statewide Importance, has not been farmed for
5 at least 27 years, and is not of the size to be economically feasible to farm. The
6 designation is likely representative of the historical use of the property, rather than
7 current agricultural potential. Therefore, the proposed Project will have no impact
8 upon existing agricultural resources. Additionally, the surrounding industrial area
9 has been developed, and the site is not within an area containing scenic highways,
10 energy, historic, or prehistoric resources. (Draft EIR, p. 4.9-7.)

11 The RCIP General Plan Safety Element indicates that the subject property is not
12 located within a 100 or 500-year flood plain area, and the San Sevaine Flood
13 Control Channel was built to mitigate potential flooding impacts, thus ensuring a
14 relatively low risk of flooding. The Project will add run-off into the San Sevaine
15 Channel, but will not require the expansion of existing or new County Flood
16 Control Facilities. (Draft EIR, p. 4.9-8.)

17 The MLCC is located within the northwesterly part of the JAP, in Mira Loma,
18 where land near the Interstate 15/State Route 60 junction is converting from
19 agricultural use to industrial, warehousing and truck distribution uses to maximize
20 the direct access to the freeway system and contribute to the pattern of goods
21 movement throughout the region. (Draft EIR, p. 4.9-8.) The proposed Project
22 would act as one of the envisioned industrial employment centers in this region,
23 and its designated land use is consistent with the General Plan and the JAP’s land
24 use designation. (Draft EIR, pp. 4.9-9 to 10.) According to the JAP’s Land Use
25 Map, the MLCC is within the Mira Loma Warehouse/Distribution Center Policy
26 Area, requiring that in the land use designations of Community Development:
27 Business Park (CD: BP) (0.25-0.60 Floor Area Ratio), Community Development:
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1 Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) and Community
2 Development: Heavy Industrial (CD: HI) (0.15-0.50 Floor Area Ratio),
3 warehousing, distribution and other goods storage facilities, shall be permitted in
4 a specified area. (Draft EIR, p. 4.9-10.)

5 According to the JAP Circulation Map, a portion of the MLCC falls within a
6 designated existing interchange; however specific JAP policies do not consider
7 this particular designation; rather the policies describe continued road
8 improvement as provided in the RCIP General Plan. (Draft EIR, p. 4.9-10.) JAP
9 Circulation Policy JUR 13.4 states, "Evaluate major commercial and industrial
10 Projects consisting of 20 acres or larger for the provision of park-and-ride
11 facilities." (Draft EIR, p. 4.9-10.) According to the JAP Trails and Bikeway
12 System Map, the closest regional trail is located along the San Sevaine Channel,
13 with no trails or bikeway systems within the proposed industrial Project area.
14 (Draft EIR, p. 4.9-15.) The MLCC does not fall within any designated criteria
15 area for the Multi-Species Habitat Conservation Plan. Therefore, the Project does
16 not anticipate the inclusion of any property acreage to an MSHCP conservation
17 areas, and no Project impacts to adjacent MSHCP conservation areas are
18 anticipated. (Draft EIR, p. 4.9-15; see Draft EIR, p. 4.9-17.)

19 According to the JAP Flood Hazards Map (Draft EIR, p. 4.9-18), the proposed
20 MLCC Project does not fall within the 100-year or 500-year flood zone
21 designation. Although within a Liquefaction Susceptibility area with Moderate
22 Deep Groundwater Susceptible Sediments in the Seismic Hazards map, the
23 Project site is outside critically designated Shallow Groundwater Susceptible
24 Sediments liquefaction areas. (Draft EIR, p. 4.9-19.)

25 Based upon the above discussion, the proposed Project will not have a significant
26 environmental impact due to inconsistency with existing and planned land uses or
27 inconsistency with the land use designations and policies of the RCIP General
28

1 Plan, and no Project-specific mitigation measures are required since no significant
2 adverse impacts are anticipated. (Draft EIR, p. 4.9-20.)

3 The proposed Project would not disrupt or divide the physical arrangement of an
4 established community. (Draft EIR, p. 4.9-20.) The Project site is within 288
5 acres of industrial park and is composed of vacant in-fill lots, where
6 approximately 225 acres has already been developed as industrial use. Currently,
7 land uses within the vicinity are generally industrial and manufacturing to the
8 north, northwest, west and south although directly south and west of the Project
9 sites is the Mira Loma Village residential development. Since the proposed
10 Project is an in-fill Project consisting of similar land uses to those currently within
11 the MLCC, there will be no impact upon the physical arrangement of an
12 established community, and no Project-specific mitigation measures are required
13 since no significant adverse impacts are anticipated.

14 2. Mitigation:

15 No Project-specific mitigation measures are required.

16 O. Mineral Resources

17 1. Impacts:

18 The proposed Project will not result in the loss of availability of a known mineral
19 resource in an area classified or designated by the State that would be of value to
20 the region or the residents of the State. (Draft EIR, p. 4.10-2.) The Project site is
21 not located within a state designated aggregate resource area, but is located within
22 an area where available geologic information indicates that mineral deposits are
23 likely to exist, the significance of which is undetermined. The RCIP General Plan
24 provides no specific policies regarding the designation's mineral resource related
25 uses, and there are no known mines on or near the Project site. The Project site
26 and the surrounding area are zoned Manufacturing-Medium (M-M) and Industrial
27 Park (I-P), thereby making any mining an incompatible use. Therefore, no
28

1 impacts are expected by the Project to mineral resources, and no Project-specific
2 mitigation measures are required since no significant adverse impacts are
3 anticipated.

4 The proposed Project would not result in the loss of availability of a locally-
5 important mineral resource recovery site delineated on a local general plan,
6 specific plan, or other land use plan. (Draft EIR, p. 4.10-2.) The Project site has
7 been classified by the State Mining and Geology Board (SMGB) as "MRZ-3,"
8 which includes "[a]reas where the available geologic information indicates that
9 mineral deposits are likely to exist, however, the significance of the deposit is
10 undetermined." The RCIP General Plan provides no specific policies regarding
11 "MRZ-3" and has not designated the Project site for mineral resource related uses,
12 and the Project site has no history of mineral resource recovery uses. Therefore,
13 the Project is expected to have no impact on the availability of locally-important
14 mineral resource sites, and no Project-specific mitigation measures are required
15 since no significant adverse impacts are anticipated.

16 No impacts are expected by the Project as an incompatible land use located
17 adjacent to a State classified or designated area or existing surface mine. (Draft
18 EIR, p. 4.10-2.) According to the General Plan and the JAP, there are no State
19 classified or designated mineral resource areas or existing surface mines in the
20 area or on the Project site. Therefore, no impacts are expected by the Project as
21 an incompatible land use to mineral resources, and no Project-specific mitigation
22 measures are required since no significant adverse impacts are anticipated.

23 The proposed Project would not expose people or property to hazards from
24 proposed, existing, or abandoned quarries or mines. (Draft EIR, p. 4.10-3.) There
25 are no mines or quarries existing on the Project site or in the surrounding area.
26 Therefore no impacts are expected, and no Project-specific mitigation measures
27 are required since no significant adverse impacts are anticipated.
28

1 With regards to cumulative impacts, the RCIP General Plan's contribution to the
2 growth and urbanization would result in the direct and/or indirect loss of mineral
3 resources. However, implementation of the RCIP General Plan would not
4 contribute significantly to the cumulative loss of these sensitive areas and their
5 resources. (Draft EIR, p. 6.0-21.) The proposed Project will have a less than
6 significant impact upon the availability of locally-important mineral resources or
7 mineral resources that would be of value to the region or the residents of the state
8 because there are no known state-classified or designated mineral resources or
9 locally-important mineral resource recovery sites mapped within the vicinity of
10 the Project site that would be economically or geologically significant. The
11 proposed Project is not a potentially significant incompatible land use to mining
12 operations, nor would the Project expose people or property to hazards from
13 proposed, existing, or abandoned quarries or mines. (Draft EIR, p. 6.0-21.) No
14 mitigation measures have been required. (Draft EIR, p. 6.0-21.)

15 2. Mitigation:

16 No Project-specific mitigation measures are required.

17 P. Population and Housing

18 1. Impacts:

19 The proposed Project would not displace substantial numbers of existing housing,
20 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
21 4.12-2.) The proposed Project is the development of vacant in-fill parcels, which
22 will not displace existing housing. The proposed Project will further Riverside
23 County economic development goals to improve the jobs-housing balance. The
24 proposed Project is compatible with the existing industrial uses within the Project
25 area and as an in-fill Project will not unduly add to the existing impact of
26 industrial development upon the adjacent residential areas. The Project will have
27 no significant impact, and no Project-specific mitigation measures are required.
28

1 The proposed Project would not create a demand for additional housing,
2 particularly as related to housing affordable to households earning 80% or less of
3 the County's median income. (Draft EIR, p. 4.12-2.) The proposed Project may
4 create a demand for housing so future employees may choose to relocate closer to
5 the Project site. However, the majority of the jobs created by the proposed
6 Project is anticipated to be filled from the surrounding area, thereby limiting the
7 number of persons requiring housing moving to the area. The demand for
8 additional housing created by the Project is considered less than significant, and
9 no Project-specific mitigation measures are required.

10 The proposed Project would not displace substantial numbers of people,
11 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
12 4.12-2.) The proposed Project will not displace substantial numbers of people or
13 replace housing. The Project will be developed in the existing MLCC, zoned for
14 manufacturing and industrial uses. The displacement of people necessitating the
15 construction of replacement housing will not be an impact, and no Project-specific
16 mitigation measures are required.

17 The proposed Project would not affect a County Redevelopment Project Area.
18 (Draft EIR, p. 4.12-3.) The Project is within the existing MLCC and not located
19 within a Riverside County Redevelopment Project area. Therefore, the Project
20 will not impact any County Redevelopment Project Area, and no Project-specific
21 mitigation measures are required.

22 The proposed Project will not cumulatively exceed official regional or local
23 population Projections. (Draft EIR, p. 4.12-3.) It is anticipated that the site
24 development will not exceed official regional or local population Projections.
25 The Project is an in-fill development within the MLCC, an existing
26 manufacturing/industrial center, as designated in the RCIP General Plan since at
27 least 1987. As proposed, the Project will contribute to regional jobs to housing
28

1 ratio goals and will not impact official regional and local population Projections,
2 which are based upon adopted general plan land use designations. No Project-
3 specific mitigation measures are required.

4 The proposed Project would not induce substantial population growth in an area,
5 either directly or indirectly. (Draft EIR, p. 4.12-3.) The proposed Project is
6 within the existing MLCC, designated for manufacturing and industrial uses. The
7 Project does not involve the development of homes and all roads and other
8 infrastructure serving the Project are existing. Due to the limited need for Project
9 improvements to support the industrial development, no impacts will occur, and
10 no Project-specific mitigation measures are required.

11 2. Mitigation:

12 No Project-specific mitigation measures are required.

13 Q. Public Services

14 1. Impacts:

15 The proposed Project would not displace substantial numbers of existing housing,
16 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
17 4.12-2.) The proposed Project is the development of vacant in-fill parcels, which
18 will not displace existing housing. The proposed Project will further Riverside
19 County economic development goals to improve the jobs-housing balance. The
20 proposed Project is compatible with the existing industrial uses within the Project
21 area and as an in-fill Project will not unduly add to the existing impact of
22 industrial development upon the adjacent residential areas. The Project will have
23 no significant impact, and no Project-specific mitigation measures are required.

24 The proposed Project would not create a demand for additional housing,
25 particularly as related to housing affordable to households earning 80% or less of
26 the County's median income. (Draft EIR, p. 4.12-2.) The proposed Project may
27 create a demand for housing so future employees may choose to relocate closer to
28

1 the Project site. However, the majority of the jobs created by the proposed
2 Project is anticipated to be filled from the surrounding area, thereby limiting the
3 number of persons requiring housing moving to the area. The demand for
4 additional housing created by the Project is considered less than significant, and
5 no Project-specific mitigation measures are required.

6 The proposed Project would not displace substantial numbers of people,
7 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
8 4.12-2.) The proposed Project will not displace substantial numbers of people or
9 replace housing. The Project will be developed in the existing MLCC, zoned for
10 manufacturing and industrial uses. The displacement of people necessitating the
11 construction of replacement housing will not be an impact, and no Project-specific
12 mitigation measures are required.

13 The proposed Project would not affect a County Redevelopment Project Area.
14 (Draft EIR, p. 4.12-3.) The Project is within the existing MLCC and not located
15 within a Riverside County Redevelopment Project area. Therefore, the Project
16 will not impact any Riverside County Redevelopment Project Area, and no
17 Project-specific mitigation measures are required.

18 The proposed Project will not cumulatively exceed official regional or local
19 population Projections. (Draft EIR, p. 4.12-3.) It is anticipated that the site
20 development will not exceed official regional or local population Projections.
21 The Project is an in-fill development within the MLCC, an existing
22 manufacturing/industrial center, as designated in the County's General Plan since
23 at least 1987. As proposed, the Project will contribute to regional jobs to housing
24 ratio goals and will not impact official regional and local population Projections,
25 which are based upon adopted general plan land use designations. No Project-
26 specific mitigation measures are required.

27 The proposed Project would not induce substantial population growth in an area,
28

1 either directly or indirectly. (Draft EIR, p. 4.12-3.) The proposed Project is
2 within the existing MLCC, designated for manufacturing and industrial uses. The
3 Project does not involve the development of homes and all roads and other
4 infrastructure serving the Project are existing. Due to the limited need for Project
5 improvements to support the industrial development, no impacts will occur, and
6 no Project-specific mitigation measures are required.

7 Regarding cumulative impacts, build-out of unincorporated areas of Riverside
8 County will create a substantial increase in population and residential and non-
9 residential structures requiring additional on-duty firefighters, sheriff personnel,
10 and support facilities. (Final EIR, p. 1.0-64.) This will substantially contribute to
11 significant cumulative impacts to library services, fire protection and sheriff
12 protection and substantially contribute to significant cumulative impacts to
13 schools. The implementation of the RCIP General Plan's policies and RCIP
14 General Plan EIR mitigation measures, along with the implementation of the
15 Riverside County Ordinance No. 787, Riverside County Master Fire Protection
16 Plan, the California Public Resources Code No. 4290, and the Uniform Fire and
17 Building Codes (Riverside County Ordinance No. 457), would reduce these
18 potential impacts to below the level of significance. Additionally, and payment of
19 school impact mitigation fees will reduce school impacts to less than significance.
20 (Draft EIR, p. 6.0-23.)

21 The proposed Project will not create the need for a new fire station, additional
22 sheriff officers, or library services. Implementation of the RCIP General Plan's
23 policies and RCIP General Plan EIR mitigation measures would reduce potential
24 impacts to libraries to below the level of significance. By increasing the demand
25 for fire and sheriff services, the proposed Project will contribute to the cumulative
26 impact of area development on these services; however, through required
27 compliance with regulatory requirements and payment of established developer
28

1 mitigation fees established to address cumulative impacts (Ordinance No. 659),
2 these impacts will be less than significant. (Draft EIR, p. 6.0-23.) No mitigation
3 measures are required. (Draft EIR, p. 6.0-23.)
4

5 2. Mitigation:

6 No Project-specific mitigation measures are required.

7 R. Recreation

8 1. Impacts:

9 The proposed Project would not displace substantial numbers of existing housing,
10 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
11 4.12-2.) The proposed Project is the development of vacant in-fill parcels, which
12 will not displace existing housing. The proposed Project will further Riverside
13 County economic development goals to improve the jobs-housing balance. The
14 proposed Project is compatible with the existing industrial uses within the Project
15 area and as an in-fill Project will not unduly add to the existing impact of
16 industrial development upon the adjacent residential areas. The Project will have
17 no significant impact, and no Project-specific mitigation measures are required.

18 The proposed Project would not create a demand for additional housing,
19 particularly as related to housing affordable to households earning 80% or less of
20 the County's median income. (Draft EIR, p. 4.12-2.) The proposed Project may
21 create a demand for housing so future employees may choose to relocate closer to
22 the Project site. However, the majority of the jobs created by the proposed
23 Project is anticipated to be filled from the surrounding area, thereby limiting the
24 number of persons requiring housing moving to the area. The demand for
25 additional housing created by the Project is considered less than significant, and
26 no Project-specific mitigation measures are required.

27 The proposed Project would not displace substantial numbers of people,
28 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.

1 4.12-2.) The proposed Project will not displace substantial numbers of people or
2 replace housing. The Project will be developed in the existing MLCC, zoned for
3 manufacturing and industrial uses. The displacement of people necessitating the
4 construction of replacement housing will not be an impact, and no Project-specific
5 mitigation measures are required.

6 The proposed Project would not affect a County Redevelopment Project Area.
7 (Draft EIR, p. 4.12-3.) The Project is within the existing MLCC and not located
8 within a Riverside County Redevelopment Project area. Therefore, the Project
9 will not impact any Riverside County Redevelopment Project Area, and no
10 Project-specific mitigation measures are required.

11 The proposed Project will not cumulatively exceed official regional or local
12 population Projections. (Draft EIR, p. 4.12-3.) It is anticipated that the site
13 development will not exceed official regional or local population Projections.
14 The Project is an in-fill development within the MLCC, an existing
15 manufacturing/industrial center, as designated in the County's General Plan since
16 at least 1987. As proposed, the Project will contribute to regional jobs to housing
17 ratio goals and will not impact official regional and local population Projections,
18 which are based upon adopted general plan land use designations. No mitigation
19 measures are required.

20 The proposed Project would not induce substantial population growth in an area,
21 either directly or indirectly. (Draft EIR, p. 4.12-3.) The proposed Project is
22 within the existing MLCC, designated for manufacturing and industrial uses. The
23 Project does not involve the development of homes and all roads and other
24 infrastructure serving the Project are existing. Due to the limited need for Project
25 improvements to support the industrial development, no impacts will occur, and
26 no Project-specific mitigation measures are required.

27 Regarding cumulative impacts, build-out of unincorporated areas of Riverside
28

1 County will create a substantial increase in population and residential and non-
2 residential structures and substantially contribute to significant cumulative
3 impacts upon parks and recreation. Implementation of the General Plan's policies
4 and RCIP General Plan EIR mitigation measures would reduce these potential
5 impacts to below the level of significance. (Draft EIR, p. 6.0-24.) As the Project
6 is an industrial use, it will not require the construction or expansion of
7 recreational facilities or regional parks. There are no designated recreational trails
8 within or adjacent to the Project site. The Project proponent will be required to
9 pay development impact fees that represent the Project's fair share contribution to
10 keep impacts below the level of significance. (Draft EIR, p. 6.0-24.) Required
11 payment of developer impact fees pursuant to Riverside County Ordinance No.
12 659 will reduce cumulative impacts to below the level of significance; therefore,
13 no mitigation measures are required. (Draft EIR, p. 6.0-24.)

14 2. Mitigation:

15 No Project-specific mitigation measures are required.

16 S. Utilities

17 1. Impacts:

18 The proposed Project would not require or result in the construction of new water
19 treatment facilities or expansion of existing facilities, the construction of which
20 would cause significant environmental effects. (Draft EIR, p. 4.16-10.) There are
21 several existing water lines, which provide service to the proposed Project site.
22 (Draft EIR, p. 4.16-9.) JCSD provides water service to the Project site and
23 adjacent developments, with its primary source for potable water from local
24 groundwater in the Chino Basin. The existing well field production capacity is
25 closer to 2/3 of the maximum capacity. Bonds for the infrastructure are being
26 paid for by the landowners, including the landowner of this Project. (Draft EIR,
27 p. 4.16-10.) The proposed Project is located in an area that is undergoing
28

1 conversion from agricultural land use to urban use, which JCSD took into
2 consideration when planning for future water supplies. JCSD conservatively
3 plans on having a 41,025 AF/YR demand for water in year 2030 (or when full
4 build out occurs within JCSD), which Projected demand includes this Project and
5 other development as their service area transitions to residential, commercial, and
6 industrial uses. (Draft EIR, p. 4.16-10.) Sufficient water supplies and capacity
7 exist within JCSD's water system to serve the Project site. Therefore, the
8 proposed Project will not require the construction of new water treatment facilities
9 or the expansion of existing facilities the construction of which would cause
10 significant environmental effects; and the proposed Project will result in less than
11 significant environmental effects related to new or expanded water treatment
12 facilities. No Project-specific mitigation measures are required.

13 The proposed Project would have sufficient water supplies available to serve the
14 Project from existing entitlements and resources, and would not require new or
15 expanded entitlements. (Draft EIR, p. 4.16-8.) The Project developer will be
16 providing utility stub-outs for on-site water, sewer and fire protection as a
17 completion of the infrastructure. JCSD has provided a water will serve letter
18 stating that water can be supplied by existing mains. (Draft EIR, p. 4.16-10.) As
19 further described in the Draft EIR and provided in Appendix H of the Draft EIR,
20 the Water Supply Assessment for the proposed Project describes the existing and
21 long-term demand for water within JCSD's service area and JCSD's existing and
22 Projected long-term ability to provide adequate water to meet that demand. (Draft
23 EIR, p. 4.16-10.) Since the proposed Project is consistent with the underlying
24 land use designations and zoning set forth in Riverside County's Jurupa
25 Community Plan, the proposed Project represents the envisioned development
26 expected in the Mira Loma area of JCSD's service area and was considered in
27 JCSD's 2005 Urban Water Management Plan (UWMP). Pursuant to California
28

1 Water Code Section 10910, as amended by SB 610, the proposed Project was
2 accounted for in the most recently adopted UWMP, and certain information and
3 analyses from the UWMP were utilized in the WSA. (Draft EIR, p. 4.16-10.)
4 Based on recent economic slowdown, it is possible that these Projected demand
5 figures may be higher than what will actually exist in the future. (Draft EIR, p.
6 4.16-11.)

7 The total Projected water supplies available to JCSD over the next 20-year period
8 during normal, single-dry, and multiple dry years are sufficient to serve the
9 Projected water demand associated with the proposed Project (92 acre-feet per
10 year), in addition to other existing and planned future uses of those supplies
11 within JCSD in accordance with the standards set forth by SB 610. (Draft EIR,
12 pp. 4.16-38 to 4.16-39; Draft EIR, Appendix H.) According to these standards,
13 there are sufficient water supplies available to serve the Project from JCSD's
14 existing entitlements and resources as set forth in its 2005 UWMP and the WSA
15 and, therefore, impacts to water supply are considered less than significant and no
16 Project-specific mitigation measures are required. (Draft EIR, p. 4.16-39.)

17 The proposed Project would not require or result in the construction of new
18 wastewater treatment facilities, including septic systems, or expansion of existing
19 facilities. (Draft EIR, p. 4.16-39.) The Project site is served by JCSD, which has
20 indicated that sewer service can be supplied by an existing 12-inch sewer line in
21 Dulles Drive. The proposed Project site will generate only nominal amounts of
22 domestic wastewater. The Project site is considered to have a less than significant
23 impact and no Project-specific mitigation measures are required.

24 The proposed Project would not result in a determination by the wastewater
25 treatment provider which serves or may service the Project that it has inadequate
26 capacity to serve the Project's Projected demand in addition to the provider's
27 existing commitments. (Draft EIR, p. 4.16-39.) As a rule of thumb, it can be
28

1 expected that the proposed Project will generate wastewater equivalent to
2 approximately 75 percent of its water usage. Using this relative rate, the proposed
3 Project's approximate wastewater generation will be 62,000 gallons per day. The
4 proposed Project consists of manufacturing/distribution facilities and is not
5 expected to require significant additional services from the available services
6 provided by JCSD. Therefore, no impacts are anticipated to waste water
7 treatment facilities resulting from the development of this Project. (Draft EIR, p.
8 4.16-39.)

9 The proposed Project would be served by a landfill with sufficient permitted
10 capacity to accommodate the Project's solid waste disposal needs. (Draft EIR, pp.
11 4.16-40 to 4.16-41.) As further discussed in the EIR, the development and
12 operation of the Project site will not substantially contribute to the permitted
13 capacity of the designated landfills. (*Id.*) Therefore, impacts will be less than
14 significant, and mitigation is not required. Regardless, mitigation measures MM
15 Utilities 1 through MM Utilities 5 will further reduce the proposed Project's
16 volume of solid waste to ensure that the impact remains less than significant, by
17 facilitating the recycling of materials related to the construction and operation of
18 the Project. (See *infra* discussion in the findings regarding MM Utilities 1 through
19 MM Utilities 5; Draft EIR, pp. 4.16-43 to 4.16-44.)

20 Even without mitigation, the proposed Project is considered to comply with and
21 have no impacts to federal, state, and local statutes and regulations related to solid
22 wastes, and thus impacts will be less than significant. Regardless, the Project will
23 incorporate mitigation measures MM Utilities 1 through MM Utilities 5 that will
24 ensure conformance with practices that are encouraged and recommended by the
25 CIWMP, which will ensure that potential impacts to county landfills will be
26 further reduced below the level of significance. (Draft EIR, p. 4.16-41.)
27 Riverside County Integrated Waste Management Plan (CIWMP) is to aid the
28

1 County of Riverside Waste Management Department in meeting the state
2 mandated 50% diversion of solid waste into County landfills. These mitigation
3 measures help to reduce waste streams by encouraging recycling of materials such
4 as aluminum cans, glass, plastics, paper and cardboard, composting and/or grass
5 recycling, and the use of mulch and/or compost in the development and
6 maintenance of landscaped areas. The Project site is considered to have no
7 impacts to federal, state or local statutes or regulations related to solid waste.
8 (Draft EIR, p. 4.16-41.)

9 The proposed Project would not impact electrical, gas, communications, storm
10 water drainages and street lighting facilities and would not require the
11 construction of new facilities or the expansion of existing facilities. (Draft EIR, p.
12 4.16-42.) The proposed Project will use existing electricity service provided by
13 Southern California Edison, therefore, no new facilities are needed, with only
14 minor extensions to the buildings. The proposed Project will use existing gas
15 services provided by The Gas Company, with only extensions made to Project
16 structures. The Project will use existing communication service provided by
17 AT&T, with only extensions made to Project structures. The Project will require
18 connection to existing stormwater drainage system to accommodate the additional
19 run-off associated with the increase of impervious surfaces on the site into the San
20 Sevaine Channel, which has a 100-year storm capacity and has been designed to
21 incorporate stormwater runoff from the Project site. The proposed Project site
22 may require additional street lights. However, the amount of new street lighting
23 construction needed on a portion of the road would be considered environmentally
24 insignificant. Therefore, street lighting construction for the Project is considered
25 to have a less than significant impact. The Project will not significantly impact
26 electrical services, and no Project-specific mitigation measures are required.

27 The proposed Project would not impact the maintenance of public facilities,
28

1 including roads and would not require or result in the construction of new
2 facilities or the expansion of such existing facilities. (Draft EIR, p. 4.16-43.) The
3 proposed Project will not involve the construction of public roadways. There may
4 be potential impacts to existing roadways resulting in the need for increased road
5 maintenance from increased truck traffic. The Project is addressed through
6 standard County conditions of approval, plan check and permit procedures, and
7 code enforcement practices, therefore impacts upon public facilities, such as
8 roads, will be less than significant, and no Project-specific mitigation measures
9 are required.

10 The proposed Project would not impact the maintenance of other governmental
11 services and would not require or result in the construction of new governmental
12 services or the expansion of existing governmental services; the construction of
13 which could cause significant environmental effects. (Draft EIR, p. 4.16-43.) No
14 other governmental services are expected to be required for the Project.
15 Therefore, no impacts will occur, and no Project-specific mitigation measures are
16 required.

17 The proposed Project would not conflict with adopted energy conservation plans.
18 (Draft EIR, p. 4.16-43.) The proposed Project will meet all requirements of Title
19 24 California Code of Regulations construction for energy savings, but there are
20 no energy conservation plans associated with the Jurupa Area Plan which would
21 affect the Project site. Therefore, no impacts due to conflicts with adopted energy
22 conservation plans are expected, and no Project-specific mitigation measures are
23 required.

24 Regarding cumulative impacts, build-out of the RCIP General Plan is anticipated
25 to generate substantial increases in solid waste; however, implementation of
26 General Plan policies and RCIP General Plan EIR mitigation measures will
27 reduce the potential impact to below the level of significance. Implementation of
28

1 RCIP General Plan policies and Riverside County regulations will result in a less
2 than significant impact on wastewater systems, but would still substantially
3 contribute to a significant cumulative impact on existing wastewater facilities.
4 The RCIP General Plan's impact upon water supply will be significantly impacted
5 by RCIP General Plan build-out. The RCIP Geberal Plan EIR determined that
6 adherence to RCIP General Plan policies and RCIP General Plan EIR mitigation
7 measures will reduce the potential impact to water supply, but that the potential
8 impacts remain significant and unavoidable. Cumulatively, impacts due to solid
9 waste generation and upon wastewater services and water supply will be
10 significant. (Draft EIR, p. 6.0-26.)

11 The amount of landfill capacity needed to accommodate solid waste is directly in
12 line with the County's Projected increased landfill need. Hence, buildout of
13 Riverside County, including the proposed Project, would not create demands for
14 waste management services that exceed the capacities of the County's waste
15 management system and impacts to solid waste facilities associated with the
16 proposed Project are less than significant. (Draft EIR, p. 6.0-26.)

17 The total demand for this Project set forth in the water supply assessment is
18 within the limits of Projected demand in the current Urban Water Management
19 Plan. JCSD also has sufficient production capacity from its water sources to meet
20 its Projected cumulative 2030 annual water demand of 41,025 acre-feet per year.
21 Therefore, the Project will have less than significant impacts to water supplies.
22 (Draft EIR, p. 6.0-27.) The proposed Project involves manufacturing/distribution
23 facilities and are not expected to require significant additional services, and the
24 wastewater generated by the proposed Project will not require the construction of
25 new or expanded wastewater treatment facilities.

26 The proposed Project will have no significant cumulative impacts related to water
27 and sewer and solid waste services. (Draft EIR, p. 6.0-27.) Although potential
28

1 impacts due to solid waste generated by the Project will be less than significant,
2 mitigation measures that will further reduce solid waste impacts have been
3 required. (See *infra* discussion of mitigation measures MM Utilities 1 through
4 MM Utilities 5.) No mitigation measures are required or proposed to address
5 cumulative water and sewer impacts. (Draft EIR, p. 6.0-27.)

6 2. Mitigation:

7 The proposed Project has been modified to mitigate or avoid the potentially
8 significant impacts by the following mitigation measures, which are hereby
9 adopted and will be implemented as provided in the Mitigation, Monitoring, and
10 Reporting Program.

11 a. Mitigation Measure Utilities 1: The applicant shall submit a Recyclables
12 Collection and Loading Area plot plan to the Riverside County Waste
13 Management Department for each implementing development. The plans
14 are required to conform to the Waste Management Department's *Design*
15 *Guidelines for Recyclables Collection and Loading Areas*. Prior to final
16 building inspection, the applicant is required to construct the recyclables
17 collection and loading area in compliance with the Recyclables Collection
18 and Loading Area plot plan, as approved and stamped by the Riverside
19 County Waste Management Department, and verified by the Riverside
20 County Building and Safety Department through site inspection. (Draft
21 EIR, p. 4.16-43.)

22 b. Mitigation Measure Utilities 2: In addition to solid waste dumpsters, the
23 Project development will include recycling containers for aluminum cans,
24 glass, plastics, paper and cardboard. (Draft EIR, p. 4.16-43.)

25 c. Mitigation Measure Utilities 3: The Project development will recycle
26 construction and demolition (C&D) waste generated during construction
27 activities that would otherwise be taken to a landfill. (Draft EIR, p. 4.16-
28

1 44.). This diversion of waste must meet or exceed a 50 percent reduction
2 by weight. (Final EIR, p. 1.0-28.) The Project shall complete the
3 Riverside County Waste Management Department Construction and
4 Demolition Waste Diversion Program – Form B and Form C to ensure
5 compliance. Form B – Recycling Plan must be submitted and approved
6 by the Riverside County Waste Management Department and provided to
7 the Department of Building and Safety prior to issuance of building
8 permits. Form C – Reporting Form must be approved by the Riverside
9 County Waste Management Department and submitted to the Department
10 of Building and Safety prior to issuance of a certificate of occupancy.

- 11 d. Mitigation Measure Utilities 4: The property owner shall require
12 landscaping contractors to practice grass recycling and/or grass
13 composting to reduce the amounts of grass material in the waste stream.
14 (Draft EIR, p. 4.16-44.)
- 15 e. Mitigation Measure Utilities 5: The property owner shall require
16 landscaping contractors to use mulch and/or compost for the development
17 and maintenance of Project site landscaped areas. (Draft EIR, p. 4.16-44.)

18 **BE IT FURTHER RESOLVED** by the Planning Commission that the following impacts
19 potentially resulting from the Project’s approval cannot be fully mitigated and will be only partially
20 avoided or lessened by the mitigation measures hereinafter specified; a statement of overriding findings
21 is therefore included herein:

22 T. Air Quality

23 1. Impacts:

24 The proposed Project would not conflict with or obstruct implementation of the
25 applicable air quality plan. (Draft EIR, p. 4.3-37.) The Air Quality Management
26 Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive
27 program that will lead the SCAB into compliance with all federal and state air
28

1 quality standards. The AQMP is created in consultation with local governments,
2 and conformance with the AQMP for development Projects is determined by
3 demonstrating compliance with local land use plans and/or population Projections
4 and meeting the land use designation set forth in the RCIP General Plan. (Draft
5 EIR, pp. 4.3-36.) The proposed Project is located in the community of Mira
6 Loma within Riverside County. It consists of vacant in-fill lots within a land use
7 designation of Community Development: Light Industrial (CD: LI) (0.25-0.60
8 Floor Area Ratio) as set forth in the Riverside County General Plan. Uses within
9 Riverside County's Community Development: Light Industrial (CD: LI) (0.25-
10 0.60 Floor Area Ratio) designation are limited to warehousing/distribution,
11 assembly and light manufacturing, and repair facilities. The plot plans located
12 closest to existing residences have been zoned Community Development:
13 Industrial Park (CD: LI) (0.25-0.60 Floor Area Ratio) while the other three plot
14 plans have been zoned Medium-Manufacturing (M-M). The Project is consistent
15 with the land use designation in the RCIP General Plan. Therefore, since the
16 proposed Project is consistent with the local land use plan the Project will not
17 conflict with the implementation of the air quality management plan, and impacts
18 are considered less than significant, and no Project-specific mitigation measures
19 are required. (Draft EIR, p. 4.3-36 to 37.)

20 The proposed Project would not create a carbon monoxide hotspot and there are
21 no cumulative impacts for carbon monoxide hotspots. ((Draft EIR, p. 4.3-37, 47
22 to 49.) The Mira Loma Commerce Center has the potential to negatively impact
23 the Level of Service ("LOS") on adjacent roadways, which could allow CO to
24 become a localized problem ("hot spot") requiring additional analysis beyond
25 total Project emissions quantification due to traffic congestion and idling or slow-
26 moving vehicles. Screening procedures in the SCAQMD CEQA Air Quality
27 Handbook determine the potential to create a CO hot spot. (Draft EIR, pp. 4.3-
28

1 47.) In consultation with SCAQMD, a traffic study was prepared through
2 modeling several intersections. (Draft EIR, p. 4.3-47 to 48.) Emission factors
3 were estimated, with worse-case meteorological and sensitive receptor distance
4 scenarios were used. (Draft EIR, p. 4.3-48.) The results are presented in Table
5 4.3-I of the Draft EIR by intersection where the receptor position with the highest
6 CO concentration is shown. (Draft EIR, p. 4.3-48 to 49.) For all of the
7 intersections modeled, the CO emissions from Project-generated traffic are much
8 less than the California and national (federal) thresholds of significance; therefore,
9 the CO hotspot impacts are considered less than significant and even when the
10 cumulative impacts are analyzed, the peak CO hotspot concentrations are less
11 than the threshold values. Therefore, the Project will not contribute to either the
12 CAAQS or NAAQS for CO to be exceeded and will not form any CO hotspots in
13 the Project area. There are also no cumulative impacts for CO hotspots. (Draft
14 EIR, p. 4.3-49.) No Project-specific mitigation measures are required since no
15 significant adverse impacts are anticipated.

16 The proposed Project would not expose sensitive receptors to a hazard index of
17 1.0 or greater for chronic non-cancer risks associated with DPM. (Draft EIR, pp.
18 4.3-66.) Non-cancer risks are considered less than significant from both the
19 Project operation alone and when considered with cumulative Projects. (Draft
20 EIR, p. 4.3-72.) The relationship for the non-cancer health effects of Diesel
21 Particulate Matter (DPM) was modeled, and based on the assumption of 10
22 minute idling per truck at the Project site, the maximum DPM concentration of
23 0.087 $\mu\text{g}/\text{m}^3$ occurs at the Project site with the hazard index is 0.017, which is
24 less than 2% of the allowed threshold. Based on this, non-cancer risks from the
25 Project's DPM emissions are considered less than significant. Therefore, despite
26 MM Air 7 which prohibits all vehicles from idling in excess of 5 minutes, even at
27 10 minutes, the impact is already less than significant. (Draft EIR, pp. 4.3-66; 4.3-
28

1 67.) Non-cancer risks are less than 5 percent of the SCAQMD recommended
2 threshold from both Project operation alone and when considered with cumulative
3 Projects. Therefore, non-cancer risks are considered less than significant, and no
4 Project-specific mitigation measures are required. (Draft EIR, p. 4.3-76.)

5 Without appropriate mitigation, the Project may have the potential to expose a
6 substantial number of people to objectionable odors. The proposed Project
7 consists of six vacant "in-fill" lots, and a Community Development: Light
8 Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) designation is limited to
9 warehousing/distribution, assembly and light manufacturing, and repair facilities.

10 (Draft EIR, p. 4.3-57.) It can be anticipated that the major potential sources of
11 odor from the Project would occur during construction. Given the fact that the
12 Project and its roadways for access are located adjacent to residential areas,
13 impacts related to odors during construction are considered significant, with
14 construction equipment exhaust the main source of odors. (Draft EIR, p. 4.3-57.)

15 The Clean Air Nonroad Diesel Rule from EPA places new pollution controls on
16 diesel engines used in industries such as construction and is expected to ultimately
17 reduce emissions from nonroad diesel engines by over 90 percent. By 2010, this
18 rule will reduce sulfur levels in nonroad diesel fuel 99 percent from 2004 levels.

19 This rule built upon the previously adopted Clean Diesel Truck and Bus Rule
20 (announced December 21, 2000), which required a 97 percent reduction in sulfur
21 content of highway diesel fuel and required new heavy-duty diesel highway
22 vehicles to meet new emission standards. On-highway compliance requirements
23 take effect with the 2007 model year. It is estimated that by 2030 when the current
24 heavy-duty highway vehicle fleet has been completely replaced by newer
25 vehicles, that emissions from such vehicles will be reduced by over 90 percent.
26 Additionally, the proposed Project will comply with SCAQMD Rule 402, which
27 prohibits the discharge of air contaminants or other material that may cause the
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1 detriment, nuisance, or annoyance to any considerable number of people. Pursuant
2 to State CEQA Guidelines Section 15091, subdivision (a)(1), changes or
3 alternatives have been required in, or incorporated into, the Project which avoid or
4 substantially lessen the significant environmental effect identified in the Final
5 EIR. The above-noted programs, along with incorporating limits on idling time
6 during construction from MM Air 2 and during Project operation from MM Air 7,
7 will help to reduce impacts related to odors from the Project to less than
8 significant levels. (Draft EIR, pp. 4.3-57.)

9 The Project would generate significant levels of emissions and exceed SCAQMD
10 standards for several criteria pollutants, despite feasible mitigation, and therefore
11 will have a significant impact from both short-term emissions during construction
12 and long-term operational emissions. (Draft EIR, pp. 4.3-42, 47.) Changes or
13 alterations have been required in, or incorporated into, the Project that help reduce
14 the potential impacts, but impacts will remain significant and unavoidable. (Draft
15 EIR, pp. 4.3-67 to 4.3-69; Final EIR, pp. 1.0-14 to 1.0-16, 1.0-45.) The mitigation
16 measures from the Draft EIR, MM Air 1 through MM Air 13, will be
17 implemented, and several mitigation measures were added and amended by the
18 Final EIR, as follows: MM Air 3a, MM Air 3b, MM Air 3c, MM Air 3d, MM Air
19 3e, MM Air 3f, MM Air 8, MM Air 14, and MM Air 15. These measures will be
20 implemented to reduce emissions during construction and operations activities
21 (see *infra* discussion of mitigation), and the added and amended measures will not
22 result in a change in the level of significance related to this potential impact.

23 On a regional level, the proposed Project will create short-term air quality impacts
24 from fugitive dust, other particulate matter, exhaust emissions generated by
25 earthmoving activities, and operation of grading equipment during site
26 preparation. Short-term impacts will also include emissions generated during
27 construction of the buildings as a result of operation of equipment, operation of
28

1 personal vehicles by construction workers, and coating and paint applications.
2 (Draft EIR, p. 4.3-37.) The Project will be required to comply with existing
3 SCAQMD Rule 403 and application of standard best management practices in
4 construction and operation activities, such as application of water or chemical
5 stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on
6 unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways,
7 cessation of construction activity when winds exceed 25 mph and establishing a
8 permanent, stabilizing ground cover on finished sites. Based on the size of this
9 Project, a Fugitive Dust Control Plan or Large Operation Notification would be
10 required. (Draft EIR, p. 4.3-37.) The thresholds contained in the SCAQMD
11 CEQA Air Quality Handbook were considered regional thresholds and are shown
12 in Table 4.3-D of the Draft EIR. (Draft EIR, p. 4.3-39.) Short-term emissions
13 were evaluated using the URBEMIS 2007 version 9.2.2 for Windows computer
14 program, with default values reflecting a worse-case scenario, which means that
15 the actual Project emissions are expected to be equal to or less than the estimated
16 construction emissions.

17 Regional short-term emissions from construction activities will result in ROG and
18 NO_x levels that exceed SCAQMD's recommended daily regional thresholds.
19 (Final EIR, p. 1.0-6.) Short-term construction PM-10 emission levels, as well as
20 PM-2.5, CO, and SO₂ levels, will not exceed SCAQMD's recommended daily
21 regional thresholds, even without implementing mitigation measures. (Final EIR,
22 pp.1.0-6.) Notwithstanding the levels of PM-10 and PM-2.5 being below the
23 SCAQMD thresholds, mitigation measures MM Air 3e and Air 3f have been
24 incorporated for phasing the grading operations and providing public monitoring
25 of the air quality during construction, as indicated in the Final EIR. (Final EIR,
26 pp. 1.0-15, 3.0-8, see *infra* discussion of MM Air 3e and Air 3f.) These
27 mitigation measures will help further reduce the already less-than-significant
28

1 levels of PM-10 and PM-2.5 further below SCAQMD's threshold levels. (Final
2 EIR, pp.1.0-6.) Mitigation measures MM Air 3e and Air 3f, and the other
3 mitigation measures added and amended by the Final EIR, will not result in any
4 change in the level of significance for these criteria pollutants. (Id.)

5 Also on a regional level, long-term emissions are evaluated for the completed
6 Project at the end of construction for on-road motor vehicle emissions and Area
7 Source emissions including stationary combustion emissions of natural gas used
8 for space and water heating, and yard and landscape maintenance. On a regional
9 level, long-term emissions from the daily operations of the Project will exceed the
10 daily regional thresholds set by SCAQMD for ROG, NOX, and CO in both
11 summer and winter. Therefore, using the regional significance threshold, the
12 Project is expected to exceed SCAQMD standards, and therefore will have a
13 significant impact during long-term operations. (Draft EIR, p. 4.3-42.)

14 For localized short-term construction emissions, the Project involves the
15 individual grading of plot plans one at a time. (Final EIR, p. 1.0-6.) The
16 maximum daily on-site construction emissions estimated from URBEMIS were
17 used in this analysis (See Table 4.3-H on pages 1.0-7 to 1.0-8 of the Final EIR),
18 and SCAQMD LST lookup tables. (Final EIR, pp. 1.0-6 to 1.0-7.) According to
19 Table 4.3-H of the Final EIR, construction of PP16979, PP18876, PP18877, and
20 PP18877 will result in localized PM-10 and PM-2.5 impacts to sensitive receptors
21 in the Project vicinity, namely the neighborhoods of Mira Loma Village and
22 Country Village. Construction of PP17788 will result in localized PM-10 impacts
23 to the sensitive receptors within the Country Village. Construction of PP18875
24 will not result in any localized impacts to sensitive receptors in the Project
25 vicinity. Looking at the entire Project as a whole, construction activities resulting
26 from site grading will result in localized PM-10 and PM-2.5 impacts to sensitive
27 receptors in the Project vicinity. (Final EIR, p. 1.0-8.) A detailed dispersion
28

1 analysis (using ISCST3 (Industrial Source Complex Short Term Version 3)) was
2 completed for PM-10 and PM-2.5 emissions to determine if these thresholds
3 would still be exceeded for construction of each plot plan individually, as well as
4 for concurrent construction of all six plot plans because the maximum emissions
5 of construction-related PM-10 and PM-2.5 occur during grading operations.
6 (Final EIR, p. 1.0-8.)

7 The Final EIR shows that PP16979, PP18876, and PP18877 exceed the PM-10
8 LST, and when all plot plans are graded concurrently, the PM-10 LST is
9 exceeded. The results of the detailed dispersion modeling indicate an
10 improvement in findings which show that PP17788, PP1 8875, and PP18879 will
11 not exceed the LST. These results are better than Table 4.3-H because PP17788
12 and PP18879 will not exceed the LST; however, significant short-term impacts
13 will nonetheless remain because other plot plans will still exceed the PM-10
14 localized significant threshold. (Final EIR, p. 1.0-10.)

15 The Final EIR shows that PP16979, PP18876, and PP18877 exceed the PM-2.5
16 LST, and when all plot plans are graded concurrently, the PM-2.5 LST is
17 exceeded. The results of the detailed dispersion modeling indicate that PP17788,
18 PP18875, and PP18879 will not exceed the PM-2.5 LST. These results are better
19 than those depicted in Table 4.3-H using the LST look-up tables because PP18879
20 will not exceed the LST; however, significant impacts nonetheless remain because
21 short-term emissions from other plot plans will still exceed the PM-2.5 localized
22 significance threshold. (Final EIR, p. 1.0-11.)

23 On a localized level, short-term emissions from construction activities will result
24 in PM-10 and PM-2.5 levels that exceed SCAQMD's recommended thresholds,
25 and therefore will result in significant localized impacts to sensitive receptors in
26 the Project vicinity. (Final EIR, pp. 1.0-6 to 1.0-11.) A revised analysis was
27 reported in the Final EIR to account for the Project proponent's plan to grade each
28

1 site separately, which indicates that PM-10 and PM-2.5 emissions will still exceed
2 SCAQMD's localized significance thresholds. (*Id.*) Based on these findings,
3 localized air quality impacts related to PM-10 and PM-2.5 emissions from the
4 short-term construction of the Project are considered significant. (Draft EIR, p.
5 4.3-7; Final EIR, pp. 1.0-6 to 1.0-11.)

6 For localized long-term emissions from stationary sources or from attracting
7 mobile sources that may spend long periods queuing and idling at the site, such as
8 at warehouse/transfer facilities, SCAQMD LST methodology was applied. (Final
9 EIR, p. 1.0-11.) Computer modeling was conducted under worse-case scenarios
10 for this Project to overestimate Project impacts. (Final EIR, p. 1.0-12.) Localized
11 long-term emissions from operational activities will not result in exceedances of
12 the SCAQMD's localized significance thresholds for the criteria pollutants.
13 (Draft EIR, p. 4.3-47.)

14 The following mitigation measures were considered in the Draft EIR, are
15 considered infeasible, and will not be incorporated into the Project:

16 a. Proposed Mitigation Measure Air 1: Provide a minimum 300 meter
17 setback from truck traffic to sensitive receptors/homes. All of the proposed
18 plot plans are closer than 300 meters from sensitive receptors. In order to
19 meet the SCAQMD's recommended 300 meter distance from sensitive
20 receptors, the proposed plot plans would have to be relocated outside the
21 Mira Loma Commerce Center (MLCC) complex. The area generally
22 surrounding the MLCC complex is generally developed with other similar
23 industrial uses or with residential uses. There are limited areas left other
24 than the proposed plot plan sites, for which the Project could be relocated
25 and they may or may not be able to be located 300 meters away from
26 residences at another site. (Draft EIR, p. 4.3-68.)

27 b. Proposed Mitigation Measure Air 2: Use "clean" street sweepers. The
28

1 County of Riverside is responsible for street sweeping on County
2 maintained roads. Street sweeping within vicinity of the proposed Project
3 is performed by Burtec and administered by the Riverside County
4 Environmental Health Department. Individual developers are not parties
5 to and do not control the administration of County contracts for street
6 sweeping. Therefore, this mitigation measure is not feasible.
7 Additionally, street sweeping operations are required to comply with
8 SCAQMD Rules 1186 and 1186.1. Rule 1186 includes provisions for
9 street sweeper testing and certification to meet SCAQMD requirements.
10 Rule 1186.1 applies to any federal, state, county, city or governmental
11 department or agency, any special district such as water, air, sanitation,
12 transit, and school districts, or private individual firm, association,
13 franchise, contractor, user or owner who provides sweeping services to a
14 governmental agency that owns or leases 15 or more vehicles, including
15 passenger cars, light-duty trucks, and medium- and heavy-duty on-road
16 vehicles. It requires governmental agencies to contract with sweeping
17 services that use alternative-fuel sweepers or solicit bids for sweeping
18 operations using alternative-fuel sweepers. (Draft EIR, p. 4.3-68.)

- 19 c. Proposed Mitigation Measure Air 3: Provide on-site services to minimize
20 truck traffic such as: meal or cafeteria service, ATMs, convenience stores
21 with basic amenities. The proposed Project is in an industrially zoned area
22 and are industrial facilities; not commercial facilities. Additionally, the
23 Project does not include the parking requirements for commercial/service
24 facilities. Additionally, this mitigation measure is not needed because
25 there already is a currently operating commercial facility along Etiwanda
26 Avenue in close proximity to the proposed plot plans that would serve the
27 same purpose as this mitigation measure offered up by the SCAQMD.
28

1 (Draft EIR, p. 4.3-68 to 69.)

2 Pursuant to State CEQA Guidelines Section 15091, subdivision (a)(2), and as
3 further discussed above, changes or alternatives that would avoid or substantially
4 lessen the significant environmental effect identified in the Final EIR are within
5 the responsibility and jurisdiction of another public agency and not the agency
6 making the finding, as related to the use of "clean" street sweepers. Such changes
7 have been adopted by such other agency or can and should be adopted by such
8 other agency. (*Id.*) Also, pursuant to State CEQA Guidelines Section 15091,
9 subdivision (a)(3), specific economic, legal, social, technological or other
10 considerations, including provision of employment opportunities for highly
11 trained workers, make infeasible the mitigation measures or Project alternatives
12 identified in the Final EIR. Although implementation of the above-listed
13 mitigation measures will reduce Project-generated emissions, there is no
14 quantitative reduction associated with them; therefore, there is no change in the
15 estimated emissions of the Project. (Draft EIR, p. 4.3-69.)

16 The proposed Project would result in a cumulatively considerable net increase of
17 criteria pollutants for which the Project region is non-attainment under an
18 applicable federal or state ambient air quality standard. (Draft EIR, p. 4.3-50.)

19 In evaluating the cumulative effects of the Project, Section 21100(e) of CEQA
20 states that "previously approved land use documents including, but not limited to,
21 general plans, specific plans, and local coastal plans, may be used in cumulative
22 impact analysis." In addressing cumulative effects for air quality, the AQMP
23 utilizes approved general plans and, therefore, is the most appropriate document
24 to use to evaluate cumulative impacts of the subject Project. (Draft EIR, p. 4.3-
25 50.) The portion of the SCAB within which the proposed Project is located is
26 designated as a non-attainment area for ozone, PM-10, and PM-2.5 under state
27 and federal standards. (Draft EIR, p. 4.3-50.)
28

1 On a regional level, in the Draft EIR, PM-10 emissions were initially reported to
2 be significant, based on the initial finding that the PM-10 emissions would exceed
3 the SCAQMD regional significance thresholds for short-term construction
4 emissions. (Draft EIR, pp. 4.3-50, 4.3-40 to 4.3-41; See supra discussion
5 regarding SCAQMD criteria pollutants.) However, upon further review of the air
6 quality analyses, it was found that short-term PM-10 emissions would not exceed
7 the SCAQMD regional threshold prior to mitigation, and therefore should not
8 have been considered as a significant impact. (Final EIR, pp. 1.0-5 to 1.0-6; see
9 supra discussion regarding SCAQMD criteria pollutants.) MM Air 3e and MM
10 Air 3f were added to further reduce the PM-10 and PM-2.5 emissions; however,
11 no change in the level of significance would occur as a result of implementing
12 these mitigation measures. (E.g., Final EIR, p. 1.0-45.) Accordingly, the Final
13 EIR indicates that only ROG and NOX would exceed the SCAQMD regional
14 significance thresholds for short-term construction emissions. (Final EIR, p. 1.0-
15 45.)

16 Also on a regional level, long-term emissions from the concurrent operation of all
17 six plot plans exceed the daily regional thresholds for ROG, NOX, and CO in
18 both summer and winter. (Draft EIR, pp. 4.3-50.) The operational emissions
19 from the cumulative Projects in the region will additionally exceed all criteria
20 pollutant thresholds, except for SO₂ in both summer and winter. (Draft EIR, pp.
21 4.3-50, 4.3-74.) Since the Project's operational emissions already exceed the
22 SCAQMD regional thresholds, when this is combined with the cumulative Project
23 emissions, the Project will result in a significant contribution to cumulative air
24 quality impacts. (Draft EIR, pp. 4.3-50.)

25 The Project can be considered to be in compliance with the AQMP based on land
26 use compatibility. However, both short-term and long-term Project-generated
27 emissions have been shown to be significant on a regional level, which in turn
28

1 would mean the Project would have significant cumulative impacts. (Draft EIR,
2 p. 4.3-50; Final EIR, p. 1.0-45.) As a result, the proposed Project will contribute
3 to cumulatively considerable net increases of criteria pollutants. (Draft EIR, p.
4 4.3-50.)

5 Changes or alterations have been required in, or incorporated into, the Project that
6 help reduce the potential impacts, but impacts will remain significant and
7 unavoidable. (Draft EIR, pp. 4.3 73 to 4.3-74, 4.3-69; Final EIR, p. 1.0-45.)

8 Mitigation measures MM Air 1 through MM Air 13 from the Draft EIR will be
9 implemented, and several mitigation measures were added and amended by the
10 Final EIR, and will be implemented, as follows: MM Air 3a, MM Air 3b, MM Air
11 3c, MM Air 3d, MM Air 3e, MM Air 3f, MM Air 8, MM Air 14, and MM Air 15.

12 These measures will be implemented to reduce emissions during construction and
13 operations. (See *infra* discussion of mitigation) The measures added and
14 amended by the Final EIR will not result in a change in the level of significance
15 related to this potential impact. After mitigation, Project-generated emissions
16 would be reduced; however, there would be no quantitative reduction associated
17 with the imposed mitigation measures. (Draft EIR, p. 4.3-69.) Therefore, there
18 would be no change in the estimated criteria pollutant emissions for the Project.
19 (Draft EIR, p. 4.3-69; Final EIR, p. 1.0-45; see Draft EIR, Section 6.0 [further
20 discussing cumulative impacts related to Air Quality].) Pursuant to State CEQA
21 Guidelines section 15091, specific economic, legal, social, technological or other
22 considerations, including provision of employment opportunities for highly
23 trained workers, make infeasible the mitigation measures or Project alternatives
24 identified in the Final EIR. (Subd. (a)(3).)

25 The proposed Project includes specific design considerations and mitigation
26 measures to reduce potential impacts related to greenhouse gas emissions and
27 climate change. Based on the EIR, short-term emissions related to construction
28

1 activities will not be cumulatively considerable. (Draft EIR, p. 4.3-52 to 4.3-53.)
2 However, with no regulatory guidance or actual threshold of significance for
3 global warming or climate change, the proposed Project's emissions will result in
4 a cumulatively considerable net increase of greenhouse gas pollutants that may
5 further lead to climate change or global warming impacts and the Project will
6 have a potentially significant cumulative impact related to greenhouse gases.
7 (Draft EIR, p. 4.3-57; Draft EIR, p. 4.3-75.)

8 The following energy and environmental design features have been incorporated
9 into the proposed Project in order to increase the energy efficiency and reduce
10 potential long-term air quality impacts, including Project-related greenhouse gas
11 emissions: the Project shall be constructed in accordance with the California's
12 Energy Efficiency Standards for Residential and Nonresidential Buildings, as set
13 forth in Title 24, Part 6, of the California Code of Regulations; use of skylights to
14 allow more natural light; be painted white on the interior to create brighter interior
15 conditions; use a 4-ply roof system with a light grey color reflective cap sheet to
16 reduce the transference of heat; use roof insulation to creating higher light
17 reflection; use tankless water heaters for improved energy efficiency; use 3-phase
18 4-wire electrical service to allow the use of more energy efficient motors and
19 drive devices than single-phase, with spare electrical conduits under the floor slab
20 to minimize the energy use for future tenant improvements; use reclaimed water
21 for irrigation, where available; use drought-tolerant plants for landscaping and use
22 wood chips in planting beds to retain moisture content; use energy efficient
23 compact fluorescent bulbs or fluorescent tube lighting; use low-E (low-emissivity)
24 reflective coatings/glazing on windows; shield lighting to not cause glare or
25 excessive light spillage; recycle construction and demolition waste generated
26 during construction activities; obtain coverage under the appropriate NPDES
27 General Construction Permit for Storm Water Discharges Associated with
28

1 Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002 prior to
2 obtaining the grading permits and shall implement Best Management Practices as
3 set forth in their Storm Water Pollution Prevention Plans. (See Draft EIR, pp.
4 4.3-34 to 4.3-36 [further discussing the Project's design considerations].)

5 Additionally, mitigation measures MM Air 1 through MM Air 13 will be
6 implemented, pursuant to the Draft EIR. (See *infra* discussion of mitigation
7 measures.) As previously noted, several mitigation measures were added and
8 amended by the Final EIR, as follows: MM Air 3a, MM Air 3b, MM Air 3c, MM
9 Air 3d, MM Air 3e, MM Air 3f, MM Air 8, MM Air 14, and MM Air 15. These
10 added and amended mitigation measures, as implemented, will not result in a
11 change in the level of significance related to this potential impact. The measures
12 will be implemented to reduce emissions related to construction and operations
13 activities.

14 The Final EIR discussed Greenhouse Gas reduction measures and guidelines that
15 were recommended by the California Attorney General's Office CEQA Guidance,
16 the California Air Pollution Control Officer's Association (CAPCOA) CEQA and
17 Climate Change Guidelines, the proposed amendments to CEQA Guidelines
18 Appendix G Thresholds, and the California Climate Action Team Report. (See
19 Final EIR, pp. 1.0-16 to 1.0-44.) Assessment of these measures and guidelines in
20 the Final EIR does not result in changes to the level of significance of Greenhouse
21 Gas-related impacts. As addressed in the Final EIR, some of the measures were
22 inapplicable to the Project, while others were already addressed in the Project's
23 design features and mitigation measures, as described above.

24 The analysis estimates of the Project's GHG emissions during construction and at
25 build-out were primarily performed through the quantification of carbon dioxide
26 (CO₂) emissions. Carbon dioxide emissions accounted for approximately 84
27 percent of the state's total GHG emissions in 2004. Methane and NO_x accounted
28

1 for 5.7 and 6.8 percent, respectively. Therefore, while not intended to be an all-
2 inclusion inventory of overall GHG emissions from the Project; the estimation of
3 CO₂ from several sources of everyday Project operations is illustrative of much of
4 the Project's potential contribution to GHG. (Draft EIR, p. 4.3-50 to 51.)

5 It should be noted that the emission of GHG in general and CO₂ specifically into
6 the atmosphere is not of itself an adverse environmental impact. It is the impact
7 that increased concentrations of GHG in the atmosphere has upon the Earth's
8 climate (*i.e.*, climate change) and the associated consequences of climate change
9 that results in adverse environmental impacts (*e.g.*, sea level rise, loss of
10 snowpack, severe weather events). (Draft EIR, p. 4.3-50 to 51.)

11 For short-term emissions related to construction activities, the Final EIR
12 summarized the output results and presented emissions estimates in metric tonnes
13 (Mt) of CO₂ per year. (Final EIR, p. 1.0-13.) Based on the analyses, emissions
14 are anticipated to be approximately 0.00002 percent of global CO₂ emissions from
15 fossil fuels, 0.00008 percent of the United States' CO₂ equivalent emissions per
16 year, and 0.0012 percent of California's CO₂ emissions per year. (Final EIR, p.
17 1.0-14.) Given the global nature of greenhouse gases, the short-term nature of
18 construction activities, and the Project's infinitesimal contribution to annual
19 greenhouse gas emissions, the resulting impacts on global climate change are not
20 cumulatively considerable. (Draft EIR, pp. 4.3-52 to 53, Final EIR, p. 1.0-14.)

21 For long-term emissions, the EIR analyzed emissions from electricity generation
22 from in-state and imported electricity, with average carbon intensity for electricity
23 supplied to the California grid equal to 342.12 Mt/GWh. (Draft EIR, p. 4.3-53.)

24 A conservative estimate was used, as actual emissions will likely be smaller due
25 to implementation of SB 1368 which will phase-out the use of out-of-state coal-
26 fired power plants, and implementation of AB 32 which will likely reduce carbon
27 intensity throughout the state. (Draft EIR, pp. 4.3-53.) GHG emissions associated
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1 with the combustion of natural gas used by the Project were estimated using the
2 current URBEMIS model, which showed that the estimated emissions annually
3 are approximately 960 Mt/year. (Draft EIR, p. 4.3-54.) Landscape equipment
4 servicing the Project site was also analyzed using the current URBEMIS model,
5 which estimated the Project's annual landscape equipment emissions to be 2.72
6 Mt. (Draft EIR, pp. 4.3-54.) URBEMIS was also used to calculate the CO₂
7 emissions from Project-related vehicle usage as approximately 14,776 Mt
8 annually. Future reductions can be expected as a result of AB 1493 (2002), which
9 requires emissions reductions in California's new light duty vehicle fleet, starting
10 in model year 2009, which could reduce vehicle emissions by 27% by 2030.
11 (Draft EIR, p. 4.3-55.) The total carbon dioxide emissions generated from Project
12 operation is 17,954.72 Mt per year, primarily from vehicle use followed by
13 electricity consumption at 82 and 12 percent. Not included in this estimate are
14 emissions from construction related electricity, natural gas, and mobile sources
15 nor are emissions from wastewater treatment and landfill of solid waste during
16 Project operation. Given the global nature of GHG and their ability to alter the
17 Earth's climate, it is not anticipated that a single development Project, even one
18 this size, would have an effect on global climate conditions. It is, however,
19 reasonably foreseeable that emissions resulting from this Project in combination
20 with statewide, national, and international emissions could cumulatively
21 contribute to a change in Earth's climate, i.e., global warming. (Draft EIR, p. 4.3-
22 56 to 57.)

23 To lessen the impacts related to global warming and GHG production, the Project
24 will be implementing the above-noted measures. However, there are no
25 quantitative reductions associated with them. Therefore, it can be concluded that
26 the Project's resulting impacts on global climate change are considered to be
27 cumulatively considerable when considered in combination with other statewide,
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1 national and international emissions, and the proposed Project will have a
2 potentially significant impact related to greenhouse gases. (Draft EIR, p. 4.3-57.)
3 Pursuant to State CEQA Guidelines section 15091, specific economic, legal,
4 social, technological or other considerations, including provision of employment
5 opportunities for highly trained workers, make infeasible the mitigation measures
6 or Project alternatives identified in the Final EIR. (Subd. (a)(3).)

7 The Project could expose sensitive receptors to substantial pollutant
8 concentrations on a regional level. Therefore, impacts are considered significant.
9 (Draft EIR, p. 4.3-58.) Changes or alterations have been required in, or
10 incorporated into, the Project that help reduce the potential impacts, but impacts
11 will remain significant and unavoidable. (Draft EIR, p. 4.3-67 to 68.)

12 Additionally, mitigation measures will be implemented to reduce emissions
13 during construction and operations activities. (See *infra* discussion of mitigation
14 measures.) MM Air 1 through MM Air 13 will be implemented. However, as
15 previously noted, several mitigation measures were added and amended by the
16 Final EIR, as follows: MM Air 3a, MM Air 3b, MM Air 3c, MM Air 3d, MM Air
17 3e, MM Air 3f, MM Air 8, MM Air 14, and MM Air 15. These added and
18 amended mitigation measures, as implemented, will not result in a change in the
19 level of significance related to this potential impact.

20 Several sensitive receptors are located immediately adjacent to Plot Plans Nos.
21 18876, 18877 and 16979 (see Figure 4.3-2 of the EIR). Plot Plan No. 16979 is
22 adjacent to the senior community of Country Village, and Plot Plan Nos. 18876
23 and 18877 are adjacent to Mira Loma Village. Although the Project does not
24 contribute to exceeding the localized significance thresholds on a long-term basis,
25 as discussed in the Draft EIR (Draft EIR, p. 4.3-47) and the findings within this
26 section, above, the Project's emissions would exceed the long-term and short-term
27 regional significance thresholds. (Draft EIR, pp. 4.3-32, 58.) Therefore, on a
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1 regional level, the Project could result in the exposure of sensitive receptors to
2 substantial pollutant concentrations. Therefore, impacts are considered significant
3 despite mitigation. (Draft EIR, p. 4.3-58.)

4 As previously indicated, emissions of ROG, NOX, and CO will be significant
5 based on SCAQMD's regional significance threshold. (See *supra* discussion of
6 criteria pollutants; Draft EIR, pp. 4.3-41, 4.3-42; Final EIR, pp. 1.0-6, 1.0-45.)
7 Additionally, short-term emissions of PM-10 and PM-2.5 will be significant based
8 on SCAQMD's localized significance thresholds. (Draft EIR, p. 4.3-44; Final
9 EIR, pp. 1.0-8 to 1.0-11; see *supra* discussion of criteria pollutants.)

10 In high concentrations, CO can cause serious health problems in humans by
11 limiting the red blood cells' ability to carry oxygen. The health threat from lower
12 levels of CO is most serious for those who suffer from heart disease, like angina,
13 clogged arteries, or congestive heart failure. In those persons, a single exposure
14 of CO at low levels may cause chest pain and reduce the ability to exercise;
15 repeated exposures may contribute to other cardiovascular effects. In healthy
16 people, breathing high levels of CO may result in vision problems, reduced ability
17 to work or learn reduced manual dexterity, and difficulty performing complex
18 tasks. At extremely high levels, CO is poisonous and can cause death. CO also
19 contributes to the formation of smog ground-level ozone, which can trigger
20 serious respiratory problems. (Draft EIR, p. 4.3-7 [citing SCAQMD 1993].)

21 NO_x's most important oxides in air pollution are nitric oxide (NO) and nitrogen
22 dioxide (NO₂). NO₂ at atmospheric concentrations is a potential irritant and can
23 cause coughing in healthy persons, due to increase resistance to air flow and
24 airway contraction. Larger decreases in lung functions are observed in
25 individuals with preexisting respiratory illness. Long-term exposure to NO₂ can
26 potentially lead to increased levels of respiratory illness in children. NO_x is one of
27 the main ingredients involved in the formation of ground-level ozone, which can
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1 trigger serious respiratory problems. (Draft EIR, p. 4.3-7.)

2 Although health-based standards have not been established for Reactive Organic
3 Gases/Volatile Organic Compounds (ROG/VOCs), health effects can occur from
4 exposures to high concentrations because of interference with oxygen uptake. In
5 general, ambient concentrations in the atmosphere are suspected to cause
6 coughing, sneezing, headaches, weakness, laryngitis, and bronchitis, even at low
7 concentrations. Some hydrocarbon components are thought or known to be
8 hazardous. Benzene, for example, is a hydrocarbon component of VOC
9 emissions that is known to be a human carcinogen. (Draft EIR, p. 4.3-9.)

10 Both PM-10 and PM-2.5 can be inhaled into the deepest part of the lung,
11 attributing to health effects. The presence of these fine particles by themselves
12 causes lung damage and interfere with the body's ability to clear its respiratory
13 tract. Said particles can also act as a carrier of other toxic substances (SCAQMD
14 1993). Several studies have assessed the effects of long-term particulate matter
15 exposure and have found it associated with symptoms of chronic bronchitis and
16 decreased lung function. A lower rate of growth in lung function was has been
17 found in children living in areas with higher levels of particulate pollution. The
18 sources contributing to particulate matter pollution include road dust, windblown
19 dust, agriculture, construction, fireplaces and wood burning stoves, and vehicle
20 exhaust. (Draft EIR, p. 4.3-8.)

21 As shown in Figure 2.0-1 of the Final EIR, a setback of 1,000 feet (300 meters)
22 from the boundaries of nearby residential development, as recommended in one of
23 the comment letters, would encompass the entirety of three of the proposed plot
24 plan sites (PP18876, PP18877 and PP18879) and most of the other three plot plan
25 sites (PP16979, PP17788 and PP18879). (Final EIR, pp. 2.0-96, 2.0-98.) A
26 1,500-foot setback would encompass the entire Project site. (*Id.*) Thus, either
27 setback would prevent development of the Project site in accordance with the
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1 current land use designation as Community Development: Light Industrial (CD:
2 LI) (0.25-0.60 Floor Area Ratio) and zoning as Medium-Manufacturing (M-M)
3 and Industrial Park (I-P). (Final EIR, p. 2.0-96.)

4 These setbacks are equivalent to the Draft EIR's "No Project Alternative," which
5 is evaluated in the "Alternatives to the Proposed Project" discussion beginning on
6 page 6.0-31 of the Draft EIR. As discussed, therein, the "No Project Alternative"
7 fails to meet any of the Project Objectives listed in the Draft EIR (Draft EIR, pp.
8 6.0-31, 6.0-32). Accordingly, and consistent with both the Handbook and Draft
9 EIR's explanation, such a setback requirement is infeasible. (See infra discussion
10 of buffers for exposure of sensitive receptors to diesel exhaust and related health
11 effects.) Pursuant to State CEQA Guidelines, section 15091, specific economic,
12 legal, social, technological or other considerations, including provision of
13 employment opportunities for highly trained workers, make infeasible the
14 mitigation measures or Project alternatives identified in the Final EIR. (Subd.
15 (a)(3).)

16 The proposed Project would expose sensitive receptors to diesel exhaust, a toxic
17 air contaminant, at a level that exceeds 10 excess cancer cases per one million
18 people. (Draft EIR, pp. 4.3-66; 4.3-72.) Changes or alterations have been
19 required in, or incorporated into, the Project that help reduce the potential
20 impacts, but impacts will remain significant and unavoidable. (Draft EIR, pp. 4.3-
21 67, 4.3-72.)

22 The Mira Loma Village neighborhood is located adjacent to Plot Plan Nos. 18876
23 and 18877, and the retirement community of Country Village is located directly
24 east of Plot Plan No. 16979. The nearest schools to the Project site are Mission
25 Bell Elementary School located approximately ¾ mile southeast of the Project
26 site, Granite Hill Elementary School located approximately 1¼ mile east of the
27 Project site and Jurupa Valley High School located approximately 1¼ mile south
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1 of the Project site. (Draft EIR, p. 4.3-58.) Therefore, there are no schools located
2 within ¼ mile of the Project site.

3 The proposed Project includes distribution center warehouses, which will result in
4 DPM emissions from Project-generated vehicles. Because a primary component
5 of the Project's emissions will be diesel exhaust and diesel has been determined to
6 be a carcinogen by the State of California, a mobile source diesel emissions
7 Health Risk Assessment (HRA) was prepared for the proposed Project using the
8 mobile source HRA guidelines established by SCAQMD, and was designed to
9 produce conservatively high estimates of the risks posed by DPM. The HRA is
10 contained in its entirety in Appendix B of the Draft EIR. (Draft EIR, p. 4.3-58.)

11 Cancer risks are based upon mathematical calculations which estimate the
12 probability of the number of people who will develop cancer after 24-hour-a-day,
13 365-days-a-year exposure to DPM at the same concentration for a period of 70
14 years. The cancer risks from DPM occur exclusively through the inhalation
15 pathway. (Draft EIR, pp. 4.3-58 to 59.) Cancer risk represents the probability
16 that a person develops some form of cancer; the estimated risk does not represent
17 actual mortality rates. (Draft EIR, p. 4.3-59.)

18 The existing cancer risks from DPM emissions were modeled and indicated that,
19 without the proposed Project, the sensitive receptors in the Mira Loma Village
20 and Rancho Mira Loma are already exposed to cancer risks from DPM exceeding
21 10 in one million, and 25 of the 40 receptors are exposed to cancer risks from
22 DPM, which exceed the SCAQMD threshold of 10 in one million. (Draft EIR,
23 pp. 4.3-61 to 63.) There exists a strong relationship between cancer risk from
24 DPM and proximity to Etiwanda Avenue, Philadelphia Street, Jurupa Street, and
25 Mission Boulevard/Van Buren Boulevard (all roadways are used heavily by diesel
26 trucks). (Draft EIR, p. 4.3-63.)

27 The Project's DPM emissions will result in cancer risks greater than 10 in one
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1 million to the mapped sensitive receptors in the Mira Loma Village development
2 east of Etiwanda Avenue and north of SR-60. (Draft EIR, pp. 4.3-63 to 4.3-65.)
3 The cancer risk faced by sensitive receptors (residences) in the Project vicinity
4 from DPM emissions from Project-generated traffic ranges from 0.4 in one
5 million to 22.2 in one million, which will exceed the SCAQMD recommended
6 threshold of significance of 10 in one million. Therefore, cancer risks from
7 Project-generated DPM emissions without implementing any mitigation measures
8 are considered significant. (Draft EIR, p. 4.3-66.)

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10 Implementation of mitigation measures MM Air 4, MM Air 5 and MM Air 7 will
11 reduce DPM emissions from Project-generated traffic, with only MM Air 7
12 producing a quantifiable reduction. The implementation of these mitigation
13 measures will not reduce DPM-related cancer risk to a level of less than
14 significant. (Draft EIR, pp. 4.3-70 to 4.3-71.) Even when mitigated, the Project's
15 DPM emissions will result in cancer risks of greater than 10 in one million in the
16 Mira Loma Village development east of Etiwanda Avenue and north of SR-60.
17 (Draft EIR, pp. 4.3-70 to 4.3-72.) Additionally, the cancer risk faced by sensitive
18 receptors (residences) in the Project vicinity from DPM emissions from Project-
19 generated traffic will range from 0.4 in one million to 21.5 in one million, and
20 thus will still exceed the SCAQMD recommended threshold of significance of 10
21 in one million and are still considered significant. (Draft EIR, p. 4.3-72.)

22 Regarding the use of setbacks from diesel sources, the Draft EIR identifies the
23 provision of a minimum 300 meter setback (1,000 feet) from truck traffic to
24 sensitive receptors/homes as a potential mitigation measure. However, this
25 potential mitigation measure and other set-backs like it are considered infeasible
26 because in order to meet the SCAQMD's recommended 300 meter distance from
27 sensitive receptors, the proposed plot plans would have to be relocated outside the
28 Mira Loma Commerce Center (MLCC) complex, the area surrounding the MLCC

1 complex is generally developed with other similar industrial uses or with
2 residential uses, and there are limited areas left other than the proposed plot plan
3 sites, for which the Project could be relocated and they may or may not be able to
4 be located 300 meters away from residences at another site. (Draft EIR, p. 4.3-
5 68.)

6 The California Environmental Protection Agency and the California Air
7 Resources Board recommends that setbacks should be considered when siting
8 sensitive land uses near particular uses, such as freeways and distribution centers,
9 but this is not mandatory. This Project encompasses approximately 60 acres
10 within the already existing 288-acre Mira Loma Commerce Center, which is
11 already largely developed with other uses. (Final EIR, p. 2.0-96.) Accordingly,
12 imposing setback requirements would introduce conflicts within the existing land
13 uses. (Final EIR, p. 2.0-96.)

14 A setback of 1,000 feet (300 meters) from residential development would
15 encompass the entirety of three of the proposed plot plan sites (PP18876,
16 PP18877 and PP18879) and most of the other three plot plan sites (PP16979,
17 PP17788 and PP18879). (Final EIR, pp. 2.0-96, 2.0-98.) A 1,500-foot setback
18 would encompass the entire Project site. (*Id.*) Thus, either setback would prevent
19 development of any portion of the Project site in accordance with the current land
20 use designation and zoning. (Final EIR, p. 2.0-96.) The setbacks are equivalent
21 to the Draft EIR's "No Project Alternative," which was evaluated in the EIR and
22 fails to meet the Project Objectives listed in the Draft EIR (Draft EIR, pp. 6.0-31,
23 6.0-32). Accordingly, a setback requirement is infeasible.

24 The Project is located in an area where the existing background DPM
25 concentrations currently cause sensitive receptors in the Project vicinity to be
26 exposed to cancer risks from DPM of greater than 10 in one million. Therefore,
27 the Project's contribution to this pre-existing problem is considered a significant
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1 cumulative impact. (p. 4.3-75 of Draft EIR) The proposed Project's impacts
2 related to DPM are unavoidable adverse impacts, as the Project- related and
3 cumulative impacts to air quality cannot be successfully mitigated to a level
4 below significance, and therefore unavoidable adverse impacts remain. (p. 6.0-28
5 of Draft EIR.) Pursuant to State CEQA Guidelines, section 15091, specific
6 economic, legal, social, technological or other considerations, including provision
7 of employment opportunities for highly trained workers, make infeasible the
8 mitigation measures or Project alternatives identified in the Final EIR. (Subd.
9 (a)(3).)

10 Regarding cumulative impacts, air pollutant emissions associated with RCIP
11 General Plan build-out would occur over the short-term from individual
12 construction activities, such as fugitive dust from site preparation and grading and
13 emissions from equipment exhaust. Long-term local CO emissions at
14 intersections in the County would be affected by Project traffic. Future sources
15 and types of air pollutants generated at build-out of the RCIP General Plan will be
16 similar to those presently produced although the amounts generated will be
17 greater. The vast majority of long-term pollutants at build-out of the RCIP
18 General Plan will be from vehicular traffic, with the rest generated from stationary
19 sources such as power plants and industrial facilities. Although implementation
20 of the RCIP General Plan's policies will mitigate air quality impacts, even after
21 implementation of all feasible mitigation measures, the RCIP General Plan EIR
22 concludes that air quality impacts caused by construction and long-term stationary
23 and mobile emissions remain significant. Air quality impacts on sensitive
24 receptors, however, would be mitigated to below the level of significance through
25 implementation of the RCIP General Plan's policies. (Draft EIR, p. 6.0-11.) The
26 Riverside County General Plan would contribute to the regional air pollutant
27 emissions during construction periods and at build-out, and thus the RCIP General
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1 Plan will have significant and unavoidable cumulative air quality impacts. (Draft
2 EIR, p. 6.0-11.)

3 The Project site is located within a non-attainment region of the South Coast Air
4 Basin (SCAB) and any new contribution of emissions would be considered
5 significant and adverse. Locally, the Project's traffic would be added to
6 surrounding roadways and may potentially create micro-scale impacts to sensitive
7 receptors adjacent to traveled roadways. Continued local and regional growth not
8 only contributes vehicle emissions, but often creates a slowing of all other cars to
9 less pollution efficient speeds as roadways reach their capacity. A number of
10 small secondary sources may contribute pollutants to the regional burden such as
11 temporary construction activity emissions, off-site or non-basin emission from
12 power plants supplying electricity, natural gas combustion, or the use of gas-
13 powered landscape utility equipment. Air quality impacts of Project
14 implementation, when considered in concert with other existing, approved and
15 planned and not yet built Projects, would therefore, result in an incremental
16 contribution to the degradation of air quality in the SCAB. (Draft EIR, p. 6.0-
17 12.)

18 The Air Quality Management Plan (AQMP) for the SCAB sets forth a
19 comprehensive program that will lead compliance with all federal and state air
20 quality standards. Conformance with the AQMP for development Projects is
21 determined by demonstrating compliance with local land use plans and/or
22 population Projections or evaluation of assumed emissions. (Draft EIR, p. 6.0-
23 12.)

24 The proposed Project is within Riverside County located in the community of
25 Mira Loma. The proposed Project consists of vacant in-fill lots within a land use
26 designation of Community Development: Light Industrial (CD: LI) (0.25-0.60
27 Floor Area Ratio) which is limited to warehousing/distribution, assembly and
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1 light manufacturing, and repair facilities. The plot plans located closest to
2 existing residences have been zoned Industrial Park (I-P) while the other three
3 plot plans have been zoned Medium-Manufacturing (M-M). The Project is
4 consistent with the land use designation, will not conflict with the implementation
5 of the AQMP, and therefore, impacts can be considered less than significant.
6 (Draft EIR, pp. 6.0-12 to 6.0-13.)

7 As discussed in the Air Quality Section of the Draft EIR, operational emissions
8 from the cumulative Projects will exceed the regional thresholds for ROG, NO_x,
9 CO, PM-10, and PM-2.5 in both summer and winter. (Draft EIR, p. 6.0-13; Draft
10 EIR, p. 4.3-74 [indicating that SO₂ was only criteria pollutant of which the
11 threshold was not exceeded in both summer and winter].) Since the Project's
12 operational emissions already exceed the SCAQMD regional thresholds for ROG,
13 NO_x, and CO in both summer and winter; when this is combined with the
14 cumulative Project emissions, the Project will result in a significant contribution
15 to cumulative air quality impacts. (Draft EIR, p. 6.0-13.) Since the Project area is
16 non-attainment area for ozone, PM-10, and PM-2.5 under state and federal
17 standards, emissions of any criteria pollutant, will result in cumulative impacts.
18 Therefore, the Project will result in cumulative impacts to air quality. (Draft EIR,
19 p. 6.0-13.)

20 In addition to the analysis of Project-related air quality impacts, the Air Quality
21 Study and the health risk assessment analyzed the cumulative impacts associated
22 with diesel exhaust attributed to the proposed Project, RCIP General Plan build-
23 out, and other reasonably foreseeable Projects in the area. (Draft EIR, p. 6.0-13.)
24 In 2006, the background diesel PM cancer risks exceed the threshold of
25 significance at 25 of the 40 receptor locations. When other Projects are
26 considered, the background diesel PM concentrations and cancer risks will exceed
27 the SCAQMD threshold. Therefore, by adding more sources of diesel PM in the
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1 Project vicinity, the Project will result in a cumulatively significant impact.
2 (Draft EIR, p. 6.0-13.)

3 Regarding global warming and GHG emissions, implementation of the Project
4 design features will help reduce the intensity of Project-related emissions. It is
5 reasonably foreseeable that emissions resulting from this Project in combination
6 with statewide, national, and international emissions could cumulatively
7 contribute to a change in Earth's climate. Although implementation of the
8 Project's design features will reduce Project-generated GHG emissions, there are
9 no quantitative reductions in GHG emissions associated with them; therefore, it
10 can be concluded that the proposed Project's resulting impacts on global climate
11 change are considered to be cumulatively considerable when considered in
12 combination with other statewide, national and international emissions, and the
13 proposed Project will have a potentially significant cumulative impact related to
14 greenhouse gases. (Draft EIR, pp. 6.0-13 to 6.0-14.)

15 Mitigation measures MM Air 1 through MM Air 15, addressing construction and
16 operations activities, have been incorporated into the Project to reduce Project-
17 level impacts. (See *infra* discussion of mitigation; Draft EIR, p. 6.0-14.)
18 However, the Project will contribute incrementally to an existing air quality
19 problem. The cumulative air impacts cannot be avoided and will remain
20 significant and unavoidable. Adoption of a Statement of Overriding
21 Considerations will be required prior to Project approval. (Draft EIR, p. 6.0-14.)

22 It can be concluded that the proposed Project's resulting impacts on global
23 climate change are cumulatively considerable when considered in combination
24 with other statewide, national and international emissions, and will be potentially
25 significant. (Draft EIR, p. 6.0-14.) Pursuant to State CEQA Guidelines, section
26 15091, specific economic, legal, social, technological or other considerations,
27 including provision of employment opportunities for highly trained workers,
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1 make infeasible the mitigation measures or Project alternatives identified in the
2 Final EIR. (Subd. (a)(3).)

3
4 2. Mitigation:

5 The proposed Project has been modified to mitigate or avoid these potentially
6 significant impacts by the following mitigation measures, which are hereby
7 adopted and will be implemented as provided in the Mitigation, Monitoring, and
8 Reporting Program.

- 9 a. Mitigation Measure Air 1: During construction, mobile construction
10 equipment will be properly maintained at an off-site location, which
11 includes proper tuning and timing of engines. Equipment maintenance
12 records and equipment design specification data sheets shall be kept on-
13 site during construction. (Draft EIR, p. 4.3-67.)
- 14 b. Mitigation Measure Air 2: The Project proponent shall assure that the
15 following requirement be incorporated into all relevant construction
16 drawings and the contract between the Project proponent and the general
17 contractor: Construction vehicles shall be prohibited from idling for a
18 period in excess of 5 minutes both on-site and off-site. Each subcontractor
19 or material supplier shall be responsible for compliance with this provision
20 and the general contractor will have responsibility to oversee
21 implementation. Further, the general contractor shall place a sign at each
22 building driveway notifying equipment operators that idling times shall
23 not exceed five minutes. (Draft EIR, p. 4.3-67.)
- 24 c. Mitigation Measure Air 3: Configure construction parking to minimize
25 traffic interference. (Draft EIR, p. 4.3-67.)
- 26 d. Mitigation measures were added or amended by the Final EIR. However,
27 there is no change in the level of significance for the above-noted potential
28 impacts relative to that indicated in the Draft EIR. Additions and

1
2 amendments were made, as follows:

- 3 i. Mitigation Measure Air 3a: The Project developer shall
4 require, by contract specification, that, low sulfur diesel
5 powered vehicles with Tier 4 engines(once available on the
6 market) or retrofitted/repowered—to meet equivalent
7 emissions standards as Tier 4 engines—be used in
8 construction equipment. Contract specifications shall be
9 included in Project construction documents, which shall be
10 reviewed by the Department of Building and Safety’s
11 Grading Division prior to issuance of a grading permit.
12 (Final EIR, p. 3.0-4.)
- 13 ii. Mitigation Measure Air 3b: Prior to issuance of grading
14 permits, the Project developer shall submit a traffic control
15 plan that will provide temporary traffic control (e.g., flag
16 person) during construction activities. To reduce traffic
17 congestion, and therefore NOx, this plan shall include, any
18 or all of the following measures, as may be needed to
19 achieve the requirement that during construction activities
20 both construction and on-street traffic will have idling
21 times of five minutes or less: dedicated turn lanes for
22 movement of construction trucks and equipment on- and
23 off-site, scheduling of construction activities that affect
24 traffic flow on the arterial system to off-peak hour, and/or
25 signal synchronization to improve traffic flow. (Final EIR,
26 pp. 1.0-14 to 1.0-15.)
- 27 iii. Mitigation Measure Air 3c: Electricity from power poles
28 shall be used instead of temporary diesel- or gasoline-

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powered generators to reduce the associated emissions. Approval will be required by the Department of Building and Safety's Grading Division prior to issuance of a grading permit. (Final EIR, p. 1.0-15.)

- iv. Mitigation Measure Air 3d: The Project developer will implement the following dust control measures consistent with SCAQMD Rule 403 – Fugitive Dust during construction phases of the proposed Project: Application of water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days). (Final EIR, p. 1.0-15.) Periodic watering for short-term stabilization of disturbed surface areas and haul roads to minimize visible fugitive dust emissions. Watering, with complete coverage, shall occur at least three times a day, preferably in the mid-morning, afternoon and after work is done for the day. (Final EIR, p. 1.0-15.) Suspension of all excavation and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. (Final EIR, p. 1.0-15.) Requiring all trucks hauling dirt, sand, soil, or other loose materials are to be covered. (Final EIR, p. 3.0-7.) Sweeping of streets at the end of the day if visible soil material is carried over to adjacent roads. (Final EIR, p. 1.0-15.) Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and

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any equipment leaving the site each trip. (Final EIR, p. 1.0-15.) Posting and enforcement of traffic speed limits of 25 miles per hour or less on all unpaved roads. (Final EIR, p. 1.0-15.)

v. Mitigation Measure Air 3e: No more than one plot plan site (Plot Plan No. 16979, Plot Plan No. 17788, Plot Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan No. 18879) shall be graded at one time in order to reduce the total daily emission of fugitive dust. Approval of a grading schedule shall be submitted to the Department of Building and Safety's Grading Division prior to issuance of a grading permit. (Final EIR, p. 1.0-15.)

vi. Mitigation Measure Air 3f: Prior to issuance of grading permit, the project developer shall post contact information on the construction site for the public to call if specific air quality issues arise.

vii. Mitigation Measure Air 4: Project-generated trucks shall be instructed to avoid residential areas and schools. (Draft EIR, p. 4.3-67.)

viii. Mitigation Measure Air 5: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them. Trucks shall be equipped to connect with the electrical hookups provided and be prohibited from running TRUs when the truck is not in use. (Final EIR, p. 3.0-9.)

ix. Mitigation Measure Air 6: Service equipment at the

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facilities will be either low-emission propane powered or electric. (i.e., forklifts). (Draft EIR, p. 4.3-67.)

- x. Mitigation Measure Air 7: Prohibit all vehicles from idling in excess of five minutes. (Draft EIR, p. 4.3-67.)
- xi. Mitigation Measure Air 8: In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other State programs that restrict the operation to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles. (Draft EIR, p. 4.3-67.)
- xii. Mitigation Measure Air 9: Provide specific entrances and exits that minimize truck emissions to homes. (Draft EIR, p. 4.3-67.)
- xiii. Mitigation Measure Air 10: Implement signal synchronization to improve track flow. (Draft EIR, p. 4.3-68.)
- xiv. Mitigation Measure Air 11: Each plot plan proponent shall be responsible for providing information about park-and-ride programs for employees. (Draft EIR, p. 4.3-68.)
- xv. Mitigation Measure Air 12: The Project developer on each plot plan shall provide information to building occupants on incentives and programs related to low-sulfur fuels and particulate traps, as well as other technologies available to business or truck fleets that reduce diesel particulate matter created by the SCAQMD. (Draft EIR, p. 4.3-68.)

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- xvi. Mitigation Measure Air 13: Although the nature of the Project does not include the use of many appliances, if appliances are installed, they will be new; and therefore, in compliance with the most current energy usage standards. (Draft EIR, p. 4.3-68.)
 - xvii. Mitigation Measure Air 14: In order to promote energy efficiency and reduce energy consumption, the developer/successor-in-interest shall supply building occupants and businesses with information on energy efficiency and/or Energy Services Companies. (Final EIR, p. 1.0-16.)
 - xviii. Mitigation Measure Air 15: The Project developer of each plot plan shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance will be required prior to the issuance of occupancy permits. (Final EIR, p. 1.0-16.)

19 U. Noise

20 1. Impacts:

21 The proposed Project would not expose people residing or working in the Project
22 area to excessive noise levels from a public airport or public use airport within
23 two miles of the Project site or a private airstrip within vicinity of the Project site,
24 as none are present. (Draft EIR, p. 4.11-8.) The proposed Project is not located
25 within two miles of a public airport or public use airport and is not in the vicinity
26 of a private airstrip. Therefore, the Project will not expose people residing or
27 working in the Project area to excessive airport-related noise levels, there will be
28 no impact, and no Project-specific mitigation measures are required since no

1 significant adverse impacts are anticipated.

2 The proposed Project would not expose people residing or working in the Project
3 area to excessive railroad noise levels, as railroad noise levels will be less than
4 significant. (Draft EIR, p. 4.11-8.) There are existing rail spurs within the Project
5 site, and trains create intermittent noise impacts, but the distance and the quantity
6 of existing structures between the Project site and the railroad are expected to
7 provide adequate noise attenuation to the Project site for railroad noise. Potential
8 impacts from railroad noise will be less than significant, and no Project-specific
9 mitigation measures are required since no significant adverse impacts are
10 anticipated.

11 The proposed Project would not result in a substantial permanent increase in
12 ambient noise levels in the Project vicinity above levels existing without the
13 Project. (Draft EIR, p. 4.11-9.) The RCIP General Plan utilizes a threshold of 5
14 dBA as criterion for substantial change in noise. Off-site noise impacts would
15 derive primarily from traffic, which would be superimposed upon an existing
16 elevated baseline at locations away from the Project site. Impacts would therefore
17 be primarily cumulative in nature. Traffic noise was calculated along 23 area
18 roadways, with the maximum Project-related noise increase is +8 dB along
19 Hopkins Street east of Etiwanda Avenue, along industrial property where the
20 noise/land use standard is 75 dB(A) CNEL. There are no sensitive receptors
21 along Hopkins Street. Since the "with Project" traffic noise level of 68 dB(A)
22 CNEL at 100 feet from the centerline will only be experienced by industrial uses
23 rather than sensitive receptors and the noise level falls within acceptable ranges
24 and will not significantly impact any adjacent land uses. Near Mira Loma
25 Village, the Project-related noise contribution is 0 to 1 dB(A) CNEL, which is
26 undetectable for humans, and thus Project-related traffic noise impacts at noise-
27 sensitive land uses are less than significant, and no Project-specific mitigation
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1 measures are required.

2 Without mitigation, the proposed Project was determined to not result in a
3 substantial temporary or periodic increase in ambient noise levels above levels
4 existing without the Project. Therefore, construction-related noise impacts will be
5 less than significant. (Draft EIR, pp. 4.11-13; see also Final EIR, p. 1.0-56
6 [noting less than significant prior to mitigation].) Construction noise generates
7 temporary ambient noise from transport of workers and construction equipment to
8 the Project area and operation of equipment. Transportation will increase noise
9 on access roads in high single-event noise exposure potential from passing trucks
10 (*i.e.*, to 87 L_{max} dBA at 50 feet). Truck traffic on public roads is regulated by
11 federal and state governments and exempt from local government regulations.
12 Therefore, short-term construction-related noise associated with worker commute
13 and equipment transport to the Project site will be less than significant. (Draft
14 EIR, p. 4.11-11.) Excavation, grading and building erection on the Project site is
15 performed in discrete steps, each with its own noise characteristics and levels.
16 The worse-case combined noise level at the sensitive receptors during this phase
17 of construction would be 91 dBA L_{max} at a distance of 50 feet from an active
18 construction area. (Draft EIR, p. 4.11-12.) Actual construction noise levels at
19 each sensitive receptor may be somewhat less depending upon several factors: 1)
20 the distance between construction activity and the sensitive receptors, 2) the types
21 of equipment used, and 3) the hours of construction operations, among others.
22 (Draft EIR, pp. 4.11-12 to 13.) At the nearest residence from the center of the
23 Project site (around 1,000 feet) peak noise levels during construction will be
24 around 64 dB(A). Such levels will be noticeable above the background, but
25 comparable to existing single-event noise from trucks, aircraft, etc. For three of
26 the Project developments (Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan
27 No. 18879), the distance between the nearest construction activities and occupied
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1 residences may be less than 100 feet, with peak noise levels as high as 85 dB(A),
2 which would adversely affect both outdoor uses of yards or patios, or indoor uses
3 such as sleeping, reading or having a quiet conversation. Noise impacts would be
4 significant if they caused a violation of any adopted standards. However,
5 Riverside County Ordinance No. 847, Section 2 specifically exempts motor
6 vehicles (other than off-highway vehicles) and private construction Projects
7 located within one-quarter of a mile from an inhabited dwelling provided that
8 construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during
9 the months of June through September or between the hours of 6:00 p.m. and 7:00
10 a.m. during the months of October through May. Riverside County Community
11 Health Agency, Department of Public Health concluded that based upon their
12 calculations, the recommendations should provide sufficient attenuation to reduce
13 the exterior noise levels to below 65 dB(A) during the day and 45 dB(A) at night.
14 (See Draft EIR, Appendix I.) Due to compliance with the ordinance,
15 construction-related noise impacts will be less than significant. Nonetheless, the
16 recommendations of the Department of Public Health are further included as
17 mitigation measures MM Noise 1, MM Noise 5, MM Noise 6, and MM Noise 7.
18 (Draft EIR, p. 4.11-13; see *infra* discussion of Mitigation.) MM Noise 1 pertains
19 to construction noise and highlights the requirements imposed by Section 1.G.1 of
20 Riverside County Ordinance No. 457. Although the impacts are already less than
21 significant, additional mitigation measures have been added to further reduce
22 construction-related noise through MM Noise 2 requiring maintenance of proper
23 mufflers on equipment, and MM Noise 3 and MM Noise 4, assuring that
24 construction staging and equipment operation areas are not located close to
25 existing sensitive receptors. (Draft EIR, p. 4.11-13.)

26 Even without mitigation, the Project would not likely expose persons to an
27 excessive amount of vibration or groundborne noise impacts. Construction
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1 activity can result in varying degrees of ground vibration that spread through the
2 ground and diminish in strength with distance. Sensitive receptors that may be
3 affected by construction-related vibration associated with the proposed Project
4 include residences located to the east and south of the Project boundary. The use
5 of heavy construction equipment generates vibration levels that would not exceed
6 the annoyance threshold of 80 Vdb. The nearest sensitive receptor is the Mira
7 Loma Village residential development located south and west of the Project site.
8 Vibration levels at these receptors would not exceed the potential building
9 damage threshold of 0.5 PPV. (Draft EIR, p. 4.11-19.) The majority of
10 construction activity would be more than 60 feet from these residential structures
11 and would not be considered annoying and would comply with Riverside County
12 Ordinance No. 457, Section 1.G.1, which requires that whenever a construction
13 site is within one-quarter mile of an occupied residence or residences, no
14 construction activities shall be undertaken between the hours of 6 p.m. and 6 a.m.
15 during the months of June through September and between the hours of 6 p.m.
16 and 7 a.m. during the months of October through May. Compliance with this
17 regulatory requirement would further minimize potential impacts due to
18 construction-related vibration. Therefore, potential impacts upon persons or
19 structures due to construction-related vibration will be considered less than
20 significant. (Draft EIR, p. 4.11-18.) Although the impacts will be less than
21 significant, the incorporation of MM Noise 1 further ensure that impacts remain
22 less than significant by highlighting the requirement for complying with Riverside
23 County Ordinance No. 457. (Draft EIR, p. 4.11-18.)

24 Without mitigation, the Project may expose persons to or generate noise levels in
25 excess of standards established in the local general plan or noise ordinance, or
26 applicable standards of other agencies. The baseline noise levels are under the
27 required 75 dB(A) CNEL threshold and are acceptable for the proposed Project.
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1 The presence of State Route 60 and adjacent existing industrial uses are
2 anticipated to act as a buffer to mask any of the noise effects from the Project site.
3 Near any Mira Loma Village residences along site access roads, the Project-
4 related noise contribution of 0 to 1 dB(A) CNEL is undetectable for humans.
5 Project-related traffic noise impacts at any noise-sensitive land uses are therefore
6 less than significant. (Draft EIR, p. 4.11-16.) Operations have potential to create
7 adverse noise impacts from loading operations or truck movements. Nighttime
8 dock operations would be sufficient for the impact to be significant, unless
9 mitigated and exacerbated if trailers are delivered or picked up at night. Daytime
10 operational noise is not considered a source of significant impact if a barrier
11 shields the visibility of the loading activity from any ground-floor observers.
12 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
13 alternatives have been required in, or incorporated into, the Project which avoid or
14 substantially lessen the significant environmental effect identified in the Final
15 EIR. (Draft EIR, pp. 4.11-16 to 17.) Mitigation measures MM Noise 5, MM
16 Noise 6, MM Noise 7, MM Noise 8, and MM Noise 9 would reduce or eliminate
17 impacts related to the Project exceeding Riverside County General Plan standards.
18 Mitigation Measure MM Noise 9 requires no nocturnal activities at Plot Plan Nos.
19 18876 and 18877, near the residences. (Draft EIR, p. 4.11-17; see *infra*
20 discussion of MM Noise 9.) Due to building orientation, intervening land uses
21 and the orientation of the nearest residences, the noise impacts from potential
22 nocturnal operations associated with Plot Plan No. 18879, Plot Plan No. 17788
23 and Plot Plan No. 16979 will be mitigated to below the level of significance
24 through implementation of the remaining mitigation measures. MM Noise 5
25 indicates the county's nighttime/daytime noise standards, MM Noise 6 requires
26 the placement of an 8-foot noise barrier for certain activities and distances from
27 residences, MM Noise 7 requires further acoustic analysis to evaluated the
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1 effectiveness of mitigation measures, and MM Noise 8 prohibits nocturnal loading
2 activities within certain distances from residences. (Draft EIR, p. 4.11-17; Final
3 EIR, p. 1.0-57.) Implementation of the above-listed mitigation measures will
4 reduce these potential operational noise effects to below the level of significance.
5 (Draft EIR, pp. 4.11-17, 4.11-20; see *supra* discussion regarding mitigation
6 measures.)

7 Although mitigation measures MM Noise 1 through MM Noise 9 would help
8 reduce noise impacts from the proposed Project, but not to a level of less than
9 significant, (see *infra* discussion of MM Noise 1 through MM Noise 9; Draft EIR,
10 pp. 4.11-19 to 4.11-20), the Project will have cumulative impacts associated with
11 noise because the existing noise environment already exceeds County standards
12 without incorporation of the proposed Project and the Project will be adding to
13 that noise environment. While mitigation measures have been incorporated which
14 will reduce Project-related noise impacts to less than significant levels, no
15 mitigation measures have been included in the Project that can reduce the
16 proposed Project's contribution to a cumulative impact related to the already
17 noisy environment. (Draft EIR, pp. 6.0-22 to 6.0-23.)

18 Implementation of the Riverside County General Plan would result in potential
19 Project-related long-term vehicular noise that would affect sensitive land uses
20 along roads. New development, particularly residential uses along and adjacent to
21 major transit corridors, could be exposed to excessive traffic-related and railroad
22 noise levels. RCIP General Plan build-out could also expose sensitive receptors
23 to stationary noise sources such as industrial and/or commercial uses. However,
24 implementation of RCIP General Plan policies and RCIP General Plan EIR
25 mitigation measures would reduce these impacts to less than significant levels.
26 Implementation of the RCIP General Plan would not result in significant
27 unmitigated cumulative noise levels, and thus would not substantially contribute
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1 to cumulative noise impacts. (Draft EIR, p. 6.0-22.)

2 Construction of the proposed Project would result in short-term noise impacts that
3 can be mitigated to less than significant with controls on construction time periods
4 and equipment use. These noise impacts are not regarded as cumulatively
5 significant. (Draft EIR, p. 6.0-22.)

6 Impacts associated with vehicles coming to and leaving the proposed Project
7 include increases in noise levels along roadways in the Project vicinity. This
8 would affect land uses along specific streets and could be adverse for sensitive
9 land uses. However, the County requires that noise impacts and mitigation be
10 analyzed at full capacity of the roadways. Thus, individual Projects would
11 provide noise control beyond existing noise levels in anticipation for future
12 development. As such, individual Project mitigation would serve to reduce
13 Project related noise impacts to less than significant levels. (Draft EIR, p. 6.0-22.)

14 However, because the existing noise environment already exceeds County
15 standards without incorporation of the proposed Project, and since the Project will
16 be adding to that noise environment, the Project will have cumulative impacts
17 associated with noise. (Draft EIR, p. 6.0-22.)

18 Mitigation measures have been incorporated which will reduce Project-related
19 noise impacts to less than significant levels. No mitigation measures have been
20 included in the Project that can reduce the Project's contribution to a cumulative
21 impact related to the already noisy environment. (Draft EIR, p. 6.0-22.) After
22 incorporation of mitigation measures, the Project noise impacts will be reduced to
23 levels below significance. However, cumulative impacts remain, and a Statement
24 of Overriding Considerations will be required prior to Project approval. (Draft
25 EIR, p. 6.0-23.) Pursuant to State CEQA Guidelines section 15091, subdivision
26 (a)(3), specific economic, legal, social, technological or other considerations,
27 including provision of employment opportunities for highly trained workers,
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1 make infeasible the mitigation measures or Project alternatives identified in the
2 Final EIR.

3 2. Mitigation:

4 The proposed Project has been modified to mitigate or avoid these potentially
5 significant impacts by the following mitigation measures, which are hereby
6 adopted and will be implemented as provided in the Mitigation, Monitoring, and
7 Reporting Program.

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- 9 a. Mitigation Measure Noise 1: To reduce construction-related noise, site
10 preparation, grading and construction activities within one-quarter mile of
11 occupied residences shall be limited to those hours as set forth in Section
12 1.G.1 of Riverside County Ordinance No. 457. (Draft EIR, pp. 4.11-19.)
- 13 b. Mitigation Measure Noise 2: All construction equipment, fixed or mobile,
14 shall be equipped with properly operating and maintained mufflers. (Draft
15 EIR, pp. 4.11-19.)
- 16 c. Mitigation Measure Noise 3: Construction staging areas shall not be
17 located within 200 feet of any occupied residence. (Draft EIR, pp. 4.11-
18 19.)
- 19 d. Mitigation Measure Noise 4: No combustion powered equipment, such as
20 pumps or generators, shall be allowed to operate within 500 feet of any
21 occupied residence unless the equipment is surrounded by a noise
22 protection barrier. (Draft EIR, pp. 4.11-19.)
- 23 e. Mitigation Measure Noise 5: Facility-related noise must not exceed the
24 following worst-case noise levels 45dB(A) – 10 minute noise equivalent
25 level ("leq"), between the hours of 10 p.m. to 7 a.m. (nighttime standard)
26 and 65 dB(A) – 10 minute leq, between 7 a.m. and 10 p.m. (daytime
27 standard) as measured at any habitable dwelling, hospital, school, library,
28 nursing home or other similar noise sensitive land use. (Draft EIR, p.

1 4.11-20.)

2 f. Mitigation Measure Noise 6: An 8-foot high perimeter barrier shall be
3 required if nocturnal (10 p.m. to 7 a.m.) loading dock materials handling
4 activities are conducted within 300 feet of any residence. If nocturnal
5 trucking activities are conducted simultaneously with the operation of the
6 warehouse/loading dock, the 8-foot-high barrier shall be required if such
7 combined activities occur within 600 feet of an existing home. These wall
8 heights can be reduced by performing a subsequent acoustical analysis
9 after the final grading plan is complete. (Draft EIR, p. 4.11-20.)

10 g. Mitigation Measure Noise 7: Prior to the issuance of building permits for
11 Plot Plan No. 16979 and Plot Plan No. 18879, an acoustical analysis shall
12 be submitted for the Plot Plan for which a building permit is being
13 requested to the Riverside County Planning Department and the Riverside
14 County Department of Public Health, Office of Industrial Hygiene
15 verifying that the perimeter barrier required by mitigation measure MM
16 Noise 6, above, reduces potential nocturnal (10 p.m. to 7 a.m.) noise
17 impacts for that Plot Plan to noise levels mandated by Riverside County
18 Ordinance No. 847. If the acoustical analysis determines that a higher
19 perimeter barrier is required to bring nocturnal noise impacts to Riverside
20 County Ordinance No. 847 levels, the required perimeter barrier shall be
21 raised, as required by the acoustical analysis, to a maximum height of 12
22 feet to reduce potential noise impacts to Ordinance No. 847 levels. (Draft
23 EIR, p. 4.11-20.)

24 h. Mitigation Measure Noise 8: No nocturnal loading/unloading shall occur
25 within 100 feet of any residence. No combined trucking movements and
26 unloading/loading shall occur within 200 feet of any residence from 10
27 p.m. to 7 a.m. (Draft EIR, p. 4.11-20.)
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- i. Mitigation Measure Noise 9: No nocturnal operations within Plot Plan No. 18876 and Plot Plan No. 18877 shall take place between the hours of 10 p.m. and 7 a.m. (Draft EIR, p. 4.11-20.)

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V. Transportation and Traffic

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1. Impacts:

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The proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (Draft EIR, p. 4.15-17.) The Project site is located approximately 8 miles from the nearest airport, Ontario International Airport, and does not fall within any airport influence area. The proposed Project does not include any components that could alter air traffic patterns at Ontario or any other airport. This issue is considered to be less than significant and no mitigation measures are required.

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The proposed Project would not result in inadequate emergency access. (Draft EIR, p. 4.15-18.) The proposed Project is the construction and operation of industrial buildings, roadways are already developed and provide adequate emergency access, and the Project site will be developed pursuant to all County of Riverside conditions of approval and permits related to emergency access. This issue is considered to be less than significant and no mitigation measures are required.

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The proposed Project would not result in inadequate parking. (Draft EIR, p. 4.15-18.) The proposed Project requires parking spaces in accordance with the parking requirements contained in Riverside County's Zoning Ordinance No. 348 and will meet these standards by providing the 1,158 required parking spaces. As currently proposed on the plot plans, 1,417 spaces will be provided, exceeding the amount of required parking spaces by approximately 259 spaces. This issue is considered to be less than significant, and no mitigation measures are required.

1 The proposed Project would not conflict with adopted policies, plans, or programs
2 supporting alternative transportation. (Draft EIR, pp. 4.15-18 to 4.15-20.) The
3 proposed Project is in an industrial park, and the Project will increase truck traffic.
4 One proposed plot plan provides bike racks, promoting the use of an alternative
5 mode of transportation for future employees. The County of Riverside also
6 provides park and ride facilities within the County, to promote carpooling. The
7 Project site currently is not serviced by the RTA. The RTA has determined that
8 based upon existing and future transit plans for the proposed Project's service
9 area; no additional developer-installed transit amenities are required. Impacts
10 related to adopted policies, plans, or programs supporting alternative forms of
11 transportation are therefore considered less than significant, and no Project-
12 specific mitigation measures are required. Regardless, additional mitigation
13 measure MM Trans 8 is provided to include bicycle racks promoting alternative
14 transportation. This mitigation measure will help ensure that this potential impact
15 threshold remains below the level of significance. (See *infra* discussion regarding
16 MM Trans 8; Draft EIR, p. 4.15-20.)

17 The proposed Project would not alter waterborne, rail or air traffic. (Draft EIR, p.
18 4.15-19.) It does not include any waterborne, rail or air traffic, and will not
19 require the alteration of such traffic. Therefore, there will be no impacts, and no
20 Project-specific mitigation measures are required.

21 The proposed Project would not cause an effect upon, or a need for new or altered
22 maintenance of roads. (Draft EIR, p. 4.15-19.) It will not involve the
23 construction of public roadways. There may be potential impacts to existing
24 roadways resulting in the need for increased road maintenance from increased
25 truck traffic, but this is addressed through County conditions of approval, plan-
26 check and permit procedures, and code enforcement practices, therefore impacts
27 upon public facilities, such as roads, will be less than significant, and no Project-
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1 specific mitigation measures are required.

2 The proposed Project would not cause an effect upon circulation during the
3 Project's construction. (Draft EIR, p. 4.15-19.) Considering the temporary nature
4 of construction activity, the nature of traffic circulation in the Project area, and
5 established County requirements for traffic control on public roadways during
6 construction, there will be no impacts upon circulation during the Project's
7 construction, and no Project-specific mitigation measures are required.

8 The proposed Project would not significantly impact planned or existing bike
9 trails in the study area. (Draft EIR, p. 4.15-19.) RCIP General Plan identifies the
10 location of trails and bikeways. There are no existing or planned bike trails in the
11 area. Therefore, no impact will occur to bike trails due to the development of the
12 Project, and no Project-specific mitigation measures are required.

13 Without mitigation, the proposed Project may exceed, either individually or
14 cumulatively, a level of service standard established by the county congestion
15 management agency for designated roads or highways. When all six plot plans
16 are implemented, the proposed Project is expected to generate 8,540 total daily
17 trip-ends, including 1,018 trip-ends during the AM Peak hour and 933 trip-ends
18 during the PM Peak hour. When the Project is added to the other Projects, four
19 additional intersections fail the LOS standards, without improvements. (Draft
20 EIR, pp. 4.15-16 to 17.) All Project study intersections experience some LOS
21 degradation with the implementation of the Project as compared to existing
22 conditions. (Draft EIR, p. 4.15-17.) Pursuant to State CEQA Guidelines section
23 15091, subdivision (a)(1), changes or alternatives have been required in, or
24 incorporated into, the Project which avoid or substantially lessen the significant
25 environmental effect identified in the Final EIR. Mitigation measures MM Trans
26 1 through MM Trans 8 will be required to reduce the significant impacts through
27 improvements from installation of signs and signals, and the alteration of
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1 intersections, as well as the payment of mitigation fees for assisting with off-site
2 improvements and through installing bike racks to facilitate alternative modes of
3 transportation. (See *infra* discussion regarding mitigation.) Once these mitigation
4 measures are implemented, impacts will be reduced to less than significant.
5 (Draft EIR, p. 4.15-17.) After the implementation of the mitigation measures, the
6 potential significant adverse environmental impacts are reduced to below the
7 threshold of significance. (Draft EIR, p. 4.15-21.)

8 Without mitigation, the Project may cause an increase in traffic which is
9 substantial in relation to the existing traffic load and capacity of the street system.
10 The Project will contribute to the overall violation of County LOS standards in
11 ten of the nineteen study area intersections. However, six of the intersections will
12 violate the LOS standards even without the construction of the Project. Pursuant
13 to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
14 alternatives have been required in, or incorporated into, the Project which avoid or
15 substantially lessen the significant environmental effect identified in the Final
16 EIR. Mitigation measures MM Trans 1 through MM Trans 8 will be required to
17 reduce the significant impacts by improvement of signs, signals, and intersections,
18 as well as the payment of mitigation fees for assisting with off-site improvements
19 and through installing bike racks to facilitate alternative modes of transportation.
20 (See *infra* discussion regarding mitigation; Draft EIR, pp. 4.15-17; 4.15-19 to 20.)

21 The Project will be required to pay development and impact fees (*i.e.*, TUMF and
22 RBBB) to fund improvements cumulatively necessitated by area development .
23 Once mitigation measures are implemented, impacts will be reduced to less than
24 significant. (Draft EIR, pp. 4.15-17; 4.15-19 to 4.15-20.)

25 Without mitigation, the Project may substantially increase hazards due to a design
26 feature or incompatible uses related to the residential traffic associated with the
27 Mira Loma Village neighborhood. The proposed six plot plans will be similar
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1 and compatible with uses within the existing development, as well as with the
2 other existing industrial development to the north and west. The increased truck
3 traffic generated by the Project may create a hazard or increase incompatible uses
4 related to the residential traffic associated with the Mira Loma Village
5 neighborhood. (Draft EIR, p. 4.15-17.) The proposed Project will be conditioned
6 to improve various segments of surrounding roadways, which will lessen hazards
7 related to trucks traveling on roadways near smaller vehicles. Pursuant to State
8 CEQA Guidelines section 15091, subdivision (a)(1), changes or alternatives have
9 been required in, or incorporated into, the Project which avoid or substantially
10 lessen the significant environmental effect identified in the Final EIR. Mitigation
11 measures MM Trans 1 through MM Trans 8 will be required to reduce the
12 significant impacts by improvement of signs, signals, and intersections, as well as
13 the payment of mitigation fees for assisting with off-site improvements and
14 through installing bike racks to facilitate alternative modes of transportation. (See
15 *infra* discussion regarding mitigation; Draft EIR, pp. 4.15-18 to 4.15-20.) After
16 the implementation of the mitigation measures, the potential significant adverse
17 environmental impacts are reduced to below the threshold of significance. (Draft
18 EIR, p. 4.15-21.)

19 The proposed Project will pay fees to mitigate the Project's impact on cumulative
20 traffic levels; however, the actual construction schedule for required off-site
21 improvements is unknown, and as a result, the Project's impacts will remain
22 significant and unavoidable. (Draft EIR, p. 6.0-26.) Mitigation measures MM
23 Trans 1 through MM Trans 8 would help reduce traffic impacts from the proposed
24 Project, but will not reduce the cumulative impacts to a level of less than
25 significant. (See *infra* discussion in the findings for MM Trans 1 through MM
26 Trans 8; Draft EIR, pp. 4.15-19 to 20.)

27 Build-out of the RCIP General Plan has the potential to degrade roadway and
28

1 freeway performance below applicable performance standards. However,
2 implementation of RCIP General Plan policies and RCIP General Plan EIR
3 mitigation measures would reduce a majority of the potential impacts on the
4 County's arterial transportation and circulation system to less than significant.
5 However, at some locations, Level of Service threshold LOS D will not be met
6 and the impact will be considered significant. Cumulative impacts will also
7 remain significant at some locations. (Draft EIR, p. 6.0-24.)

8 Vehicle trips from the Project and related Projects would create or add to traffic
9 congestion on State Route 60 and Interstate 15, and selected roadway segments
10 and intersections. Adverse impacts to the circulation network would occur if
11 roadway improvements and trip reduction measures and programs are not
12 implemented. The existing level of service for the study area intersections vary
13 from LOS A to F. The following intersections currently operate at an
14 unacceptable level of service: SR-60 Westbound On-Ramp/ Mission Boulevard;
15 SR-60 Eastbound Off-Ramp/ Mission Boulevard; Etiwanda Avenue/ Inland
16 Avenue; Etiwanda Avenue/ Airport Drive – Slover Avenue(Draft EIR, p. 6.0-25.).
17 The effect of Project-generated traffic is that all the studied intersections will have
18 longer delay due to the inclusion of traffic-generated traffic, absent the
19 incorporation of off-site improvements. (Draft EIR, p. 6.0-25.)

20 Following implementation of area-wide offsite improvements as required by
21 identified mitigation measures, delays at study area intersections will be
22 substantially reduced and all of the intersections within the study area will operate
23 at LOS D or better. In future conditions, including the cumulative impact of
24 development within the Project area, intersections within the study area will
25 operate at LOS D or better following implementation of area-wide offsite
26 improvements. (Draft EIR, p. 6.0-25.)

27 Mitigation measures have been incorporated which will reduce Project-related
28

1 traffic impacts to less than significant levels. Increases in traffic brought about by
2 new development can be mitigated through payment of mitigation fees and
3 County-wide and Project-level roadway improvements. (Draft EIR, p. 6.0-26.)
4 The cumulative effects of the Project can be reduced by the payment of fees (e.g.,
5 TUMF, DIF). These fees may be used by the County to upgrade intersections and
6 roadway segments. Although the development will pay fees to mitigate
7 cumulative impacts, the actual construction of the required off-site improvements
8 cannot be determined with certainty. Thus, it is possible that the required
9 improvements will not be constructed in time to mitigate the Project's cumulative
10 impacts to below the level of significance. Therefore, after mitigation, the
11 Project's cumulative traffic impacts will remain significant. Adoption of a
12 Statement of Overriding Considerations will be required prior to Project approval.
13 (Draft EIR, p. 6.0-26.)

14 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(3), specific
15 economic, legal, social, technological or other considerations, including provision
16 of employment opportunities for highly trained workers, make infeasible the
17 mitigation measures or Project alternatives identified in the Final EIR.

18 2. Mitigation:

19 The proposed Project has been modified to mitigate or avoid these potentially
20 significant impacts by the following mitigation measures, which are hereby
21 adopted and will be implemented as provided in the Mitigation, Monitoring, and
22 Reporting Program.

- 23 a. Mitigation Measure Trans 1: Modify the intersection of Etiwanda Avenue
24 and Hopkins Street to include the following geometrics: Northbound: One
25 left-turn lane, Two through lanes, and One shared through and right-turn
26 lane; Southbound: One left-turn lane, Two through lanes, and One shared
27 through and right-turn lane; Eastbound: One left-turn lane, and One shared
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1 through and right-turn lane; and Westbound: One left-turn lane, and One
2 shared through and right-turn lane. (Draft EIR, pp. 4.15-19.)

3
4 b. Mitigation Measure Trans 2: Install a traffic signal at the intersection of
5 Etiwanda Avenue and Inland Avenue to include the following geometrics:
6 Northbound: One left-turn lane, Two through lanes, One shared through
7 and right-turn lane; Southbound: One left-turn lane, Two through lanes,
8 and One shared through and right-turn lane; Eastbound: One shared left-
9 turn, through, right-turn lane; Westbound: One shared left-turn, through,
10 and right-turn lane. (Draft EIR, pp. 4.15-20.)

11 c. Mitigation Measure Trans 3: Install stop signs at all Project driveways
12 exiting onto De Forest Circle, Noble Court, and Dulles Drive. (Draft EIR,
13 pp. 4.15-20.)

14 d. Mitigation Measure Trans 4: Sight distance at the Project entrance
15 roadway shall be reviewed with respect to standard County of Riverside
16 sight distance standards at the time of preparation of final grading,
17 landscape and street improvement plans. (Draft EIR, pp. 4.15-20.)

18 e. Mitigation Measure Trans 5: Participate in the phased construction of off-
19 site traffic signals through payment of traffic signal mitigation fees. (Draft
20 EIR, pp. 4.15-20.)

21 f. Mitigation Measure Trans 6: Signing/striping should be implemented in
22 conjunction with detailed construction plans for the Project site. (Draft
23 EIR, pp. 4.15-20.)

24 g. Mitigation Measure Trans 7: The Project will participate in the cost of
25 off-site improvements through payment of the Transportation Uniform
26 Mitigation Fee (TUMF), the Traffic Signal Mitigation Fee, the Mira Loma
27 Road and Bridge Benefit District (RBBB), Zone A, and site development
28 impact fees. These fees shall be collected and utilized as needed by the

1 County of Riverside to construct the improvements necessary in the
2 Project influence area to maintain the required level of service and build
3 roads to the general plan build-out level. (Draft EIR, pp. 4.15-20.)

- 4 h. Mitigation Measure Trans 8: Install bike racks on all six of the plot plans.
5 (Draft EIR, pp. 4.15-20.)
6

7 **BE IT FURTHER RESOLVED** by the Planning Commission that it has considered the
8 following alternatives identified in EIR No. 450 in light of the environmental impacts which cannot be
9 fully mitigated, avoided or substantially lessened and has rejected those alternatives as infeasible for the
10 reasons hereinafter stated:

11 A. No Project Alternative

- 12 1. Under Section 15126.6(e)(2) of the CEQA Guidelines, the "No Project"
13 alternative should consider what would be reasonably expected to occur in the
14 foreseeable future if the project were not approved, based upon the site's existing
15 zoning, General Plan designation, and ability to be served with available
16 community services. The No Project Alternative assumes that no development
17 would occur on the site, including the submitted proposals for Plot Plan Nos.
18 17788, 16979, 18875, 18876, 18877, and 18879 within the foreseeable future.
19 (Draft EIR, p. 6.0-33.)
- 20 2. For aesthetics impacts, the No Project Alternative is better as compared to the
21 proposed Project. No change in visual characteristics of Project site and thus no
22 significant impact.
- 23 3. For air quality impacts, the No Project Alternative is better as compared to the
24 proposed Project. No development will not result in increase in ambient air
25 quality conditions.
- 26 4. The No Project Alternative is better as compared to the proposed Project with
27 regards to biological impacts. No loss of Burrowing Owl habitat and raptor
28 foraging habitat and thus no significant impact.

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- 5. The No Project Alternative's cultural resources impact is the same as compared to the proposed Project. No loss of known or unknown cultural resource sites. No significant impact.
- 6. The No Project Alternative's geology and soils impact is the same as compared to the proposed Project. No significant impact.
- 7. The No Project Alternative's hazards and hazardous materials impact is better as compared to the proposed Project. No potential for hazardous materials or emissions from the Project site, although the Project site would likely continue to be the location of illegal dumping of debris, household waste, tires and other materials.
- 8. For hydrology and water quality impacts, the No Project Alternative is better as compared to the proposed Project. No change in Project site runoff and runoff from paved parking areas and streets, contaminated with oil and grease, heavy metals and sediment will be avoided. Less than significant impacts.
- 9. The No Project Alternative's land use/planning impacts are worse as compared to the proposed Project. Not consistent with Jurupa Community Plan, and not consistent with existing zoning.
- 10. The No Project Alternative's mineral resources impact is the same as compared to the proposed Project. No mineral resource potential for the Project site and thus no environmental impacts.
- 11. The No Project Alternative's noise impact is better as compared to the proposed Project. No construction related noise. Existing use will not add additional noise to existing noise environment. There will be no cumulative impacts.
- 12. For the population and housing impact, the No Project Alternative is worse as compared to the proposed Project. No benefit to jobs to housing ratio.
- 13. The No Project Alternative's impact to public services is worse as compared to the proposed Project. No impacts upon fire services, sheriff services, libraries and

1 schools. But no fair share mitigation fees paid pursuant to Ordinance No. 659 and
2 State- mandated school impact fees will be paid.

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4 14. The No Project Alternative's recreation impact is worse as compared to the
5 proposed Project. Will have no impact upon existing recreational facilities. But
6 no fair share mitigation fees for regional parks and trails pursuant to Ordinance
7 No. 659 will be paid.

8
9 15. The No Project Alternative's impact on transportation and traffic is better as
10 compared to the proposed Project. No generation of new daily trips and therefore
11 no impact upon the Level of Service on existing area roads. But there would be
12 no payment of fair share fees for regional improvements.

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14 16. The No Project Alternative's impact on utilities is better as compared to the
15 proposed Project. Will not result in increases in solid waste amounts. However,
16 the No Project Alternative is the same with respect to water and sewer services as
17 there would be no significant effect on water and sewer services.

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19 17. The No Project Alternative's regional element impact is worse as compared to the
20 proposed Project. The No Project Alternative will not generate any jobs to
21 improve area's jobs/housing ratio. No significant impact.

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23 18. Of the alternatives evaluated, the No Project Alternative is the environmentally
24 superior alternative with respect to reducing impacts created by the proposed
25 Project. (CEQA Guidelines, § 15126.6, subd. (e)(2).)

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27 19. Although the No Project Alternative is environmentally superior to the proposed
28 Project, it fails to meet the several Project objectives, and thus is not being further
considered for development in lieu of the proposed Project. (Draft EIR, p. 6.0-
56.)

B. Di Tommaso Property Alternative Site

1. This alternative considers the development of the proposed Project on an
alternative site: the Di Tommaso property, in western Riverside County, located

1 in the Mira Loma area, east of Interstate 15, north of Galena Street and west of
2 Wineville Road. (Draft EIR, p. 6.0-39.)

3
4 2. For aesthetic impacts, the Di Tommaso Property Alternative Site is worse as
5 compared to the proposed Project. This alternative will result in the development
6 of vacant parcels with business park and warehouse/ distribution buildings. But
7 the Project design will not be subject to design and landscaping guidelines in the
8 MLCC Design Guidelines. (See discussion on Draft EIR pages 1.0-14, 3.0-18,
9 6.0-32, and Draft EIR Appendix K.) Potential impacts will be below the level of
10 significance.

11 3. The Di Tommaso Property Alternative Site's air quality impact is the same as
12 compared to the proposed Project. This alternative will exceed SCAQMD
13 regional short-term threshold for ROG and NO_x, regional long-term threshold for
14 ROG, NO_x, and CO, and localized short-term threshold for PM-10 and PM-2.5.
15 This alternative will also exceed significance thresholds for cancer risk due to
16 diesel exhaust. The Di Tommaso Property Alternative Site's air quality impact is
17 cumulatively significant. It contributes to exceedance of air quality standards and
18 cumulative cancer risk due to diesel exhaust. This alternative in combination with
19 statewide, national, and international emissions could cumulatively contribute to a
20 change in Earth's climate, i.e., global climate change.

21 4. The Di Tommaso Property Alternative Site's biological resources impact is the
22 same as compared to the proposed Project. Project development will likely result
23 in potential loss of Burrowing Owl habitat and raptor foraging habitat. No
24 significant effect, with mitigation.

25 5. The Di Tommaso Property Alternative Site's cultural resources impact is the same
26 as compared to the proposed Project. No significant effect with same mitigation
27 measures as the proposed Project.

28 6. The Di Tommaso Property Alternative Site's geology and soils impact is the same

1 as compared to the proposed Project. Standard of conditions of approval and
2 compliance with regulatory requirements will reduce impacts to below the level of
3 significance.

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5 7. The Di Tommaso Property Alternative Site's hazards and hazardous material
6 impact is the same as compared to the proposed Project. Hazardous materials,
7 emissions and contaminants for the proposed Project would be approved and
8 monitored by Riverside County Health Department and state and federal agencies.
9 Impacts will be less than significant.

10 8. For hydrology and water quality impacts, the Di Tommaso Property Alternative
11 Site is the same as compared to the proposed Project. No Significant Effect, as
12 storm drainage facilities will be constructed and mitigation measures
13 implemented.

14 9. The Di Tommaso Property Alternative Site's land use/planning impact is the same
15 as compared to the proposed Project. Consistent with Jurupa Area Plan land use
16 designation and zoning and surrounding land use designations and zoning.

17 10. For mineral resources impacts, the Di Tommaso Property Alternative Site is the
18 same as compared to the proposed Project. No mineral resource potential for the
19 Project site and thus no environmental impacts.

20 11. The Di Tommaso Property Alternative Site's noise impact is the same as
21 compared to the proposed Project as it is is cumulatively Significant. Existing
22 environment along some road segments are above outdoor noise standards,
23 Project will contribute to increased noise levels on these roads.

24 12. For population and housing impacts, the Di Tommaso Property Alternative Site is
25 the same as compared to the proposed Project. Project will not result in the
26 displacement of existing residents. Same positive impact upon jobs to housing
27 ratio.

28 13. The Di Tommaso Property Alternative Site's impact on public services is the

1 same as compared to the proposed Project. No significant impact upon fire
2 services, sheriff services, libraries and schools. Fair share mitigation fees will be
3 paid pursuant to Riverside County Ordinance No. 659 and State- mandated school
4 impact fees.

5 14. The Di Tommaso Property Alternative Site's impact on recreation is the same as
6 compared to the proposed Project. Will have no impact upon existing recreational
7 facilities. Project will pay fair share mitigation fees for regional parks and trails
8 pursuant to Ordinance No. 659.

9 15. The Di Tommaso Property Alternative Site's transportation and traffic impact is
10 the same as compared to the proposed Project. This alternative will generate
11 8,540 trips daily. Impacts will be less than significant with implementation of
12 mitigation. Cumulative impacts will be significant due to uncertain timing of
13 required off-site improvements.

14 16. The Di Tommaso Property Alternative Site's impact on utilities is the same as
15 compared to the proposed Project. This alternative will generate approximately
16 2,939.78 tons of solid waste annually, but will have no significant impact and no
17 significant effect on water and sewer services.

18 17. The Di Tommaso Property Alternative Site's regional element impact is the same
19 as compared to the proposed Project. This alternative will generate approximately
20 the same number of jobs and will have a positive impact upon area's job/housing
21 ratio. No significant impact.

22 18. The Di Tommaso Site and the March JPA Meridian Specific Plan Site (below)
23 have similar benefits to each other. Both alternatives will have no change from
24 the proposed Project with regards to the regional element because both
25 alternatives generate approximately the same number of jobs and will have a
26 similar positive impact on the area's job-to-housing ratio. (Draft EIR, p. 6.0-56.)
27 Both Projects meet some Project objectives. However, neither alternative is
28

1 environmentally superior to the proposed Project, and neither alternative is
2 superior to the proposed Project with regards to the Project objectives. Therefore,
3 neither of these alternatives are further considered for development in lieu of the
4 proposed Project.

5 C. March JPA Meridian Specific Plan Alternative Site

- 6 1. This alternative considers the development of the proposed Project on an
7 alternative site: site in the developing March JPA Meridian Specific Plan, located
8 west of Interstate 215 and both north and south of Van Buren Boulevard. (Draft
9 EIR, p. 6.0-42.)
- 10 2. The March JPA Meridian Specific Plan Alternative Site's aesthetics impact is the
11 same as compared to the proposed Project. This alternative will result in the
12 development of vacant parcels with business park and warehouse/ distribution
13 buildings. Although Project design will not be subject to design and landscaping
14 guidelines in the MLCC Design Guidelines (see discussion on Draft EIR pages
15 1.0-14, 3.0-18, 6.0-32, and Draft EIR Appendix K), the March Business Center
16 Design Guidelines applicable within the Meridian Specific Plan will provide
17 similar design and landscaping requirements. Potential impacts will be below the
18 level of significance.
- 19 3. The March JPA Meridian Specific Plan Alternative Site's air quality impact is the
20 same as compared to the proposed Project. This alternative will exceed
21 SCAQMD regional short-term threshold for ROG and NOx, regional long-term
22 threshold for ROG,NOx, and CO, and localized short-term threshold for PM-10
23 and PM-2.5. It will also exceed significance thresholds for cancer risk due to
24 diesel exhaust. This alternative's air quality impact is cumulatively significant. It
25 contributes to exceedance of air quality standards and cumulative cancer risk due
26 to diesel exhaust. This alternative in combination with statewide, national, and
27 international emissions could cumulatively contribute to a change in Earth's
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1 climate, i.e., global climate change.

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- 3 4. The March JPA Meridian Specific Plan Alternative Site's biological resources
- 4 impact is the same as compared to the proposed Project. Project development will
- 5 likely result in potential loss of Burrowing Owl habitat and raptor foraging
- 6 habitat. No significant effect, with mitigation.
- 7 5. The March JPA Meridian Specific Plan Alternative Site's cultural resources
- 8 impact is the same as compared to the proposed Project. No significant effect
- 9 with same mitigation measures as the proposed Project.
- 10 6. For geology and soils, the March JPA Meridian Specific Plan Alternative Site's
- 11 impact is the same as compared to the proposed Project. Standard of conditions
- 12 of approval and compliance with regulatory requirements will reduce impacts to
- 13 below the level of significance.
- 14 7. For hazards and hazardous materials impact, the March JPA Meridian Specific
- 15 Plan Alternative Site is the same as compared to the proposed Project. Hazardous
- 16 materials, emissions and contaminants for the proposed Project would be
- 17 approved and monitored by Riverside County Health Department and state and
- 18 federal agencies. Impacts will be less than significant.
- 19 8. The March JPA Meridian Specific Plan Alternative Site's impact on hydrology
- 20 and water quality is the same as compared to the proposed Project. No Significant
- 21 Effect, as storm drainage facilities will be constructed and mitigation measures
- 22 implemented.
- 23 9. The March JPA Meridian Specific Plan Alternative Site's impact on land use and
- 24 planning is worse compared to the proposed Project. This alternative is not
- 25 consistent with land use designation and zoning and surrounding land use
- 26 designations and zoning.
- 27 10. The March JPA Meridian Specific Plan Alternative Site's impact to mineral
- 28 resources is the same as compared to the proposed Project. No mineral resource

1 potential for the Project site and thus no environmental impacts.

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- 3 11. The March JPA Meridian Specific Plan Alternative Site's impact on noise is
- 4 worse as compared to the proposed Project. Project site and surrounding area
- 5 subject to airport noise from March Air Base. The March JPA Meridian Specific
- 6 Plan Alternative Site's impacts are also cumulatively significant. Existing
- 7 environment along some road segments are above outdoor noise standards,
- 8 Project will contribute to increased noise levels on these roads.
- 9 12. For population and housing impact, the March JPA Meridian Specific Plan
- 10 Alternative Site is the same as compared to the proposed Project. Project will not
- 11 result in the displacement of existing residents. Same positive impact upon jobs
- 12 to housing ratio.
- 13 13. The March JPA Meridian Specific Plan Alternative Site's impact to public
- 14 services is the same as compared to the proposed Project. No significant impact
- 15 upon fire services, sheriff services, libraries and schools. Fair share mitigation
- 16 fees will be paid pursuant to Riverside County Ordinance No. 659 and State-
- 17 mandated school impact fees.
- 18 14. The March JPA Meridian Specific Plan Alternative Site's impact on recreation is
- 19 the same as compared to the proposed Project. This alternative will have no
- 20 impact upon existing recreational facilities. Project will pay fair share mitigation
- 21 fees for regional parks and trails pursuant to Riverside County Ordinance No.
- 22 659.
- 23 15. The March JPA Meridian Specific Plan Alternative Site's impact on
- 24 transportation and traffic is the same as compared to the proposed Project. This
- 25 alternative will generate 8,540 trips daily. Impacts will be less than significant
- 26 with implementation of mitigation. Cumulative impacts of this alternative will be
- 27 significant due to uncertain timing of required off-site improvements.
- 28 16. The March JPA Meridian Specific Plan Alternative Site's impact on utilities is the

1 same as compared to the proposed Project. This alternative will generate
2 approximately 2,939.78 tons of solid waste annually, but will have no significant
3 impact and no significant effect on water and sewer services.

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5 17. For regional element impacts, the March JPA Meridian Specific Plan Alternative
6 Site is the same as compared to the proposed Project. This alternative will
7 generate approximately the same number of jobs and will have a positive impact
8 upon area's job/housing ratio. No significant impact.

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10 18. The Di Tommaso Site (above) and the March JPA Meridian Specific Plan Site
11 alternatives have similar benefits to each other. Both alternatives will have no
12 change from the proposed Project with regards to the regional element because
13 both alternatives generate approximately the same number of jobs and will have a
14 similar positive impact on the area's job-to-housing ratio. (Draft EIR, p. 6.0-56.)
15 Both Projects meet some Project objectives. However, neither alternative is
16 environmentally superior to the proposed Project, and neither alternative is
17 superior to the proposed Project with regards to the Project objectives. Therefore,
18 neither of these alternatives are further considered for development in lieu of the
19 proposed Project.

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21 D. Reduced Project Scope Alternative

22 1. This alternative proposes development of approximately 58.5 percent of the
23 building square footage requested by the proposed Project. Building coverage for
24 Plot Plan No. 17788, the 20.48 acre parcel would have a 223,027 square foot
25 building rather than the proposed 426,212 square foot building. Plot Plan No.
26 16979, the 11.01 acre parcel would have an 117,147 square foot building rather
27 than the proposed 200,734 square foot building. Plot Plan No. 18879, the 7.99-
28 acre parcel would have an 84,154 square foot industrial building rather than the
proposed 155,480 square foot building. Plot Plan No. 18877, the 12.75 acre
parcel would have 123,242 square feet of industrial buildings rather than the

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proposed 144,594 square feet of buildings. Plot Plan No. 18876, the 6.83 acre parcel would have a 61,253 square feet of industrial buildings rather than the proposed 97,010 square feet of buildings. Plot Plan No. 18875, the 5.99 acre parcel would have a 54,450 square foot industrial building rather than the proposed 104,210 square foot building. The balance of all the parcel sites would be developed as parking, storage, and landscaped area. (Draft EIR, p. 6.0-46.)

2. The Reduced Project Scope Alternative's aesthetic impact is the same as compared to the proposed Project. This alternative will result in the development of vacant parcels with business park and warehouse/ distribution buildings. Potential impacts will be below the level of significance.
3. The Reduced Project Scope Alternative's impact on air quality is better as compared to the proposed Project. Long term emissions will be less than proposed Project but will still exceed thresholds. This alternative will exceed significance thresholds for cancer risk due to diesel exhaust. The Reduced Project Scope Alternative's impacts are also cumulatively significant as it contributes to exceedance of air quality standards and cumulative cancer risk due to diesel exhaust. This alternative in combination with statewide, national, and international emissions could cumulatively contribute to a change in Earth's climate, i.e., global climate change; although the impacts would be less than those of the proposed Project.
4. The Reduced Project Scope Alternative's biological resources impact is the same as compared to the proposed Project. Project development will likely result in potential loss of Burrowing Owl habitat and raptor foraging habitat. No significant effect, with mitigation.
5. The Reduced Project Scope Alternative's cultural resources impact is the same as compared to the proposed Project. No significant effect with same mitigation measures as the proposed Project.

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6. The Reduced Project Scope Alternative's impact on geology and soils is the same as compared to the proposed Project. No significant geology and soil issues related to the Project site Standard of conditions of approval and compliance with regulatory requirements will reduce impacts to below the level of significance.
 7. The Reduced Project Scope Alternative's hazards and hazardous materials impact is the same as compared to the proposed Project. Hazardous materials, emissions and contaminants for the proposed Project would be approved and monitored by Riverside County Health Department and state and federal agencies. Impacts will be less than significant.
 8. The Reduced Project Scope Alternatives impact to hydrology and water quality is the same as compared to the proposed Project. No Significant Effect, as storm drainage facilities will be constructed and mitigation measures implemented.
 9. The Reduced Project Scope Alternative's impact on land use and planning is the same as compared to the proposed Project. This alternative is consistent with Jurupa Area Plan land use designation and zoning and surrounding land use designations and zoning.
 10. The Reduced Project Scope Alternative's impact on mineral resources is the same as compared to the proposed Project. No mineral resource potential for the Project site and thus no environmental impacts.
 11. The Reduced Project Scope Alternative's noise impact is better as compared to the proposed Project. This alternative is still cumulatively significant as existing environment along some road segments are above outdoor noise standards and the Project will contribute noise level increases, but less than that of proposed Project.
 12. The Reduced Project Scope Alternative's impact on population and housing is worse as compared to the proposed Project. Project will not result in the displacement of existing residents. Positive impact upon jobs to housing ratio will be less than proposed Project.

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13. The Reduced Project Scope Alternative's impact on public services is the same as compared to the proposed Project. No significant impact upon fire services, sheriff services, libraries and schools. However, less fair share mitigation fees will be paid pursuant to Riverside County Ordinance No. 659 and State-mandated school impact fees.
 14. The Reduced Project Scope Alternative's impact on recreation is the same as compared to the proposed Project. This alternative will have no impact upon existing recreational facilities. Project will pay fair share mitigation fees for regional parks and trails pursuant to Riverside County Ordinance No. 659.
 15. The Reduced Project Scope Alternative's impact on transportation and traffic is better as compared to the proposed Project. This alternative will generate approximately 41.5 percent fewer trips daily than the proposed Project. Impacts will be less than significant with implementation of mitigation. This alternative's cumulative impacts will be significant due to uncertain timing of required off-site improvements.
 16. The Reduced Project Scope Alternative's impact on utilities is better as compared to the proposed Project. This alternative will generate approximately 41.5 percent less solid waste annually, and considered to be less than significant impact. However, the Reduced Project Scope Alternative is the same as compared to the proposed Project with respect to water and sewer services as there would be no significant effect on water and sewer services.
 17. The Reduced Project Scope Alternative's regional element impact is worse as compared to the proposed Project. This alternative will generate a lesser number of jobs and will have a positive impact upon area's job/housing ratio. No significant impact.
 18. The Reduced Project Scope Alternative is the most environmentally superior to the proposed Project. (Id.; Draft EIR, p. 6.0-56.) The Reduced Project Scope

1 Alternative would introduce only 58.5% of the business park and
2 warehouse/distribution square footage that would be potentially built by the
3 proposed Project. As compared to the proposed Project, implementation of this
4 alternative would result in reduced daily traffic trips as well as associated air
5 emissions and noise resulting from development of the site. This alternative
6 would also have less of an impact upon local landfills due to a reduction in solid
7 waste generation. Project-related impacts to aesthetics, biological resources,
8 cultural resources, geology and soils, hazards and hazardous materials,
9 hydrology/water quality, land use and planning, mineral resources, public
10 services, and recreation will remain the same as the proposed Project under this
11 alternative. The Reduced Project Scope Alternative has slightly worse impacts
12 upon Population and Housing and Consistency with Regional Plans due to the
13 reduced number of jobs that will be created. Although Project-related impacts to
14 air quality and noise will be reduced under the Reduced Project Scope
15 Alternative, the Project's contribution to an existing exceedance of a significance
16 standard is still considered to be cumulatively significant. For this reason, this
17 alternative remains cumulatively significant with regard to air quality and noise
18 impacts. Cumulative transportation and traffic impacts due to the uncertainty of
19 the construction of regional improvements remain unchanged as compared to the
20 proposed Project. (Draft EIR, pp. 6.0-56 to 6.0-57.)

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22 19. The outcomes offered by the Reduced Project Scope Alternative are limited when
23 compared to the proposed Project, to the extent that the proposed alternative will
24 not optimize the economic potential of the undeveloped parcels within the Mira
25 Loma Commerce Center in compliance with the site's land use designation. (Draft
26 EIR, p. 6.0-57.) The alternative will also not create an array of new employment
27 opportunities to utilize the skilled labor pool within Riverside County as
28 compared to the proposed Project. (Draft EIR, p. 6.0-57.) The proposed

1 alternative also will not improve the economic development potential of the Mira
2 Loma area by utilizing the site's location and proximity to major interstate
3 transportation corridors pursuant to the Mira Loma Warehouse/Distribution
4 Center policy in the Jurupa Area Plan to the same extent as the proposed Project.
5 (Draft EIR, p. 6.0-57.) This alternative would not result in maximum utilization
6 of the land use as compared to the proposed Project. Therefore, although the
7 Reduced Project Scope Alternative is an environmentally superior alternative, it is
8 not feasible for the economic, social, technological, and other factors identified
9 above and thus is not being further considered for development in lieu of the
10 proposed Project. (Draft EIR, p. 6.0-57.)

11 **BE IT FURTHER RESOLVED** by the Planning Commission that it has balanced the benefits
12 of the project against the unavoidable adverse environmental effects thereof, and has determined that the
13 following benefits outweigh and render acceptable those environmental effects:

- 14 A. The proposed Project will optimize the economic potential of the currently undeveloped
15 parcels within the Mira Loma Commerce Center by developing the property in
16 compliance with the Project site's current land use designation. (Draft EIR, p. 3.0-18; see
17 also Draft EIR, p. 6.0-57 [noting that environmentally superior alternatives would not
18 optimize the economic potential of the undeveloped parcels].)
- 19 B. Development of the Project will generate additional employment opportunities for skilled
20 labor within Riverside County. (Draft EIR, p. 3.0-18.) Environmentally superior
21 alternatives would not create an array of new employment opportunities to utilize the
22 skilled labor pool within Riverside County to the same extent as the proposed Project
23 (See Draft EIR, p. 6.0-57.)
- 24 C. The proposed Project will maximize the site's existing location and proximity to major
25 interstate transportation corridors in the area, improving the economic development
26 potential of the area while utilizing existing transportation corridors. (Draft EIR, p. 3.0-
27 18.) Environmentally superior Project alternatives would not improve the economic
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1 development potential of the Mira Loma area by utilizing the site's location and
2 proximity to major interstate transportation corridors pursuant to the Mira Loma
3 Warehouse/Distribution Center policy in the Jurupa Area Plan to the same extent as the
4 proposed Project. (Draft EIR, p. 6.0-57.)

5 D. Currently, the proposed Project site is highly disturbed and vacant, covered by non-native
6 vegetation and gravel. The proposed Project will utilize architectural style to
7 complement the existing development and landscaping in order to create a cohesive
8 design and theme within the Mira Loma Commerce Center. (Draft EIR, pp. 3.0-18; 4.1-
9 3; 4.1-5 to 4.1-8.)

10 E. The Southern California Association of Governments (SCAG) has determined that a
11 balance between an adequate supply of housing to employment opportunities is an overall
12 benefit. Currently, SCAG estimates that the unincorporated area of Western Riverside
13 County is Projected to be a jobs-poor area and will be housing-rich within the Jurupa
14 area. The proposed Project will bring additional jobs to the area, thereby contributing to a
15 better overall jobs-to-housing balance. (Draft EIR, pp. 5.0-4 to 5.)

16 F. Consistent with the California Legislature's intent in passing SB 375, co-locating jobs
17 and housing will reduce overall air quality emissions and greenhouse gas emissions by
18 reducing commuter trip length and, thus, reducing total vehicle miles traveled. (See Draft
19 EIR, pp. 4.3-21 to 4.3-32.)

20 G. The Project site is currently designated for Community Development: Light Industrial
21 (CD: LI) (0.25-0.60 Floor Area Ratio) use pursuant to the RCIP General Plan's Jurupa
22 Area Plan. The Project further implements the County of Riverside's land use planning
23 goals by placing the proposed Project within a designated area that is compatible with
24 such development. (Draft EIR, pp. 3.0-17 to 3.0-18; Draft EIR, pp. 4.9-3 to 4.9-4.)

25 H. The alternative locations to the Project site at the Di Tommaso Site and the March JPA
26 Meridian Specific Plan Site meet some Project objectives; however, neither alternative is
27 environmentally superior to the proposed Project, and neither alternative is superior to the
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1 proposed Project with regards to the Project objectives. (Draft EIR, p. 6.0-56.)

- 2 I. The proposed Project is located within an existing 288-acre industrial park, the Mira
3 Loma Commerce Center. (Draft EIR, p. 3.0-1.) This industrial park was formed
4 approximately two decades ago, in 1990. (Draft EIR, p. 3.0-1.) The Project will build-
5 out the remaining vacant parcels in the industrial park and will be surrounded by other
6 developed parcels. (Draft EIR, p. 3.0-6.) Therefore, the Project will avoid urban sprawl
7 into previously undeveloped areas. (See *id.*)

8 **BE IT FURTHER RESOLVED** by the Planning Commission that the State CEQA Guidelines
9 (Section 15126 (g)) requires an EIR to discuss how a proposed project could directly or indirectly lead to
10 economic, population, or housing growth. A project may be growth-inducing if it removes obstacles to
11 growth, taxes community service facilities or encourages other activities which cause significant
12 environmental effects. The discussion is as follows:

13 A. Economic, Population, or Housing Growth

- 14 1. Urbanization of the Project site could potentially influence continued
15 development within adjacent properties by providing or extending roadways,
16 extending water and sewer service, or providing utility and energy services to the
17 immediate area. This could eliminate potential constraints for future development
18 in this area. (Draft EIR, p. 6.0-29.)
- 19 2. If access to the area were limited, improvement of roadways into the area might
20 encourage development of vacant land. However, the proposed Project site
21 currently has access from existing paved streets within the developed portion of
22 the Mira Loma Commerce Center and adjacent areas. These existing roads
23 currently provide access to various portions of the Project site. No new paved
24 access roads will be constructed to serve the Project vicinity. Since these roads
25 currently provide access to vacant land near the site, they would support the
26 development within vicinity of the Project, with or without the proposed Project.
27 (Draft EIR, p. 6.0-29.)
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3. Potable water will be provided to the proposed development by the Jurupa Community Services District. A system of water lines was constructed on the site through the development of the Mira Loma Commerce Center in the early 1990s. These facilities will be utilized by the proposed Project for the provision of water throughout the Project. The proposed Project will tie into these existing water lines. Based on the Water Supply Assessment created for the EIR, JCSD has sufficient water supplies for the Project from JCSD's existing and planned entitlements and resource conservation programs. No new or expanded entitlements are expected as a result of the proposed Project. Since potable water pipelines currently exist at the site, there will be no requirement to extend water lines past properties without current potable water service. Therefore, the proposed Project will not increase the number of parcels where water service is currently available. (Draft EIR, p. 6.0-29.)

4. Sewer lines were also constructed on the Project site during the development of the Mira Loma Commerce Center in the early 1990s. These facilities will be utilized by the proposed Project for the provision of sewer service throughout the Project. No new or expanded entitlements are expected as a result of the proposed Project. Since sewer lines currently exist at the site, there will be no requirement to extend sewer lines past properties without sewer service. Therefore, the proposed Project will not increase the number of parcels where sewer service is currently available. (Draft EIR, pp. 6.0-29 to 6.0-30.)

5. As discussed in the Consistency with Regional Plans section of the EIR (Section 5.0 of the Draft EIR) the proposed Project can be projected to generate between 567 and 1,101 employees. (Draft EIR, p. 6.0-30.) The creation of 567 new employees (*i.e.*, jobs) comprises 0.09% of the forecasted employment for the Subregion in 2015 and 0.07% in 2025. For the unincorporated areas of the Western Riverside County, the Project will constitute 0.29% of the forecasted

1 employment in 2015 and 0.21% in 2025. (Draft EIR, p. 6.0-30.) The creation of
2 1,101 new employees (*i.e.*, jobs) comprises 0.17% of the forecasted employment
3 for the Subregion in 2015 and 0.13% in 2025. For the unincorporated areas of the
4 Western Riverside County, the Project will constitute 0.56% of the forecasted
5 employment in 2015 and 0.40% in 2025. (Draft EIR, p. 6.0-30.)

6 6. The SCAG region as a whole is Projected to have 1.39 jobs per housing unit in
7 2025 under SCAG's *2004 RTP Growth Forecast*. (Draft EIR, p. 6.0-30.) The
8 jobs/housing ratio for Western Riverside County is projected to be 1.04 in 2010
9 and 2015, 1.05 in 2020 and 1.06 in 2025. Therefore, Western Riverside County is
10 projected to be a jobs/housing balanced area. However, the jobs/housing ratio for
11 the unincorporated portion of the Western Riverside County subarea is projected
12 to be 0.63 in 2010, 0.67 in 2015, 0.69 in 2020 and 0.71 in 2025. This indicates
13 that the unincorporated portion of Western Riverside County is projected to be a
14 jobs-poor area. Overall, SCAG's *The New Economy and Jobs/Housing Balance*
15 *in Southern California* Projects the Jurupa area, within which the proposed
16 Project is located, will be housing-rich in 2025, while the areas immediately south
17 and east (Riverside, Corona, and Norco and Moreno Valley) will be jobs-rich and
18 the areas immediately north and west (San Bernardino County) will be very jobs-
19 rich. According to the RCIP General Plan, the most populated unincorporated
20 area of the County is the Jurupa Area Plan, with approximately 22 percent of the
21 population and 30 percent of the employment. (Draft EIR, p. 6.0-30.)

22 7. According to the RCIP General Plan, new employees from commercial and
23 industrial development, and new population from residential development
24 represent direct forms of growth. These direct forms of growth have a secondary
25 effect of expanding the size of local markets and inducing additional economic
26 activity in the areas. (Draft EIR, p. 6.0-30.)

27 8. Due to the economic impacts of the proposed Project, it can be concluded that the
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1 Project will have some growth-inducing impacts. However, because the proposed
2 Project is consistent with the Project site's General Plan land use designations;
3 will not require the extension of infrastructure into an area that currently lacks
4 water and sewer lines and roads; and will not require the development of new
5 water sources or the expansion of sewer treatment facilities; these growth
6 inducing impacts are not considered to be significant. (Draft EIR, p. 6.0-31.)
7

8 **BE IT FURTHER RESOLVED** by the Planning Commission that the Project will implement
9 applicable elements of the Riverside County General Plan as follows:

10 A. Land Use Element

11 Development of the site is permitted by the Riverside County's Community
12 Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) land use
13 designation. The Project is therefore consistent with the Land Use Element in that
14 the property would be developed in accordance with the Community
15 Development Foundation Component land use designation applied to the site by
16 the General Plan, and in accordance with the Community Development: Light
17 Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) land use designation applied to
18 the site by the Jurupa Area Plan.

19 B. Circulation Element

20 The Project will construct or contribute its fair share of the costs associated with
21 the construction of signalization intersections, the improvement of certain
22 intersections and/or the construction of additional turn lanes. As described above,
23 the Project will implement mitigation measures that address Project-specific and
24 cumulative transportation and traffic impacts, and based thereon, the Planning
25 Commission finds that the Project is consistent with the General Plan Circulation
26 Element. All required improvements that are directly attributable to the Project
27 would be constructed as part of the Project and costs would be contributed for
28 improvements to affected off-site roadways through payment of the

1 Transportation Uniform Mitigation Fees (TUMF), Mira Loma Road and Bridge
2 Benefit District, Zone A fees and Development Impact Fees (DIF).

3
4 C. Multipurpose Open Space Element

5 The Multipurpose Open Space Element of the RCIP General Plan describes an
6 open space system which includes methods for the acquisition, maintenance, and
7 operation of a variety of open spaces. The County's open spaces are utilized for
8 visual relief, natural resources protection, habitat protection, recreational uses, and
9 protection from natural hazards for public health and safety. A review of the
10 Multipurpose Open Space Element indicates that the Project site is primarily
11 designated as urban built-up land. Based on this determination, it is reasonable to
12 conclude that this land is not included in the inventory of areas of significant open
13 space and conservation value. (Draft EIR, p. 4.9-6.)

14 D. Safety Element

15 The Safety Element of the RCIP General Plan indicates that the subject property
16 is not located within a 100 or 500-year flood plain area (General Plan Figure S-9,
17 100- and 500- Year Flood Hazard Zones) or within an area of low liquefaction
18 susceptibility.

19 E. Noise Element

20 The EIR assesses the full range of concerns with regards to the projected noise
21 impacts associated with the Project. As described above, the Project will
22 implement mitigation measures that address Project-related noise impacts, and
23 based thereon, the Planning Commission finds that the Project is consistent with
24 the RCIP General Plan Noise Element.

25 F. Housing Element

26 The Project is consistent with the land use designations. The site does not
27 currently contain housing, is not designated by the RCIP General Plan to provide
28 housing, and the Project does not propose housing; therefore, the Housing

1 Element is not applicable to the Project site. The Project also would not disrupt or
2 divide any established community because the Project site is is composed of
3 vacant in-fill lots located within the Mira Loma Commerce Center (MLCC), an
4 existing industrial park.

5
6 G. Air Quality Element

7 The Project is required to implement mitigation measures intended to reduce
8 direct air quality impacts to the greatest feasible extent. Implementation of the
9 mitigation measures would ensure consistency with the Air Quality Element. Not
10 unlike other development projects in Riverside County, and as disclosed in the
11 EIR prepared for the RCIP General Plan, direct and cumulative air quality impacts
12 would remain significant and unmitigable. Although the Project will have
13 significant direct air quality impacts and its contribution to air quality impacts is
14 cumulatively considerable, mitigation measures presented would reduce those
15 impacts to the greatest extent possible, in conformance with SCAQMD, EPA, and
16 CARB requirements.

17 H. Administration Element

18 The Administration Element contains information regarding the structure of the
19 General Plan as well as general planning principles and a statement regarding the
20 vision for Riverside County. No policy directives are included in this Element.

21 **BE IT FURTHER RESOLVED** by the Planning Commission that the Project is in
22 conformance with the conservation requirements of the Western Riverside County Multiple Species
23 Habitat Conservation Plan (MSHCP) in that:

- 24 A. The Project site is not located within a MSHCP Criteria Area and as such is not
25 designated for conservation by the MSHCP. Thus, the Project would not conflict with
26 Reserve Assembly, because the Project site is not identified for conservation.
- 27 B. The proposed Project complies with the policies of Section 6.1.2 of the MSHCP that
28 protect species associated with vernal pools and riparian/riverine areas. No vernal pools

1 and no riparian/riverine areas exist on the Project site; therefore no vernal pool and no
2 riparian/riverine species are expected to occur. Section 6.1.2 of the MSHCP focuses on
3 protection of riparian/riverine areas and vernal pool habitat types based on their value in
4 the conservation of a number of MSHCP covered species, none of which has any
5 potential to occur on the Project site. (Draft EIR, p. 4.4-12.)

- 6 C. Within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific
7 focused surveys for Narrow Endemic Plant Species are required. (Draft EIR, p. 4.4-12.)
8 The Project site is located within the Narrow Endemic Plant survey area for the Brand's
9 phacelia (*Phacelia stellaris*) (Area 7) as shown on Figure 6-1 of the MSHCP. (*Id.*)
10 However, the Conservation Summary Report Generator identified three narrow endemic
11 plan species, San Diego ambrosia (*Ambrosia pumila*), Brand's phacelia (*Phacelia*
12 *stellaris*) and San Miguel savory (*Satureja chandleri*) as potentially occurring on the
13 Project site. (*Id.*) Section 6.1.3 of the MSHCP describes the habitat for the San Diego
14 ambrosia as being open floodplain terraces or in the watershed margins of vernal pools.
15 (*Id.*) San Miguel savory habitat consists of coastal sage scrub, chaparral, cismontane
16 woodland, riparian woodland, and valley and foothill grasslands. (*Id.*) Habitat for
17 Brand's phacelia is described as sandy washes and/or benches in alluvial flood plains.
18 (*Id.*) A Narrow Endemic Plant Species Habitat Assessment, dated August 15, 2009, was
19 completed for the Brand's Phacelia, San Miguel Savory and San Diego Ambrosia by
20 Ecological Sciences, Inc. (Final EIR, p. 1.0-52.) Suitable habitat to support Brand's
21 phacelia, San Miguel savory, or San Diego ambrosia was not recorded onsite during the
22 survey effort, which was conducted in July 2009. (*Id.*) Given the site's exposure to
23 extensive anthropogenic disturbances associated with historic mass grading,
24 infrastructure development, and recurring weed abatement activities, absence of sandy
25 washes and/or benches associated with alluvial flood plains, dense coverage of non-
26 native vegetation and extreme rarity of the species, Brand's phacelia is not expected to
27 occur on the subject parcels. (*Id.*) Likewise, due to the absence of rocky, gabbroic and
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1 metavolcanic substrates within coastal sage scrub, chaparral, cismontane woodland,
2 riparian woodland, and valley and foothill grasslands, San Miguel savory is not expected
3 to occur on site. (*Id.*) Finally, given the absence of open floodplain terraces, vernal
4 pools, sparse non-native grasslands or ruderal habitats in association with river terraces,
5 vernal pools, and/or alkali playas, the San Diego ambrosia is also not expected to occur
6 on the subject site due to lack of suitable habitat. (*Id.*) Based on the lack of suitable
7 habitat for San Diego ambrosia, Brand's phacelia and San Miguel savory on the Project
8 site and the lack of any NEPSSA species being observed during biological surveys, the
9 Project is consistent with MSHCP Section 6.1.3. (Draft EIR, p. 4.4-13.)

10 Based on the lack of suitable habitat for San Diego ambrosia, Brand's phacelia and San
11 Miguel savory on the Project site and the lack of any NEPSSA species being observed
12 during biological surveys, the Project is consistent with MSHCP Section 6.1.3. (Draft
13 EIR, pp. 4.4-12 to 4.4-13.)

- 14 D. Section 6.1.4 of the MSHCP sets forth guidelines which are intended to address indirect
15 effects associated with locating development in proximity to the MSHCP Conservation
16 Area, where applicable: Section 6.1.4 states that as the MSHCP Conservation Area is
17 assembled, "hard-line" boundaries shall be established and development may occur
18 adjacent to the MSHCP Conservation Area. Future development in proximity to the
19 MSHCP Conservation Area may result in Edge Effects that will adversely affect
20 biological resources within the MSHCP Conservation Area. To minimize such Edge
21 Effects, the following guidelines shall be implemented in conjunction with review of
22 individual public and private development Projects in proximity to the MSHCP
23 Conservation Area. (Draft EIR, p. 4.4-13.) The Project site is located approximately
24 2,000 feet west of Subunit 2 [Jurupa Mountains] of the Jurupa Area Plan (i.e., Criteria
25 Cell 2048). However, the land located between the Project site and Criteria Cell 2048
26 consists primarily of existing residential development. The Project site is also located
27 approximately 7,800 feet east of Subunit 3 [Delhi Sands Area] of the Jurupa Area Plan
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1 (i.e., Criteria Cell 2045). The land located between the Project site and Criteria Cell 2045
2 consists primarily of developed industrial land and Interstate 15. Due to the distance
3 between the proposed Project and proximate criteria cells, the urban/wildlands interface
4 guidelines set forth in Section 6.1.4 of the MSHCP is not applicable to the proposed
5 Project. (Draft EIR, p. 4.4-13.)

6 E. Pursuant to MSHCP Section 6.3.2, additional surveys for certain species are required if
7 the Project is located in criteria areas shown on Figure 6-2 (Criteria Area Species Survey
8 Area), Figure 6-3 (Amphibian Species Survey Areas With Critical Area), Figure 6-4
9 (Burrowing Owl Survey Areas With Criteria Area) and Figure 6-5 (Mammal Species
10 Survey Areas With Criteria Area) of the MSHCP. The Project site is located outside of
11 any Critical Area Species Survey Area (CASSA) for plants and mammals and no CASSA
12 plant species were observed during the focused surveys for the site. However, the Project
13 site is located within the area shown on Figure 6-4 (Burrowing Owl Survey) of the
14 MSHCP. The biological survey of the Project site found potentially suitable burrowing
15 owl habitat on all parcels within the proposed Project, however, burrowing owl was not
16 observed during either the 2002 biological survey of the site or the 2005 focused
17 burrowing owl survey. (Draft EIR, p. 4.4-13) It was also not observed in the 2009
18 focused burrowing owl survey, as described above. (Final EIR, p. 1.0-53.) Pursuant to
19 burrowing owl Objective 6 in Section B of the MSHCP Reference Document, a 30-day
20 pre-construction presence/absence survey for burrowing owl is required where suitable
21 habitat is present due to the presence of potential habitat on portions of the Project site. If
22 burrowing owls are present, they shall be relocated by passive or active relocation as
23 agreed to by the Riverside County Environmental Programs Department. (Draft EIR, p.
24 4.4-15.)

25 F. Pursuant to the MSHCP Conservation Objectives for DSFLF, the subject site is not
26 located within a MSHCP Criteria Area (Jurupa Area Plan), Cell, Special Linkage Area, or
27 Sub Unit for DSFLF. (Final EIR, p. 1.0-53.) However, portions of the site are mapped
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1 as containing Delhi Soils, a habitat component strictly associated with DSFLF. (*Id.*) The
2 Delhi Sands flower-loving fly is found at low numbers and is narrowly distributed within
3 the Plan Area. (*Id.*) This species is restricted by the distribution and availability of open
4 habitats within the fine, sandy Delhi series soils. (*Id.*) USFWS has identified three main
5 population areas are known to currently or to have at one time existed in the Plan Area.
6 (*Id.*) One is located in the northwestern corner of the Plan Area, a second is located in
7 the Jurupa Hills, and the third is located in the Agua Mansa Industrial Center area. (*Id.*)
8 According to the MSHCP, the Delhi Sands flower-loving fly requires a specific habitat-
9 type and will require site-specific considerations, protection and enhancement of this
10 limited habitat-type, and species-specific management to maintain the habitat and
11 populations. (*Id.*)

12 Pursuant to the MSHCP, conservation for the DSFLF within the Plan Area will occur
13 according to the process described in either Objective 1A, Objective 1B or Objective 1C.
14 (Final EIR, p. 1.0-53.) Under Objective 1A, surveys for the DSFLF will not be required
15 on a Project-by-Project basis. (*Id.*) Under Objectives 1B and 1C, Project-by-Project
16 surveys in accordance with USFWS "Interim General Survey Guidelines for the Delhi
17 Sands flower-loving fly" will be required. (*Id.*) Currently, Riverside County is only
18 implementing Objective 1B, in accordance with the USFWS-approved Section
19 10(a)(1)(B) permit, Federal Fish and Wildlife Permit No. TE088609-0, which states that
20 "The Permittees shall implement species Objective 1B for the Delhi Sands flower-loving
21 fly in accordance with Table 9-2 of the MSHCP." (Final EIR, pp. 1.0-53 to 1.0-54)
22 Pursuant to Objective 1B, if a Project site is determined to be occupied, seventy-five
23 percent conservation of the mapped Delhi soils and/or suitable habitat onsite would be
24 conserved. (Final EIR, p. 1.0-54.) If it is determined that seventy-five percent
25 conservation on the occupied site is infeasible or the USFWS concurs that such
26 conservation would not contribute to the long-term conservation of the species,
27 conservation may occur within the conservation areas identified in Objective 1A at a ratio
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1 of three-times-to-one (3:1) the mapped Delhi soils or subject to Service concurrence, the
2 habitat of the species as identified by survey biologist on the identified occupied site.

3 (*Id.*)

4 The discussion of Objective 1B states that "surveys shall be conducted for future Projects
5 within the approximately 5,100 acres of mapped Delhi Soils within the Plan Area."
6 (Final EIR, p. 1.0-54.) It further states that "it is understood that surveys would be
7 conducted within suitable habitat areas of the mapped Delhi soils as determined by the
8 surveying biologist." (*Id.*) As described above, the Project site remains highly altered
9 due to extensive anthropogenic disturbances and does not currently contain potential
10 DSFLF habitat for these reasons. (*Id.*) Therefore, pursuant to Objective 1B, focused
11 surveys for the DSFLF are not required and no onsite conservation is required, and the
12 proposed Project is consistent with the MSHCP's conservation objectives for the DSFLF.
13 (*Id.*)

- 14 G. Pursuant to Section 6.4 of the MSHCP, fuel management is required to be considered.
15 Because the Project site is not located adjacent to the MSHCP Conservation Area,
16 impacts of fuel management would not affect the Conservation Area.

17 **BE IT FURTHER RESOLVED** by the Planning Commission that Plot Plan No. 16979, Plot
18 Plan No. 17788, Plot Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan No.
19 18879 are consistent with the County of Riverside General Plan as adopted by the Riverside County
20 Board of Supervisors on October 7, 2003.

21 **BE IT FURTHER RESOLVED** by the Planning Commission that it has reviewed and
22 considered EIR No. 450 in evaluating the project, that EIR No. 450 is an accurate and objective
23 statement that complies with the California Environmental Quality Act and reflects the County's
24 independent judgment, and that EIR No. 450 is incorporated herein by this reference.

25 **BE IT FURTHER RESOLVED** by the Planning Commission that it **CERTIFIES** EIR No. 450
26 and **ADOPTS** the Mitigation Monitoring and Reporting Plan specified therein.

27 **BE IT FURTHER RESOLVED** by the Planning Commission that Plot Plan No. 16979, Plot
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1 Plan No. 17788, Plot Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan No.
2 18879, on file with the Clerk of the Board, including the final conditions of approval and exhibits, is
3 hereby approved for the real property described and shown in the plan, and said real property shall be
4 developed substantially in accordance with the plan, unless the plan is amended by the Planning
5 Commission.

6 **BE IT FURTHER RESOLVED** by the Planning Commission that copies of Plot Plan No.
7 16979, Plot Plan No. 17788, Plot Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot
8 Plan No. 18879 shall be placed on file in the Clerk of the Board, in the Office of the Planning Director,
9 and in the Office of the Building and Safety Director, and that no applications for other development
10 approvals shall be accepted for real property described and shown in the project, unless such
11 applications are substantially in accordance herewith.

12 **BE IT FURTHER RESOLVED** by the Planning Commission that the custodians of the
13 documents upon which this decision is based are the Clerk of the Board of Supervisors and the County
14 Planning Department and that such documents are located at 4080 Lemon Street, Riverside, California.
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27 G:\PROPERTY\MDUSEK\LRM\OBAYASHI_MIRA LOMA COMMERCE CENTER PLANNING COMMISSION EIR RESOLUTION FINAL-(11-16-
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**Attachment to:
RESOLUTION NO. 2010-006
Information Related to Square Footage in Sections A and E**

Section A (page 1): The EIR states that the Plot Plan 16979 would consist of approximately 200,706 square feet, consisting of approximately 190,706 square feet of warehouse space and 10,000 square feet of office space; the final Plot Plan exhibit is consistent with these approximations and shows that the final square footage will be 200,731 square feet, of which 190,731 square feet will be warehousing and 10,000 square feet will be office. (Draft EIR, Figures 1.0-6 and 3.0-7; Appendix B, Part 1 [Air Quality Impact Analysis] Figure 2; Appendix B, Part 2 [Health Risk Assessment] Figure 2; Appendix J [Traffic Study] Figures 2-B and 6-B.) Accordingly, this minor square footage clarification between the approximated square footage and the final square footage is a total of only 25 square feet, which amounts to a difference of only 0.01%. This clarification does not change the results of the EIR's environmental analysis, because the EIR and its technical appendixes fully and correctly analyzed Plot Plan 16979's full impact. First, and to give a worst-case approximation for impacts, both the traffic and air quality studies treated the entire acreage of Plot Plan 16979 as warehouse uses, and that acreage has not changed between the EIR and the final Plot Plan exhibit. (See Traffic Study at p. 4.2 and Air Quality Analysis, App. A [URBEMIS 2007 output files].) Additionally, both the traffic and air quality studies used the Plot Plan's full square footage for purposes of analysis. (Traffic Study at p. 4.2 [using 200.7 thousand square feet]; Air Quality Analysis, Appendix A [Urbemis 2007 Output Files] [using 200.71 thousand square feet].) Finally, the Health Risk Assessment likewise shows that it was based on the worst-case scenario square footage. (HRA App. A [Dispersion Modeling Parameters] [basing analysis on Plot Plan 16979 with 200,731 square feet].) Accordingly, the EIR's analyses and disclosures were based on an accurate square footage of Plot Plan 16979 and are fully adequate under CEQA. No recirculation of the EIR is required. (State CEQA Guidelines, § 15088.5 [Recirculation is only required where there is "significant new information" – meaning new significant impacts or other similar changes in the EIR's significance conclusions – and not when information "merely clarifies or amplifies" the EIR's analysis.])

Section E (page 2): Although the EIR says in several places that Plot Plan 18877 would be approximately 150,650 square total feet, consisting of 36,988 square feet of office uses and 113,662 square feet of storage, these figures are being clarified through these written findings to be consistent with the Plot Plan 18877 maps disclosed in the EIR. (E.g., Draft EIR Figures 1.0-8 and 3.0-9 [Depicting Plot Plan 18877]; Draft EIR App. B, Part 2 [Health Risk Assessment Depicting Plot Plan 18877].) Accordingly, Plot Plan 18877 shall consist only of the lesser square footage of approximately 144,594 square feet. This clarification does not change the results of the EIR's environmental analysis, because the EIR and its technical appendixes and analyses fully and correctly analyzed the 144,594 square feet figure – which included 92,094 square feet of storage and 52,500 square feet of office space. (E.g., Draft EIR p. 4.15-12 and Draft EIR App. J p. 4-1 through 4-2 [traffic analysis was based on total Plot Plan acreage and therefore accounted for all trips]; Draft EIR p. 4.3-37, Draft EIR App. B, Part 1, Final EIR § 5.0, App. A at pp. 71 and 79 [Air Quality Analysis accounted for all Project impacts, including full

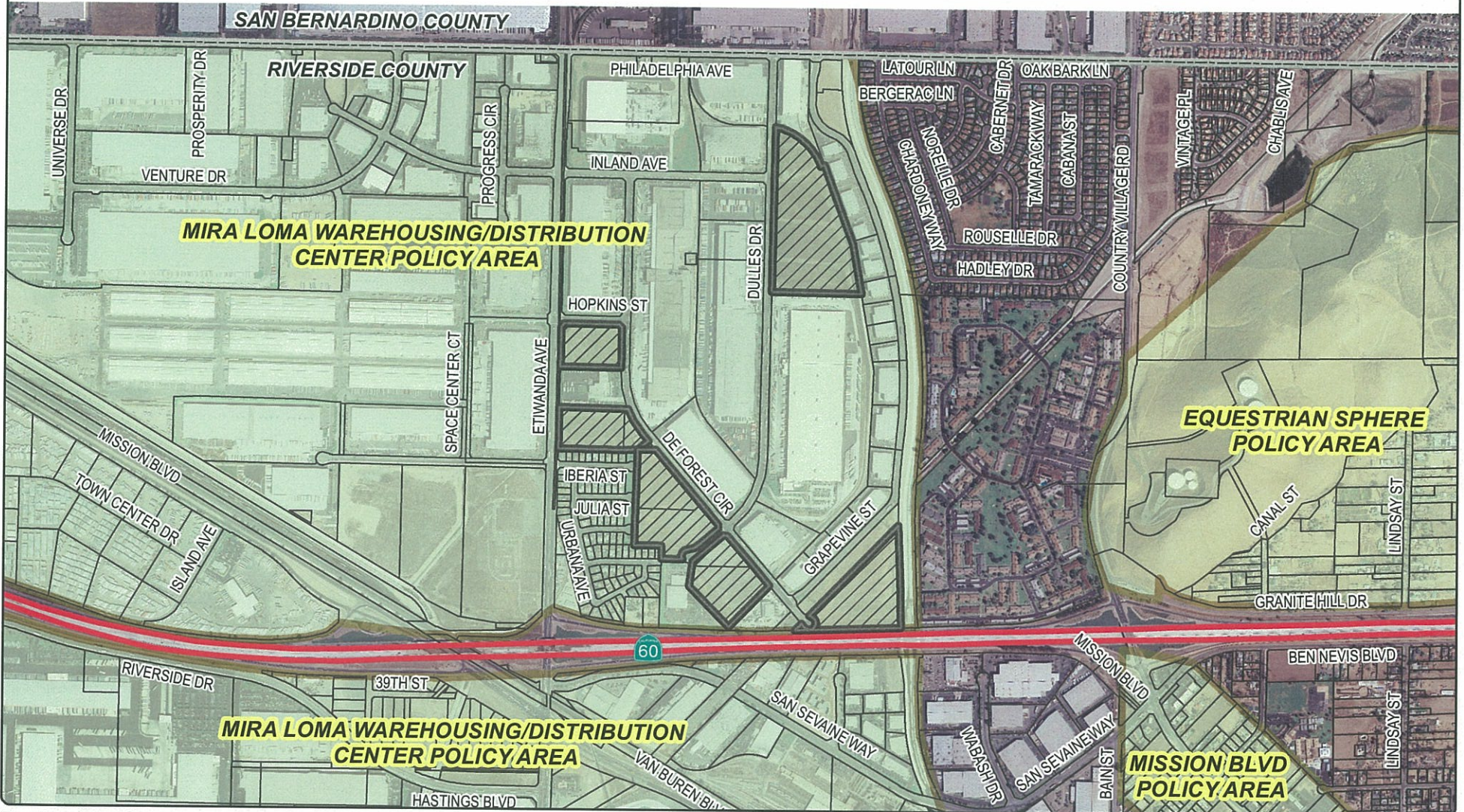
traffic counts for Plot Plan 18877].) Accordingly, the EIR's analyses and disclosures were based on the 144,594 square feet and are fully adequate under CEQA. Accordingly, no recirculation of the EIR is required. (State CEQA Guidelines, § 15088.5 [Recirculation is only required where there is "significant new information" – meaning new significant impacts or other similar changes in the EIR's significance conclusions – and not when information "merely clarifies or amplifies" the EIR's analysis.])

RIVERSIDE COUNTY PLANNING DEPARTMENT
 PP16979 PP17788 PP18875 PP18876 PP18877 PP18879 EIR00450

Supervisor Tavaglione
 District 2

VICINITY/POLICY AREAS

Date Drawn: 11/09/10
 Vicinity Map



Zoning District: Prado-Mira Loma
 Township/Range: T2SR6W
 Section: 4

Assessors Bk. Pg. 156-36
 Thomas Bros. Pg. 643 H5, H6, J5, J6
 Edition 2009

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>



RIVERSIDE COUNTY PLANNING DEPARTMENT
PP16979 PP17788 PP18875 PP18876 PP18877 PP18879 EIR00450

Supervisor Tavaglione
 District 2

Date Drawn: 11/09/10

LAND USE

Exhibit 1



TOTAL
65.05 AC

Zoning District: Prado-Mira Loma
 Township/Range: T2SR6W
 Section: 4



Assessors Bk. Pg. 156-36
 Thomas Bros. Pg. 643 H5, H6, J5, J6
 Edition 2009



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>

RIVERSIDE COUNTY PLANNING DEPARTMENT
 PP16979 PP17788 PP18875 PP18876 PP18877 PP18879 EIR00450

Supervisor Tavaglione
 District 2

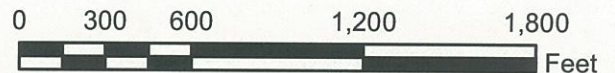
Date Drawn: 11/09/10
 Exhibit 2

EXISTING ZONING



Zoning District: Prado-Mira Loma
 Township/Range: T2SR6W
 Section: 4

Assessors Bk. Pg. 156-36
 Thomas Bros. Pg. 643 H5, H6, J5, J6
 Edition 2009



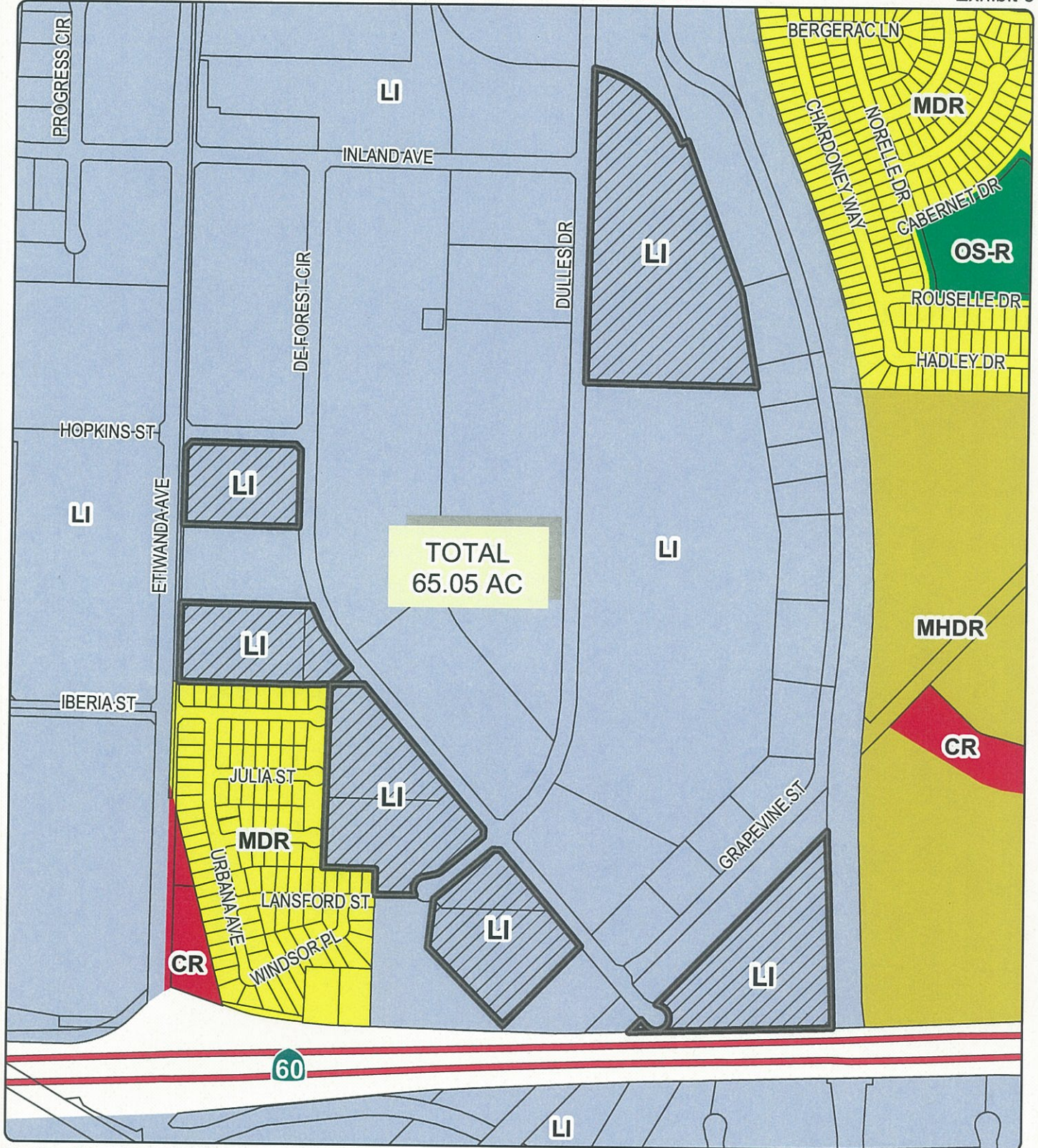
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RIVERSIDE COUNTY PLANNING DEPARTMENT
PP16979 PP17788 PP18875 PP18876 PP18877 PP18879 EIR00450

Supervisor Tavaglione
District 2

Date Drawn: 11/09/10
Exhibit 5

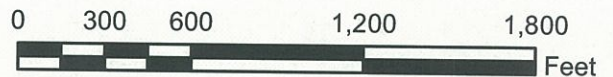
EXISTING GENERAL PLAN

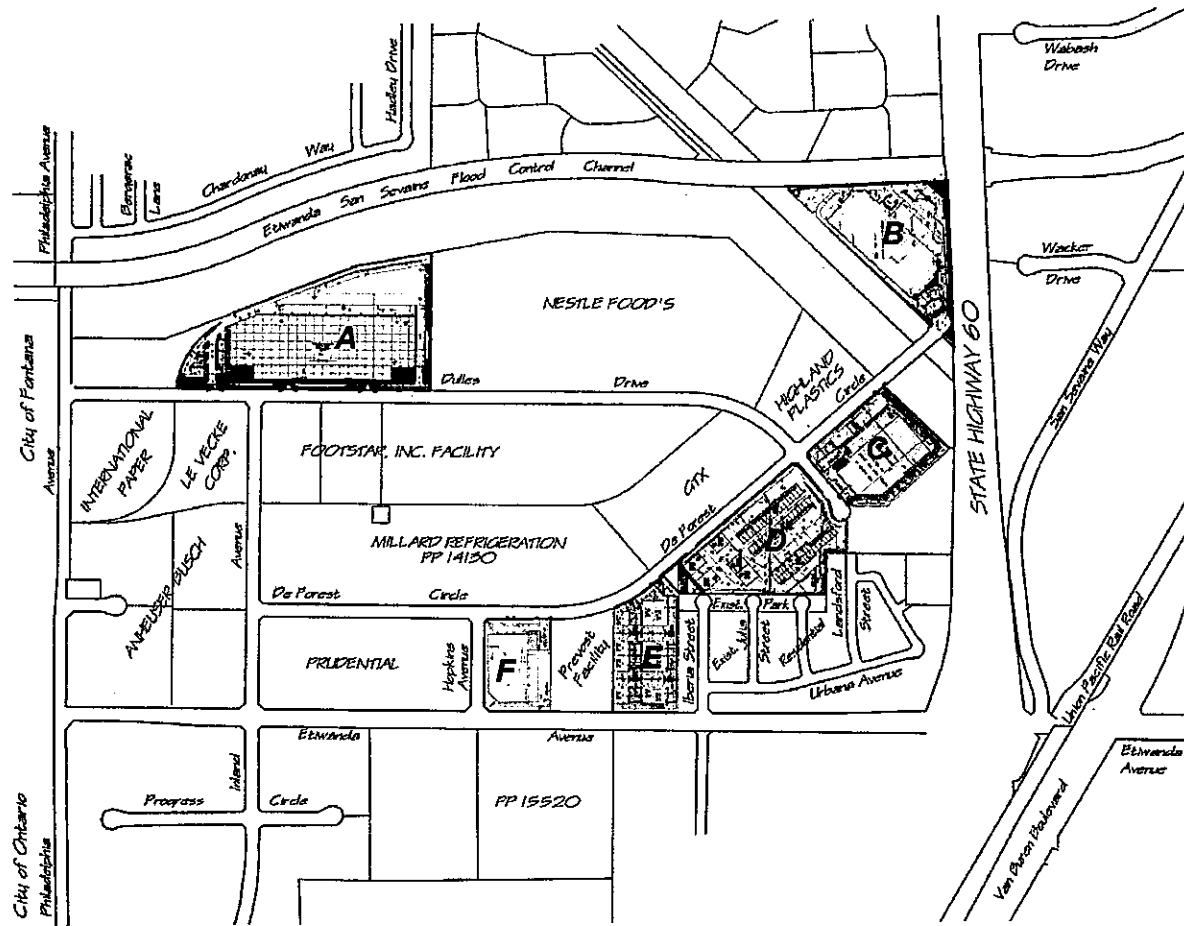


Zoning District: Prado-Mira Loma
Township/Range: T2SR6W
Section: 4

Assessors Bk. Pg. 156-36
Thomas Bros. Pg. 643 H5, H6, J5, J6
Edition 2009

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>





	DESCRIPTION ASSESSOR'S PARCEL NO.	ACREAGE (NET)
A	PLOT PLAN 17788 PAR. 8, 9 AND 10 OF PARCEL MAP 26365 APN # 156-360-014	18.73
B	PLOT PLAN 18979 PAR. 1 OF PARCEL MAP 26365 APN # 156-360-032	10.76
C	PLOT PLAN 18879 POR. OF PAR. 40 AND 41 OF PARCEL MAP 26365 APN # 156-360-031 APN # 156-360-041	7.99
D	PLOT PLAN 18877 PAR. 38 AND 39 OF PARCEL MAP 26365 APN # 156-360-027 APN # 156-360-028	11.4
E	PLOT PLAN 18876 POR. OF PAR. 37 OF PARCEL MAP 26365 APN # 156-360-020 APN # 156-360-021	6.49
F	PLOT PLAN 18875 PAR. 35 OF PARCEL MAP 26365 APN # 156-360-015	5.00



**Figure 1.0-4
MLCC Site Plan**



Source: AirPhotoUSA, January 2006



Not to Scale

Figure 1.0-3
Overall Project

LEGAL DESCRIPTION

PARCEL 1 OF PARCEL MAP 28356, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP OR FILE IN BOOK 172, PAGES 39 THROUGH 41, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM ALL MINERALS, OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, TOGETHER WITH THE RIGHT TO EXPLORE FOR, DEVELOP, PRODUCE AND EXTRACT THE SAME, BUT WITHOUT THE RIGHT OF ENTRY UPON THE SURFACE OF SAID REAL PROPERTY OR ANY PORTION OF SAID REAL PROPERTY ABOVE A PLANE 500 FEET BELOW THE PRESENT SURFACE OF SAID REAL PROPERTY, AND IN SUCH A MANNER AS NOT TO DAMAGE THE SURFACE OF SAID REAL PROPERTY, AS RESERVED BY JAMES F. LUTHERIDGE, A MARRIED INDIVIDUAL, BY DEED RECORDED JANUARY 20, 1988 AS INSTRUMENT NO 8236, OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM ALL MINERALS, OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, TOGETHER WITH THE RIGHT TO EXPLORE FOR, DEVELOP, PRODUCE AND EXTRACT THE SAME, BUT WITHOUT THE RIGHT OF ENTRY UPON THE SURFACE OF SAID REAL PROPERTY OR ANY PORTION OF SAID REAL PROPERTY ABOVE A PLANE 500 FEET BELOW THE PRESENT SURFACE OF SAID REAL PROPERTY, AND IN SUCH A MANNER AS NOT TO DAMAGE THE SURFACE OF SAID REAL PROPERTY, AS RESERVED BY FRED J. RUSSELL AND UNMARRIED INDIVIDUALS, BY DEED RECORDED JANUARY 28, 1988 AS INSTRUMENT NO 8227, OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM ALL MINERALS AND ALL MINERAL RIGHTS OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OR HEREAFTER DISCOVERED, INCLUDING, WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL AND GAS AND RIGHTS THEREIN WITH THE SAME, EXCLUSIVE AND PRORATA, BEHOLD TO EXPLORE FOR, REMOVE AND DISPOSE OF, SAID MINERALS BY ANY MEANS OR METHODS KNOWN TO GRANTEES, ITS SUCCESSORS AND ASSIGNS, BUT WITHOUT ENTRING UPON OR USING THE SURFACE OF THE LANDS HEREBY CONVEYED AND IN SUCH MANNER AS NOT TO DAMAGE THE SURFACE OF SAID LANDS OR INTERFERE WITH THE USE THEREOF BY GRANTEE, ITS SUCCESSORS OR ASSIGNS, WITHOUT THE PRIOR WRITTEN PERMISSION OF GRANTEE, ITS SUCCESSORS OR ASSIGNS, SHALL NOT CONDUCT ANY MINING ACTIVITIES OF WHATSOEVER NATURE ABOVE A PLANE OF FIVE HUNDRED FEET (500) BELOW THE SURFACE OF THE LANDS AS RESERVED BY SAID HYDROCARBON COOPERATION, A LEGAL CORPORATION, BY DEED RECORDED MAY 1, 1980 AS INSTRUMENT NO. 15898A, OFFICIAL RECORDS.

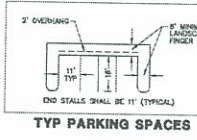
KEY

- F.H. = FIRE HYDRANT
- F.S. = FIRE SPRINKLER RISER
- DOC = DOUBLE DETECTOR CHECK & FIRE DEPARTMENT CONNECTION
- C.C. = IRRIGATION CONTROLLER
- L. = LANDSCAPE AREA
- S.L. = STREET LIGHT
- T. = TRANSFORMER PAD
- TR. = TRASH ENCLOSURE
- FL. = FIRE LAKE - SEE SHEET A-1, NOTE B. A.
- INDICATES WAREHOUSE EXT./ACCESS DOOR
- STANDARD PARKING SPACES
- COMPACT PARKING SPACES
- POLE MOUNTED LIGHT FIXTURE - SEE (S) FOR BASE
- INDICATES PROCK-OUT FOR FUTURE OPENING
- INDICATES PROCK-OUT FOR FUTURE OPENING
- INDICATES BRACED FRAME LOCATION

- UTILITY LINES:**
- NATURAL GAS - - - - -
 - SEWER - - - - -
 - WATER - - - - -
 - STORM DRAIN PIPE - - - - -

UTILITY PROVIDERS

- WATER** - JURUPA COMMUNITY SERVICES DISTRICT - (909) 855 - 7454
- SEWER** - JURUPA COMMUNITY SERVICES DISTRICT - (909) 855 - 7454
- GAS** - SOUTHERN CALIFORNIA GAS COMPANY - (909) 335 - 9782
- ELECTRIC** - SOUTHERN CALIFORNIA Edison - (909) 930 - 8483
- TELEPHONE** - SBC - (714) 566 - 5692



PLOT PLAN #16979
WORKING DRAWINGS

SITE DESCRIPTION

BUILDING #2

SITE AREA (NET) 10.76 AC. OR 468,586 S.F. (GROSS) 11.61 AC. OR 473,724 S.F.

EXISTING LAND USE: WAREHOUSE

BUILDING AREA: 200,739 S.F.

COVERAGE: 42.84%

OCCUPANCY: B1, F1, S1

TYPE OF CONSTRUCTION: 4 - 60' YARDS & FULLY SPRINKLERED

ALLOWABLE AREA IS UNLIMITED

CLEAR HEIGHT AT WALLS: 30'

CLEAR HEIGHT AT COLUNNS: 52'

PARKING REQUIRED:

OFFICE:	10,000 S.F. (1/250)	40 CARS
WAREHOUSE:	190,739 S.F. (1/1000)	191 CARS
MEDIAWALL:	5,000 S.F. (1/1000)	5 CARS
TOTAL:		236 CARS

PARKING PROVIDED: 236 CARS

STANDARD: 9'-0" x 18'-0" 231 CARS

HANDICAP: 8'-0" x 18'-0" (INC. 1 VAN SPACE) 2 CARS

[END SPACE: 11'-0" x 18'-0"]

COMPACT: 8'-4" x 18'-0" 27 CARS

[END SPACE: 10'-4" x 18'-0"]

LOADING SPACES: 16'-0" x 35'-0" 19 SPACES

BIKE RACK REQUIRED (1/25 CARS): 12 SPACES

BIKE RACK PROVIDED: 12 SPACES

LANDSCAPE REQUIRED (1/4 OF SITE AREA): 48,658 S.F.

LANDSCAPE PROVIDED: 48,658 S.F.

ON SITE: 50,790 S.F.

OFF SITE: 2,020 S.F.

BUILDING FULLY SPRINKLERED: ESFR SYSTEM

ZONE: M-W

ASSESSOR PARCEL NO.: 156-360-032

ADDRESS: (TO BE DETERMINED BY FOREST CIRCLE BUILDING USAGE (INDUSTRIAL & COMMERCIAL) ALLOWED UNDER THE ZONING CRITERIA.

FLOOD ZONE "C" (NOT IN 100 YR. FLOOD PLAIN).

EXIST. PARCEL NO. 02628 02008

EFFECTIVE DATE OF MAP: 11/25/76

THIS SITE IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD.

UTILITIES: - SEE LIST AT THE LEFT SIDE OF THE SHEET

WATER & WASTE: TO BE CONNECTED TO THE EXISTING JOINT WATER & SEWER LATERALS CAPPED INSIDE THE PROPERTY LINES.

LAND OWNER: 54 DE FOREST PARTNERSHIP L.P., 4100 NEWPORT PL., SUITE 750, NEWPORT BEACH, CA 92650

OTHER: MARC BERG (949) 263-1111

EXISTING TOPOGRAPHY SHOWN IS BASED ON PARCEL MAP 28356 AS PREPARED BY J.F. DAVIDSON ASSOCIATES, INC., MARCH 1991. DATUM IS 7000' ABOVE MEAN SEA LEVEL.

THE LAND IS NOT SUBJECT TO LIQUEFACTION, NOT WITHIN A GEOLOGIC HAZARD AREA, AND NOT WITHIN A SPECIAL STUDIES ZONE.

ALL IMPROVEMENTS TO BE PER COUNTY OF RIVERSIDE STANDARDS AND SPECS.

THIS PROJECT COMPLIES WITH ARTICLE 81 OF THE 2001 C.F.C.

THIS PROJECT DOES NOT PROPOSE ANY ABOVE/GROUND/UNDERGROUND FUEL TANKS, WASTE OIL, L.P.O. OR CHEMICAL TANKS. FUTURE TANKS WILL BE CONSIDERED BY THE COUNTY OF RIVERSIDE UNDER A SEPARATE PERMIT APPLICATION.

ALL SLOPES ARE 2:1 MAX. UNLESS OTHERWISE NOTED.

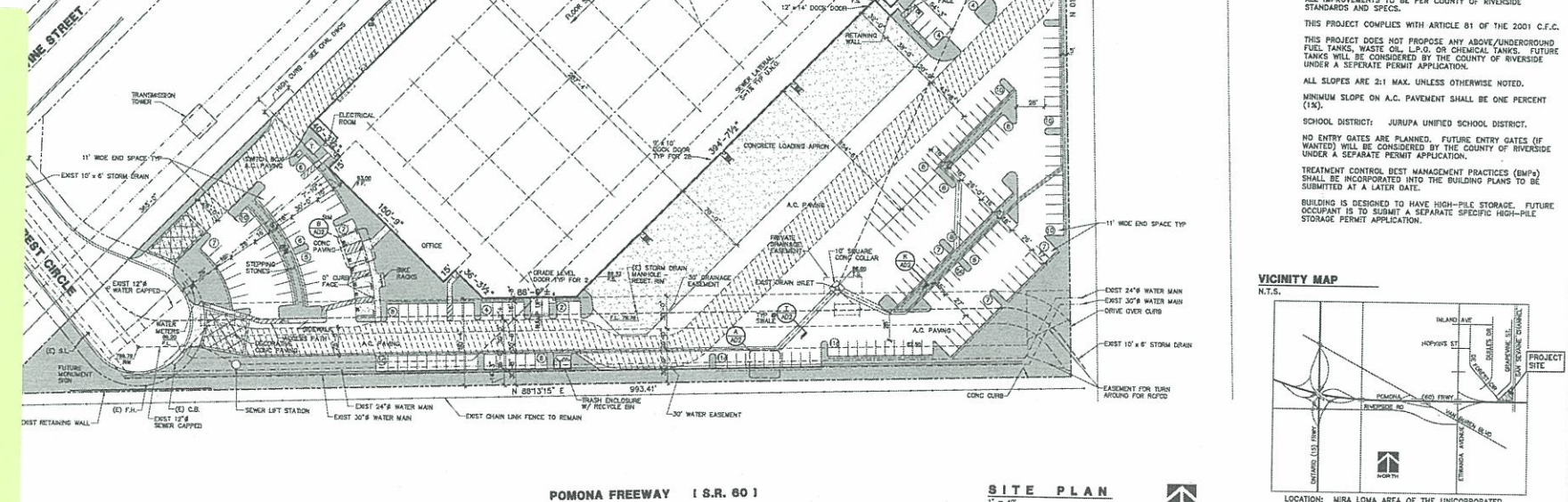
MINIMUM SLOPE ON A.C. PAVEMENT SHALL BE ONE PERCENT (1%).

SCHOOL DISTRICT: JURUPA UNIFIED SCHOOL DISTRICT.

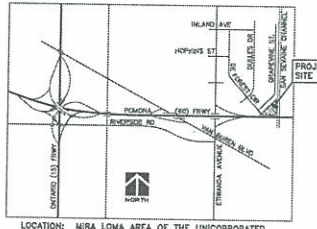
NO ENTRY GATES ARE PLANNED. FUTURE ENTRY GATES (IF WANTED) WILL BE CONSIDERED BY THE COUNTY OF RIVERSIDE UNDER A SEPARATE PERMIT APPLICATION.

TREATMENT CONTROL BEST MANAGEMENT PRACTICES (BMP'S) SHALL BE INCORPORATED INTO THE BUILDING PLANS TO BE SUBMITTED AT A LATER DATE.

BUILDING IS DESIGNED TO HAVE HIGH-PILE STORAGE. FUTURE OCCUPANT IS TO SUBMIT A SEPARATE SPECIFIC HIGH-PILE STORAGE PERMIT APPLICATION.



VICINITY MAP
N.T.S.



LOCATION: MIRA LOMA AREA OF THE UNINCORPORATED PORTION OF RIVERSIDE COUNTY. THOMAS BROS. MAPS, PAGE NO. 643 J6, 2005 EDITION

CASE #: PP16979, AMD. #2
EXHIBIT: A
DATED: 7/12/10
PLANNER: C. HINOJOSA

OWNER / APPLICANT
54 DeForest Partnership L.P.
c/o Investment Building Group
10000 Wilshire Blvd., Suite 1000
Beverly Hills, CA 90210
Phone: (310) 233-1111

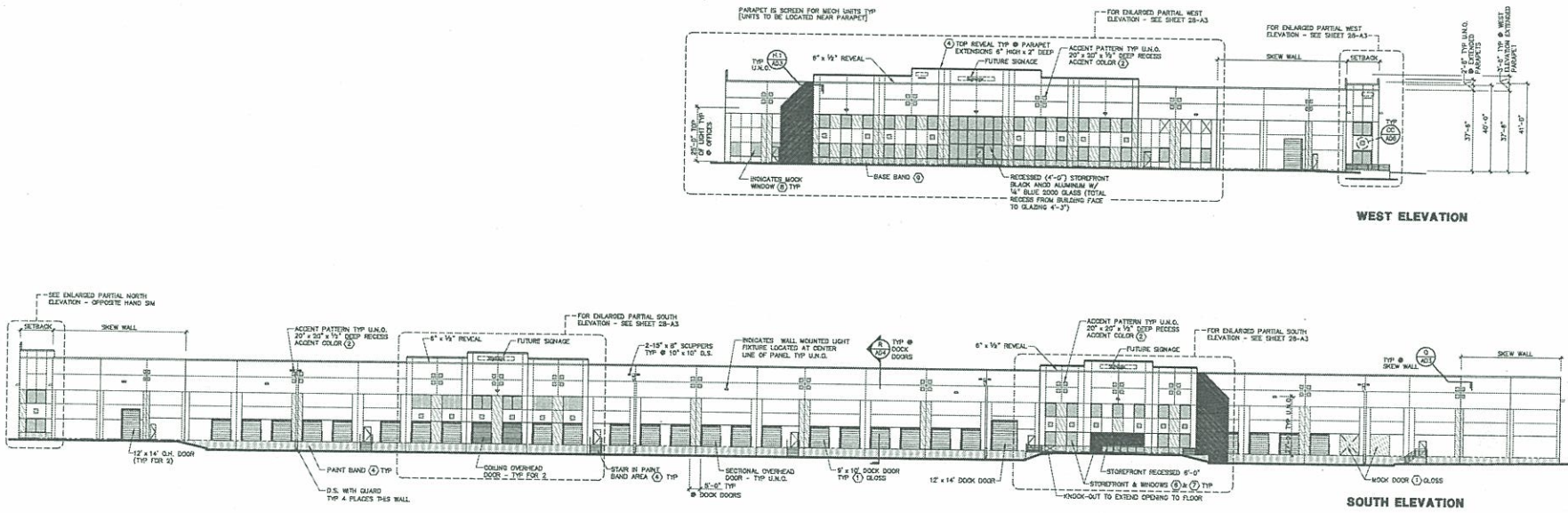
54 DE FOREST PROJECT
BUILDING 2B
MIRA LOMA, CALIFORNIA

WILLIAM SIMPSON & ASSOCIATES, INC.
ARCHITECTS • ENGINEERS • PLANNERS
17740 Wilshire Blvd., Suite 1000
Beverly Hills, CA 90210
Phone: (310) 233-1111

SP-1

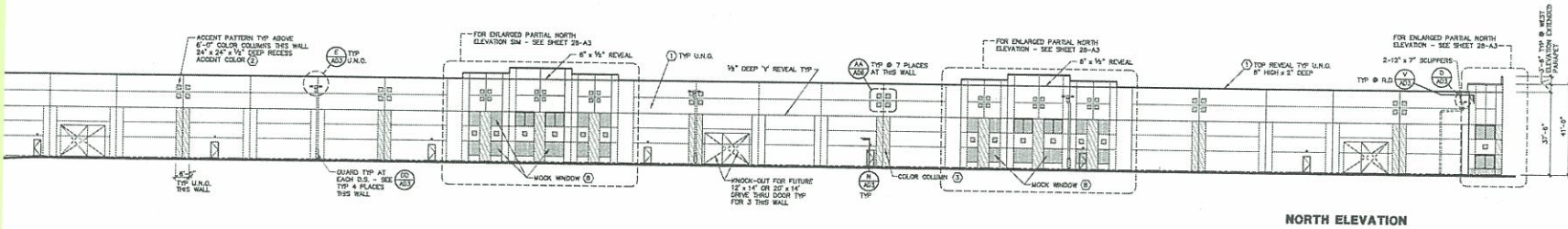
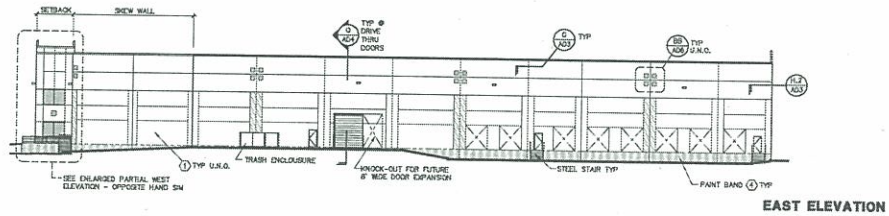
BUILDING 2B

CASE #: PP16979, AMD. #2
 EXHIBIT: B
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



COLOR SCHEDULE			
SYMBOL	NAME	DESCRIPTION	NUMBER
①	GARDENA	OFF WHITE	DEW37
②	AMERICANA	BRIGHT BLUE	DEB49
③	CHAMPANEL	TAN	DEC74
④	DESERT GRAY	LIGHT BROWN	DEC90
⑤	BLACK	BLACK	DEA87
⑥	-	BLACK ANODIZED MULLIONS	-
⑦	-	BLUE 2000 GLASS	-
⑧	NEWBURY PORT	BLUE BLACK	DES81
⑨	EXCLUSIVE IVORY	BEIGE	DEE81

- COLOR SCHEDULE NOTES:**
1. ALL PAINT COLORS SELECTED FROM DUNN-EDWARDS PAINTS, PERFECT PALETTE.
 2. OWNER SHALL MAKE FINAL COLOR SELECTIONS PRIOR TO ACTUAL PAINTING.
 3. ALL EXTERIOR LIGHT FIXTURES, SUPPORT BRACKETS AND POLES ARE TO BE BLACK.
 4. ALL INTERIOR WALLS AND EXPOSED COLUMNS (TO THE BOTTOM OF THE BEAMS) SHALL BE PAINTED. THE COLOR SHALL BE TRUSS COVER, JOURNAL. THE INTERIOR FACE OF DOOR DOORS SHALL BE PAINTED WITH SWAN WHITE, DEW46, IN SEMI-GLOSS.



EXTERIOR ELEVATIONS
 1" = 20'

OWNER / APPLICANT
54 DeForest Partnership L.P.
 270 Investment Building Group
 10000 Wilshire Blvd., Suite 2000
 Beverly Hills, CA 90210
 Phone: (310) 274-1111

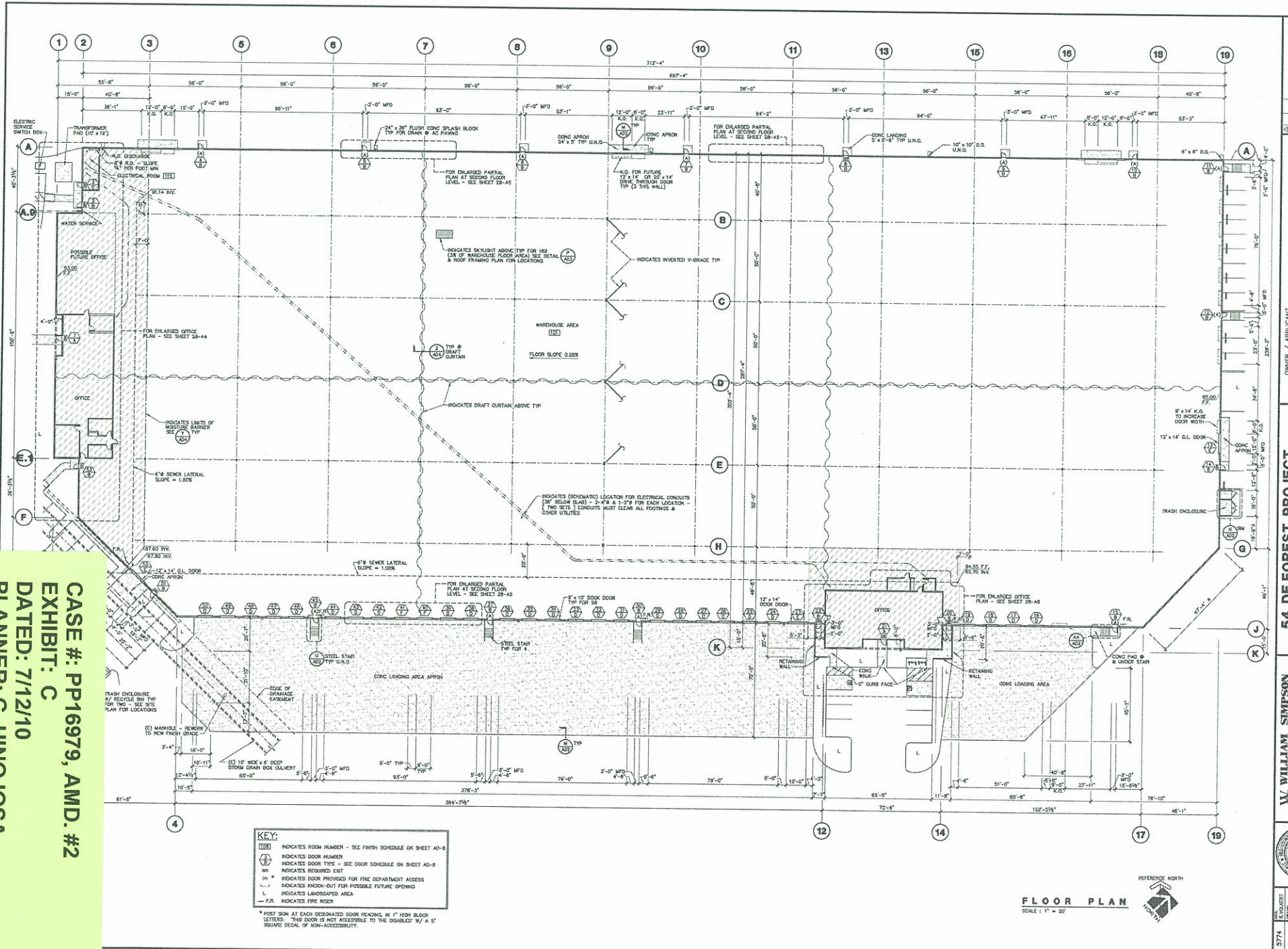
54 DE FOREST PROJECT
BUILDING 28
MIRA LOMA, CALIFORNIA
 ELEVATIONS

WILLIAM SIMPSON & ASSOCIATES, INC.
 ARCHITECTS • ENGINEERS • PLANNERS
 10000 Wilshire Blvd., Suite 2000
 Beverly Hills, CA 90210
 Phone: (310) 274-1111
 www.wsiac.com



DATE: 07/12/10
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 ELEVATION: EXTERIOR
 SHEET: 28-A2
 12/24/02

CASE #: PP16979, AMD. #2
 EXHIBIT: C
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



FLOOR PLAN
 SCALE 1" = 20'



OWNER / APPLICANT
54 DeForest Partnership L.P.
 276 Investment Building Group
 276 Investment Building Group, Newport Beach, California 92660
 Phone: (949) 833-1111 Fax: (949) 283-1103

54 DE FOREST PROJECT
BUILDING 28
MIRA LOMA, CALIFORNIA
 FLOOR PLAN

WILLIAM SIMPSON & ASSOCIATES, INC.
 ARCHITECTS • ENGINEERS • PLANNERS
 10000 Wilshire Blvd., Suite 1000
 Los Angeles, CA 90024
 Phone: (310) 441-8822
 Fax: (310) 441-8822
 www.williamsimpson.com

DATE: 12/24/07
 DRAWN BY: J. W. BART
 CHECKED BY: J. W. BART
 5774
28-A1
 BUILDING 28

PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	BRACHYTHON POPULINEUS	BOTTLE TREE	15 GAL	49	MUGOLS - L
	GHTALPA TASHKENTENSIS PINK DAWN	PINK DAWN GHTALPA	36"BOX	24	MUGOLS - L
	GLEDTISIA TRICANTHOS HERMIS SHADENASTER TM	SHADENASTER LOGUST	24"BOX	24	MUGOLS - L
	PNUS ELDARIGA	AFGHAN PINE	24"BOX	44	MUGOLS - L
	PNUS GALLERYANA BRADFORD	BRADFORD FLOWERING PEAR	24"BOX	5	MUGOLS - M
	RHUS LANCEA	AFRICAN SAMAG	15 GAL	18	MUGOLS - L
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	AGAVE AMERICANA	CENTURY PLANT	5 GAL	84	MUGOLS - L
	HEPERALCE PARVIFLORA	RED YUCCA	5 GAL	123	MUGOLS - L
	RHUS OVATA	SUGAR BUSH	5 GAL	84	MUGOLS - L
	TEGOMA STANS ANGIUSTATA	YELLOW BELLS	15 GAL	18	MUGOLS - L
	PESTRINISIA PRUTIGOSA	COAST ROSEMARY	5 GAL	75	MUGOLS - L
VINES/SPALLS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	MACFADYENA UNGUIS-CATI	YELLOW TRUMPET VINE	1 GAL	85	MUGOLS - L
SHRUB AREAS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	ACAGIA REDDLENG DESERT CARPET TM	BANK CACTLAN	1 GAL @ 72" OC	120	MUGOLS - L
	GALLISTEMON VIMINALIS LITTLE JOHN	DWARF KEEPING BOTTLEBRUSH	1 GAL @ 30" OC	25	MUGOLS - L
	DIANELLA CAERULEA 'CASSABILE'	CASSABILE FLAX LILY	1 GAL @ 24" OC	422	MUGOLS - L
	LANTANA MONTEVIDENSIS 'NEW GOLD'	TRAILING LANTANA	1 GAL @ 60" OC	200	MUGOLS - L
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	HYPOPHORN PARVIFOLIUM PINK	TRAILING HYPOPHORN	1 GAL @ 24" OC	675	MUGOLS - L

REFERENCE NOTES SCHEDULE

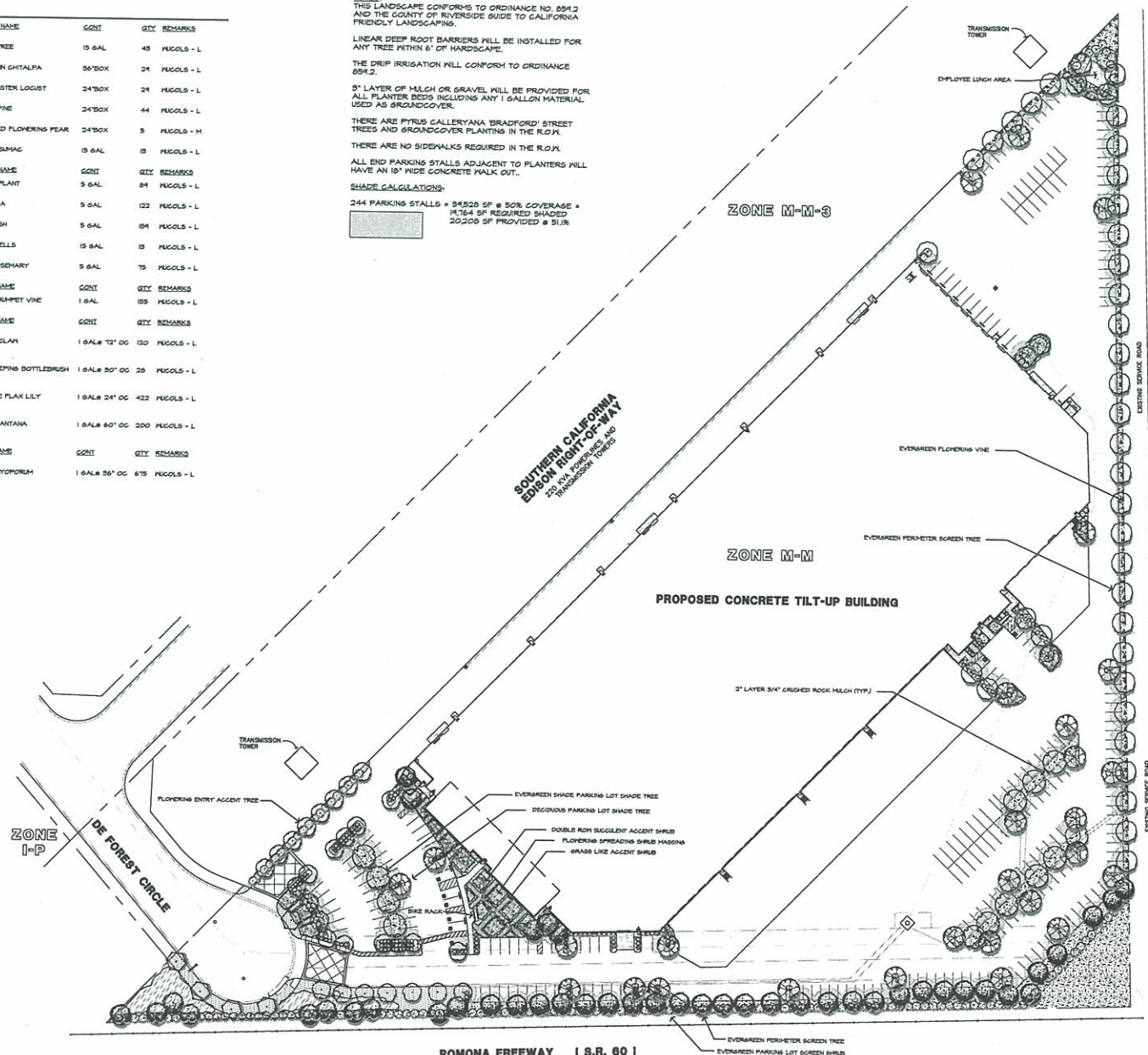
SYMBOL	DESCRIPTION	QTY
	2" LAYER 3/4" CRUSHED ROCK MELG	252.06 CY

Riverside County Ordinance 889 Landscape Water Use Calculations
 IBG De Forest Circle, Mira Loma, CA
 (For projects with more than 1 hydrant)

1 Maximum Annual Water Allowance (MAWA)	(MAWA)
INPUT The total square footage of landscape	55,301 sq ft
Use ETc for the area	55.37
MAWA =	1,812 gal/yr
Water Use (EAUW)	
INPUT Peak Factor	0.2
Range of Hydrozone	55.321
Range of ETc	55.37
EAUW =	725 gal/yr
Sub Total EAUW	725 gal/yr
System Operation Factor	0.95
Total EAUW	688
MAWA - EAUW =	1,124 (0.17)

shall be equipped with the following station components.
 controller which automatically adjusts duration of irrigation events in weather conditions.
 to prevent irrigation during rainy season.
 be installed at strategic points to storage.
 be as close as possible to the point water supply to minimize water loss due to routine repair.
 when the static water pressure is recommended operating pressure of device.

NOTES
 THIS LANDSCAPE CONFORMS TO ORDINANCE NO. 894.2 AND THE COUNTY OF RIVERSIDE GUIDE TO CALIFORNIA FRIENDLY LANDSCAPING.
 LINEAR DEEP ROOT BARRIERS WILL BE INSTALLED FOR ANY TREE WITHIN 6' OF HARDSCAPE.
 THE DRIP IRRIGATION WILL CONFORM TO ORDINANCE 894.2.
 3" LAYER OF MULCH OR GRAVEL WILL BE PROVIDED FOR ALL PLANTER BEDS INCLUDING ANY 1 GALLON MATERIAL USED AS GROUND COVER.
 THERE ARE PYRUS GALLERYANA 'BRADFORD' STREET TREES AND GROUND COVER PLANTING IN THE R.O.V.
 THERE ARE NO SIDEWALKS REQUIRED IN THE R.O.V.
 ALL END PARKING STALLS ADJACENT TO PLANTERS WILL HAVE AN 18" WIDE CONCRETE WALK OUT.
SHADE CALCULATIONS:
 244 PARKING STALLS = 34828 SF @ 50% COVERAGE = 17414 SF REQUIRED SHADED
 20208 SF PROVIDED @ 51.1%



CASE #: PP16979, AMD. #2
EXHIBIT: L
DATED: 7/12/10
PLANNER: C. HINOJOSA



Landscape Architecture
 11282 Warrington St.
 Riverside, CA 92503
 (951) 353-2438



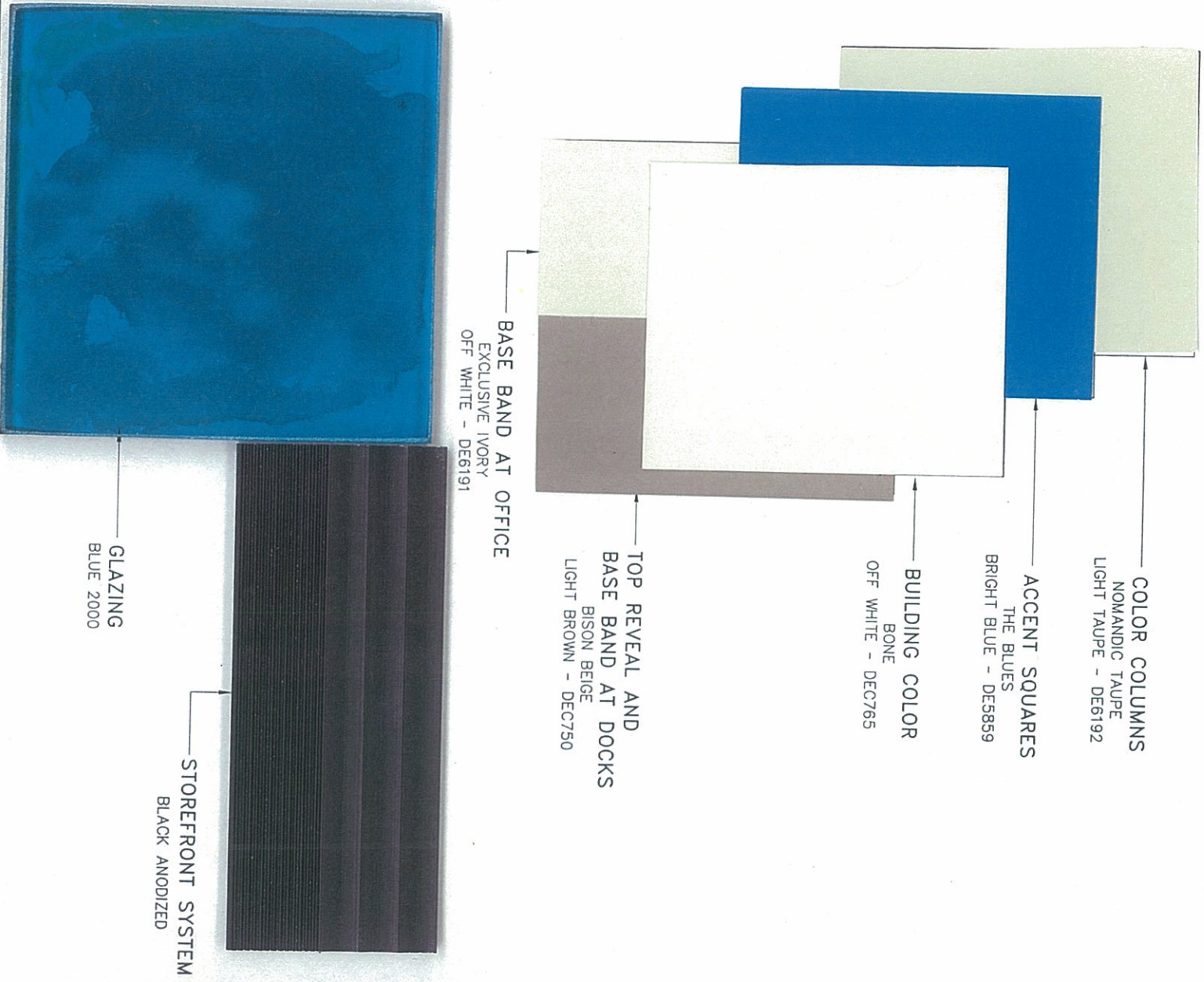
BLDG. 28 DE FOREST CIRCLE
 MIRA LOMA, CALIFORNIA
 INVESTMENT BUILDING GROUP
 4020 WEBSTER AVE. SUITE 150
 NEWPORT BEACH, CA 92660
 (949) 763-1111

PRELIMINARY LANDSCAPE PLAN

Drawn by: to
 Date: 2/15/10
 Revisions: 4-15-10

10007

DE FOREST CIRCLE PROJECT



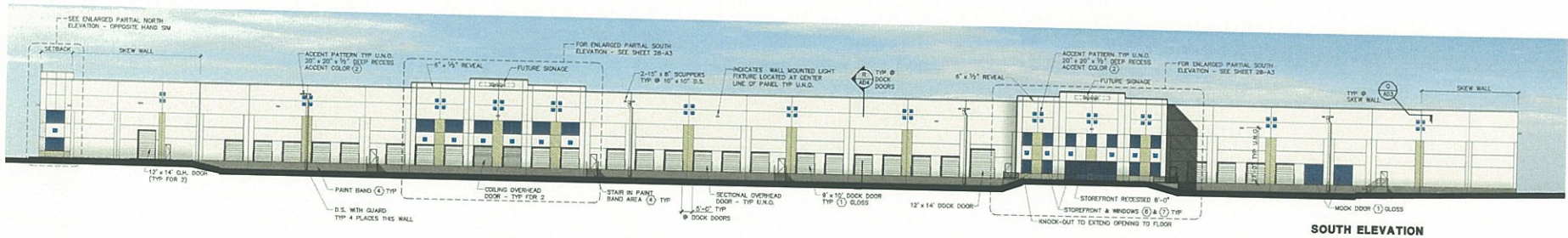
**WILLIAM SIMPSON
& ASSOCIATES, INC.**
ENGINEERS & ARCHITECTS

2222 NEWPORT BOULEVARD (949) 675-6110
NEWPORT BEACH, CA 92663 FAX(949) 675-0248

Investment Building Group

4100 Newport f
(949) 2

CASE #: PP16979, AMD. #2
EXHIBIT: M (Sheets 1-2)
DATED: 7/12/10
PLANNER: C. HINOJOSA

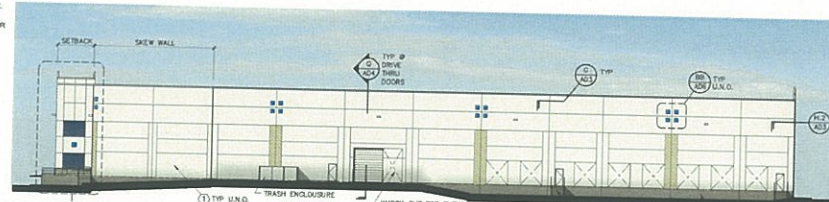


WEST ELEVATION

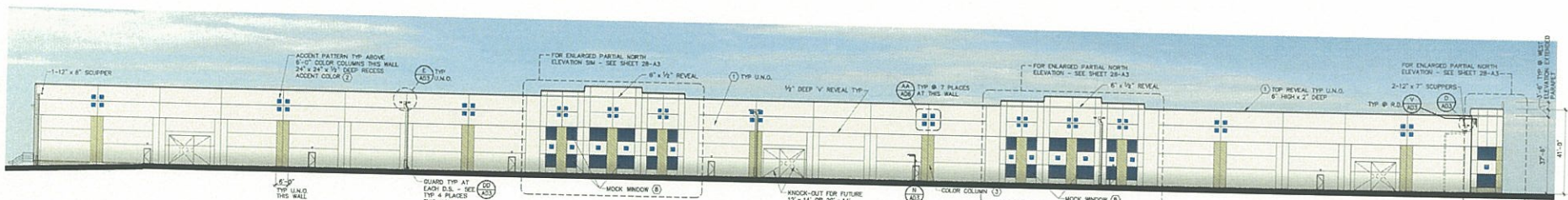
SOUTH ELEVATION

COLOR SCHEDULE			
SYMBOL	NAME	DESCRIPTION	NUMBER
①	GARDENA	OFF WHITE	DEW37
②	AMERICANA	BRILLIANT BLUE	DE3843
③	CHAMPARAL	TAN	DECF45
④	DESERT GRAY	LIGHT BROWN	DECF60
⑤	BLACK	BLACK	DEA187
⑥	-	BLACK ANODIZED WALLINGS	-
⑦	-	BLUE 2000 GLASS	-
⑧	NEWBURY PORT	BLUE BLACK	DE3881
⑨	EXCLUSIVE PORY	BEIGE	DE1611

- COLOR SCHEDULE NOTES:**
1. ALL PAINT COLORS SELECTED FROM DUNN-EDWARDS PAINTS, PERFECT PALETTE.
 2. OWNER SHALL MAKE FINAL COLOR SELECTIONS PRIOR TO ACTUAL PAINTING.
 3. ALL EXTERIOR LIGHT FIXTURES, SUPPORT BRACKETS AND POLES ARE TO BE BLACK.
 4. ALL INTERIOR WALLS AND EXPOSED COLUMNS (TO THE BOTTOM OF THE BEAMS) SHALL BE PAINTED. THE COLOR SHALL BE SWISS COFFEE, SPECIAL. THE INTERIOR FACE OF DOOR DOORS SHALL BE PAINTED WITH SWAN WHITE, DE3546, IN SEMI-GLOSS.



EAST ELEVATION



NORTH ELEVATION

EXTERIOR ELEVATIONS

1" = 20'

OWNER / APPLICANT
54 Deforest Partnership L.P.
 Investment Building Group
 4100 Newport Pkwy, Suite 750, Newport Beach, California 92660
 Phone: (949) 263-1111 Fax: (949) 263-1120

54 DE FOREST PROJECT
BUILDING 28
MIRA LOMA, CALIFORNIA
 ELEVATIONS

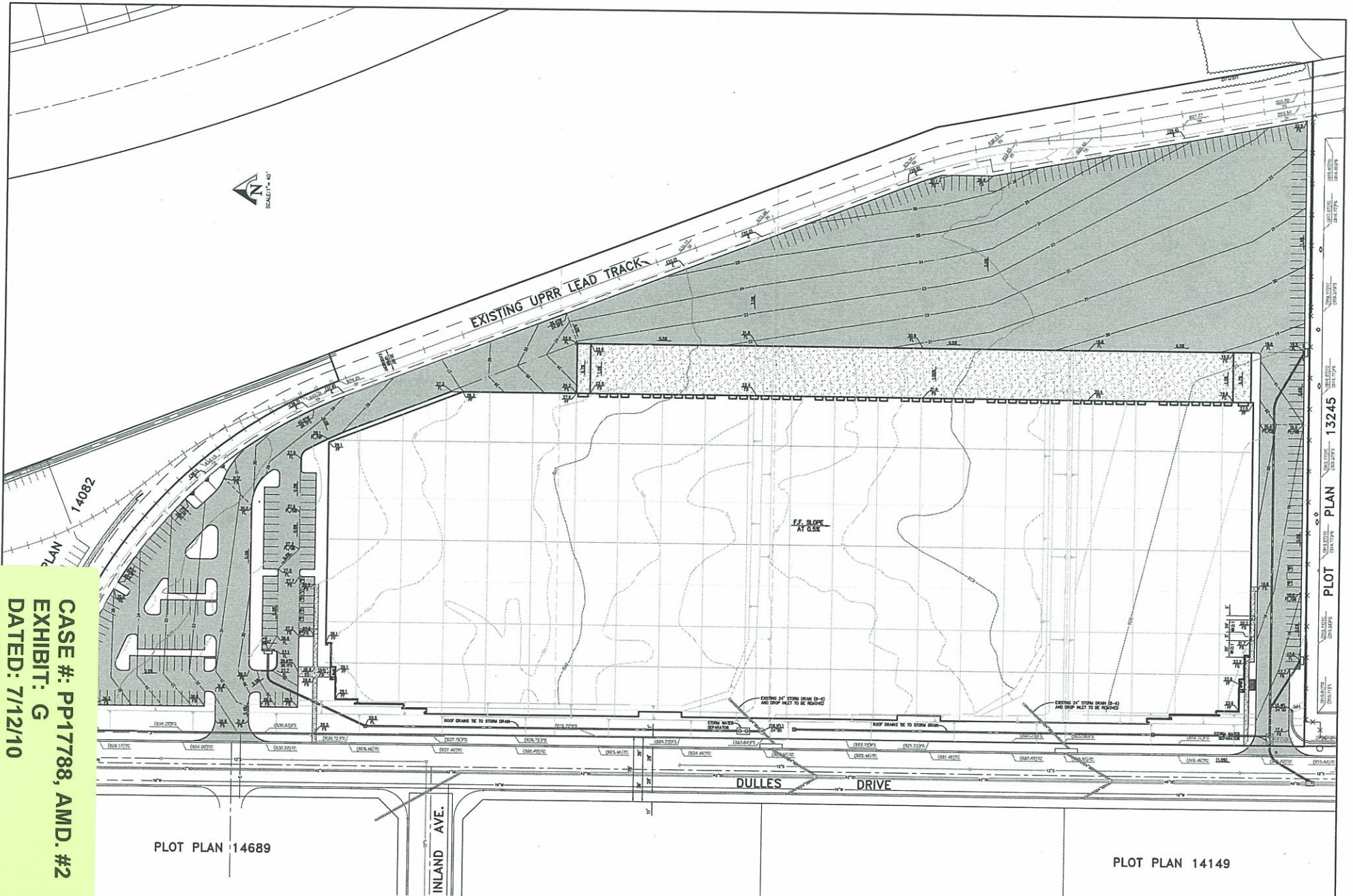
WILLIAM SIMPSON & ASSOCIATES, INC.
 ARCHITECTS • ENGINEERS • PLANNERS
 1710 13th Street
 Costa Mesa, CA 92626
 WWW.WSAC.COM L: 408.441.1313



DATE: 12/29/27

NO. 5774
 28-A2

CASE #: PP17788, AMD.#2
 EXHIBIT: G
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



PLOT PLAN 14689

INLAND AVE.

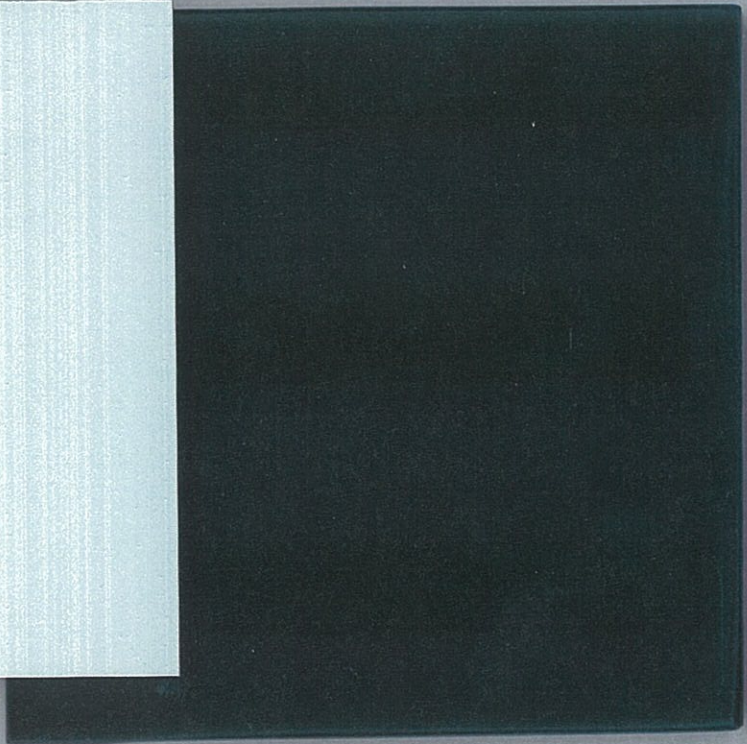
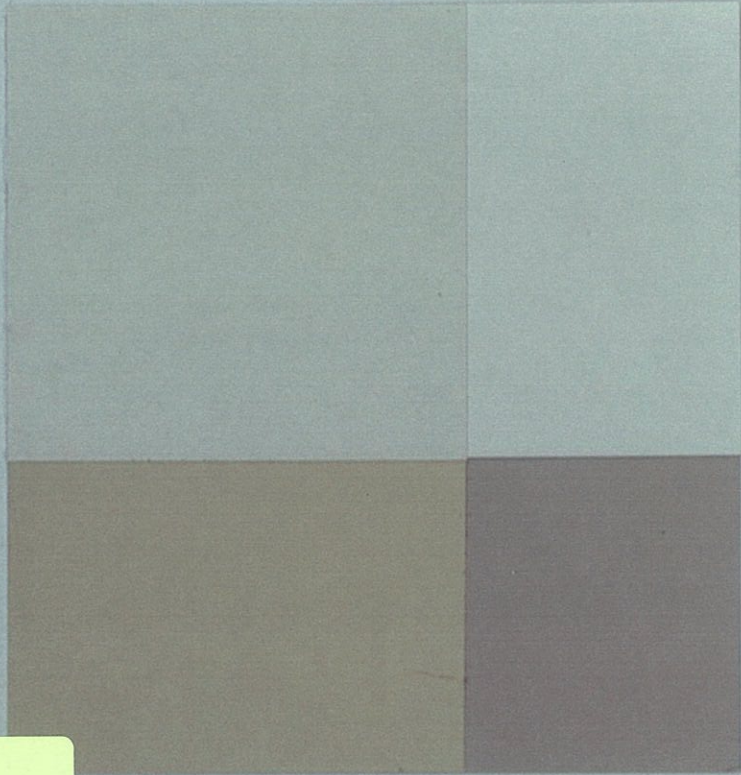
DULLES DRIVE

PLOT PLAN 14149

<p>Underground Service Alert Call: TOLL FREE 1-800 227-2600 <small>TWO WORKING DAYS BEFORE YOU DIG</small></p>	<table border="1"> <tr><th>NO.</th><th>REVISIONS</th><th>DATE</th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NO.	REVISIONS	DATE										<p>KCT CONSULTANTS, INC. Civil Engineers - Surveyors - Planners <small>2100 West 10th Street, Suite 100 Dulles, VA 20146 Phone: (703) 261-1000 Fax: (703) 261-1001 www.kctconsultants.com</small></p>	<p>CONCEPTUAL GRADING PLAN PLOT PLAN _____</p>	<p>1 OF 1 SHEETS</p>
	NO.	REVISIONS	DATE													
<p>SCALE: AS SHOWN</p> <p>DATE: DEC. 2004</p>	<p>BENCH MARK:</p>	<p>FOR: RDA</p>	<p>W.D. P.A. FILE NO. 13245-01</p>													

P-1

P-2



3

P-4

M-1

GL-1

FINISH SCHEDULE

ITEM	MATERIAL	DESCRIPTION
	FIELD COLOR	COLOR: ICI # 2011 - SOFT OFF-WHITE
	ACCENT COLOR	COLOR: ICI # 2012 - SWISS COFFEE
	ACCENT COLOR	COLOR: ICI # 629 - DESERT VALLEY
	ACCENT COLOR	COLOR: ICI # 607 - SAHARA
	GLAZING	BLUE REFLECTIVE GLAZING
	MULLIONS	CLEAR ANODIZED ALUMINUM MULLIONS BY U.S. ALUMINUM OR EQUAL

DULLES DRIVE WAREHOUSE & OFFICE FACILITY

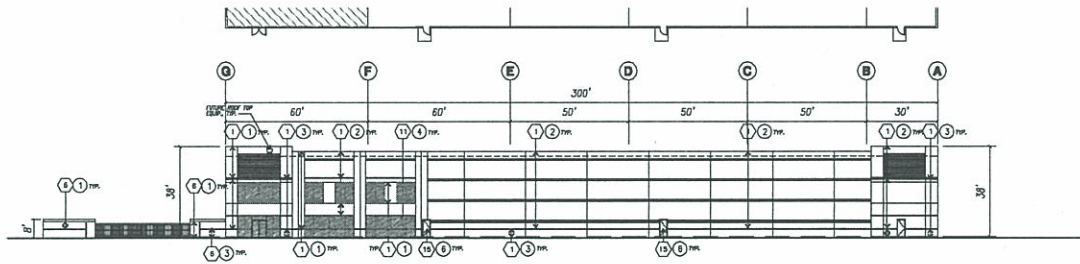
RGAA

Office of Architectural Design

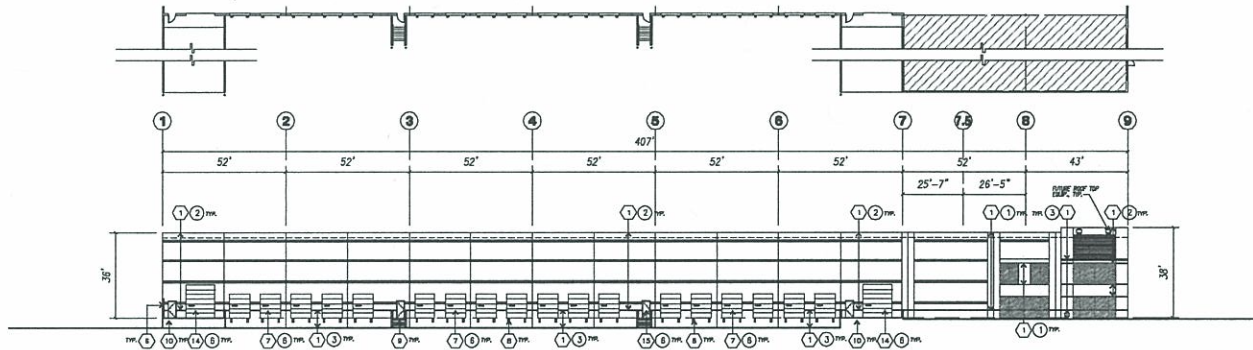
15231 Alton Parkway, Suite 200
Irvine, CA 92618

T 949-341-0920
FX 949-341-0922

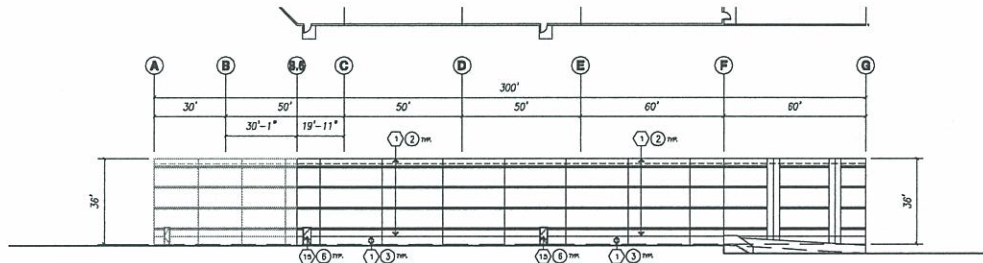
CASE #: PP17788, AMD, #2
EXHIBIT: M (Sheets 1-5)
DATED: 7/12/10
PLANNER: C. HINOJOSA



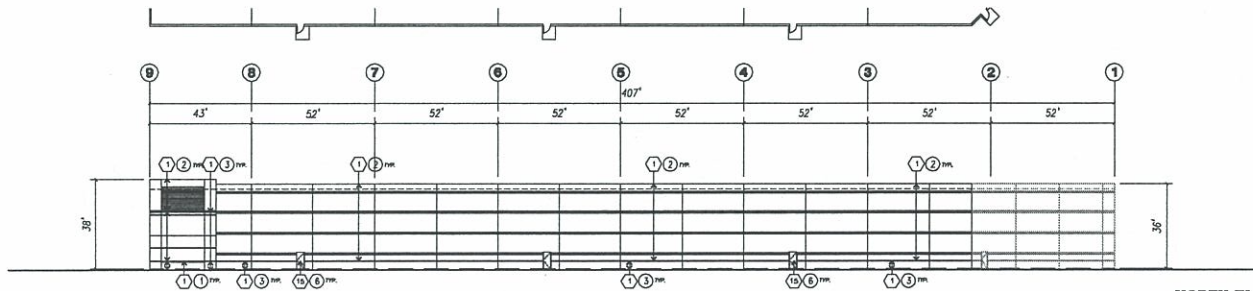
EAST ELEVATION A
scale: 1" = 20'-0"



SOUTH ELEVATION B
scale: 1" = 20'-0"



WEST ELEVATION C
scale: 1" = 20'-0"



NORTH ELEVATION D
scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED).
- 2 PANEL JOINT.
- 3 PANEL REVEAL.
- 4 OVERFLOW SCUPPER PAINTED TO MATCH.
- 5 DOWNSPOUT BRIM PAINTED TO MATCH.
- 6 CONCRETE TILT-UP SCREEN WALL, 8" H.
- 7 METAL DOCK DOOR.
- 8 DOCK BUMPER.
- 9 CONCRETE STAIR, LANDING AND CONC. CURB/RAMP.
- 10 CONCRETE RAMP AND CONC. CURB/RAMP.
- 11 ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- 12 VISION GLAZING.
- 13 SPANDREL GLAZING.
- 14 DRIVE THRU DOORS.
- 15 HOLLOW METAL DOORS.

GENERAL NOTES - ELEVATIONS

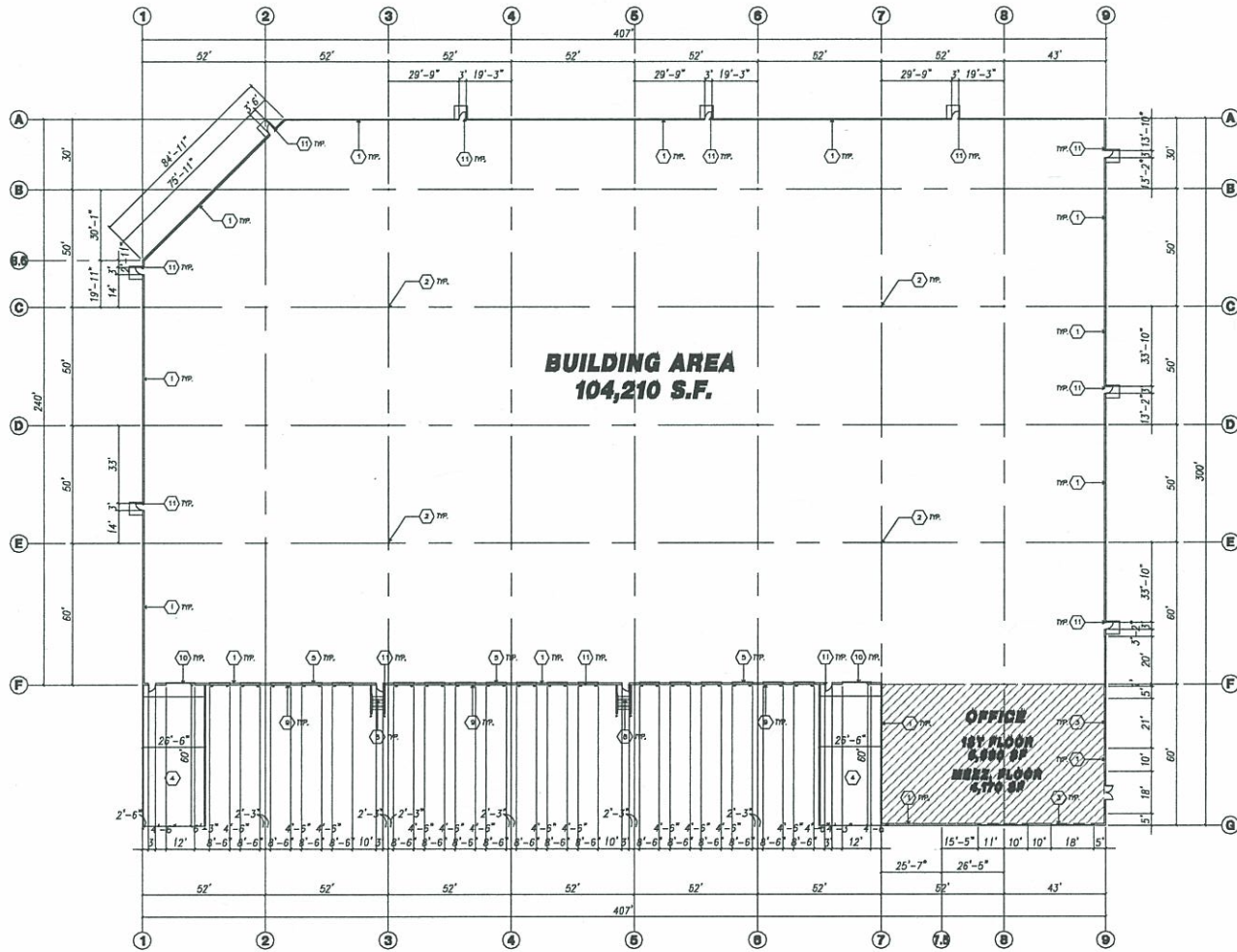
- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET - ELEVATION. PARAPET TO BE APPROX 8" HIGH TO SCREEN EQUIPMENT.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LATELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE TO WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.

COLOR SCHEDULE - ELEVATIONS

1 CONCRETE TILT-UP PANEL	PAINT BRAND, PRAIZE 001 WHITE
2 CONCRETE TILT-UP PANEL	PAINT BRAND, PRAIZE 8731W STATION
3 CONCRETE TILT-UP PANEL	PAINT BRAND, PRAIZE 8744D SWEETWOOD
4 STOREFRONT GLAZING	COLOR: REFLECTIVE BLUE ON BLUE
5 MULLIONS	COLOR: CLEAR ANODIZED
6 VERTICAL LIFT OVERHEAD DOORS & EXTENSION DOORS	PAINT BRAND, PRAIZE 001 WHITE

LOT 35
INDUSTRIAL FACILITY
OC REAL Estate Management, LLC.
 CITY OF MIRA LOMA
 DATED: MARCH 1, 2025

CASE #: PP18875, AMD. #2
 EXHIBIT: B
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



**BUILDING AREA
104,210 S.F.**

conceptual floor plan

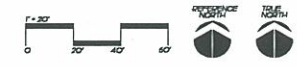
SCALE: 1" = 30'-0"

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL. SEE "I" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
2. STRUCTURAL STEEL COLLARS. SEE "I" DRAWINGS FOR DIAMETER.
3. TYPICAL SPOORHOUSE SYSTEM WITH CEILING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND FINISHING.
4. CONCRETE SUMP.
5. 8'-6"x10' TRUCK DOOR, VERTICAL-LIFT, STANDARD BRACE.
6. CONCRETE TILT-UP SCREEN WALL, PAINTED TO MATCH BUILDING.
7. 8'-6"x3'-8 1/2" THICK CONCRETE EXTERIOR LANDING AND TYPICAL AT ALL EXTERIOR WALL DOORS TO UNBARRICADED AREA. FINISH TO BE MEDIUM GLOSS FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
8. CONCRETE CAST STAIRS.
9. DOCK RAFFERS, 2 PER DOCK DOOR.
10. 12"x14" TRUCK DOOR, VERTICAL LIFT, STANDARD BRACE.
11. 3'x7' HOLLOW METAL EXTERIOR WALL DOOR.
12. NOT USED.
13. NOT USED.
14. 507F LINE ABOVE.

GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR HIGH RISE STORAGE WITH THE EXCESS MAW ROOMING AT 104' MAXIMUM D.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY BARRICADE/CONCRETE SYSTEMS.
- B. FIVE (5) WIND LOADINGS SHALL BE APPROVED FOR FIVE SEPARATELY (5' MAX).
- C. THE BUILDING FLOOR SLAB SLOPES 1/2% SEE "I" DRAWINGS FOR FRESH SURFACE ELEVATIONS.
- D. NOT USED.
- E. BARRICADE EXTERIOR CONCRETE WALLS ARE FINISHED WITH COLLARS ARE TO RECEIVE FINISH SHEET, ALL OFF. SEE WALLS IN BARRICADE TO RECEIVE 1" DIA. OF SHEET TO CONCRETE (1" TYPICAL).
- F. SLOPE FLOOR SUMP 1/2% TO EXTERIOR AT ALL PERIPHERAL EXITS. SEE "I" DRAWINGS FOR PUMP STRIP LOCATION.
- G. ALL CARBONSTEEL ARE TO THE FACE OF CONCRETE PANEL WALL, BRACKLE, ON FACE OF STEEL WALKS.
- H. SEE CIVIL DRAWINGS FOR POINTS OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A45. NOTE: ALL DOORS PER DOOR SCHEDULE AND FINISH DRAWINGS.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAR. ALL EQUIPMENT TO BE DIMENSIONED INCLUDING GARS AND TRUCKS.

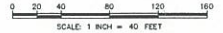
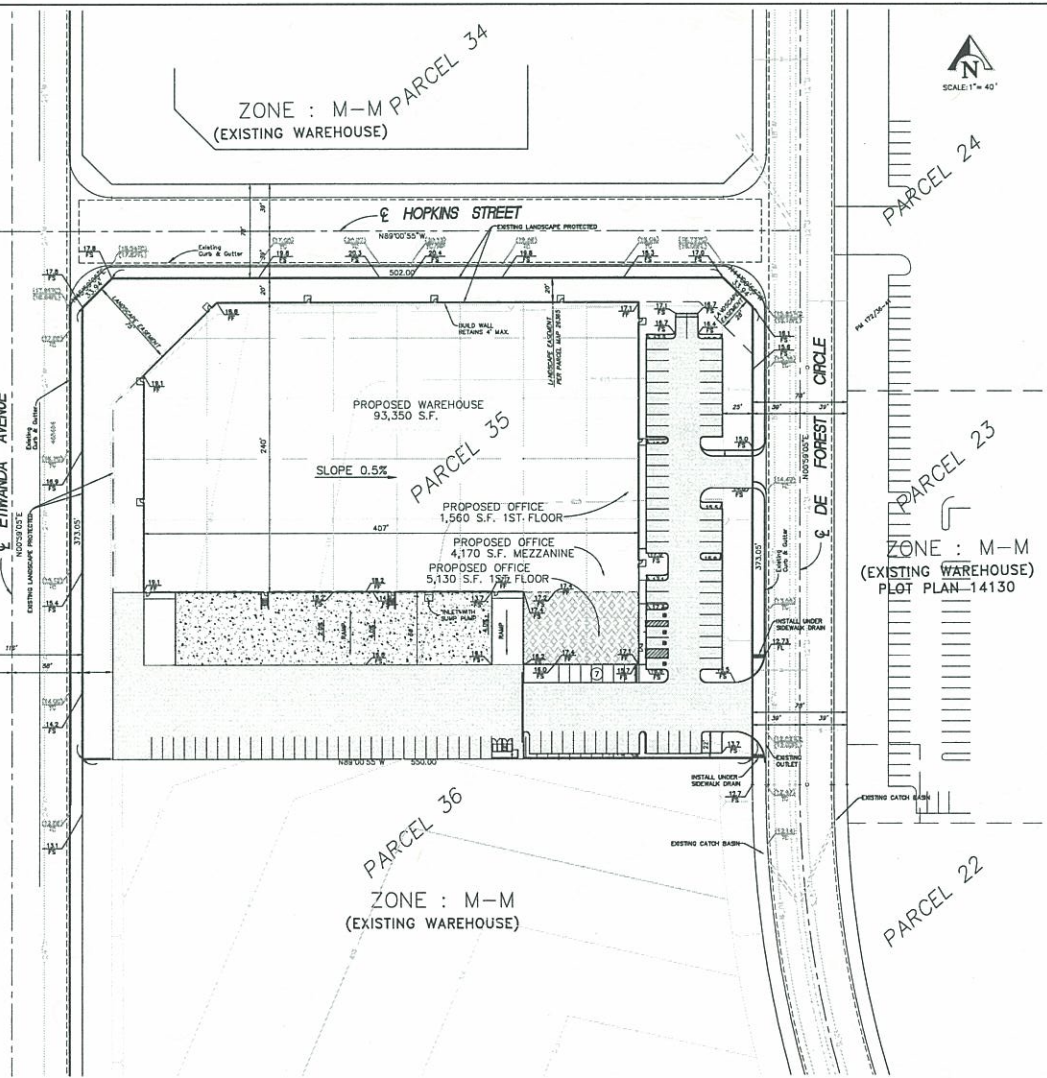


**CASE #: PP18875, AMD. #2
EXHIBIT: C
DATED: 7/12/10
PLANNER: C. HINOJOSA**

LOT 35
INDUSTRIAL FACILITY
OC REAL Estate Management, LLC.
CITY OF MIRA LOMA
address: Miraloma 1, 2008
HPA
478 BRICK ST. SUITE A NEWPORT BEACH, CA 92660 (949) 863-7700

CASE #: PP18875, AMD. #2
EXHIBIT: G
DATED: 7/12/10
PLANNER: C. HINOJOSA

PARCEL "F"
 ZONE : M-M (EXISTING WAREHOUSE)
 LLA NO. 3936
 4871 N. 34th St., Suite 100-101, U.S.



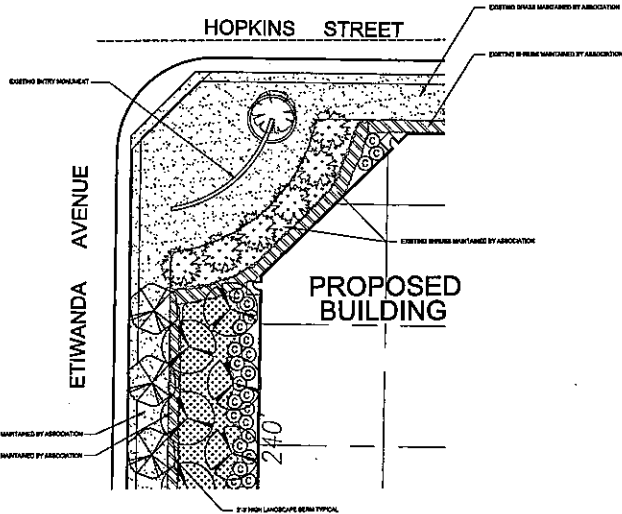
REVISIONS:

NO.	REVISIONS	DATE	SCALE	BENCH MARK	N/A	1				
DESIGNED BY	DRAWN BY	LAT	CHECKED BY	CEBR	DATE	SEPT. 2003	W.O.F. FILE NO.	1020-09	OF 3 SHEETS	PARCEL 05

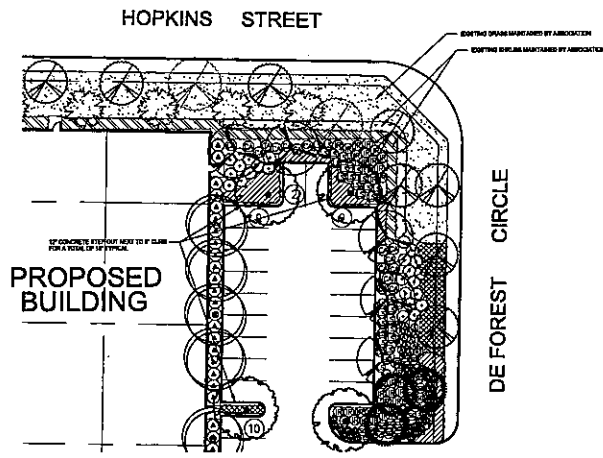


O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center

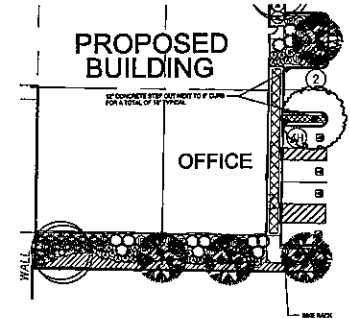
CONCEPTUAL GRADING PLAN



ENLARGEMENT "A"



ENLARGEMENT "B"



ENLARGEMENT "C"

PLANT LEGEND

TREES	SYMBOL	BOTANICAL	COMMON	SIZE	QUANTITY	W.C. COLS.
		BRACHYOTIS PUPULAEUS (VERTICAL SPINDLER TREE) (SEE IN D.D.)	BOTTLE TREE	30" SIZE	7	LOW
		BRACHYOTIS PUPULAEUS (VERTICAL SPINDLER TREE) OR BRACHYOTIS PULVINITENSIS (VERTICAL SPINDLER TREE)	BOTTLE TREE	30" SIZE	16	LOW
		SILVER DOLLAR BUCHA PULCH	SILVER DOLLAR BUCHA PULCH	30" SIZE	16	LOW
		CROCODRILUM SPECIOSUM (CROCODRILUM SPINE CANOPY TREE) OR	BLUE PALO VERDE	30" SIZE	30	LOW
		AFRICAN BLANK	AFRICAN BLANK	30" SIZE	16	LOW
		FICUS CYPRESSUS	FICUS CYPRESSUS	30" SIZE	16	LOW
		EUFRASIA PALLIDA (BRADFORD PEAR STREET TREE) (SEE IN D.D.)	BRADFORD PEAR	30" SIZE	16	MED
		PALM SPINE (VERTICAL SPINDLER TREE)	SPINE PALM	30" SIZE	12	LOW
		FOREST PARROT	FOREST PARROT	30" SIZE	16	MED
		NON-PILOTING OLIVE	NON-PILOTING OLIVE	30" SIZE	4	LOW

EXISTING TREES MAINTAINED BY ASSOCIATION
 SYMBOL DESCRIPTION
 EXISTING BOTTLE TREE - PROTECT IN PLACE
 EXISTING BRADFORD PEAR - PROTECT IN PLACE
 EXISTING PALM SPINE - PROTECT IN PLACE
 EXISTING GULFSTREAM PINE - PROTECT IN PLACE
 EXISTING MEXICAN PALM - PROTECT IN PLACE

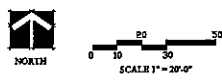
IRIGANS	SYMBOL	BOTANICAL	COMMON	SIZE	W.C. COLS.
		AGAVE ATTENUATA	POTATO AGAVE	4 GAL	LOW
		ANUBIAS LINDELEYI COMPACTA	BRUSH STAMBEEST FINE	4 GAL	LOW
		CALLISTEMON CITRINUS	LINON BOTTLEBRUSH	4 GAL	LOW
		CHAMAECYPARIS NOVEBORACENSIS	FEATHERY CEDAR	4 GAL	LOW
		CORDYLINE ALLOUIA	ACACORN	4 GAL	LOW
		COTONEASTER LACTUCA	COTONEASTER PARVIFL	4 GAL	LOW
		EUCALYPTUS GLOBULUS	HOOP OF SUCCEA	4 GAL	LOW
		GREVILLEA ROBURATA	GREVILLEA	4 GAL	LOW
		LEPOSIPHONUM SCOPARIUM	NEW ZEALAND TEA TREE	4 GAL	MED
		LONICERA ELYONORA	SPRING LONICER	4 GAL	LOW
		ROSA FLABERRATA	ROSE OF SHARON	4 GAL	MED
		SALIX CAPREA	AUTUMN SALIX	4 GAL	LOW
		XYLOCOPA CONCRETUM	BEAN XYLOCOPA	4 GAL	LOW

VINE / SPRAWLERS	SYMBOL	BOTANICAL	COMMON	SIZE	W.C. COLS.
		MACROSTEMUM LAMOUROUXII	CANE CLIMBER	4 GAL	LOW

GROUND COVER	SYMBOL	BOTANICAL	COMMON	SIZE	SPACING	W.C. COLS.
		AGAVE DESERT CARPET	N.C.B.	1 GAL	TRIANGULAR SPACE P.O.D.	LOW
		BACCHARIS FILIFOLIA	COTTON BUSH	1 GAL	TRIANGULAR SPACE P.O.D.	LOW
		BONANIA ELAEAGNIIFOLIA	ROSEMARY	1 GAL	TRIANGULAR SPACE P.O.D.	LOW

EXISTING TREES & GROUND COVER MAINTAINED BY ASSOCIATION	SYMBOL	BOTANICAL	COMMON	DESCRIPTION
		EUCALYPTUS GLOBULUS	HOOP OF SHARON	EXISTING HOOP OF SHARON TO BE REPLACED WHERE DAMAGED DURING CONSTRUCTION
		EUCALYPTUS GLOBULUS	HOOP OF SHARON	EXISTING HOOP OF SHARON TO BE REPLACED WHERE DAMAGED DURING CONSTRUCTION
		EUCALYPTUS GLOBULUS	HOOP OF SHARON	EXISTING HOOP OF SHARON TO BE REPLACED WHERE DAMAGED DURING CONSTRUCTION

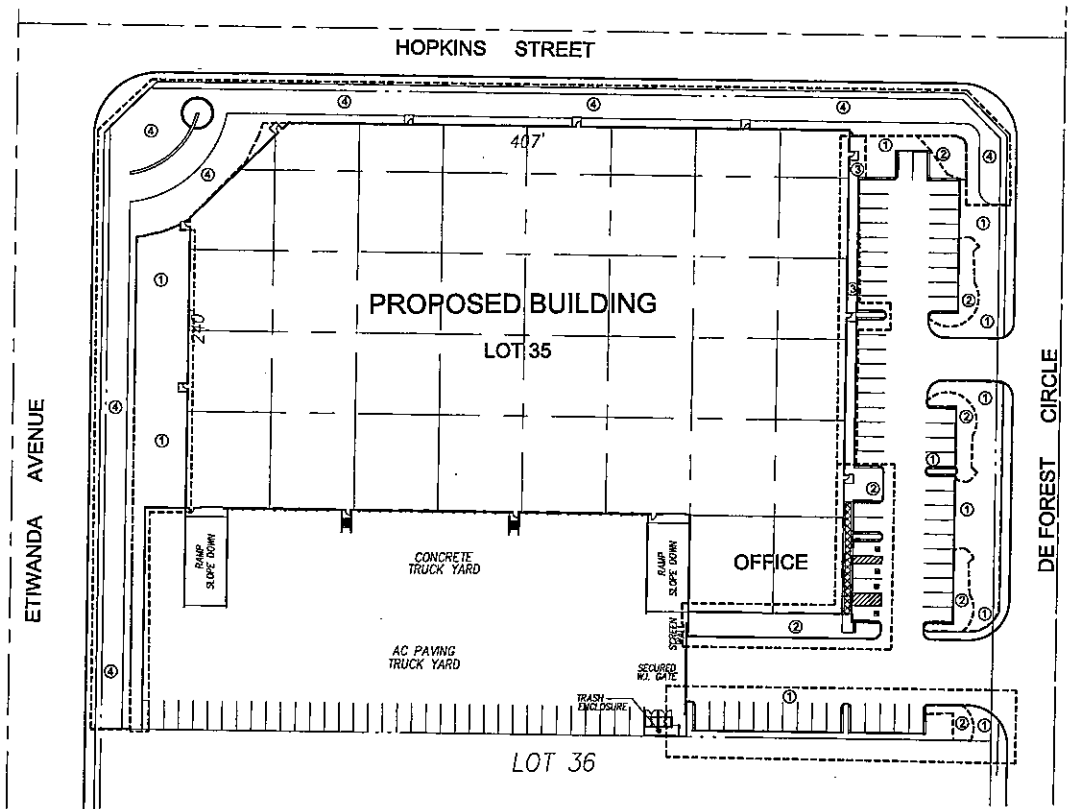
SUBSEQUENT MATCH NOTE
 ALL NUMBER SHOULD BE GIVEN A 3" LAYER OF COVER NEARLY AVAILABLE FROM DATA SOURCE



ENVIRONMENTAL LANDSCAPE ENLARGEMENTS
 PREPARED BY REGISTRATION
INDUSTRIAL FACILITY - BLDG. 35
 MESA LOMA, CALIFORNIA

ENVIRONIONS
 LANDSCAPE ARCHITECTURE
 420 Bear Tula Street, Suite 600
 Los Angeles, CA 90013
 (213) 480-9900 CONTRACT: William H. Cranston, License No. 10000

DATE: 11/10/04
 SHEET NO.: L-2
 OF 3 SHEETS



WATER USE CALCULATIONS BY HYDROZONES

Riverside County Ordinance 859.2 Landscape Water Use Calculations
LOT 35
 (For projects with more than 1 hydrozone)

1 Maximum Annual Water Allowance (MAWA)

INPUT the total square footage of landscape = 20,834 S.F.
 INPUT the Hyd. ETo for the area = 56.37

MAWA = 609,895 gal/yr
 581 cu. Ft./yr.

2 Estimated Annual Water Use (EAWU)

Hydrozone # 1 INPUT Plant Factor = 0.2 (Low)
 INPUT square footage of hydrozone = 14,910
 INPUT hydrozone irrigation efficiency = 0.9
 EAWU = 115,599 gal/yr

Hydrozone # 2 INPUT Plant Factor = 0.5 (Med)
 INPUT square footage of hydrozone = 2,792
 INPUT hydrozone irrigation efficiency = 0.9
 EAWU = 43,560 gal/yr

Hydrozone # 3 INPUT Plant Factor = 0.3 (Med)
 INPUT square footage of hydrozone = 3,164
 INPUT hydrozone irrigation efficiency = 0.9
 EAWU = 50,892 gal/yr

Hydrozone # 4 INPUT Plant Factor = 0.2 (Low)
 INPUT square footage of hydrozone = 0
 INPUT hydrozone irrigation efficiency = 0
 EAWU = 0 gal/yr

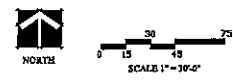
Hydrozone # 5 INPUT Plant Factor = 0.1 (Very Low)
 INPUT square footage of hydrozone = 0
 INPUT hydrozone irrigation efficiency = 0
 EAWU = 0 gal/yr

SubTotal EAWU = 206,245 gal/yr
 Input Irrigation System Operation Factor = 0.85
 Total EAWU = 242,645 gal/yr
 MAWA < EAWU = 267,050 gal/yr
 (this number must be positive)

- HYDROZONE ① - DRIP IRRIGATION - LOW WATER USE TREES, SHRUBS & GROUND COVER
- HYDROZONE ② - DRIP IRRIGATION - MEDIUM WATER USE TREES, SHRUBS & GROUND COVER
- HYDROZONE ③ - DRIP IRRIGATION - MED TO LOW WATER USE TREES, SHRUBS & GROUND COVER @ EAST EXPOSURE
- HYDROZONE ④ - NOT A PART INCLUDED WITH LANDSCAPE MAINTENANCE DISTRICT / ASSOCIATION

IRRIGATION STATEMENT

This landscape design groups plants into distinct hydrozones taking into consideration drainage, soil, exposure, and water needs. A combination of drip irrigation and 750 Rotators will be used to water each hydrozone with above grade sprinklers held a minimum of 24" away from non permeable paving to prevent overlapping a runoff. Each hydrozone is still be valved separately and an ET based controller with flow sensors will be used for water efficiency in accordance with County of Riverside Landscape Water Ordinance 859.2. A 3" layer of arched mulch will be used to retain moisture and reduce weeds.
 NOTE: LANDSCAPE = IRRIGATION TO CONFORM TO ORDINANCE NO. 859.2 AND COUNTY OF RIVERSIDE GUIDE TO CA FRIENDLY LANDSCAPING.



DATE: 07/11/2024
 BY: [Signature]

Environics
 LANDSCAPE ARCHITECTURE
 490 East Third Street, Suite 600
 Orange, California 92668
 (714) 962-9200 ENVIRONICS · William E. O'Connell, Jr., P.E.

PROJECT TITLE: WATER USE / HYDROZONES
 PROJECT ADDRESS: INDUSTRIAL FACILITY - BLDG. 35
 NEW LOMA, CALIFORNIA

DRAWN BY: [Signature]
 DATE: 07/11/2024
 CHECKED BY: [Signature]
 DATE: 07/11/2024
 HPA0004
 SHEET NO. L-3
 OF 3 SHEETS

PLANT PHOTO BOOK

INDUSTRIAL FACILITY - BLDG. 35

MIRA LOMA, CALIFORNIA

OC Real Estate Management, LLC.

420 East Third Street, Suite 600

Los Angeles, CA 90013

(213) 687-9700

PREPARED BY:



Environs Inc
LANDSCAPE ARCHITECTURE

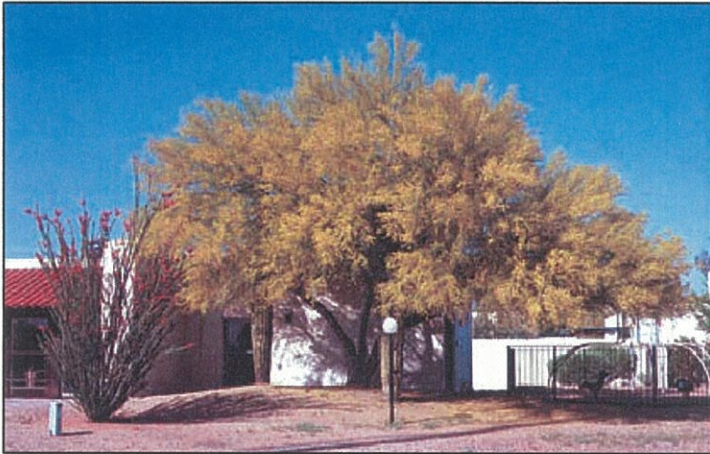
Creating Sustainable & Water Conserving Solutions

1746 N. Bridgeport Avenue * Claremont, CA 91711

Ph. (909) 626-4663 * Fax (909) 626-0446

CASE #: PP18875, AMD. #2
EXHIBIT: L-1 (Sheets 1-16)
DATED: 7/12/10
PLANNER: C. HINOJOSA

TREE PALETTE



BOTANICAL NAME (COMMON)

CERCIDIUM FLORIDUM
(BLUE PALO VERDE)

FLOWER COLOR

YELLOW

GROWING PATTERN / SIZE

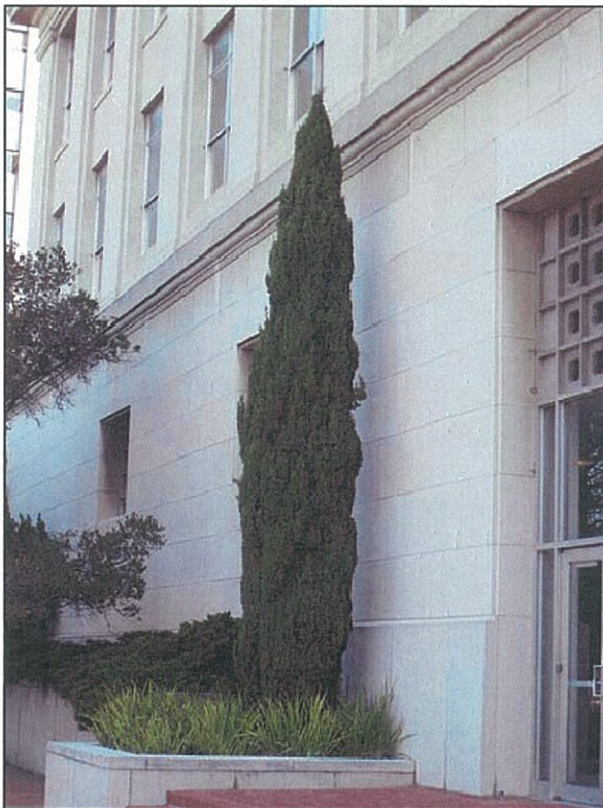
DECIDUOUS
BROAD CANOPY
H- 35' - S-30'

APPLICATION

PARKING LOT SHADE / ACCENT

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

CUPRESSUS SEMPERVIRENS
(ITALIAN CYPRESS)

FLOWER COLOR

NONE

GROWING PATTERN / SIZE

EVERGREEN
NARROW COLUMNAR
H- 60' - S-5'

APPLICATION

ARTICULATE BUILDING FACADE

WATER USAGE

LOW

TREE PALETTE



BOTANICAL NAME (COMMON)

BRACHYCHITON POPULNEUS
(BOTTLE TREE)

FLOWER COLOR

NONE

GROWING PATTERN / SIZE

EVERGREEN
VERTICAL DENSE SCREEN
H- 30'-50' - S-30'

APPLICATION

SOFTEN BUILDING

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

CERCIS CANADENSIS 'FOREST PANSY'
(FOREST PANSY)

FOLIAGE / FLOWER COLOR

PURPLE & GREEN / LAVENDER FLOWER

GROWING PATTERN / SIZE

DECIDUOUS
SMALL SCALE CANOPY TREE
H 20' S 25'

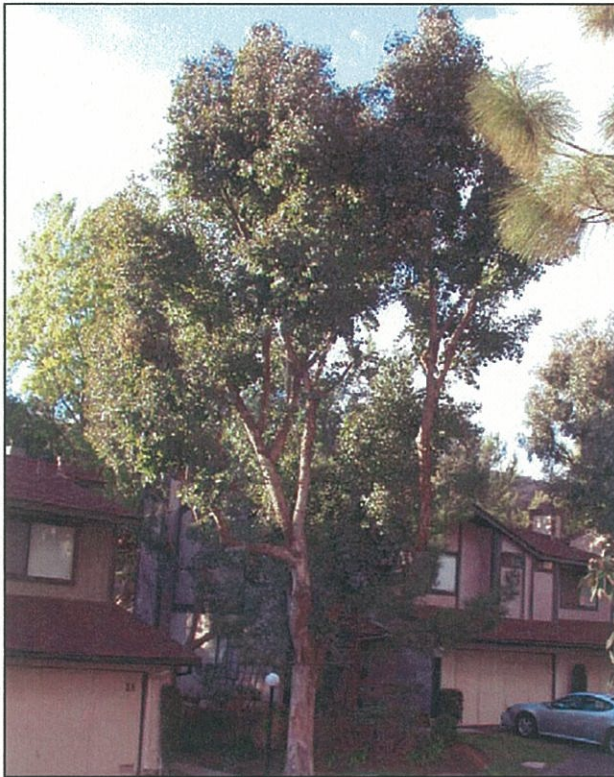
APPLICATION

ACCENT AT ENTRIES

WATER USAGE

MODERATE

TREE PALETTE



BOTANICAL NAME (COMMON)

PINUS ELDARICA
(ELDARICA PINE)

FLOWER COLOR

NONE

GROWING PATTERN / SIZE

EVERGREEN
VERTICAL DENSE SCREEN
H- 30'-60' - S-15'-25'

APPLICATION

SCREEN

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

KOELREUTERIA BIPINNATA
(CHINESE FLAME TREE)

FLOWER COLOR

SALMON AND YELLOW

GROWING PATTERN / SIZE

DECIDUOUS
BROAD CANOPY/
H 20'-40' S 20'-40'

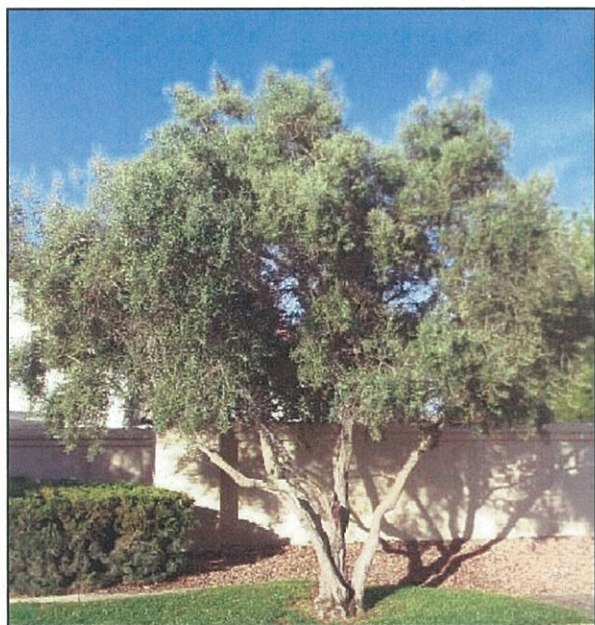
APPLICATION

ACCENT AND SHADE

WATER USAGE

LOW TO MODERATE

TREE PALETTE



BOTANICAL NAME (COMMON)

OLEA EUROPEA 'MAJESTIC BEAUTY'
(NON - FRUITING OLIVE)

FOLIAGE COLOR

GRAY

GROWING PATTERN / SIZE

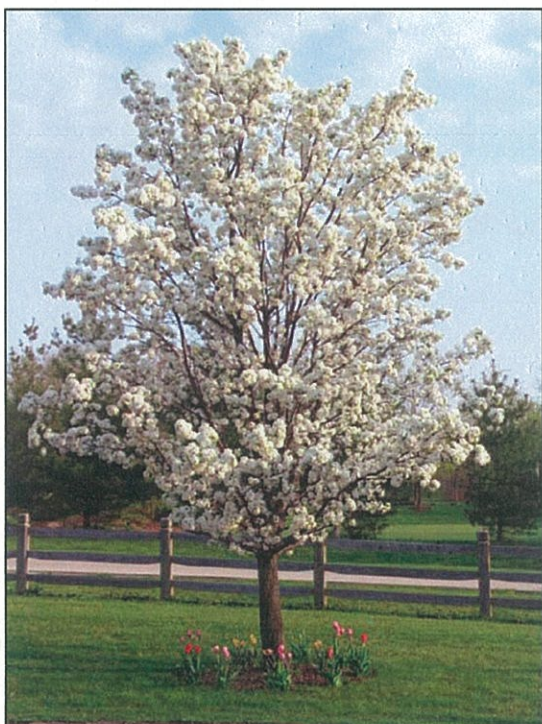
EVERGREEN
OPEN SPREADING WEeping
H- 25'-30' - S-25'-30'

APPLICATION

ACCENT AT BUILDING

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

PYRUS CALLERYANA
(BRADFORD PEAR)

FOLIAGE / FLOWER COLOR

GREEN & RED / WHITE FLOWER

GROWING PATTERN / SIZE

DECIDUOUS
FORMAL PYRAMIDAL
H- 40'-50' - S-30'

APPLICATION

ACCENT STREET TREE

WATER USAGE

MODERATE

TREE PALETTE



BOTANICAL NAME (COMMON)

PINUS ELDARICA
(ELDARICA PINE)

FLOWER COLOR

NONE

GROWING PATTERN / SIZE

EVERGREEN
VERTICAL DENSE SCREEN
H- 30'-60' - S-15'-25'

APPLICATION

SCREEN

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

PLATANUS ACERIFOLIA
(LONDON PLANE SYCAMORE)

FLOWER COLOR

NONE

GROWING PATTERN / SIZE

DECIDUOUS
VERTICAL BROAD CANOPY
H- 30'-80' - S-20'-50'

APPLICATION

SHADE

WATER USAGE

LOW TO MODERATE

TREE PALETTE



BOTANICAL NAME (COMMON)

RHUS LANCEA
(AFRICAN SUMAC)

FLOWER COLOR
INCONSPICUOUS / WHITE
GROWING PATTERN / SIZE

EVERGREEN
OPEN SPREADING WEeping
H- 20'-30' - S-20'-35'

APPLICATION
SHADE IN PARKING LOT
WATER USAGE
LOW

SHRUB PALETTE



BOTANICAL NAME (COMMON)

AGAVE ATTENUATA
(FOXTAIL AGAVE)

GROWING PATTERN / SIZE

EVERGREEN
SWORD LIKE SHAPE
H- 4' - S-5'

APPLICATION
ACCENT
WATER USAGE
LOW

SHRUB PALETTE



BOTANICAL NAME (COMMON)
ARBUTUS UNEDO 'COMPACTUM'
(DWARF STRAWBERRY TREE)

FRUIT / FLOWER COLOR

RED / WHITE

GROWING PATTERN / SIZE

EVERGREEN

MOUNDING

H- 8' - S-8'

APPLICATION

FOUNDATION/ SCREEN

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

CALLISTEMON CITRINUS
(LEMON BOTTLEBRUSH)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

EVERGREEN

MOUNDING

H- 15' - S-15'

APPLICATION

FOUNDATION/ SCREEN

WATER USAGE

LOW

SHRUB PALETTE



BOTANICAL NAME (COMMON)

CASSIA ARTEMISIOIDES
(FEATHERY CASSIA)

FLOWER COLOR

YELLOW

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 4'-5' - S-4'-5'

APPLICATION

ACCENT / SCREEN

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

CISTUS PURPUREUS
(ROCKROSE)

FLOWER COLOR

PINK

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING
H- 3' - S-5'-6'

APPLICATION

ACCENT / SHRUB MASSING

WATER USAGE

LOW

SHRUB PALETTE



BOTANICAL NAME (COMMON)

COTONEASTER LACTEUS
(COTONEASTER PARNEYI)

FLOWER COLOR

RED BERRIES WITH WHITE FLOWER

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING
H- 8' - S-10'

APPLICATION

ACCENT/ FOUNDATION

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

ECHIUM FASTUOSUM
(PRIDE OF MADEIRA)

FLOWER COLOR

BLUE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING WITH SPIKE LIKE FLOWERS
H- 5' - S-10'

APPLICATION

ACCENT

WATER USAGE

MEDIUM

SHRUB PALETTE



BOTANICAL NAME (COMMON)

GREVILLEA NOELLII
(GREVILLEA)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 4'-5' - S-4'-5'

APPLICATION

SCREEN / FOUNDATION

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

LEPTOSPERMUM SCOPARIUM 'RUBY GLOW'
(NEW ZEALAND TEA TREE)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 5'-6' - S-4'-8'

APPLICATION

ACCENT / SCREEN

WATER USAGE

MED

SHRUB PALETTE



BOTANICAL NAME (COMMON)

LAVANDULA STOECHAS
(SPANISH LAVENDER)

FLOWER COLOR

PURPLE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 2'-3' - S-3'-4'

APPLICATION

ACCENT

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

ROSA FLORIBUNDA 'ICEBERG'
(ICEBERG ROSE)

FLOWER COLOR

WHITE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 4' - S-4'

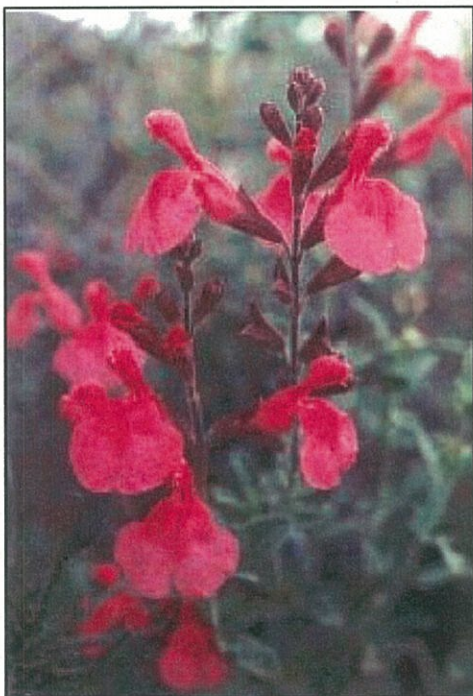
APPLICATION

ACCENT

WATER USAGE

MED

SHRUB PALETTE



BOTANICAL NAME (COMMON)

SALVIA GREGII
(AUTUMN SAGE)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

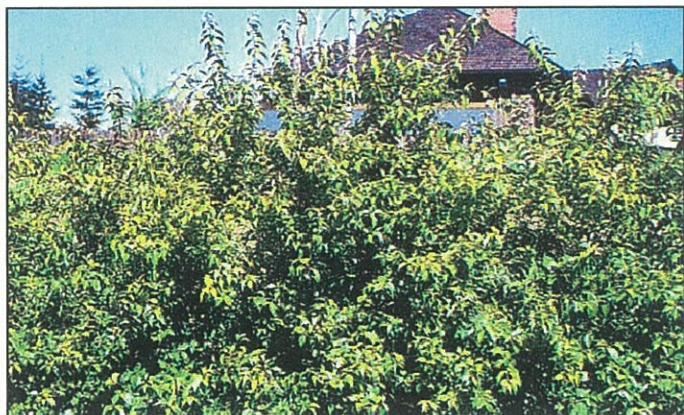
EVERGREEN
MOUNDING SHAPE
H- 3' - S-3'-4'

APPLICATION

ACCENT

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

XYLOSMA CONGESTUM
(SHINY XYLOSMA)

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 8' - S-8'

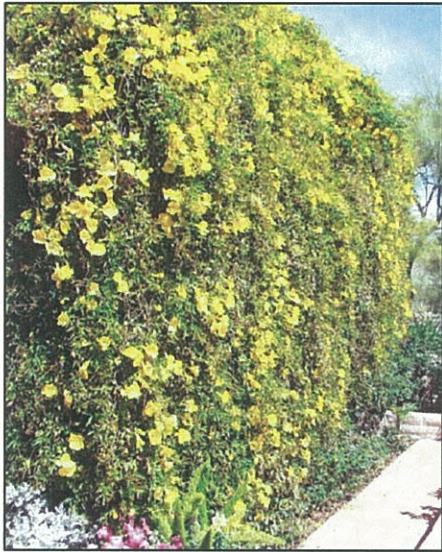
APPLICATION

SCREEN / FOUNDATION

WATER USAGE

LOW - NORTH/ EAST EXPOSURE

VINE PALETTE



BOTANICAL NAME (COMMON)

MACFADYENA UNGUIS-CATI
(CAT'S CLAW VINE)

FLOWER COLOR

YELLOW

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 8' - S-12'

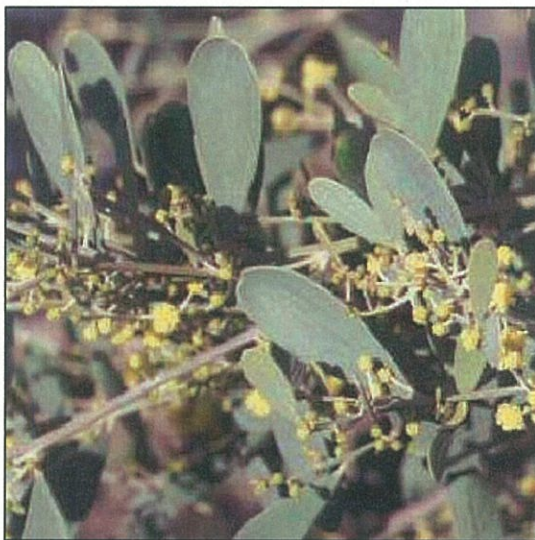
APPLICATION

ACCENT- SOFTEN WALLS

WATER USAGE

LOW

GROUND COVER PALETTE



BOTANICAL NAME (COMMON)

ACACIA REDOLENS
(DESERT CARPET ACACIA)

FLOWER COLOR

YELLOW

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 2'-3' - S-12'

APPLICATION

GROUND COVER / ACCENT

WATER USAGE

LOW

GROUND COVER PALETTE



BOTANICAL NAME (COMMON)
BACCHARIS PILULARIS 'TWIN PEAKS'
(COYOTE BRUSH)

FLOWER COLOR

WHITE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE

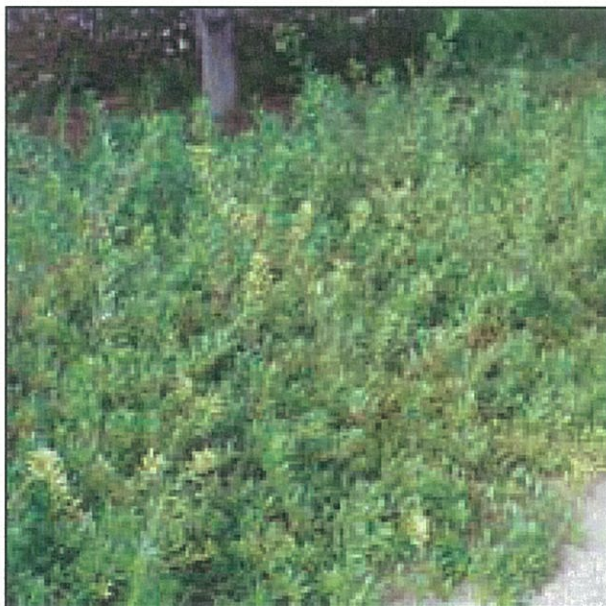
H- 2' - S-6'

APPLICATION

GROUND COVER

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

MYOPORUM PACIFICUM
(N.C.N.)

FLOWER COLOR

WHITE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE

H- 2' - S-12'

APPLICATION

GROUND COVER

WATER USAGE

LOW - NORTH / EAST EXPOSURE

GROUND COVER PALETTE



BOTANICAL NAME (COMMON)

ROSMARINUS OFFICINALLIS
(ROSEMARY)

FLOWER COLOR

BLUE

GROWING PATTERN / SIZE

EVERGREEN

MOUNDING SHAPE

H- 18"-2' - S-3'-4'

APPLICATION

GROUND COVER

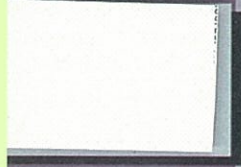
WATER USAGE

LOW

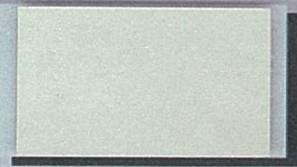
SOUTH ELEVATION

NORTH ELEVATION

WEST ELEVATION



1 Frazee 001 White



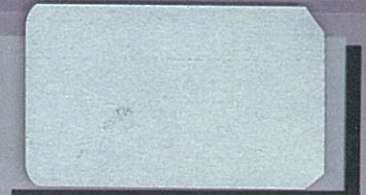
2 Frazee 8731W Staghorn



3 Frazee 8744D Sweetwood



4 Blue Reflective Glazing



5 Clear Anodized Mullions

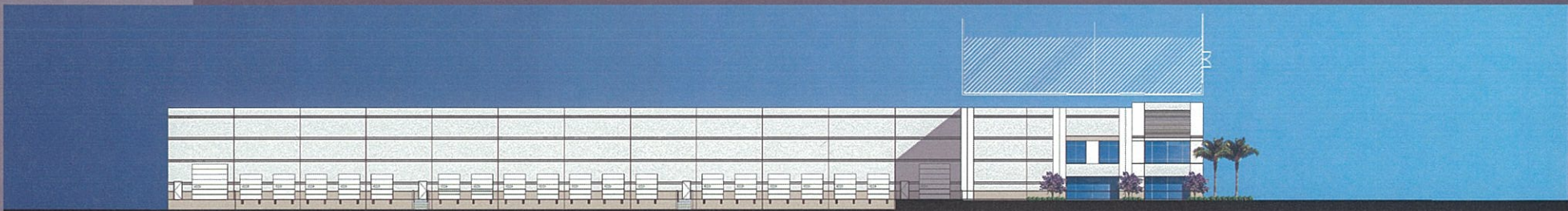
OC REAL ESTATE MANAGEMENT, LLC.

LOT 35 INDUSTRIAL FACILITY
CITY OF MIRA LOMA

HPA

1931 Birch Street
Newport Beach, CA 92660
Tel: 949.363.1770
Fax: 949.363.0851

CASE #: PP18875, AMD.#2
EXHIBIT: M (Sheets 1-2)
DATED: 7/12/10
PLANNER: C. HINOJOSA



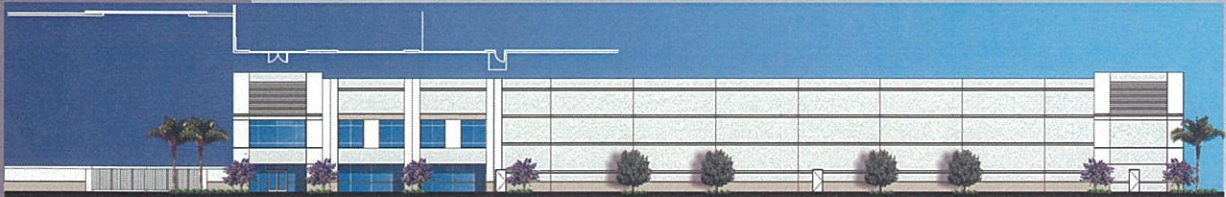
SOUTH ELEVATION



NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



ENLARGED EAST ELEVATION

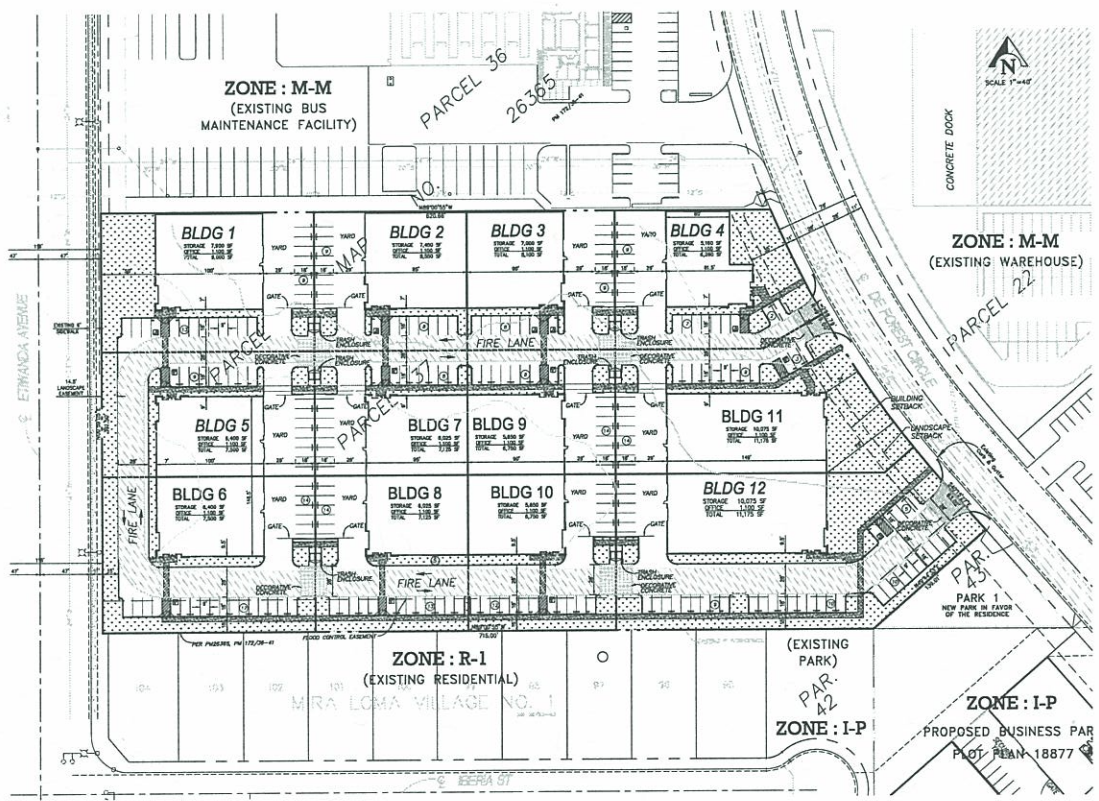
OC REAL ESTATE MANAGEMENT, LLC.

LOT 35 INDUSTRIAL FACILITY
CITY OF MIRA LOMA

H&A

1931 Birch Street
Newport Beach, CA 92660
Tel: 949.363.1770
Fax: 949.363.0851

CASE #: PP18876, AMD. #4
 EXHIBIT: A
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



PROJECT DATA

LAND AREA	GROSS ACRES	8.87 AC
	GROSS SQ. FT.	382,313 SQ. FT.
	NET ACRES	8.42 AC
	NET SQ. FT.	374,833 SQ. FT.
BUILDING AREA	OFFICE	13,200 SQ. FT.
	STORAGE	82,810 SQ. FT.
	TOTAL	96,010 SQ. FT.
BUILDING COVERAGE	89,210 SQ. FT. / 27,855 S.F.	35.58
LANDSCAPE REQUIRED	27,855 S.F. x 15%	41,783 S.F.
LANDSCAPE PROVIDED		42,879 S.F.
PARKING REQUIRED:		
OFFICE @ 1/250 (S.F./13,200/250)		53 SPACES
STORAGE @ 1/1,000 (S.F./82,810/1,000)		83 SPACES
HANDICAP		5 SPACES
TOTAL PARKING REQUIRED		141 SPACES
PARKING PROVIDED:		
STANDARD SPACES (141*1)		223 SPACES
HANDICAP SPACES (141*1)		13 SPACES
TOTAL PARKING PROVIDED		236 SPACES

PLOT PLAN LEGEND

[Symbol]	LANDSCAPED AREA	[Symbol]	EXISTING STREET LIGHT
[Symbol]	PATH OF TRAVEL	[Symbol]	EXISTING FIRE HYDRANT
[Symbol]	ASPHALT PAVING	[Symbol]	MANHOLE
[Symbol]	FIRE ACCESS	[Symbol]	EXISTING WATER LINE
[Symbol]	STANDARD PARKING STALL	[Symbol]	EXISTING ELECTRICAL LINE
[Symbol]	HANDICAP PARKING STALL	[Symbol]	EXISTING GAS LINE
[Symbol]	CONCRETE DOCK	[Symbol]	EXISTING SEWER LINE
[Symbol]	TRASH ENCLOSURE	[Symbol]	PROPOSED PARKING SPACES
[Symbol]	WHEEL STOP		

- NOTES**
- ALL DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEARS STORM FLOOD WITHOUT PONDING.
 - THE OWNER FACILITY SHALL COMPLY WITH SHADOWER ADDED REQUIREMENTS.
 - PROJECT SHALL COMPLY WITH ARTICLE 81 OF THE U.C.
 - ALL GATES SHALL BE PROVIDED BY OWNER AND HAVE ENTRY SYSTEM WITH INTERLOCK COUNTY FIRE DEPARTMENT.
 - THESE ARE NO SPEC CHANNELS ON THIS SITE.
 - THE PROJECT IS NOT SUBJECT TO SUBDIVISION OR OTHER BUILDING PERMITS AND DOES NOT FALL WITHIN A SPECIAL STUDY ZONING.
 - THE PROJECT IS NOT SUBJECT TO DEVELOPMENT, RELOCATION, OR FLOOD HAZARD.
 - THE ENGINEER AND SHADOWER INFORMATION IS ATTACHED TO THE SITE PLAN OF A SEPARATE SHEET.
 - THE PROJECT SITE DOES NOT LIE WITHIN A SPECIAL PLAN.
 - THE PROJECT SITE LIES WITHIN THE JURISDICTION SERVICES DISTRICT.
 - FIRM REGISTRATION ZONE C, PER COMMUNITY PLAN NUMBER 80222 D REVISED NOVEMBER 23, 1984.
 - THE PROJECT SITE IS SERVED BY AN EXISTING 12" SEWER LINE IN DE FOREST DRIVE. FUTURE SERVICE IS NOT PROVIDED TO THE PROJECT DOES NOT PROPOSE ANY CHANGE, OPEN SPACE OR RECREATIONAL AREA.
 - THE PROJECT SITE IS LOCATED WITHIN THE AREA OF EXISTING UTILITIES OR POWER LINES TO REMAIN OR TO BE REMOVED.
 - THE PROJECT DOES NOT PROPOSE ANY LAND OR RIGHT-OF-WAY TO BE DEDICATED TO PUBLIC OR OTHER USE.
 - THE BUILDING SHOWN ON THIS PLAN ARE ALL PROPOSED.
 - THESE ARE NO EXISTING OR PROPOSED ABOVE GROUND OR BELOW GROUND UTILITIES.
 - THESE ARE NO EXISTING OR PROPOSED UTILITIES BY U.C. GARDEN ACCESSIBLE UNDER 1991.
 - THE PROJECT SITE DOES NOT CONTAIN EXISTING FACILITIES OF FRESHWATER BIODIVERSITY AT THIS TIME.
 - THE PROJECT SITE DOES NOT CONTAIN ANY FLAMMABLE OR COMBUSTIBLE LIQUIDS OR GASES OR ABOVE OR BELOW GROUND.
 - REINFORCEMENT SPECIFICATIONS AT THIS TIME, NO RETROFITTING IS ANTICIPATED.
 - AT THE TIME THEY ARE JUST SHELL BUILDINGS PROPOSED, NO TENANTS.
 - PARKING LOT AREA IF BY ASPHALT.

PROJECT REPRESENTATIVES

ENGINEER / ARCHITECT:
 O.C. REAL ESTATE MANAGEMENT, INC.
 4384 LEXINGTON STREET, SUITE 103
 IRVING, CALIFORNIA 92613
 CONTACT: JON COOPER
 PHONE: (951) 341-8940 EXT. 223

SCHOOL DISTRICT:
 JARVIS WARDEN SCHOOL DISTRICT
 4850 FIDELITY ROAD
 IRVING, CA 92618
 PHONE: (951) 360-1100

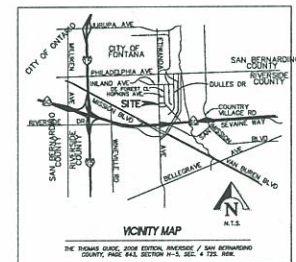
PLANNING:
 JARVIS WARDEN SCHOOL DISTRICT
 4850 FIDELITY ROAD
 IRVING, CA 92618
 PHONE: (951) 360-1100

ARCHITECT:
 ALL PROJECT ARCHITECTS
 4850 FIDELITY ROAD
 IRVING, CA 92618
 PHONE: (951) 360-1100

SEWER AND WATER:
 JARVIS WARDEN SCHOOL DISTRICT
 4850 FIDELITY ROAD
 IRVING, CALIFORNIA 92618
 PHONE: (951) 360-1100

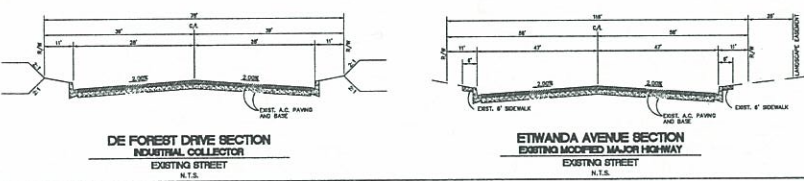
ELECTRIC:
 SOUTHERN CALIFORNIA EDISON
 1311 28TH AVENUE, IRVING, CA 92614
 PHONE: (951) 344-8244

UTILITY COMPANIES:
 4850 FIDELITY ROAD
 IRVING, CA 92618
 PHONE: (951) 360-1100



BUILDING INFORMATION

BUILDING	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
BUILDING AREAS	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	13,200
Storage (sf)	7,900	7,450	7,000	5,180	6,400	6,025	6,025	5,650	5,650	10,075	10,075	83,810	83,810
TOTAL	9,000	8,550	8,100	6,280	7,500	7,500	7,125	7,125	6,750	6,750	11,175	11,175	97,010



CODE DATA

CONSTRUCTION TYPE	II - N
ZONING (EXISTING/PROPOSED)	R - 1
OCCUPANCY	UNLIMITED
ALLOWABLE AREA	UNLIMITED
EXISTING LAND USE	UNLIMITED
PROPOSED LAND USE	WAREHOUSE/DISTRIBUTION

LEGAL DESCRIPTION
 PARCELS 27 OF PARCEL MAP 26465
 PLOT 122, PAGES 8-4
 RECORDS OF IRVING COUNTY, CA
 SEC. 4 (SOUTH), T. 2 SOUTH, R. 6 WEST
ASSESSOR'S PARCEL NUMBER
 156-188-021
 156-188-021



REVISIONS:

NO.	REVISIONS	DATE

KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 23150 BURNING WOODS
 SUITE 100, IRVING, CALIFORNIA 92618
 PHONE: (951) 360-1100

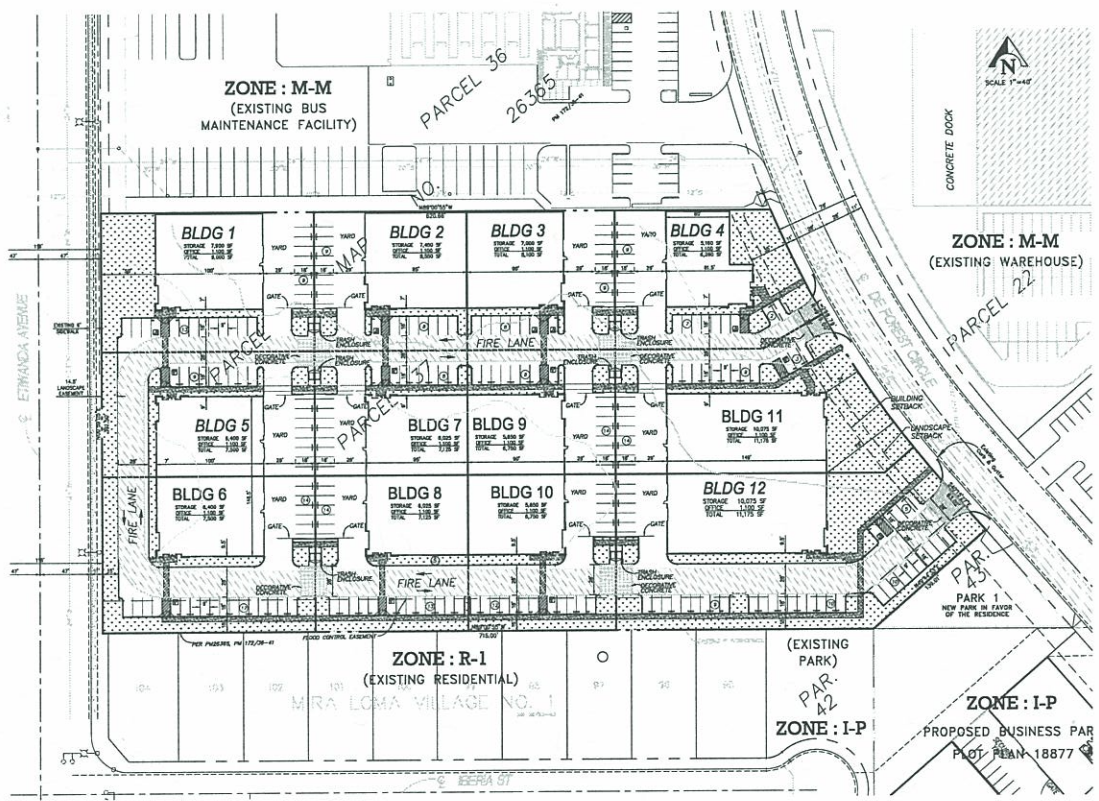
SCALE: 1"=40'
 DATE: APRIL 2007
 W.D. FILE NO. 156-188-021 OF 1 SHEETS

"P" EXHIBIT

O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
 PLOT PLAN # 18876
 AMENDED NO. 3

APRIL 2007

CASE #: PP18876, AMD. #4
 EXHIBIT: A
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



PROJECT DATA

LAND AREA	GROSS ACRES	8.87 AC
	GROSS SQ. FT.	382,313 SQ. FT.
	NET ACRES	8.42 AC
	NET SQ. FT.	374,833 SQ. FT.
BUILDING AREA	OFFICE	13,200 SQ. FT.
	STORAGE	82,810 SQ. FT.
	TOTAL	96,010 SQ. FT.
BUILDING COVERAGE	89,210 SQ. FT. / 27,655 S.F.	35.58
LANDSCAPE REQUIRED	27,655 S.F. x 15%	4,148 SQ. FT.
LANDSCAPE PROVIDED		43,879 SQ. FT.
PARKING REQUIRED:		
OFFICE @ 1/250 S.F. (13,200/250)		53 SPACES
STORAGE @ 1/1,000 S.F. (82,810/1,000)		83 SPACES
HANDICAP		5 SPACES
TOTAL PARKING REQUIRED		141 SPACES
PARKING PROVIDED:		
STANDARD SPACES (3'x18')		223 SPACES
HANDICAP SPACES (3'x18')		13 SPACES
TOTAL PARKING PROVIDED		236 SPACES

PLOT PLAN LEGEND

[Symbol]	LANDSCAPED AREA	[Symbol]	EXISTING STREET LIGHT
[Symbol]	PATH OF TRAVEL	[Symbol]	EXISTING FIRE HYDRANT
[Symbol]	ASPHALT PAVING	[Symbol]	MANHOLE
[Symbol]	FIRE ACCESS	[Symbol]	EXISTING WATER LINE
[Symbol]	STANDARD PARKING STALL	[Symbol]	EXISTING ELECTRICAL LINE
[Symbol]	HANDICAP PARKING STALL	[Symbol]	EXISTING GAS LINE
[Symbol]	TRASH ENCLOSURE	[Symbol]	EXISTING SEWER LINE
[Symbol]	WHEEL STOP	[Symbol]	PROPOSED PARKING SPACES

- NOTES**
- ALL DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEARS STORM FLOOD WITHOUT FLOODING.
 - THE OWNER FACILITY SHALL COMPLY WITH SHADOWER ADDED REQUIREMENTS.
 - PROJECT SHALL COMPLY WITH ARTICLE 81 OF THE U.C.
 - ALL GATES SHALL BE PROVIDED BY OWNER AND HAVE ENERGY SYSTEM FOR EMERGENCY COUNTY FIRE DEPARTMENT.
 - THESE ARE NO SPEC CHANNELS ON THIS SITE.
 - THE PROJECT IS NOT SUBJECT TO SUBDIVISION OR OTHER BUILDING REGULATIONS AND DOES NOT FALL WITHIN A SPECIAL STUDY ZONING.
 - THE PROJECT IS NOT SUBJECT TO DEVELOPMENT, RELOCATION, OR FLOOD HAZARD.
 - THE ENGINEER AND SHADOWER INFORMATION IS ATTACHED TO THE SITE PLAN OF A SEPARATE SHEET.
 - THE PROJECT SITE DOES NOT LIE WITHIN A SPECIAL PLAN.
 - THE PROJECT SITE LIES WITHIN THE JURISDICTION SERVICES DISTRICT.
 - FIRM REGISTRATION ZONE C, PER COMMUNITY PLAN NUMBER 80022 D ZONED RESIDENTIAL ZR-18A.
 - THE PROJECT SITE IS SERVED BY AN EXISTING 12" SEWER LINE IN DE FOREST DRIVE. FUTURE SERVICE IS NOT PROVIDED TO THE PROJECT DOES NOT PROPOSE ANY CHANGE, OPEN SPACE OR RECREATIONAL AREA.
 - THE PROJECT SITE IS LOCATED WITHIN THE AREA OF EXISTING UTILITIES OR POWER LINES TO REMAIN OR TO BE REMOVED.
 - THE PROJECT DOES NOT PROPOSE ANY LAND OR RIGHT-OF-WAY TO BE DEDICATED TO PUBLIC OR OTHER USE.
 - THE BUILDING SHOWN ON THIS PLAN ARE ALL PROPOSED.
 - THESE ARE NO EXISTING OR PROPOSED ABOVE GROUND OR BELOW GROUND UTILITIES.
 - THESE ARE NO EXISTING OR PROPOSED UTILITIES BY U. GARDEN ACCESSIBLE, SINCE 1991.
 - THE PROJECT SITE DOES NOT CONTAIN EXISTING FACILITIES OF FRESHWATER BIODIVERSITY AT THIS TIME.
 - THE PROJECT SITE DOES NOT CONTAIN ANY FLAMMABLE OR COMBUSTIBLE LIQUIDS OR GASES OR SOLIDS OR BELOW GROUND.
 - REINFORCEMENT SPECIFICATIONS AT THIS TIME, NO RETROFITTING IS ANTICIPATED.
 - AT THE TIME THEY ARE JUST SHELL BUILDINGS PROPOSED, NO TENANTS.
 - PARKING LOT AREA IF AT ALL.

PROJECT REPRESENTATIVES

ENGINEER / ARCHITECT:
 OCEAN CONSULTANTS, INC.
 4384 LINDA STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 CONTACT: JON COOPER
 PHONE: (951) 341-8940 EXT. 223

SCHOOL DISTRICT:
 JARVIS WARDER SCHOOL DISTRICT
 4850 PLYMOUTH ROAD
 IRVING, CA 92614
 PHONE: (951) 360-1100

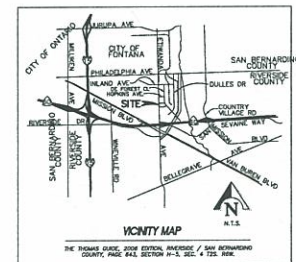
UTILITY:
 SOUTHERN CALIFORNIA EDISON
 1311 WEST PINE AVENUE
 GARDEN, CALIFORNIA 91713
 PHONE: (951) 341-8940

SEWER AND WATER:
 JARVIS WARDER SCHOOL DISTRICT
 4850 PLYMOUTH ROAD
 IRVING, CALIFORNIA 92614
 PHONE: (951) 360-1100

ELECTRIC:
 SOUTHERN CALIFORNIA EDISON
 1311 WEST PINE AVENUE
 GARDEN, CALIFORNIA 91713
 PHONE: (951) 341-8940

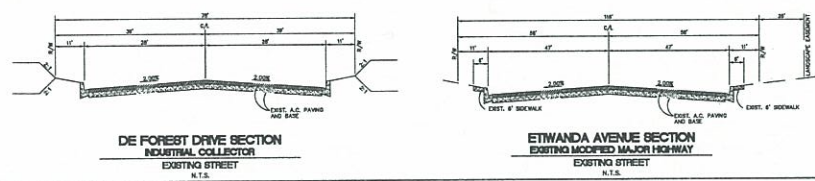
ARCHITECT:
 ALL PROJECT ARCHITECTS
 4850 PLYMOUTH ROAD
 IRVING, CALIFORNIA 92614
 PHONE: (951) 360-1100

- ALL GATES WILL BE METAL AND MANUALLY OPERATED WITH PUSH-BUTTON AND REMOTE CONTROL.
- ALL GATES ARE TO BE A MINIMUM OF 24" IN WIDTH.
- ALL SCREENS WILL BE 1/2" MINIMUM AND SHALL BE AT THE TOP OF ALL DOOR DOORS.



BUILDING INFORMATION

BUILDING	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
BUILDING AREAS	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	13,200
Storage (sf)	7,900	7,450	7,000	5,180	6,400	6,025	6,025	5,650	5,650	10,075	10,075	83,810	83,810
TOTAL	9,000	8,550	8,100	6,280	7,500	7,500	7,125	7,125	6,750	6,750	11,175	11,175	97,010



CODE DATA

CONSTRUCTION TYPE	II - N
ZONING (EXISTING/PROPOSED)	R - 1
OCCUPANCY	UNLIMITED
ALLOWABLE AREA	UNLIMITED
EXISTING LAND USE	UNLIMITED
PROPOSED LAND USE	WAREHOUSE/DISTRIBUTION

LEGAL DESCRIPTION
 PARCELS 27 OF PARCEL MAP 2646, PAGE 122, PAGES 8-4
 RECORDS OF IRVING COUNTY, CA
 SEC. 4 (SOUTH), T. 2 SOUTH, R. 6 WEST
ASSESSOR'S PARCEL NUMBER
 156-180-001
 156-180-001

REVISIONS:

NO.	REVISION	DATE

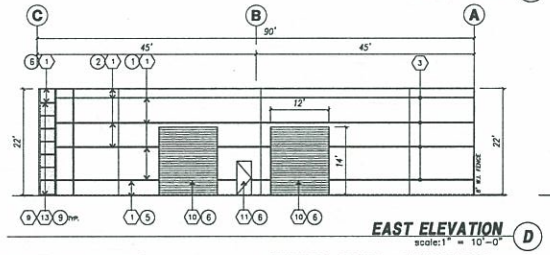
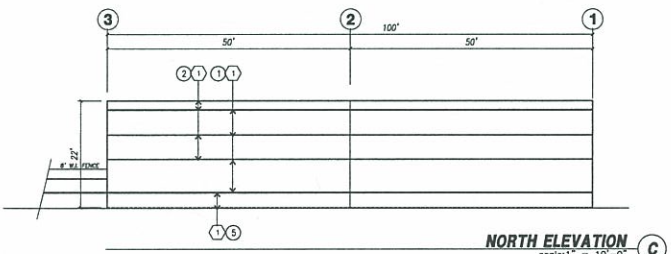
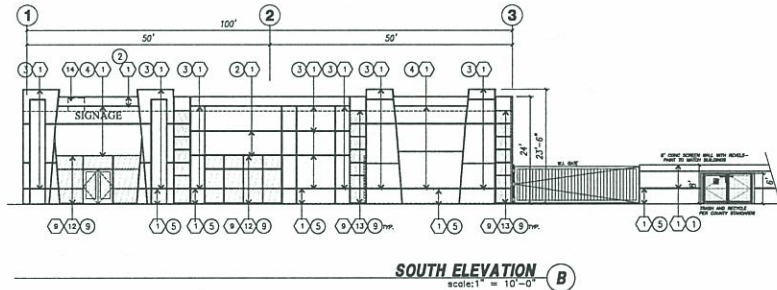
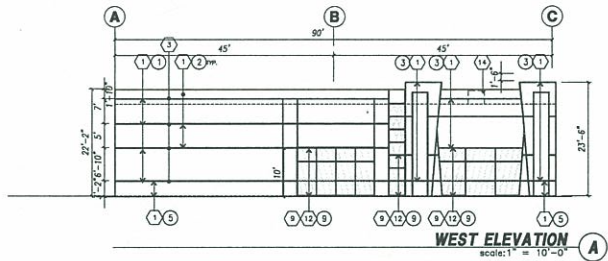
KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 4384 LINDA STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 PHONE: (951) 341-8940

SCALE: 1"=40'
 DATE: APRIL 2007
 W.D. FILE NO. 16282-09-03 OF 1 SHEETS

"P" EXHIBIT

O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
 PLOT PLAN # 18876
 AMENDED NO. 3

APRIL 2007



KEYNOTES - ELEVATIONS

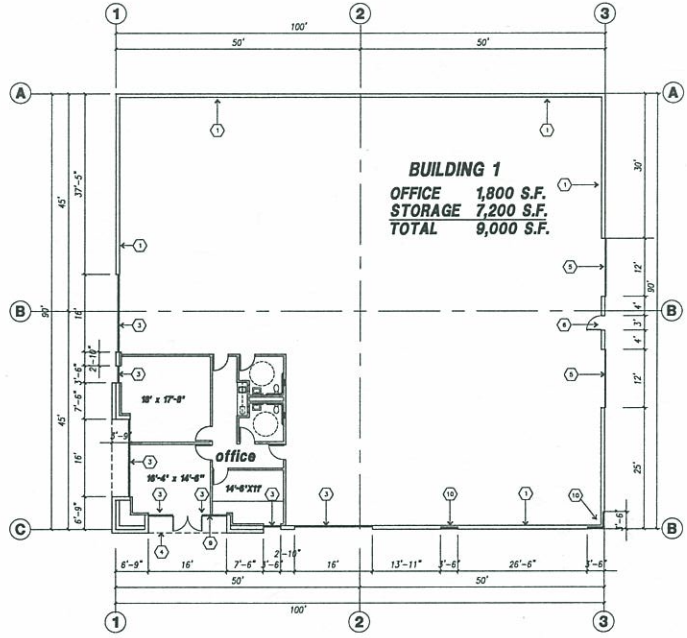
- 1 CONCRETE TL-TUP PANEL PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TL-TUP SCREEN WALL
- 5 NOT USED
- 6 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 7 CONCRETE RAMP AND CONC. GUARDRAIL
- 8 ALUMINUM STOREFRONT FRAMES W/ TINTED GLAZING AT ALL DOORS
- 9 GLAZING ADJACENT TO DOORS AND GLAZING W/ BOTTOM EDGE LESS THAN 6" ABOVE FIN. ELEVATION
- 10 4" X 4" HORN DRIVE THRU DOOR
- 11 HOLLOW METAL DOORS
- 12 VISION GLAZING
- 13 SPANDREL GLAZING
- 14 ROOF TOP EQUIPMENT SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
- C. TOP - TOP OF PARAPET - ELEVATION
- D. FIN. - FINISH FLOOR ELEVATION
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LANTERS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE TO WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTORS SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 1500 FEET.

COLOR SCHEDULE - ELEVATIONS

1	CONCRETE TL-TUP PANEL	PANT BRND_12BKTE_8699_10M_MDRY
2	CONCRETE TL-TUP PANEL	PANT BRND_12BKTE_8691_WHITE
3	CONCRETE TL-TUP PANEL	PANT BRND_12BKTE_8292E_TOUCHSTONE
4	CONCRETE TL-TUP PANEL	PANT BRND_12BKTE_8698M_OBK_FLAT
5	CONCRETE TL-TUP PANEL	PANT BRND_8294M_DKSD_STEEL
6	VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS	PANT BRND_12BKTE_BACKGROUND_COLOR
7	MILLWORK	COLOR CLEAR ANODIZED
8	STOREFRONT GLAZING	COLOR BLUE REFLECTIVE GLASS
9	STOREFRONT SPANDREL	COLOR BLUE REFLECTIVE GLASS



FLOOR PLAN & BUILDING FOOTPRINT

SCALE: 1" = 10'-0"
PLAN NORTH
TRUE NORTH

KEYNOTES - FLOOR PLAN

- 1 CONCRETE TL-TUP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 SOFFIT LINE ABOVE.
- 5 12' X 14' TRUCK DOOR. VERTICAL LIFT, STANDARD GRADE.
- 6 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
- 7 5'-0" X 5'-0" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 FULL HEIGHT WALL
- 9 HANDICAPPED ENTRY SIGN
- 10 SPANDREL GLASS

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL D.P.P. BS WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, ORLINE, OR FACE OF STUD U.L.G.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAR. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

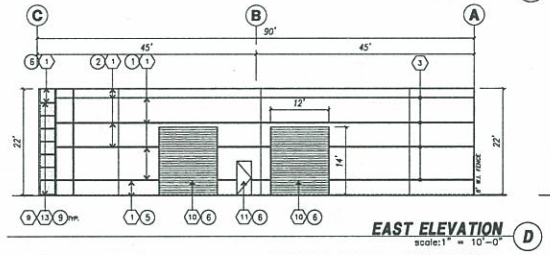
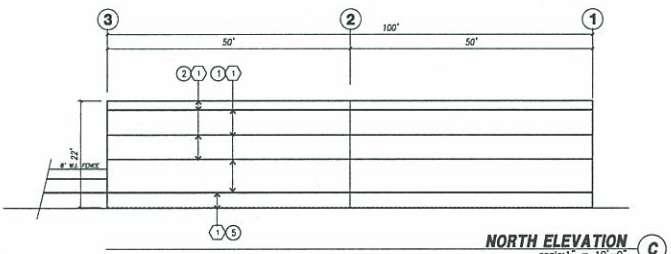
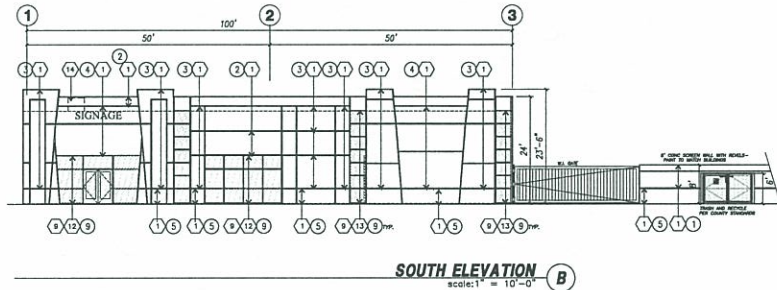
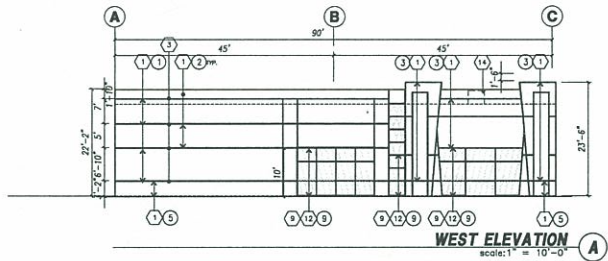
SHEET: DAB37-2-1-1
PARCEL 37
PP 18876

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
HO PROPERTIES, INC.
3885 MAIN STREET, SUITE 220
RIVERSIDE, CALIFORNIA 92501
CONTACT: GABRIEL BURTON
PHONE: (951) 798-4100
FAX: (951) 794-1524

BUILDING 1
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3885 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007 1944 1318

HPA Inc.

CASE #: PP18876, AMD, #4
EXHIBIT: B & C (Sheets 1-6)
DATED: 7/12/10
PLANNER: C. HINOJOSA



KEYNOTES - ELEVATIONS

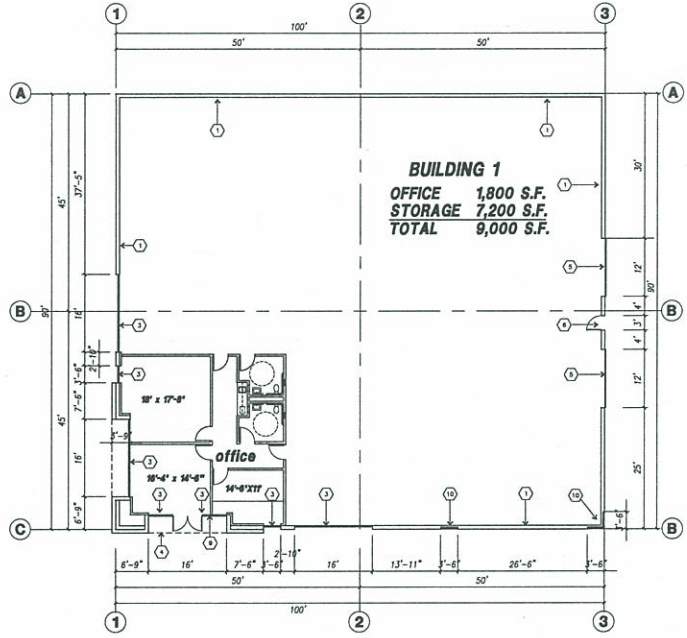
- 1 CONCRETE TL-LP PANEL PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TL-LP SCREEN WALL
- 5 NOT USED
- 6 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 7 CONCRETE RAMP AND CONC. GUARDRAIL
- 8 ALUMINUM STOREFRONT FRAMES W/ TEMPLER GLAZING AT ALL DOORS
- 9 GLAZING ADJACENT TO DOORS AND GLAZING W/ BOTTOM EDGE LESS THAN 6" ABOVE FIN. ELEVATION
- 10 4" X 4" HORN DRIVE THRU DOOR
- 11 HOLLOW METAL DOORS
- 12 VISION GLAZING
- 13 SPANDREL GLAZING
- 14 ROOF TOP EQUIPMENT SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

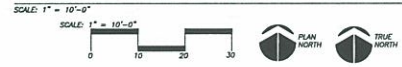
- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
- C. TOP - TOP OF PARAPET - ELEVATION
- D. FIN. - FINISH FLOOR ELEVATION
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LANTERS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE TO WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTORS SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 1500 FEET.

COLOR SCHEDULE - ELEVATIONS

1	CONCRETE TL-LP PANEL	PANT BRND_12BKTE 8589_10M_MDRY
2	CONCRETE TL-LP PANEL	PANT BRND_12BKTE 8581_WHITE
3	CONCRETE TL-LP PANEL	PANT BRND_12BKTE 8526_TOUCHSTONE
4	CONCRETE TL-LP PANEL	PANT BRND_12BKTE 8584M_OBK_FLAT
5	CONCRETE TL-LP PANEL	PANT BRND_8224M_DKSD_STEEL
6	VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS	PANT BRND_12BKTE_BACKGROUND_COLOR
7	MILLWORK	COLOR CLEAR ANODIZED
8	STOREFRONT GLAZING	COLOR BLUE REFLECTIVE GLASS
9	STOREFRONT SPANDREL	COLOR BLUE REFLECTIVE GLASS



FLOOR PLAN & BUILDING FOOTPRINT



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TL-LP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 SOFFIT LINE ABOVE.
- 5 12' X 14' TRUCK DOOR. VERTICAL LIFT, STANDARD GRADE.
- 6 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
- 7 5'-8 1/2" X 8'-4 1/2" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 FULL HEIGHT WALL
- 9 HANDICAPPED ENTRY SIGN
- 10 SPANDREL GLASS

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL D.P.P. BS WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, ORLINE, OR FACE OF STUD U.L.O.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

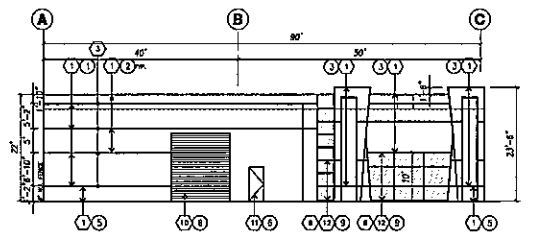
SHEET: DAB37-2-1-1
 PARCEL 37
 PP 18876

PROJECT REPRESENTATIVES
 OWNER / APPLICANT:
 HQ PROPERTIES, INC.
 3885 MAIN STREET, SUITE 200
 RIVERSIDE, CALIFORNIA 92501
 CONTACT: GABRIEL BURTON
 PHONE: (951) 798-4100
 FAX: (951) 794-1524

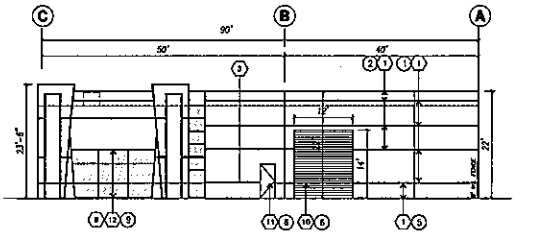
BUILDING 1
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
 3885 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501
 SEPTEMBER 7, 2007 1944 1318

HPA Inc.

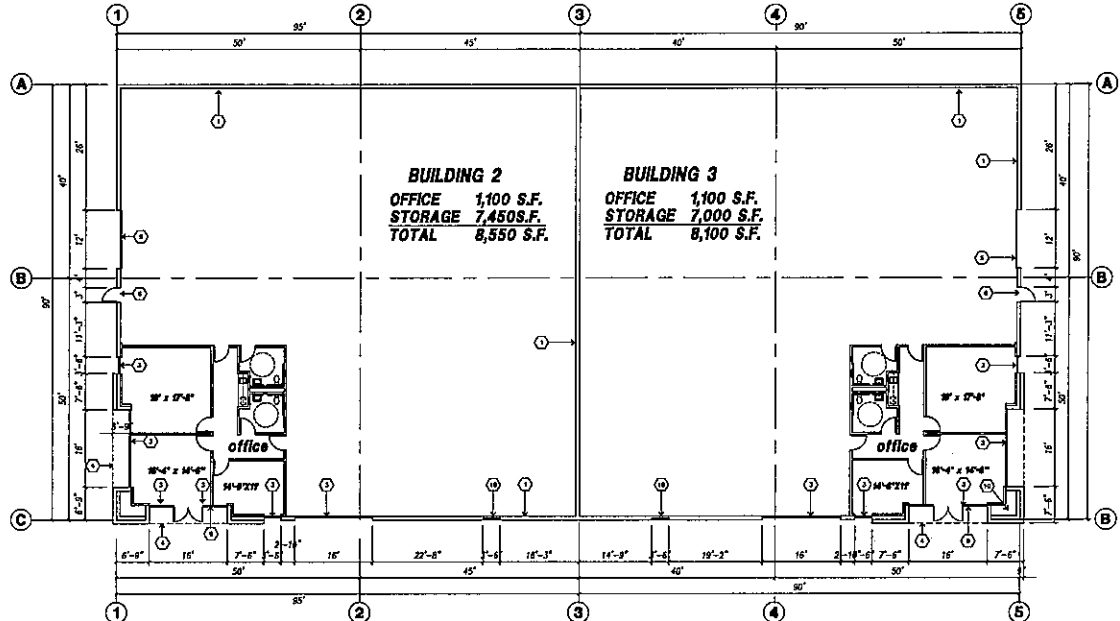
CASE #: PP18876, AMD, #4
 EXHIBIT: B & C (Sheets 1-6)
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



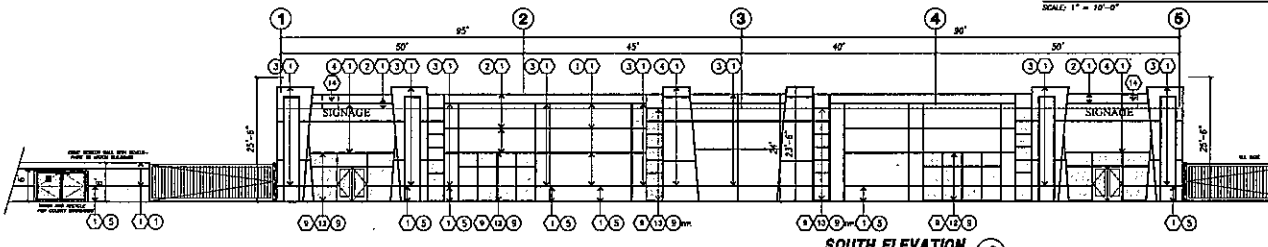
WEST ELEVATION
SCALE: 1" = 10'-0"



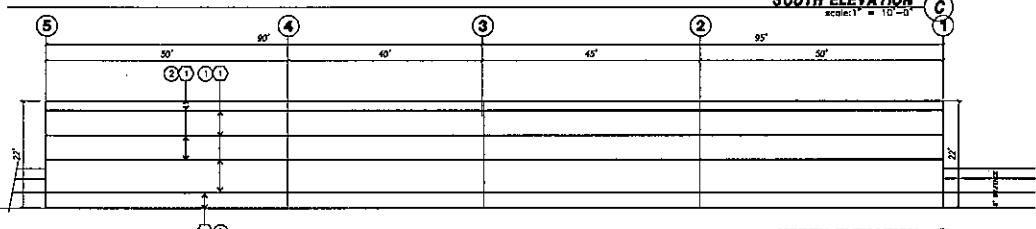
EAST ELEVATION
SCALE: 1" = 10'-0"



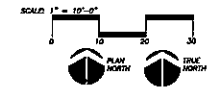
FLOOR PLAN & BUILDING FOOTPRINT
SCALE: 1" = 10'-0"



SOUTH ELEVATION
SCALE: 1" = 10'-0"



NORTH ELEVATION
SCALE: 1" = 10'-0"



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 SLOTTED LINE ABOVE.
- 5 12" X 14" HOLLOW METAL EXTERIOR MAIN DOOR.
- 6 5'-8 1/2" X 8'-6 1/2" TRUCK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROWN FINISH. PROVIDE WALK TO HAND SURFACES FOR CITY REQUIREMENTS.
- 7 WALL HEIGHT WALL.
- 8 HANGAR-PAVED ENTRY SIGN.
- 9 SPANDREL GLASS.

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HAND" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. CEILING ARE TO RECEIVE PRIMER ONLY. ALL DWP. RD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- E. ALL SUBSTANCES ARE TO THE FACE OF CONCRETE PANEL WALL, GROUTING OR FACE OF STUO UNLO.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DAMPENED INCLUDING CURBS AND THROUS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL. PAINTED.
- 2 PANEL JOINT.
- 3 PANEL GENERAL.
- 4 CONCRETE TILT-UP SCREEN WALL.
- 5 NOT USED.
- 6 NOT USED.
- 7 CONCRETE STAIR LANDING AND CONC. GUARDRAIL.
- 8 CONCRETE BAMP AND CONC. GUARDRAIL.
- 9 ALUMINUM STOREFRONT FRAMING W/ TINTED GLAZING AT ALL DOORS BEARING ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 6" ABOVE F.F. ELEVATION.
- 10 6" WIDE X 1/2" HIGH DRIVE THRU DOOR.
- 11 YELLOW METAL DOORS.
- 12 VISION GLAZING.
- 13 SPANDREL GLAZING.
- 14 ROOF TOP EQUIPMENT. SCREENED BY PARAPET.

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO COLOR AT NECK CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE PLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. - TOP OF PARAPET - ELEVATION.
- D. P.P. - FINISH FLOOR ELEVATION.
- E. STOREFRONT OBSTRUCTION GLASS, METAL ATTACHMENTS AND LINTLS SHALL BE DESIGNED TO SECURE TO W/IN EXPOSURE "S" W/INS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE FROM TO PAINTING REFINISH OF BUILDING.
- G. ALL ROOF AND RITE EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM 50-FT DISTANCE OF 150 FEET.

COLOR SCHEDULE - ELEVATIONS

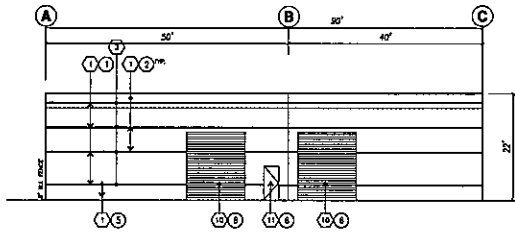
- | | |
|---|--|
| 1 CONCRETE TILT-UP PANEL. | PANT BRAND, TRAZEC 2555, ZINA SCRY. |
| 2 CONCRETE TILT-UP PANEL. | PANT BRAND, TRAZEC 0011, WHITE. |
| 3 CONCRETE TILT-UP PANEL. | PANT BRAND, TRAZEC 2732E, TROUSERTONE. |
| 4 CONCRETE TILT-UP PANEL. | PANT BRAND, TRAZEC 855M, OAK FLATS. |
| 5 CONCRETE TILT-UP PANEL. | PANT BRAND, 8224M, FINEB, STEEL. |
| 6 VERTICAL LIFT OVERHEAD DOOR & EXTERIOR DOORS. | PANT BRAND, MADEL, PROGRESSOR, COLOR. |
| 7 MELLONS. | COLOR, CLEAR, UNPAINTED. |
| 8 STOREFRONT GLAZING. | COLOR, BLUE, REFLECTIVE GLASS. |
| 9 STOREFRONT SPANDREL. | COLOR, BLUE, REFLECTIVE GLASS. |

SHEET, DAB37-2-1-2,3
PARCEL 37
PP 18876

PROJECT REPRESENTATIVE
OWNER / APPLICANT:
HO PROPERTIES, INC.
3855 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92507
CONTACT: DANIEL BUDLER
PHONE: (951) 790-4500
FAX: (951) 790-1541

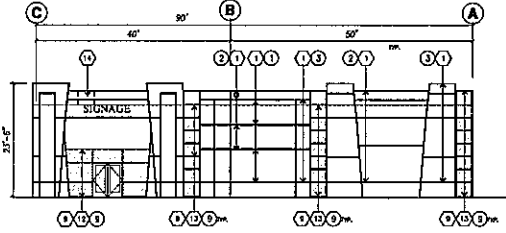
BUILDING 2/3
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL **37**
RIVERSIDE COMMERCIAL INVESTORS, INC.
3855 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92507 SEPTEMBER 3, 2007 HW 336

HPA Inc.



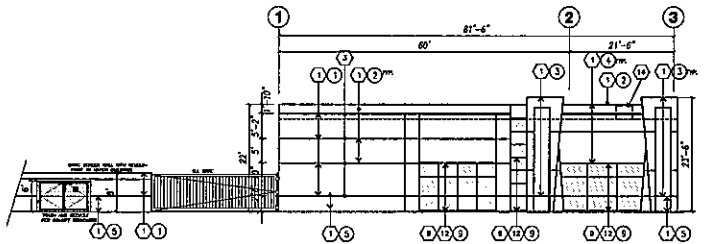
WEST ELEVATION

scale: 1" = 10'-0"



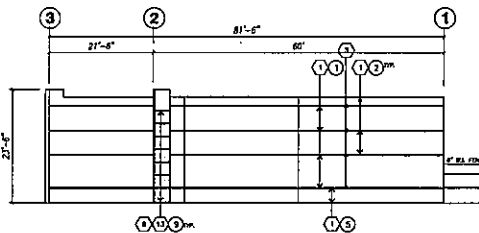
EAST ELEVATION

scale: 1" = 10'-0"



SOUTH ELEVATION

scale: 1" = 10'-0"



NORTH ELEVATION

scale: 1" = 10'-0"

KEYNOTES - ELEVATIONS

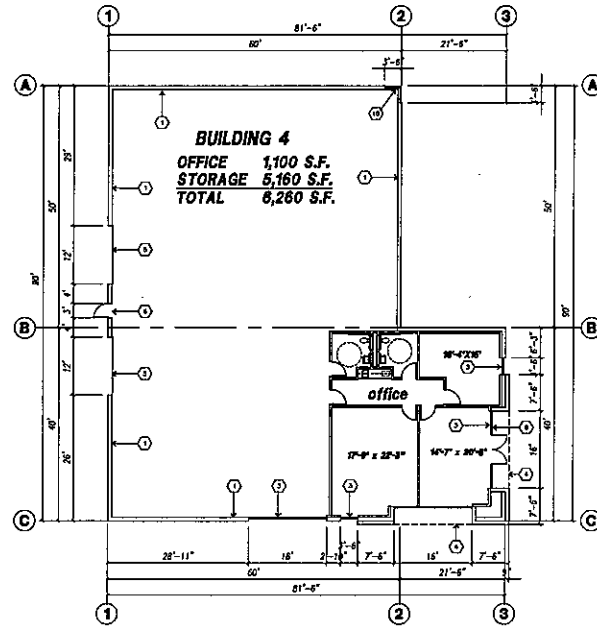
- 1 CONCRETE TILT-UP PANEL, PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 NOT USED
- 6 NOT USED
- 7 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 8 CONCRETE STAMP AND CONC. GUARDRAIL
- 9 ALUMINUM STOREFRONT FRAMING W/ TINTED GLAZING AT ALL DOORS
- 10 GLAZING ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 6" ABOVE F.P. ELEVATION
- 11 2" WIDE X 1/4" HIGH DRIVE THRU DOOR
- 12 HOLLOW METAL DOORS
- 13 VERTIC. GLAZING
- 14 SPANDREL GLAZING
- 15 ROOF TOP SUFFITMENT, SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT JOINTS UNLESS NOTED OTHERWISE
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
- C. T.O.P. - TOP OF PARAPET - ELEVATION
- D. P.F.F. - FINISH FLOOR ELEVATION
- E. STOREFRONT CONSTRUCTION GLASS METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST 50 MPH WINDS TO WALLS. CONTRACTOR SHALL SUBMIT 5-CP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 150 FEET.

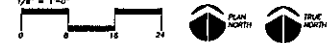
COLOR SCHEDULE - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, APPL. BODY
- 2 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, APPL. BODY
- 3 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, APPL. BODY
- 4 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, APPL. BODY
- 5 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, APPL. BODY
- 6 VERTICAL LIFT OVERHEAD DOORS & EXTENDED DOORS
- 7 MULLIONS
- 8 STOREFRONT GLAZING
- 9 STOREFRONT SPANDREL



FLOOR PLAN & BUILDING FOOTPRINT

SCALE: 1" = 8'-0"



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL, SEE "S" DRAWINGS FOR THICKNESS AND STEEL REINFORCEMENTS
- 2 STRUCTURAL STEEL COLUMN, SEE "S" DRAWINGS FOR SIZE, COLOR AND LOCATIONS
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING, SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS
- 4 SUFFIT LINE ABOVE
- 5 12" X 1 1/2" TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE
- 6 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
- 7 21'-0" X 4'-2 1/4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA, FINISH TO BE BROWN BRUSH FINISH, PROVIDE WALK TO WALK SURFACE FOR CITY REQUIREMENTS
- 8 FILL HEIGHT WALL
- 9 HANDICAPPED ENTRY SIGN
- 10 SPANDREL GLASS

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HAND" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CIV. AND W. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL CUTS. SEE "S" DRAWINGS FOR POUR STRIP LOCATIONS.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, CORNER, OR FACE OF STUD WALL.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS FOR DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DAMPED INCLUDING CARS AND TRUCKS.
- I. WIND BOOR EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

SHEET, DAB37-2-1-4
PARCEL 37
PP 18876

BUILDING 4

DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37

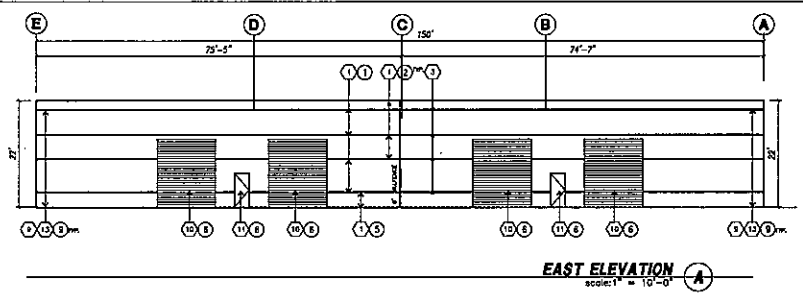
RIVERSIDE COMMERCIAL INVESTORS, INC.
3483 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
RSC PROPERTIES, INC.
3845 MAIN STREET, SUITE 220
RIVERSIDE, CALIFORNIA 92501
OWNER: DANIEL BRYER
PHONE: (951) 364-8100
FAX: (951) 364-1201

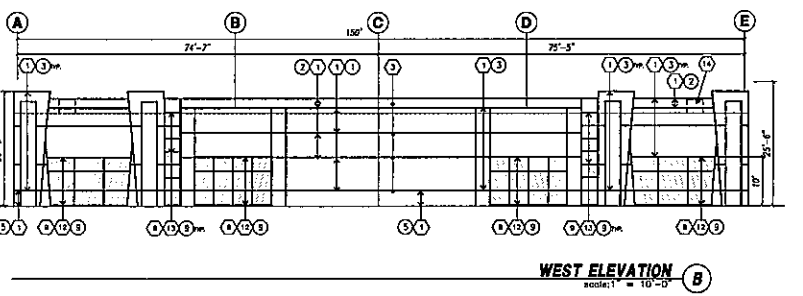
HPA Inc.

18831 Barkers Ave. Inyok, California 92512

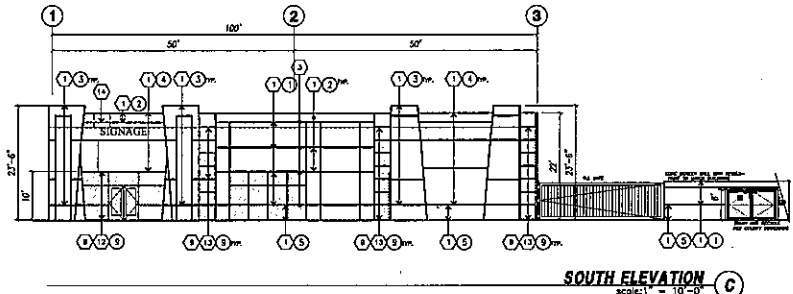
(949) 843-1770



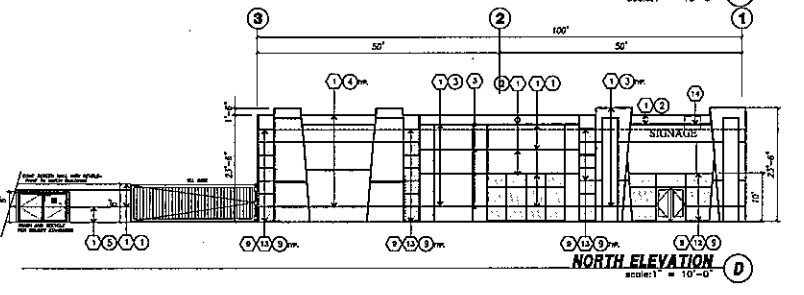
EAST ELEVATION
scale: 1" = 10'-0"



WEST ELEVATION
scale: 1" = 10'-0"



SOUTH ELEVATION
scale: 1" = 10'-0"



NORTH ELEVATION
scale: 1" = 10'-0"

KEYNOTES - ELEVATIONS

- ① CONCRETE TILT-UP PANEL (PAINTED)
- ② PANEL JOINT
- ③ PANEL REVEAL
- ④ CONCRETE TILT-UP SCREEN WALL
- ⑤ NOT USED
- ⑥ KEY LEAD
- ⑦ CONCRETE STAIR LANDING AND CONC. BALUSTRADE
- ⑧ CONCRETE RAMP AND CONC. BALUSTRADE
- ⑨ ALL GLASS STORMFRONT FRAMING W/ TEMPERED GLAZES AT ALL DOORS
- ⑩ SCHEDULES ADJUSTED TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 1" ABOVE FIN. ELEVATION
- ⑪ 2" THICK 1/4" HOLLOW METAL TRUCK DOOR
- ⑫ HOLLOW METAL DOORS
- ⑬ VISION GLAZING
- ⑭ SPANDREL GLAZING
- ⑮ ROOF TOP EQUIPMENT SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT NODE CORNERS UNLESS NOTED OTHERWISE
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
- C. TOP - TOP OF PARAPET - ELEVATION
- D. FIN. - FINISH FLOOR ELEVATION
- E. STORMFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST TO WIND EXPOSURE TO WINDS. CONTRACTOR SHALL BLIND EACH DRAINAGE PRIOR TO INSTALLATION
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING BEGINS OF BUILDING
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE BUILDING ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 150 FEET.

COLOR SCHEDULE - ELEVATIONS

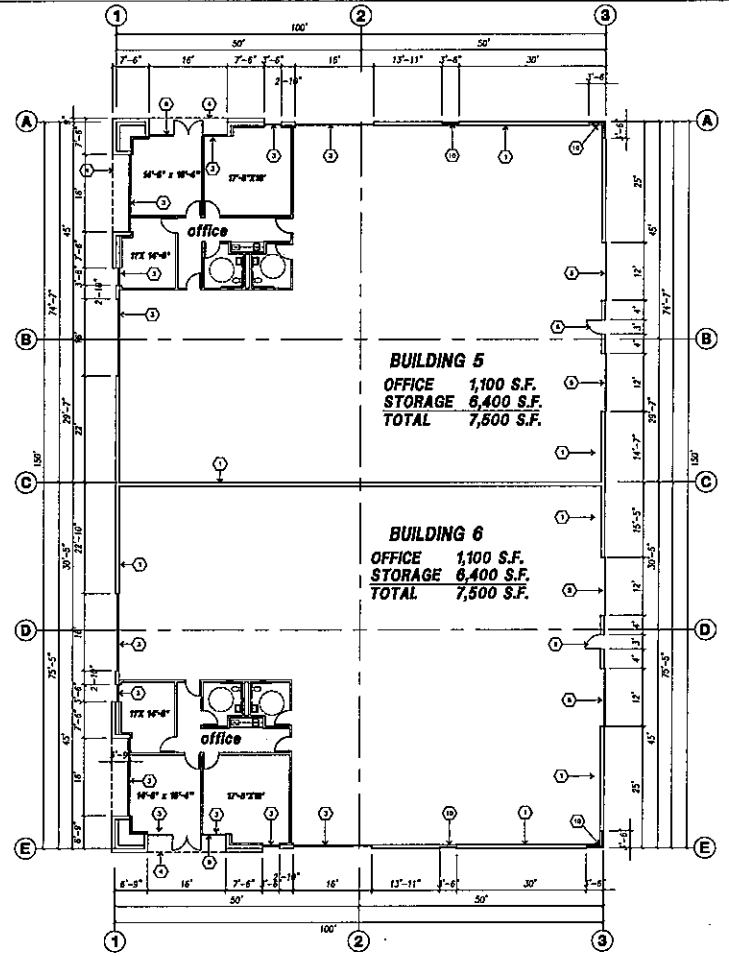
- ① CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ② CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ③ CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ④ CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ⑤ CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ⑥ VERTICAL LIGHT OVERHEAD DOORS & EXTERIOR DOORS. PAINT BRAND: MATHI INTERIOR/EXTERIOR COLOR.
- ⑦ MULLIONS. COLOR: SLUR ALUMINUM.
- ⑧ STORMFRONT GLAZING. COLOR: BLUE REFLECTIVE GLASS.
- ⑨ STORMFRONT SPANDREL. COLOR: BLUE REFLECTIVE GLASS.

KEYNOTES - FLOOR PLAN

- ① CONCRETE TILT-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REINFORCEMENTS.
- ② STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- ③ TYPICAL STORMFRONT SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- ④ SOFFIT LINE ABOVE.
- ⑤ 12' X 14' TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- ⑥ 3' X 7' HOLLOW METAL EXTERIOR MAIN DOOR.
- ⑦ 3'-0" X 7'-0" X 2'-0" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA FINISH TO BE BEYOND BROWN FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- ⑧ FULL HEIGHT WALL.
- ⑨ HANDICAPPED ENTRY SIGN.
- ⑩ SPANDREL GLASS.
- ⑪ 14' X 14' TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CIP. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO GARD.
- D. SLOPE POUR STOP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STOP LOCATIONS.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRADING, OR FACE OF STEEL W/ALD.
- F. SEE S&M DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRIBUTE TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE TYPICAL OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE BARRICADED INCLUDING GAUGS AND TROLES.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.



FLOOR PLAN & BUILDING FOOTPRINT
SCALE: 1" = 10'-0"

BUILDING 5
OFFICE 1,100 S.F.
STORAGE 6,400 S.F.
TOTAL 7,500 S.F.

BUILDING 6
OFFICE 1,100 S.F.
STORAGE 6,400 S.F.
TOTAL 7,500 S.F.

SHEET: DAB37-2-1-5,6
PARCEL 37
PP 18876

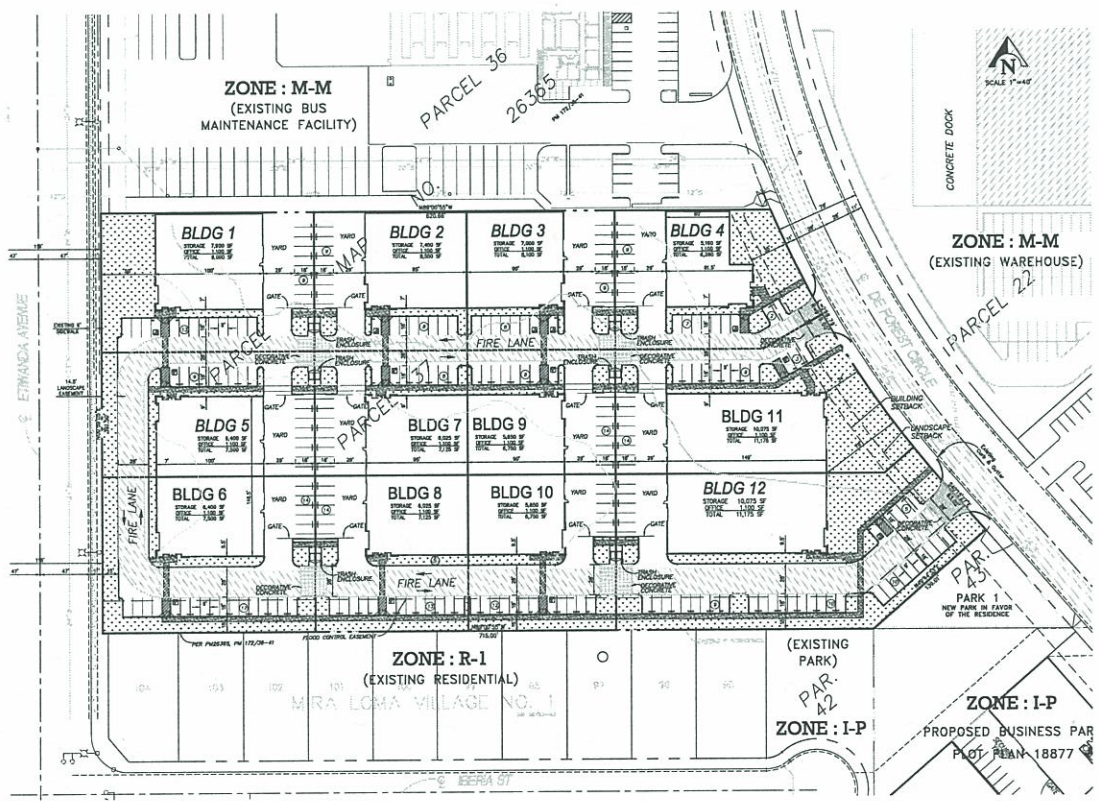
BUILDING 5/6

DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3645 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501
8681 BOSTON AVE. #100, CALIFORNIA 92512

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
RSC PROJECTS, INC.
3645 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92501
CONTACT: DANIEL WHEELER
PHONE: (951) 794-7100
FAX: (951) 794-1248

HPA Inc.
(916) 681-7770

CASE #: PP18876, AMD. #4
 EXHIBIT: A
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



PROJECT DATA

LAND AREA	GROSS ACRES	8.87 AC
	GROSS SQ. FT.	382,313 SQ. FT.
	NET ACRES	8.42 AC
	NET SQ. FT.	374,833 SQ. FT.
BUILDING AREA	OFFICE	13,200 SQ. FT.
	STORAGE	82,810 SQ. FT.
	TOTAL	96,010 SQ. FT.
BUILDING COVERAGE	89,210 SQ. FT. / 27,855 S.F.	35.58
LANDSCAPE REQUIRED	27,855 S.F. x 15%	41,783 S.F.
LANDSCAPE PROVIDED		42,879 S.F.
PARKING REQUIRED:		
OFFICE @ 1/250 S.F. (13,200/250)		53 SPACES
STORAGE @ 1/1,000 S.F. (82,810/1,000)		83 SPACES
HANDICAP		5 SPACES
TOTAL PARKING REQUIRED		142 SPACES
PARKING PROVIDED:		
STANDARD SPACES (14187)		222 SPACES
HANDICAP SPACES (14187)		13 SPACES
TOTAL PARKING PROVIDED		235 SPACES

PLOT PLAN LEGEND

[Symbol]	LANDSCAPED AREA	[Symbol]	EXISTING STREET LIGHT
[Symbol]	PATH OF TRAVEL	[Symbol]	EXISTING FIRE HYDRANT
[Symbol]	ASPHALT PAVING	[Symbol]	MANHOLE
[Symbol]	FIRE ACCESS	[Symbol]	EXISTING WATER LINE
[Symbol]	STANDARD PARKING STALL	[Symbol]	EXISTING ELECTRICAL LINE
[Symbol]	HANDICAP PARKING STALL	[Symbol]	EXISTING GAS LINE
[Symbol]	TRASH ENCLOSURE	[Symbol]	EXISTING SEWER LINE
[Symbol]	WHEEL STOP	[Symbol]	PROPOSED PARKING SPACES

- NOTES**
- ALL DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEARS STORM FLOOD WITHOUT POONDING.
 - THE OWNER FACILITY SHALL COMPLY WITH SHADOWER ADDED REQUIREMENTS.
 - PROJECT SHALL COMPLY WITH ARTICLE 81 OF THE U.C.
 - ALL GATES SHALL BE PROVIDED BY OWNER AND HAVE ENTRY SYSTEM WITH INTERCOM SECURITY FIRE EXTINGUISHER.
 - THESE ARE NO SPEC CHANNELS ON THIS SITE.
 - THE PROJECT IS NOT SUBJECT TO SUBDIVISION OR OTHER RESOLVE. HAZARDS AND DOES NOT FALL WITHIN A SPECIAL STUDY ZONE.
 - THE PROJECT IS NOT SUBJECT TO DEVELOPMENT, RELOCATION, OR FLOOD HAZARD.
 - THE ENGINEER AND SHADOWER INFORMATION IS ATTACHED TO THE SITE PLAN OF A SEPARATE SHEET.
 - THE PROJECT SITE DOES NOT LIE WITHIN A SPECIAL PLAN.
 - THE PROJECT SITE LIES WITHIN THE JURISDICTION SERVICES DISTRICT.
 - FIRM REGISTRATION ZONE C, PER COMMUNITY PLAN NUMBER 80022 D REVISED NOVEMBER 23, 1984.
 - THE PROJECT SITE IS SERVED BY AN EXISTING 12" SEWER LINE IN DE FOREST DRIVE. FUTURE SERVICE IS NOT PROVIDED TO THE PROJECT DOES NOT PROPOSE ANY CHANGE, OPEN SPACE OR RECREATIONAL AREA.
 - THE PROJECT SITE IS SERVED THROUGHOUT THE SITE AND EXISTING UTILITIES OR POWER AREAS TO REMAIN OR TO BE REMOVED.
 - THE PROJECT DOES NOT PROPOSE ANY LAID OR REINFORCED CONCRETE TO BE RELOCATED TO PUBLIC OR OTHER USE.
 - THE BUILDING SHOWN ON THIS PLAN ARE ALL PROPOSED.
 - THESE ARE NO EXISTING OR PROPOSED ABOVE GROUND OR BELOW GROUND UTILITIES.
 - THESE ARE NO EXISTING OR PROPOSED UTILITIES BY J. GARDNER ACCESSIBLE SINCE 1991.
 - THE PROJECT SITE DOES NOT CONTAIN EXISTING FACILITIES OF FRESHWATER BIODIVERSITY AT THIS TIME.
 - THE PROJECT SITE DOES NOT CONTAIN ANY FLAMMABLE OR COMBUSTIBLE LIQUIDS OR GASES OR ABOVE OR BELOW GROUND.
 - RELANDING ARE SPECIFICALLY AT THIS TIME, NO RETROFITTING IS ANTICIPATED.
 - AT THE TIME THEY ARE JUST SHELL BUILDINGS PROPOSED, NO TENANTS.
 - PARKING LOT AREA IF AT ASPHALT.

PROJECT REPRESENTATIVES

ENGINEER / ARCHITECT:
 OCEAN CONSULTANTS, INC.
 4384 LINDA STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 CONTACT: JON COOPER
 PHONE: (951) 341-8940 EXT. 223

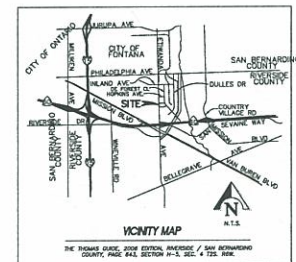
SCHOOL DISTRICT:
 JARVIS WARDER SCHOOL DISTRICT
 4850 PLYMOUTH ROAD
 IRVING, CA 92614
 PHONE: (951) 360-1100

UTILITY:
 SOUTHERN CALIFORNIA EDISON
 1311 WEST PINE AVENUE
 GARDEN, CALIFORNIA 91713
 PHONE: (951) 341-8244

OWNER AND WATER:
 JARVIS COMMUNITY SERVICES DISTRICT
 8801 JARVIS ROAD
 IRVING, CALIFORNIA 92618
 PHONE: (951) 865-7424

GENERAL CONTRACTOR:
 SOUTHERN CALIFORNIA EDISON
 1311 WEST PINE AVENUE
 GARDEN, CALIFORNIA 91713
 PHONE: (951) 341-8244

OWNER'S COMMUNICATIONS:
 8801 WEST PINE AVENUE
 IRVING, CA 92618
 PHONE: (951) 865-6512

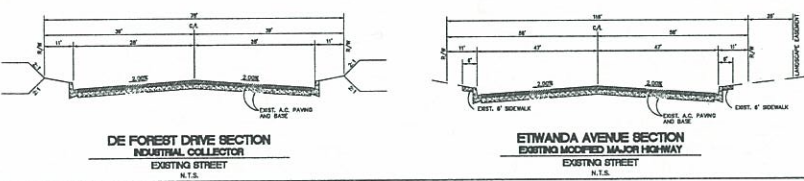


- ALL GATES WILL BE WITHIN 300' AND MANUALLY OPERATED WITH PUSH-BUTTON AND ENTRY SYSTEM.
- ALL GATES ARE TO BE A MINIMUM OF 24" IN WIDTH.
- ALL SCREENS WILL BE AT MINIMUM AND SHALL BE AT THE TOP OF ALL DOOR DOORS.



BUILDING INFORMATION

BUILDING	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
BUILDING AREAS	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	13,200
Storage (sf)	7,900	7,450	7,000	5,180	6,400	6,025	6,025	5,650	5,650	10,075	10,075	83,810	83,810
TOTAL	9,000	8,550	8,100	6,280	7,500	7,500	7,125	7,125	6,750	6,750	11,175	11,175	97,010



CODE DATA

CONSTRUCTION TYPE	II - N
ZONING (EXISTING/PROPOSED)	R - 1
OCCUPANCY	UNLIMITED
ALLOWABLE AREA	UNLIMITED
EXISTING LAND USE	UNLIMITED
PROPOSED LAND USE	WAREHOUSE/DISTRIBUTION

LEGAL DESCRIPTION
 PARCELS 27 OF PARCEL MAP 2646, PAGE 122, PAGES 8-4
 RECORDS OF IRVING COUNTY, CA
 SEC. 4 (SOUTH), T. 2 SOUTH, R. 6 WEST
ASSESSOR'S PARCEL NUMBER
 156-188-021
 156-188-021



REVISIONS:

NO.	REVISIONS	DATE

KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 4384 LINDA STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 PHONE: (951) 341-8940

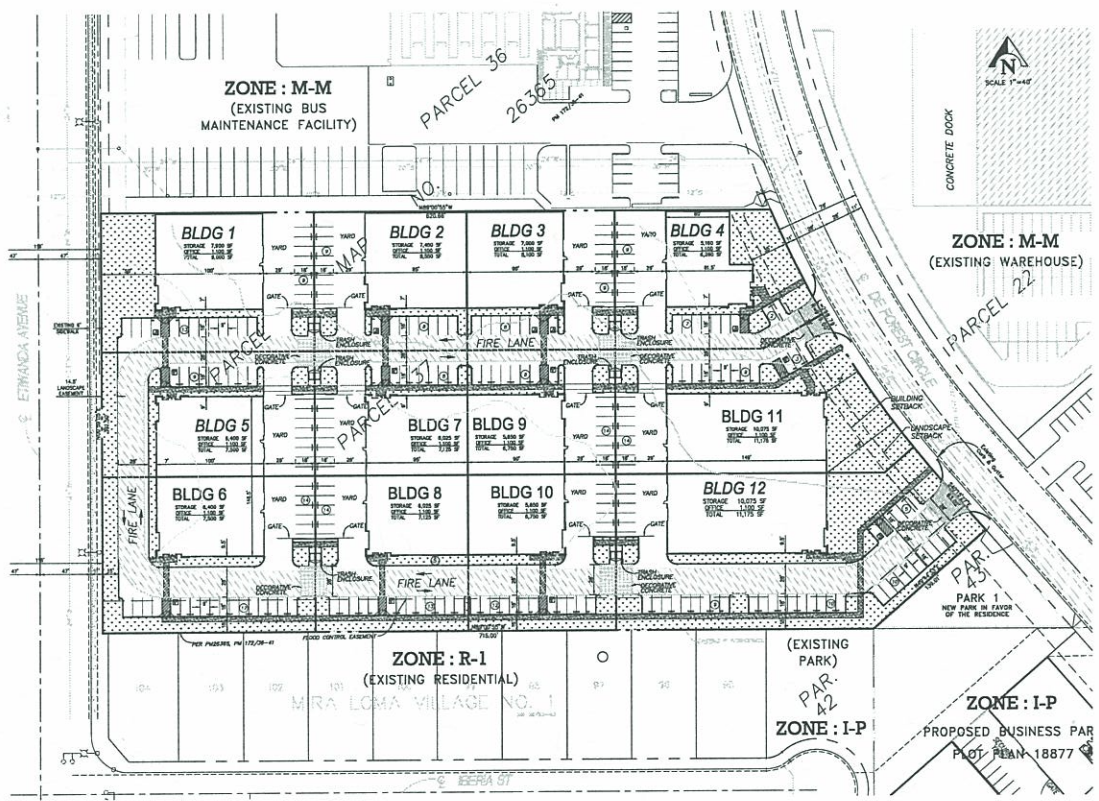
SCALE: 1"=40'
 DATE: APRIL 2007
 W.D. FILE NO. 16282-09-02 OF 1 SHEETS

"P" EXHIBIT

O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
 PLOT PLAN # 18876
 AMENDED NO. 3

APRIL 2007

CASE #: PP18876, AMD. #4
 EXHIBIT: A
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



PROJECT DATA

LAND AREA	GROSS ACRES	8.87 AC
	GROSS SQ. FT.	382,313 SQ. FT.
	NET ACRES	8.42 AC
	NET SQ. FT.	374,833 SQ. FT.
BUILDING AREA	OFFICE	13,200 SQ. FT.
	STORAGE	82,810 SQ. FT.
	TOTAL	96,010 SQ. FT.
BUILDING COVERAGE	89,210 SQ. FT. / 27,655 S.F.	35.58
LANDSCAPE REQUIRED	27,655 S.F. x 15%	4,148 S.F.
LANDSCAPE PROVIDED		42,879 S.F.
PARKING REQUIRED:		
OFFICE @ 1/250 S.F. (13,200/250)		53 SPACES
STORAGE @ 1/1,000 S.F. (82,810/1,000)		83 SPACES
HANDICAP		5 SPACES
TOTAL PARKING REQUIRED		141 SPACES
PARKING PROVIDED:		
STANDARD SPACES (141*1)		223 SPACES
HANDICAP SPACES (141*1)		13 SPACES
TOTAL PARKING PROVIDED		236 SPACES

PLOT PLAN LEGEND

[Symbol]	LANDSCAPED AREA	[Symbol]	EXISTING STREET LIGHT
[Symbol]	PATH OF TRAVEL	[Symbol]	EXISTING FIRE HYDRANT
[Symbol]	ASPHALT PAVING	[Symbol]	MANHOLE
[Symbol]	FIRE ACCESS	[Symbol]	EXISTING WATER LINE
[Symbol]	STANDARD PARKING STALL	[Symbol]	EXISTING ELECTRICAL LINE
[Symbol]	HANDICAP PARKING STALL	[Symbol]	EXISTING GAS LINE
[Symbol]	CONCRETE DOCK	[Symbol]	EXISTING SEWER LINE
[Symbol]	TRASH ENCLOSURE	[Symbol]	PROPOSED PARKING SPACES
[Symbol]	WHEEL STOP		

- NOTES**
- ALL DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEARS STORM FLOOD WITHOUT FLOODING.
 - THE OWNER FACILITY SHALL COMPLY WITH SHADOWER ACCREDITED REQUIREMENTS.
 - PROJECT SHALL COMPLY WITH ARTICLE 81 OF THE U.C.
 - ALL GATES SHALL BE PROVIDED BY OWNER AND HAVE ENERGY SYSTEM WITH INTERLOCKED COUNTY FIRE DEPARTMENT.
 - THESE ARE NO SPEC CHANNELS ON THIS SITE.
 - THE PROJECT IS NOT SUBJECT TO SUBDIVISION OR OTHER RESOLVE. HAZARDS AND DOES NOT FALL WITHIN A SPECIAL STUDY ZONE.
 - THE PROJECT IS NOT SUBJECT TO DEVELOPMENT, RELOCATION, OR FLOOD HAZARD.
 - THE ENGINEER AND SHADOWER INFORMATION IS ATTACHED TO THE SITE PLAN OF A SEPARATE SHEET.
 - THE PROJECT SITE DOES NOT LIE WITHIN A SPECIAL PLAN.
 - THE PROJECT SITE LIES WITHIN THE JURISDICTION SERVICES DISTRICT.
 - FIRM REGISTRATION ZONE C, PER COMMUNITY PLAN NUMBER 80022 D REVISED NOVEMBER 23, 1984.
 - THE PROJECT SITE IS SERVED BY AN EXISTING 12" SEWER LINE IN THE FOREST DRIVE. FUTURE SERVICE IS NOT PROVIDED TO THE PROJECT DOES NOT PROPOSE ANY CHANGE, OPEN SPACE OR RECREATIONAL AREA.
 - THE PROJECT SITE IS SERVED THROUGHOUT THE SITE AND EXISTING UTILITIES OR POWER AREAS TO REMAIN OR TO BE REMOVED.
 - THE PROJECT DOES NOT PROPOSE ANY LAID OR BUILT-UP WAY TO BE REDUCED TO PUBLIC OR OTHER USE.
 - THE BUILDING SHOWN ON THIS PLAN ARE ALL PROPOSED.
 - THESE ARE NO EXISTING OR PROPOSED ADJACENT DRIVE OR BELOW GROUND TRENCH.
 - THESE ARE NO EXISTING OR PROPOSED ADJACENT DRIVE OR BELOW GROUND TRENCH.
 - THE PROJECT SITE DOES NOT CONTAIN EXISTING FENCES, OR FRESHWATER BODIES AT THIS TIME.
 - THE PROJECT SITE DOES NOT CONTAIN ANY FLAMMABLE OR COMBUSTIBLE LIQUIDS OR GASES OR ADJACENT OR BELOW GROUND.
 - REINFORCEMENT SPECIFICATIONS AT THIS TIME, NO RETROFITTING IS ANTICIPATED.
 - AT THE TIME THEY ARE JUST SHELL BUILDINGS PROPOSED, NO TENANTS.
 - PARKING LOT AREA IF AT ALL.

PROJECT REPRESENTATIVES

ENGINEER / ARCHITECT:
 OCEAN CONSULTANTS, INC.
 4384 LINDA STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 CONTACT: JON COOPER
 PHONE: (951) 341-8940 EXT. 223

SCHOOL DISTRICT:
 JARVIS WARDEN SCHOOL DISTRICT
 4850 PLYMOUTH ROAD
 IRVING, CA 92614
 PHONE: (951) 360-1100

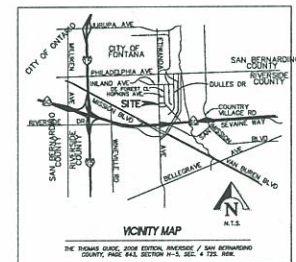
UTILITY:
 SOUTHERN CALIFORNIA EDISON
 1311 WEST PINE AVENUE
 GARDEN, CALIFORNIA 91743
 PHONE: (951) 341-8244

PLANNING ARCHITECTS:
 FULLER ARCHITECTS
 4821 JARVIS ROAD
 IRVING, CALIFORNIA 92618
 PHONE: (951) 865-7424

SEWER AND WATER:
 JARVIS COMMUNITY SERVICES DISTRICT
 8821 JARVIS ROAD
 IRVING, CALIFORNIA 92618
 PHONE: (951) 865-7424

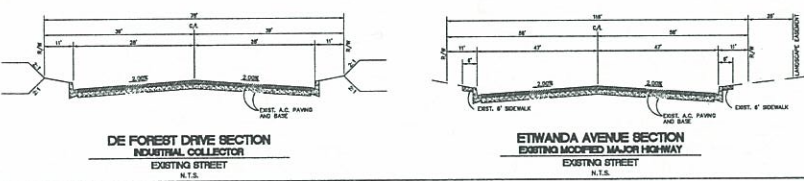
ELECTRIC:
 SOUTHERN CALIFORNIA EDISON
 1311 WEST PINE AVENUE
 GARDEN, CALIFORNIA 91743
 PHONE: (951) 341-8244

OWNER'S COMMUNICATORS:
 888 WEST PINE AVENUE
 GARDEN, CALIFORNIA 91743
 PHONE: (951) 865-8512



BUILDING INFORMATION

BUILDING	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
BUILDING AREAS	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	13,200
Storage (sf)	7,900	7,450	7,000	5,180	6,400	6,025	6,025	5,650	5,650	10,075	10,075	10,075	83,810
TOTAL	9,000	8,550	8,100	6,280	7,500	7,500	7,125	7,125	6,750	6,750	11,175	11,175	97,010



CODE DATA

CONSTRUCTION TYPE	II - N
ZONING (EXISTING/PROPOSED)	R - 1
OCCUPANCY	UNLIMITED
ALLOWABLE AREA	UNLIMITED
EXISTING LAND USE	UNLIMITED
PROPOSED LAND USE	WAREHOUSE/DISTRIBUTION

LEGAL DESCRIPTION
 PARCELS 27 OF PARCEL MAP 2648,
 PAGE 122, PAGES 8-4
 RECORDS OF IRVING COUNTY, CA
 SEC. 4 (SOUTH), T. 2 SOUTH, R. 6 WEST
ASSESSOR'S PARCEL NUMBER
 156-188-021
 156-188-021

REVISIONS:

NO.	REVISION	DATE

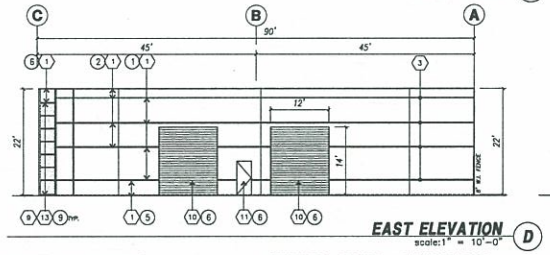
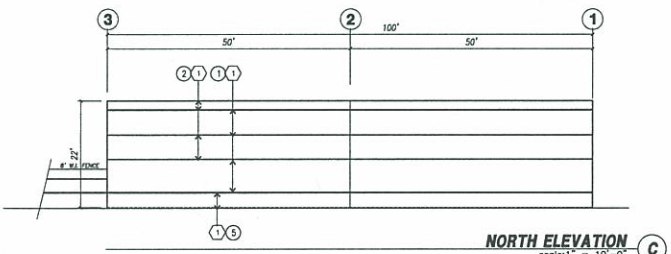
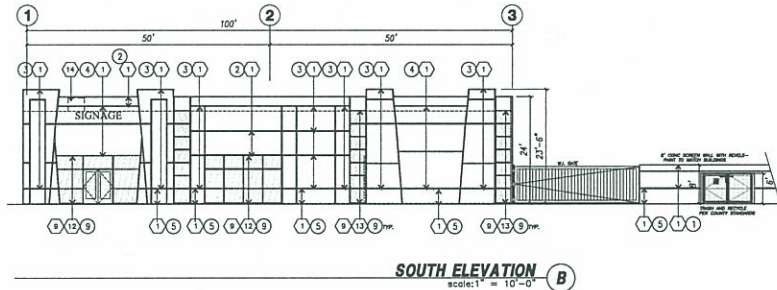
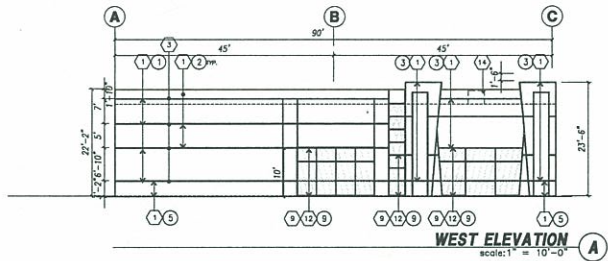
KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 4384 LINDA STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 PHONE: (951) 341-8940

SCALE: 1"=40'
 DATE: APRIL 2007
 W.D. FILE NO. 16282-09-02 OF 1 SHEETS

"P" EXHIBIT

O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
 PLOT PLAN # 18876
 AMENDED NO. 3

EXHIBIT 3.2-7



KEYNOTES - ELEVATIONS

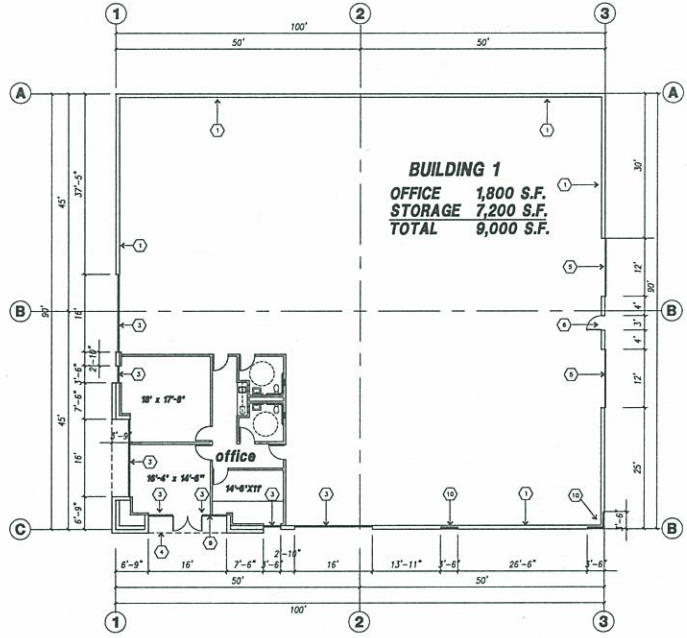
- CONCRETE TL-LP PANEL PAINTED.
- PANEL JOINT.
- PANEL REVEAL.
- CONCRETE TL-LP SCREEN WALL.
- NOT USED.
- CONCRETE STEEL LANDING AND CONC. GUARDRAIL.
- CONCRETE RAMP AND CONC. GUARDRAIL.
- ALUMINUM STOREFRONT FRAMES W/ TEMPLER GLAZING AT ALL DOORS.
- CEILING ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 6" ABOVE F.F. ELEVATION.
- IF 1/2" X 1/4" HIGH DRIVE THRU DOOR.
- HOLLOW METAL DOORS.
- VISION GLAZING.
- SPANDREL GLAZING.
- ROOF TOP EQUIPMENT SCREENED BY PARAPET.

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. TOP - TOP OF PARAPET - ELEVATION.
- D. F.F. - FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LANTERS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE TO WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTORS SHALL FULLY PAINT ONE CONCRETE PANEL, W/ SELECTED COLORS, ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 1500 FEET.

COLOR SCHEDULE - ELEVATIONS

1	CONCRETE TL-LP PANEL	PANT BRND_12BKTE_8699_10M_100Y
2	CONCRETE TL-LP PANEL	PANT BRND_12BKTE_8691_100Y
3	CONCRETE TL-LP PANEL	PANT BRND_12BKTE_8292M_100Y
4	CONCRETE TL-LP PANEL	PANT BRND_12BKTE_8691M_01K_FLAT
5	CONCRETE TL-LP PANEL	PANT BRND_8294M_8294_01K_FLAT
6	VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS	PANT BRND_12BKTE_BACKGROUND_COLOR
7	MILLWORK	COLOR_01CLR_ANNODIZED
8	STOREFRONT GLAZING	COLOR_01BLU_REFLECTIVE_GLASS
9	STOREFRONT SPANDREL	COLOR_01BLU_REFLECTIVE_GLASS



FLOOR PLAN & BUILDING FOOTPRINT

SCALE: 1" = 10'-0"
PLAN NORTH
TRUE NORTH

KEYNOTES - FLOOR PLAN

- 1 CONCRETE TL-LP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 SOFFIT LINE ABOVE.
- 5 12' X 14' TRUCK DOOR. VERTICAL LIFT, STANDARD GRADE.
- 6 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
- 7 5'-0" X 5'-0" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 FULL HEIGHT WALL
- 9 HANDICAPPED ENTRY SIGN
- 10 SPANDREL GLASS

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL D.P.P. BS WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, ORLINE, OR FACE OF STUD U.L.O.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

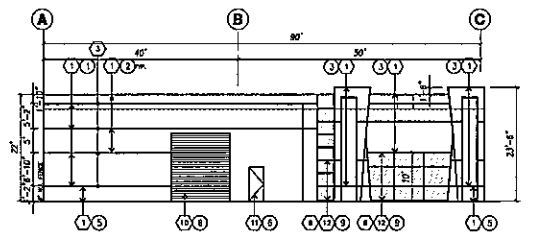
SHEET: DAB37-2-1-1
PARCEL 37
PP 18876

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
HO PROPERTIES, INC.
3885 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92501
CONTACT: GABRIEL BURTON
PHONE: (951) 798-4100
FAX: (951) 794-1524

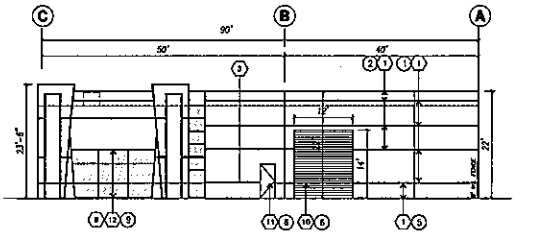
BUILDING 1
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3885 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007 1944 1318

HPA Inc.

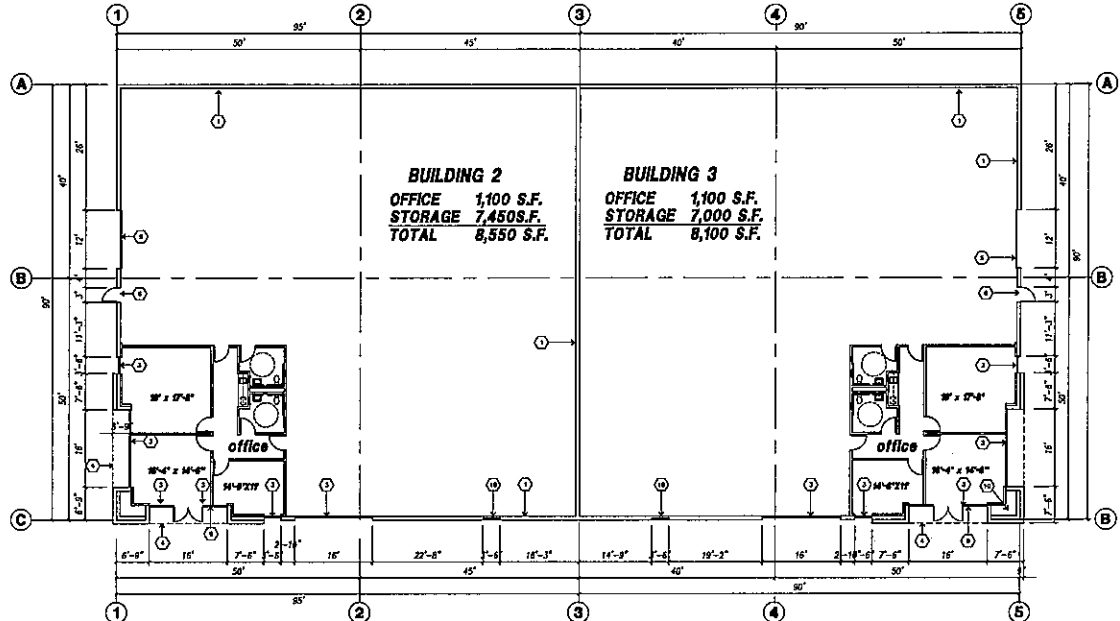
CASE #: PP18876, AMD, #4
EXHIBIT: B & C (Sheets 1-6)
DATED: 7/12/10
PLANNER: C. HINOJOSA



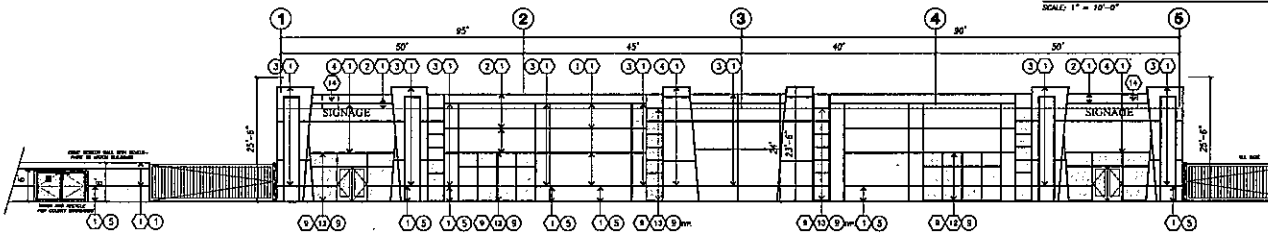
WEST ELEVATION
SCALE: 1" = 10'-0"



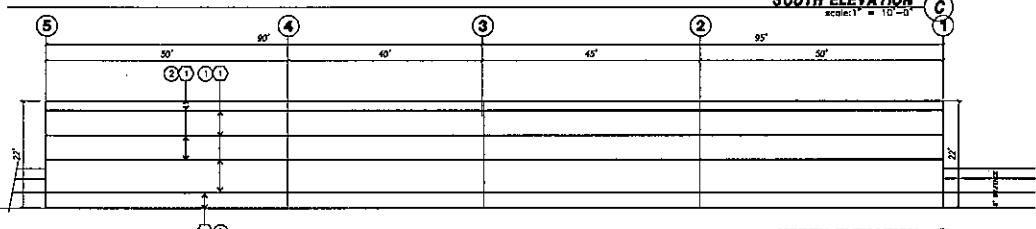
EAST ELEVATION
SCALE: 1" = 10'-0"



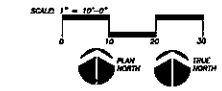
FLOOR PLAN & BUILDING FOOTPRINT
SCALE: 1" = 10'-0"



SOUTH ELEVATION
SCALE: 1" = 10'-0"



NORTH ELEVATION
SCALE: 1" = 10'-0"



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 SLOTTED LINE ABOVE.
- 5 12" X 14" HOLLOW METAL EXTERIOR MAIN DOOR.
- 6 5'-8 1/2" X 8'-6 1/2" TRUCK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROWN FINISH. PROVIDE WALK TO HAND SURFACES FOR CITY REQUIREMENTS.
- 7 WALL HEIGHT WALL.
- 8 HANDICAPPED ENTRY SIGN.
- 9 SPANDREL GLASS.

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOLE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HAND" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. CEILING ARE TO RECEIVE PRIMER ONLY. ALL DWP. RD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STRIP LOCATION.
- E. ALL SUBROCKERS ARE TO THE FACE OF CONCRETE PANEL WALL, GROUTING OR FACE OF STRIP U/L/O.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DAMPENED INCLUDING CURBS AND THROUS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL. PAINTED.
- 2 PANEL JOINT.
- 3 PANEL GENERAL.
- 4 CONCRETE TILT-UP SCREEN WALL.
- 5 NOT USED.
- 6 NOT USED.
- 7 CONCRETE STAIR LANDING AND CONC. GUARDRAIL.
- 8 CONCRETE BAMP AND CONC. GUARDRAIL.
- 9 ALUMINUM STOREFRONT FRAMING W/ TINTED GLAZING AT ALL DOORS BEARING ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 6" ABOVE F.F. ELEVATION.
- 10 6" WIDE X 1/2" HIGH DRIVE THRU DOOR.
- 11 YELLOW METAL DOORS.
- 12 VISION GLAZING.
- 13 SPANDREL GLAZING.
- 14 ROOF TOP EQUIPMENT. SCREENED BY PARAPET.

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO COLOR AT NECK CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE PLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. - TOP OF PARAPET - ELEVATION.
- D. P.P. - FINISH FLOOR ELEVATION.
- E. STOREFRONT OBSTRUCTION GLASS, METAL ATTACHMENTS AND LINTLS SHALL BE DESIGNED TO SECURE TO W/IN EXPOSURE TO WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE FROM TO PAINTING REPAIRS OF BULLDOGS.
- G. ALL ROOF AND RITE EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM 50-FT DISTANCE OF 150 FEET.

COLOR SCHEDULE - ELEVATIONS

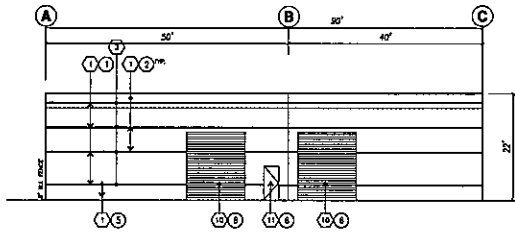
- | | |
|---|-------------------------------------|
| 1 CONCRETE TILT-UP PANEL. | PANT BRAND: PRAXIC 2555 20% BGRY. |
| 2 CONCRETE TILT-UP PANEL. | PANT BRAND: PRAXIC 0011 100%T |
| 3 CONCRETE TILT-UP PANEL. | PANT BRAND: PRAXIC 2732E TROUSERING |
| 4 CONCRETE TILT-UP PANEL. | PANT BRAND: PRAXIC 855M. OAK FLATS. |
| 5 CONCRETE TILT-UP PANEL. | PANT BRAND: 8224M. FINE STEEL |
| 6 VERTICAL LIFT OVERHEAD DOOR & EXTERIOR DOORS. | PANT BRAND: MADEL PROTECTING COLOR. |
| 7 MELLONS. | COLOR: CLEAR ANODIZED. |
| 8 STOREFRONT GLAZING. | COLOR: BLUE REDUCING GLASS. |
| 9 STOREFRONT SPANDREL. | COLOR: BLUE REDUCING GLASS. |

SHEET, DAB37-2-1-2,3
PARCEL 37
PP 18876

PROJECT REPRESENTATIVE
OWNER / APPLICANT:
HO PROPERTIES, INC.
3855 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92504
CONTACT: DANIEL BUDLER
PHONE: (951) 790-4500
FAX: (951) 790-1541

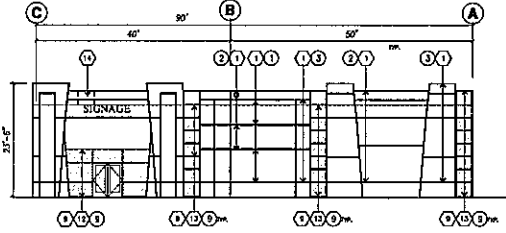
BUILDING 2/3
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL **37**
RIVERSIDE COMMERCIAL INVESTORS, INC.
3855 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92504 SEPTEMBER 3, 2007 HW 336

HPA Inc.



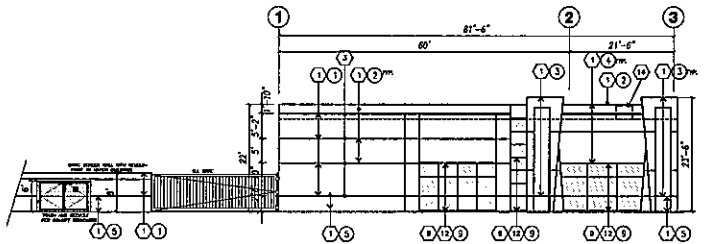
WEST ELEVATION

scale: 1" = 10'-0"



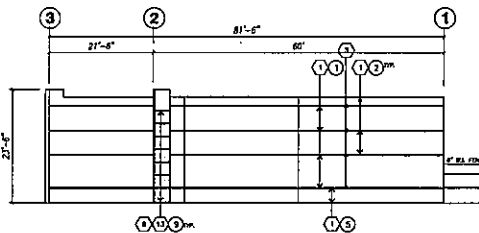
EAST ELEVATION

scale: 1" = 10'-0"



SOUTH ELEVATION

scale: 1" = 10'-0"



NORTH ELEVATION

scale: 1" = 10'-0"

KEYNOTES - ELEVATIONS

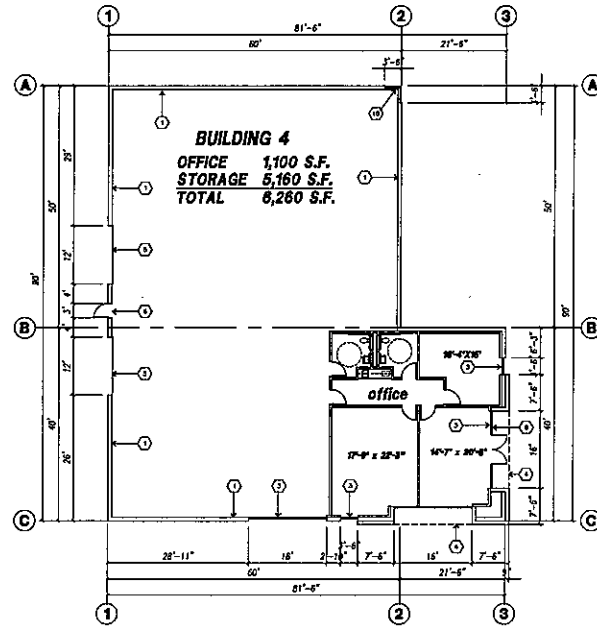
- 1 CONCRETE TILT-UP PANEL, PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 NOT USED
- 6 NOT USED
- 7 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 8 CONCRETE RAMP AND CONC. GUARDRAIL
- 9 ALUMINUM STOREFRONT FRAMING W/ TINTED GLAZING AT ALL DOORS BEHINDS ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 6" ABOVE F.F. ELEVATION
- 10 2" WIDE X 1/4" HIGH DRIVE THRU DOOR
- 11 HOLLOW METAL DOORS
- 12 VERTIC. GLAZING
- 13 SPANDREL GLAZING
- 14 ROOF TOP SUFFITMENT, SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT JOINTS UNLESS NOTED OTHERWISE
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
- C. T.O.P. - TOP OF PARAPET - ELEVATION
- D. P.F.F. - FINISH FLOOR ELEVATION
- E. STOREFRONT CONSTRUCTION GLASS METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST 50 MPH WINDS TO WALLS. CONTRACTOR SHALL SUBMIT 5-CP DRAWINGS PRIOR TO INSTALLATION
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 150 FEET.

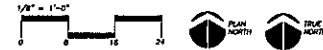
COLOR SCHEDULE - ELEVATIONS

1 CONCRETE TILT-UP PANEL	PANT BRAND, TRUCKE 2220, 49% BODY
2 CONCRETE TILT-UP PANEL	PANT BRAND, TRUCKE 001, WHITE
3 CONCRETE TILT-UP PANEL	PANT BRAND, TRUCKE 2725, TANGENT
4 CONCRETE TILT-UP PANEL	PANT BRAND, TRUCKE 8558M, ONE FLAT
5 CONCRETE TILT-UP PANEL	PANT BRAND, TRUCKE 2220
6 VERTICAL LIFT OVERHEAD DOORS & EXTENDED DOORS	PANT BRAND, HAZEL BACKGROUND COLOR
7 MULLIONS	COLOR: CLEAR ANODIZED
8 STOREFRONT GLAZING	COLOR: BLUE REFLECTIVE GLASS
9 STOREFRONT SPANDREL	COLOR: BLUE REFLECTIVE GLASS



FLOOR PLAN & BUILDING FOOTPRINT

SCALE: 1" = 8'-0"



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL. SEE "E" DRAWINGS FOR THICKNESS AND STEEL REINFORCEMENTS
- 2 STRUCTURAL STEEL COLUMN. SEE "E" DRAWINGS FOR SIZE, COLOR AND LOCATIONS
- 3 TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS
- 4 SUFFIT LINE ABOVE
- 5 12" X 14" TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE
- 6 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
- 7 21'-0" X 4'-2 1/4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE BROWN BRICK FINISH. PROVIDE WALK TO WALK SURFACE FOR CITY REQUIREMENTS
- 8 FILL HEIGHT WALL
- 9 HANDICAPPED ENTRY SIGN
- 10 SPANDREL GLASS

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HAND" OR APPROVED EQUAL
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CIV. AND W. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER
- D. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL CUTS. SEE "E" DRAWINGS FOR POUR STRIP LOCATIONS
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, CORNER, OR FACE OF STUD WALL
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS FOR DOOR SCHEDULE ARE FINISH OPENINGS
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DAMPED INCLUDING CARS AND TRUCKS
- I. WIND BOOR EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES
- J. NO MEZZANINES IN THIS PROJECT

SHEET, DAB37-2-1-4
PARCEL 37
PP 18876

BUILDING 4

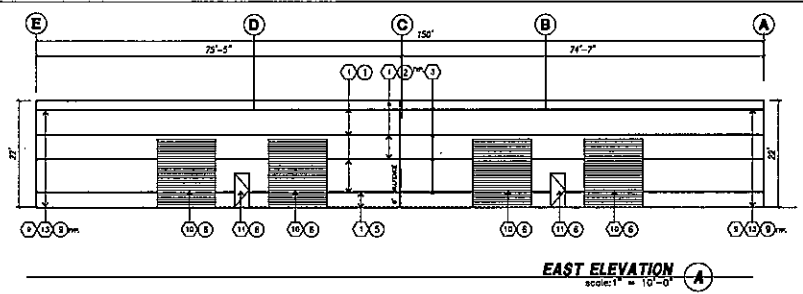
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3483 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
RE PROPERTIES, INC.
3845 MAIN STREET, SUITE 220
RIVERSIDE, CALIFORNIA 92501
OWNER: DANIEL BIRER
PHONE: (951) 364-8100
FAX: (951) 364-1201

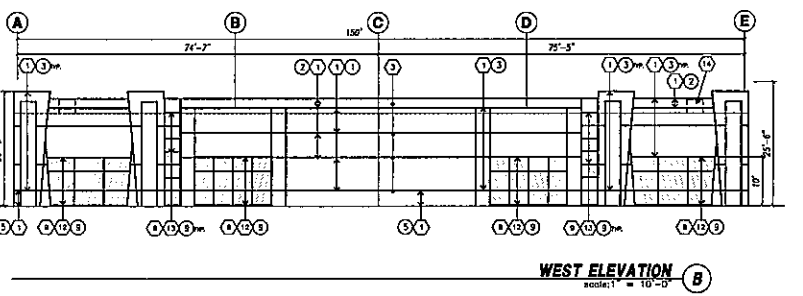
HPA Inc.

18831 Barkers Ave. Inyok, California 92512

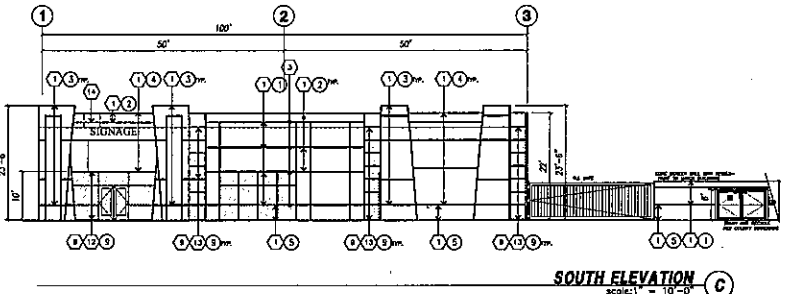
(949) 843-1770



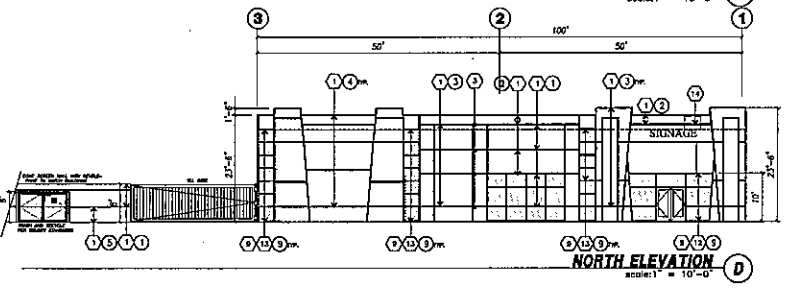
EAST ELEVATION
scale: 1" = 10'-0"



WEST ELEVATION
scale: 1" = 10'-0"



SOUTH ELEVATION
scale: 1" = 10'-0"



NORTH ELEVATION
scale: 1" = 10'-0"

KEYNOTES - ELEVATIONS

- ① CONCRETE TILT-UP PANEL (PAINTED)
- ② PANEL JOINT
- ③ PANEL REVEAL
- ④ CONCRETE TILT-UP SCREEN WALL
- ⑤ NOT USED
- ⑥ KEY LEED
- ⑦ CONCRETE STAIR LANDING AND CONC. BALUSTRADE
- ⑧ CONCRETE RAMP AND CONC. BALUSTRADE
- ⑨ ALL ALUM. STOREFRONT FRAMING W/ TEMPERED GLAZES AT ALL DOORS (SEE ELEVATION) SHALL BE ADJUSTED TO DOORS AND GLAZES BY BOTTOMING LESS THAN 1/2" ABOVE FIN. ELEVATION.
- ⑩ 2" WIDE 1/4" HIGH CONCRETE TRUCK DOOR
- ⑪ HOLLOW METAL DOORS
- ⑫ VISION GLAZING
- ⑬ SPANDREL GLAZING
- ⑭ ROOF TOP EQUIPMENT SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT NODE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. TOP - TOP OF PARAPET - ELEVATION.
- D. FIN. - FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST TO WIND EXPOSURE TO WINDS. CONTRACTOR SHALL BLIND EACH DRAINAGE PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL BY SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REVEALS OF PANELS.
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE BUILDING ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 150 FEET.

COLOR SCHEDULE - ELEVATIONS

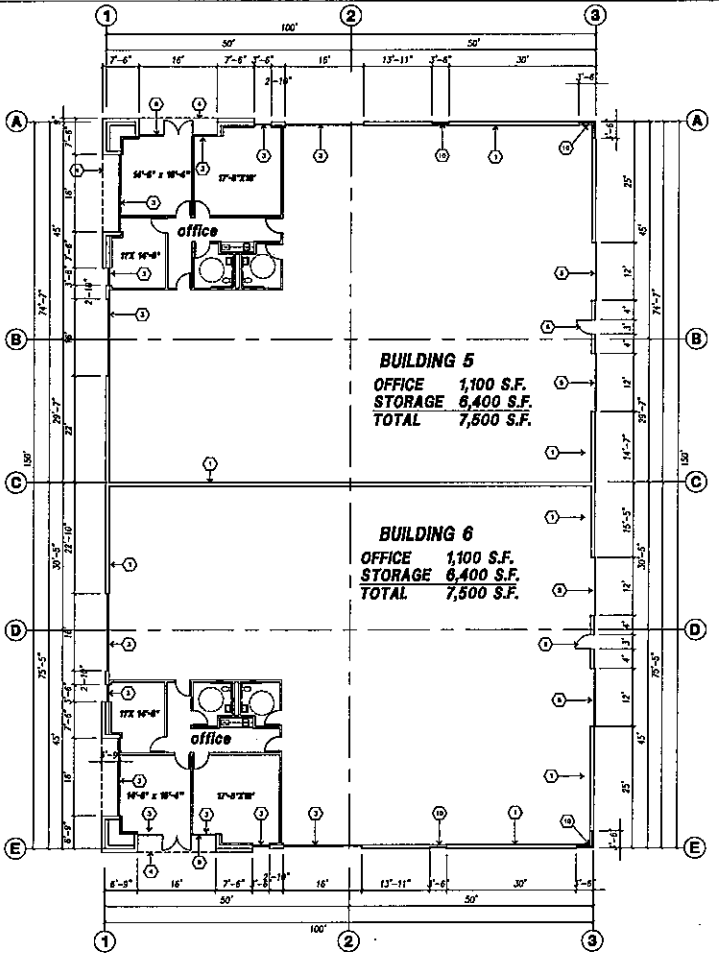
- ① CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ② CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ③ CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ④ CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ⑤ CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ⑥ VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS. PAINT BRAND: MILDIX INTERIOR/EXTERIOR. COLOR: SLUR. APPROVED.
- ⑦ LULLIONS. COLOR: BLUE. REFLECTIVE GLASS.
- ⑧ STOREFRONT GLAZING. COLOR: BLUE. REFLECTIVE GLASS.
- ⑨ STOREFRONT SPANDREL. COLOR: BLUE. REFLECTIVE GLASS.

KEYNOTES - FLOOR PLAN

- ① CONCRETE TILT-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REINFORCEMENTS.
- ② STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- ③ TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- ④ SOFFIT LINE ABOVE.
- ⑤ 12' X 14' TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- ⑥ 3' X 7' HOLLOW METAL EXTERIOR MAIN DOOR.
- ⑦ 5'-0"X10'-0"X1/2" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE BEGAN BROWN FINISH. PROVIDE TRAIL TO HARD SURFACE PER CITY REQUIREMENTS.
- ⑧ FULL HEIGHT WALL.
- ⑨ HANDICAPPED ENTRY SIGN.
- ⑩ SPANDREL GLASS.
- ⑪ 14' X 14' TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CIP. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO GARD.
- D. SLOPE POUR STOP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STOP LOCATIONS.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GROUND, OR FACE OF STROU WALL.
- F. SEE S&M DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRIBUTE TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE TYPICAL OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE BARRICADED INCLUDING GAUGS AND TROLES.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.



FLOOR PLAN & BUILDING FOOTPRINT
SCALE: 1" = 10'-0"

BUILDING 5
OFFICE 1,100 S.F.
STORAGE 6,400 S.F.
TOTAL 7,500 S.F.

BUILDING 6
OFFICE 1,100 S.F.
STORAGE 6,400 S.F.
TOTAL 7,500 S.F.

SHEET: DAB37-2-1-5,6
PARCEL 37
PP 18876

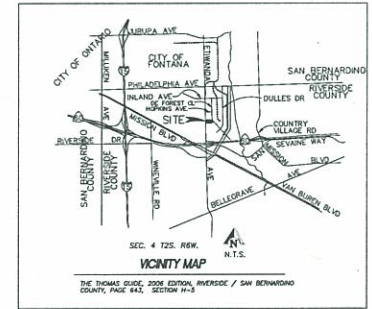
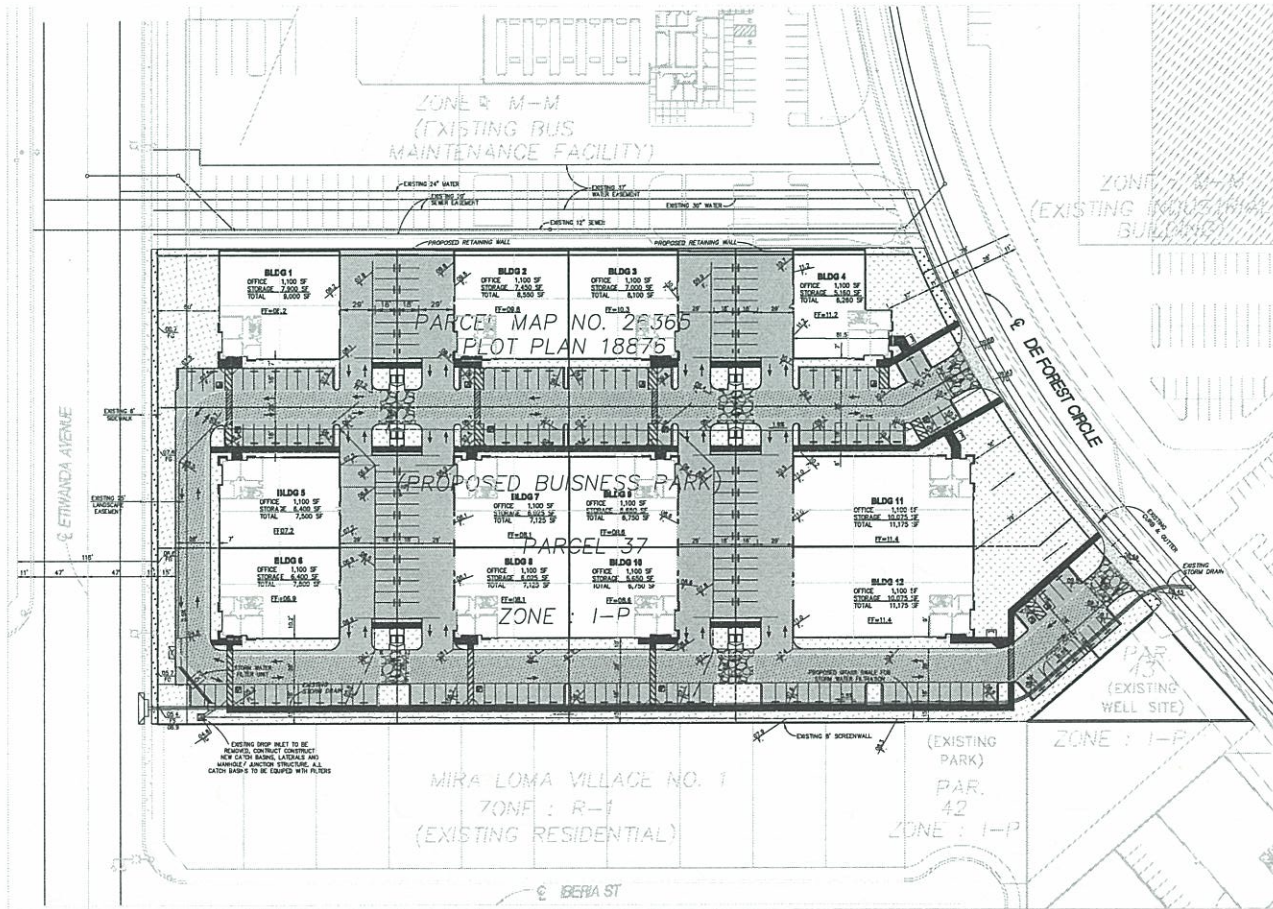
BUILDING 5/6

**DEFORST CIRCLE BUSINESS PARK
RIVERSIDE**
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3645 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501
8681 BOSTON AVE. #100, CALIFORNIA 92512

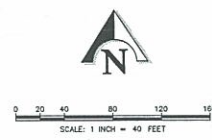
PROJECT REPRESENTATIVES
OWNER / APPLICANT:
RSC PROJECTS, INC.
3645 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92501
CONTACT: DANIEL WHEELER
PHONE: (951) 794-7100
FAX: (951) 794-1244

HPA Inc.
(916) 681-7770

CONCEPTUAL GRADING PLAN



CASE #: PP18876, AMD. #4
EXHIBIT: G
DATED: 7/12/10
PLANNER: C. HINOJOSA



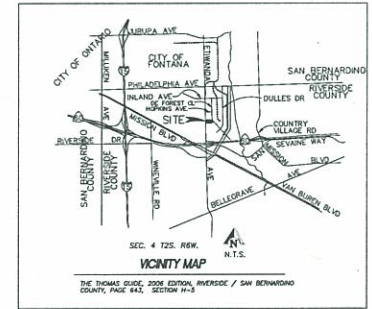
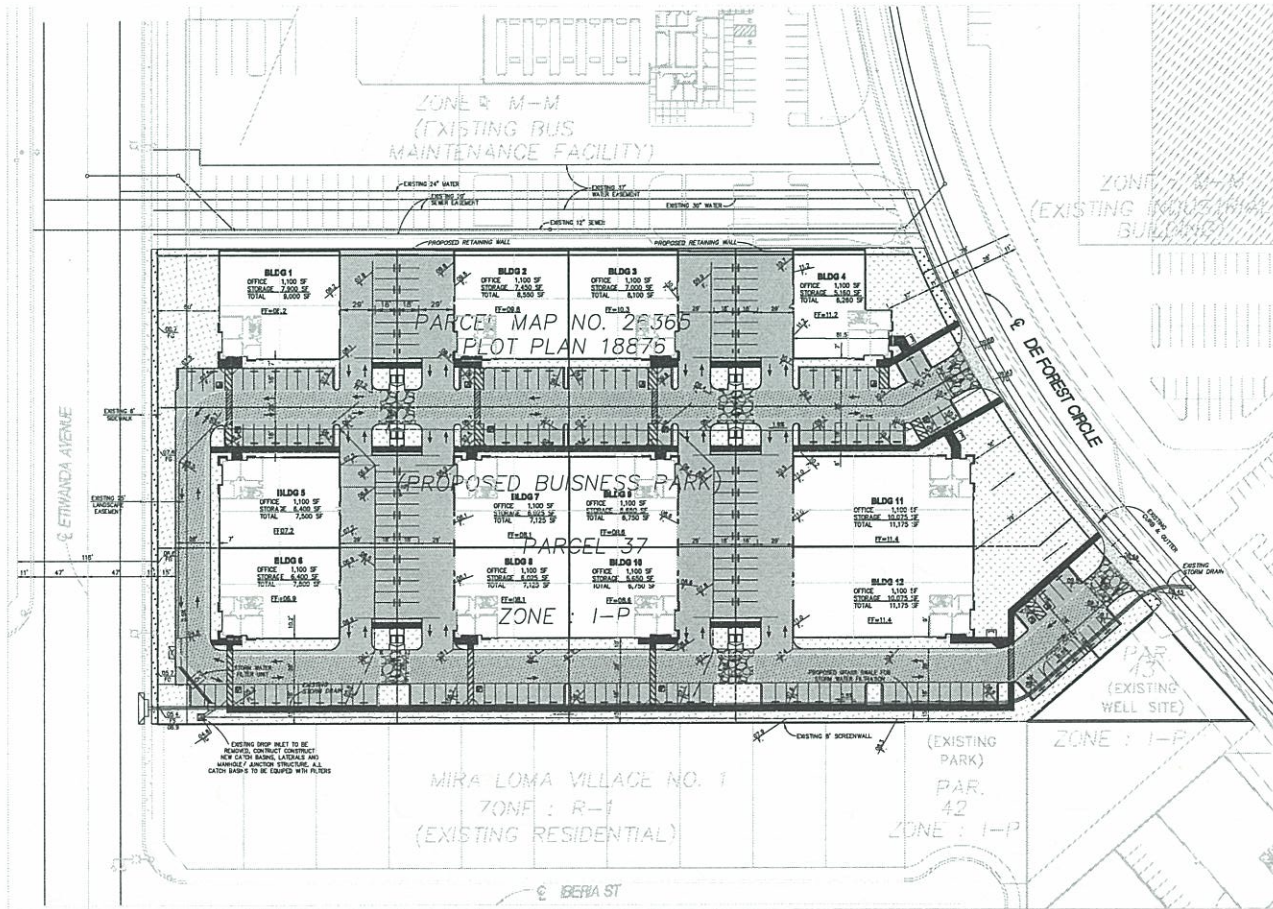
REVISIONS:

NO.	DESCRIPTION	DATE

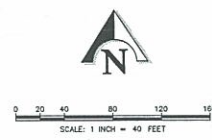
KCT CONSULTANTS, INC
 Civil Engineers - Surveyors - Planners
 12345 Main Street, Suite 100
 Fontana, CA 92335
 Phone: (951) 833-1111
 Fax: (951) 833-1112
 www.kctconsultants.com

O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
CONCEPTUAL GRADING PLAN
 PARCEL 37

CONCEPTUAL GRADING PLAN



CASE #: PP18876, AMD. #4
EXHIBIT: G
DATED: 7/12/10
PLANNER: C. HINOJOSA



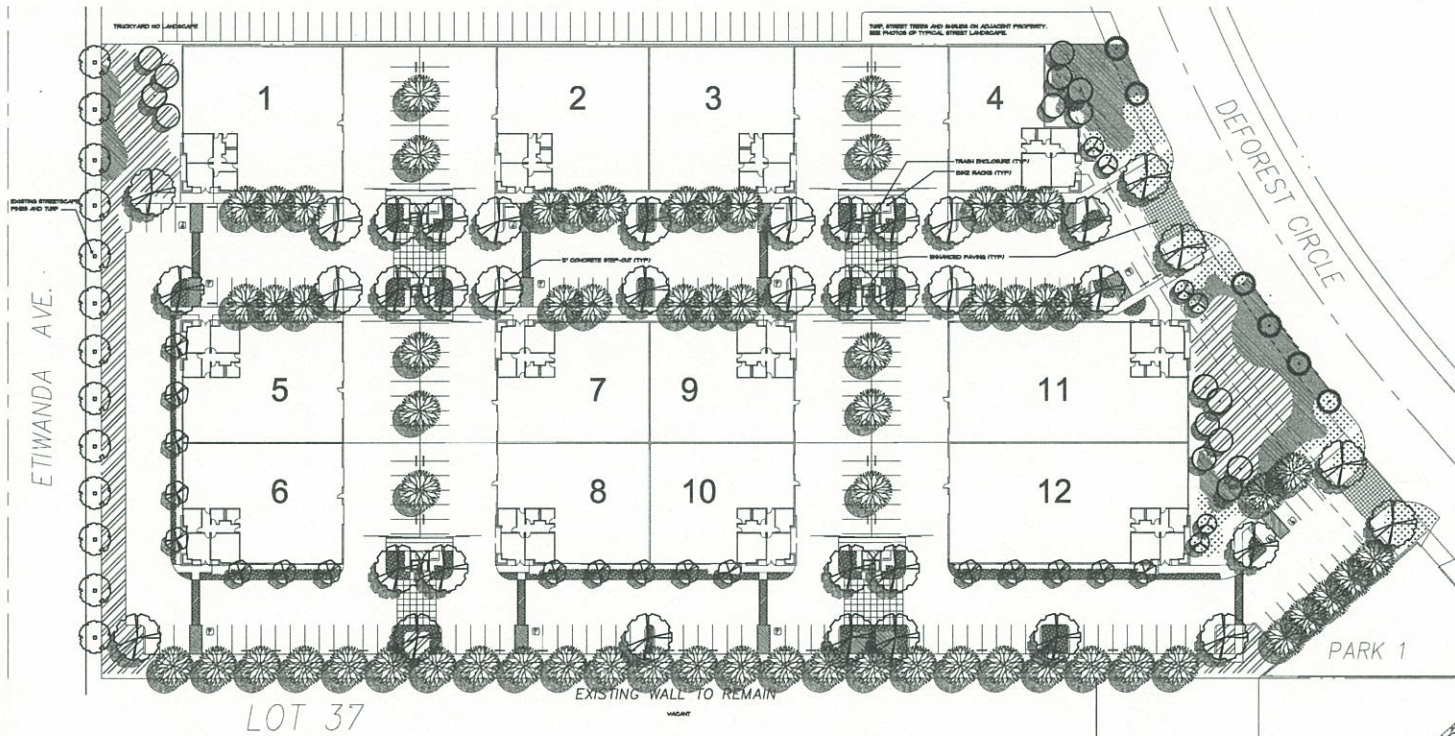
REVISIONS:

NO.	DESCRIPTION	DATE

KCT CONSULTANTS, INC
Civil Engineers - Surveyors - Planners
P.O. Box 907, Fontana, CA 92335
Phone: 951.833.1111
Fax: 951.833.1112
www.kctconsultants.com

SCALE: 1"=40'
DATE: SEPTEMBER 2007
BENCH MARK: N/A
W.O. FILE NO.: 1020-09.03
3 SHEETS

O.C. Real Estate Management, Inc.
Mira Loma Commerce Center
CONCEPTUAL GRADING PLAN
PARCEL 37
EXHIBIT 3.2-7



PLANTING LEGEND

TREES	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	NOTES
	(Symbol)	Topa Topa Bradford	24" Box	6	M
	(Symbol)	Bradford Pear	24" Box	1	L
	(Symbol)	Flora Lemna	24" Box	1	L
	(Symbol)	Greenland Redwood	24" Box	30	M
	(Symbol)	Chinese Elm Tree	24" Box	6	M
	(Symbol)	Lagerströmia S. Thunbergii	8 Gal	60	M
	(Symbol)	Chinese Elm Tree	8 Gal	60	M
	(Symbol)	Flora Lemna	24" Box	9	L
	(Symbol)	Alphina Pine	8 Gal	18	M

SHRUBS	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	NOTES
	(Symbol)	Leucodaphn. pubescens	8 Gal	600	L
	(Symbol)	Yucca Range	8 Gal	6-60	L
	(Symbol)	Adiantum	8 Gal	61	L
	(Symbol)	Unidentif. Rubus	8 Gal	61	L

GROUND COVER	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	NOTES
	(Symbol)	Chamaecrista	1 Gal	3' O.C.	L
	(Symbol)	Hydrangea	1 Gal	4' O.C.	L
	(Symbol)	Sanicula	1 Gal	34' O.C.	L
	(Symbol)	Leucodaphn. pubescens	1 Gal	34' O.C.	L
	(Symbol)	Leucodaphn. pubescens	1 Gal	34' O.C.	L

PLANT	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	NOTES
	(Symbol)	Flora Lemna	1 Gal	0	M
	(Symbol)	Creeping Fig	1 Gal	0	M

- NOTES:**
- ALL TREES WITHIN 6' OF HARDSCAPE SHALL BE IN A SHADOTON OR EQUAL SHADOTON.
 - CONTRACTOR TO INSTALL CONCRETE HOE CURB BETWEEN PLANTERS AND 50% AREAS SEE PLANTING DETAIL SHEET.
 - ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF FRESH BALK ON BANK (24" - 12").
 - PROJECT TO BE MAINTAINED BY OWNER.
 - PER ORDINANCE NO. 346, SECTION 8.03, 50% OF PARKING AREA SHALL BE SHAVED.
 - IRRIGATION AND PLANTING TO BE IN ACCORDANCE WITH REVERSHIRE COUNTY ORDINANCE NO. 815.
- PLANT FACTOR**
- | | | | |
|----------|---------|----------|----------|
| VERY LOW | 0 | REQUIRED | PROVIDED |
| LOW | 0.0-0.3 | 22.5% SF | 24.7% SF |
| MODERATE | 0.4-0.6 | | |
| HIGH | 0.7-0.9 | | |
- ABS20 CALCULATIONS
 PARK - 162 X 2 X 4588 SF X .21 = 15071 GALLONS

CASE #: PP18876, AMD. #4
 EXHIBIT: L
 DATED: 7/12/10
 PLANNER: C. HINOJOSA

BY FIRE DEPARTMENT
project information
 Owner / Applicant

Applicant's Representative
 HILL PROPERTY MANAGEMENT
 1800 SANDERS AVE. SUITE 100
 IRVINE, CA 92614
 TEL: 949-262-1772
 FAX: 949-262-1772
 CONTACT: BRINA WINSUPATION

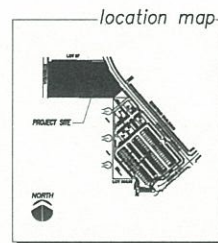
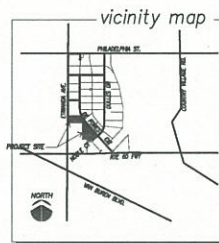
Legal Description
 PLOT PLAN # 18876

Assessors Parcel Number
 PARCEL MAP NO. 29365
 PARCEL 37
 Project Zoning

Sheet Index

SAB 1-1	SITE PLAN
SAB 2-1-1	BUILDING 1 FLOOR PLAN & ELEVATION
SAB 2-1-2	BUILDING 2 FLOOR PLAN & ELEVATION
SAB 2-1-3	BUILDING 3 FLOOR PLAN & ELEVATION
SAB 2-1-4	BUILDING 4 FLOOR PLAN & ELEVATION
SAB 2-1-5	BUILDING 5 FLOOR PLAN & ELEVATION
SAB 2-1-6	BUILDING 6 FLOOR PLAN & ELEVATION
SAB 2-1-7	BUILDING 7 FLOOR PLAN & ELEVATION
SAB 2-1-8	BUILDING 8 FLOOR PLAN & ELEVATION
SAB 2-1-9	BUILDING 9 FLOOR PLAN & ELEVATION
SAB 2-1-10	BUILDING 10 FLOOR PLAN & ELEVATION
SAB 2-1-11	BUILDING 11 FLOOR PLAN & ELEVATION
SAB 2-1-12	BUILDING 12 FLOOR PLAN & ELEVATION

DEFOREST BUSINESS PARK
 DAB LOT 37



DeForest Circle



DeForest Circle

Lot 37 Business Park Mira Loma, California

Real Estate Management, LLC.



Scale: 1" = 40'

Rev 2.10.10
 Rev 2.23.10 Sept 18, 2007 06-439

HUNTER LANDSCAPE
 711 South Fox Ave Street
 Placentia, California 92670
 Ph: 714-986-2400

LOT 37

CONCEPTUAL ELEVATIONS MATERIAL BOARD



BUILDING (TYPICAL) - SOUTH ELEVATION



BUILDING (TYPICAL) - EAST ELEVATION

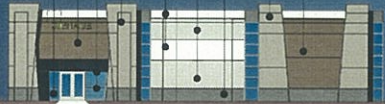


BUILDING 2-3 (TYPICAL) - SOUTH ELEVATION

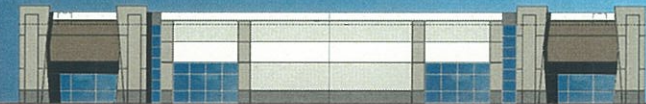


BUILDING 2-3 (TYPICAL) - EAST ELEVATION

7 4 6 3 2 1 5 3 4



BUILDING (TYPICAL) - EAST ELEVATION



BUILDING 5-6 (TYPICAL) - WEST ELEVATION



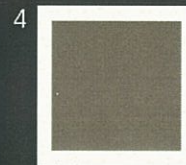
1 Frazee 8680 W
ARIA IVORY



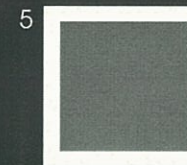
2 Frazee 001
WHITE



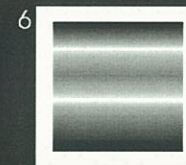
3 Frazee 8762W
TOUCHSTONE



4 Frazee 8684M
OAK FLATS



5 Frazee 8794M
FIRED STEEL



6 Anodized
Mullions



7 Blue Reflective
Glazing

DEFOREST CIRCLE BUSINESS PARK

BUILDING 1 ~ 12

CITY OF MIRA LOMA, CALIFORNIA

CASE #: PP18876, AMD.#4
EXHIBIT: M (Sheets 1-2)
DATED: 7/12/10
PLANNER: C. HINOJOSA

MATERIAL BOARD

HPA

18831 Bardeen Ave.
Suite 100
Irvine, CA 92612
Tel: 949.863.1770
Fax: 949.863.0851

LOT 37

CONCEPTUAL ELEVATIONS



BUILDING (TYPICAL) - SOUTH ELEVATION



BUILDING (TYPICAL) - EAST ELEVATION



BUILDING 2-3 (TYPICAL) - SOUTH ELEVATION



BUILDING 2-3 (TYPICAL) - EAST ELEVATION



BUILDING 4 (TYPICAL) - EAST ELEVATION



BUILDING 5-6 (TYPICAL) - WEST ELEVATION

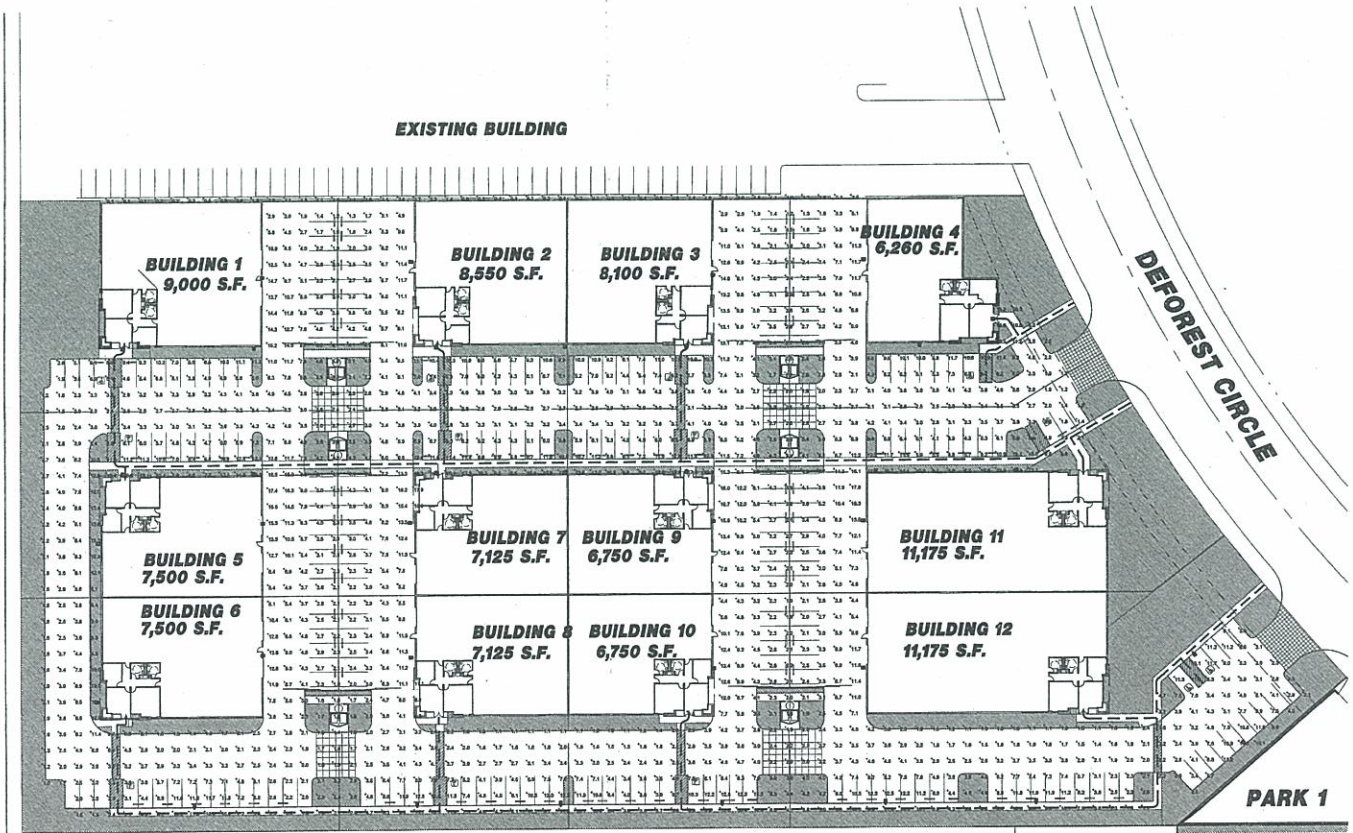
DEFOREST CIRCLE BUSINESS PARK

BUILDING 1 ~ 12

CITY OF MIRA LOMA, CALIFORNIA

CASE #: PP18876, AMD. #4
 EXHIBIT: P
 DATED: 7/12/10
 PLANNER: C. HINOJOSA

ETIWANDA AVE.



LOT 37

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Color	Description	Lamp	File	Lumens	LPF	Watts
□	A	7	VIS-4-400/PS	27" x 18" x 8" VERNALUX LATE DIMENSIONAL HORIZONTAL REFLECTOR REVERSE MOUNTED LAMP IN TYPE 4 POSITION UP X 12" CLEAR TEMPERED GLASS LENS	ED18 40W CLR IPS	VIS-2-400/PS	3000	1.00	400
□	A1	1	VIS-4-400/PS	27" x 18" x 8" VERNALUX LATE DIMENSIONAL HORIZONTAL REFLECTOR REVERSE MOUNTED LAMP IN TYPE 4 POSITION UP X 12" CLEAR TEMPERED GLASS LENS	ED18 40W CLR IPS	VIS-2-400/PS	3000	1.00	400
■	B	28	VIS-4-400/PS	27" x 18" x 8" VERNALUX LATE DIMENSIONAL HORIZONTAL REFLECTOR REVERSE MOUNTED LAMP IN TYPE 4 POSITION UP X 12" CLEAR TEMPERED GLASS LENS	ED18 40W CLR IPS	VIS-2-400/PS	3000	1.00	400

STATISTICS

Description	Symbol	Ang	Size	Min	Max	Height
Color Zone #1	◆	8.2%	10.8%	0.1%	160.1	15.41

NOTE: ALL FIXTURES BY PROPERTY LINE TO HAVE HOUSE SIDE SHIELD TO ELIMINATE ILLUMINATION ON OUTSIDE PROPERTY.

Project:
MIRA LOMA

VAL ELECTRIC INC.
 CONTRACTORS • ENGINEERS
 5051 S. PLEASANT ST., SUITE 200-470
 DENVER, CO 80239 FAX: 303-750-0000

PROGRESS SET
 PLAN CHECK SET #
 BID SET
 FOR CONSTRUCTION SET
 AS BUILT SET
 DATE _____

Title: LOT 37
 OVERALL SITE
 PHOTOMETRICS

Project Number: _____
 Drawn by: _____
 Date: _____
 Revision: _____

Sheet:
E-2.0

Deforest Business Park

Project Signage Guidelines

April 09, 2007

CASE: PP18876, AMD. #4
EXHIBIT: S (Sheets 1-5)
DATED: 7/12/10
PLANNER: C. HINOJOSA

336
9, 2007

Deforest Business Park - Lot 37

County of Riverside, California

HPA

18831 balden ave.
suite 100
irvine, ca 92612
tel: 949.863.1770
fax: 949.863.1851

Deforest Business Park

County of Riverside, California

Sheet

0

Contents

- 0 Cover
- 1 Table of Contents
- 2 Project Typestyles & General Provisions
- 3 Site Plan - Signage Location
- 4 Typ. Tenant Bldg. Signage - Bldg. 11

**NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4
AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.**

Table of Contents

Job#3336
April 09, 2007

HPA

18831 bairden ave.
suite 100
Irvine, ca 92612
tel: 949.863.1770
fax: 949.863.1851

Deforest Business Park

County of Riverside, California

Sheet

1

Project Typesyles - Americana BT

A B C D E F G H I J K L M N
O P Q R S T U V W X Y Z
1 2 3 4 5 6 7 8 9 0

GENERAL PROVISIONS for ON-SITE ADVERTISING STRUCTURES AND SIGNS.

1. **FREE STANDING SIGNS.**
No free standing signs are allowed except for the two monument signs described in the Deforest Business Park Sign Program.
2. **SIGN AFFIXED TO BUILDING - ALL AREAS.**
See individual Building types with signage design guidelines within.
 - (1) No on-site advertising sign shall be affixed on, above or over the roof of any building, and no on-site advertising sign shall be affixed to the wall of a building so that it projects above the parapet of the building. For the purposes of this section, a mansard style roof shall be considered a parapet.
 - (2) The maximum surface area of signs affixed to a building shall be as follows:
 - a. Front wall of building - The surface area of the sign shall not exceed 10% of the surface area of the front face of the building.
 - b. Side walls of a building - The surface area of the sign shall not exceed 10% of the surface area of the side face of the building.
 - c. Rear wall of a building - The surface area of the sign shall not exceed 5% of the surface area of the rear of the building.
3. **ON-SITE SUBDIVISION SIGNS ARE NOT ALLOWED.**
4. **ON-SITE IDENTIFICATION SIGNS.**
On-site identification signs affixed to the surface of walls, windows, and doors of permanent structures, which do not exceed four inches in letter height and do not exceed four square feet in area are permitted in addition to any other sign permitted in this ordinance.
5. **DEFOREST BUSINESS PARK IS NOT IN A SCENIC CORRIDORS.**

**NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4
AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.**

Project typesyles & General Provisions

Job#3336
April 09, 2007

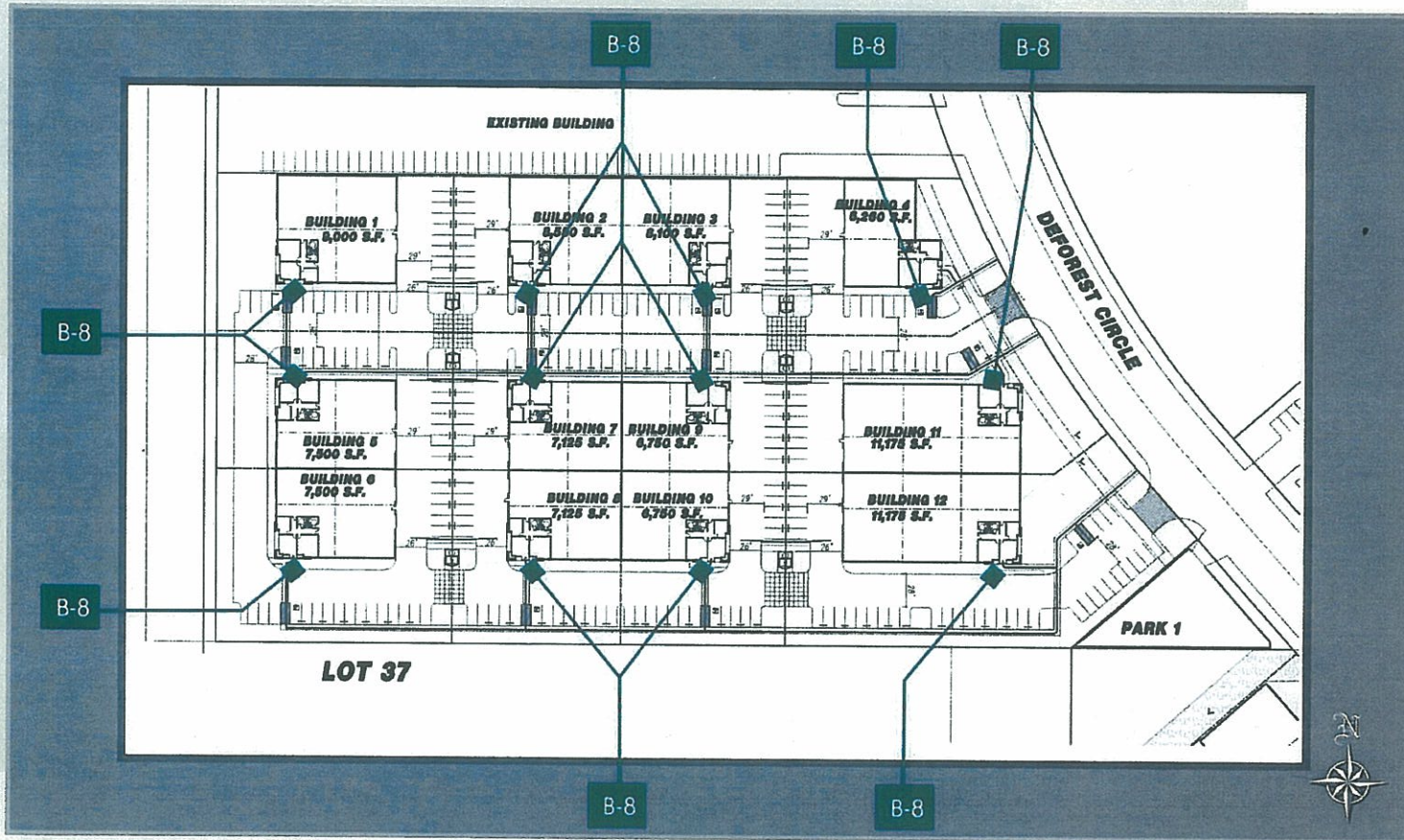
HPA

18831 Ladden Ave.
Suite 100
Indio, CA 92612
Tel: 929.863.1770
Fax: 929.863.1651

Deforest Business Park

County of Riverside, California

2



PM-5	Page No. for detail Signage Type : PM : Primary Monument Sign	SM-6	Page No. for detail Signage Type : SM : Secondary Monument Sign	B-8	Page No. for detail Signage Type : B : Building Sign(typ.)	M-7	Page No. for detail Signage Type : m : Mailbox Kiosk Sign
-------------	---	-------------	---	------------	--	------------	---

NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4 AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.

SITE PLAN - SIGNAGE LOCATIONS - LOT 37

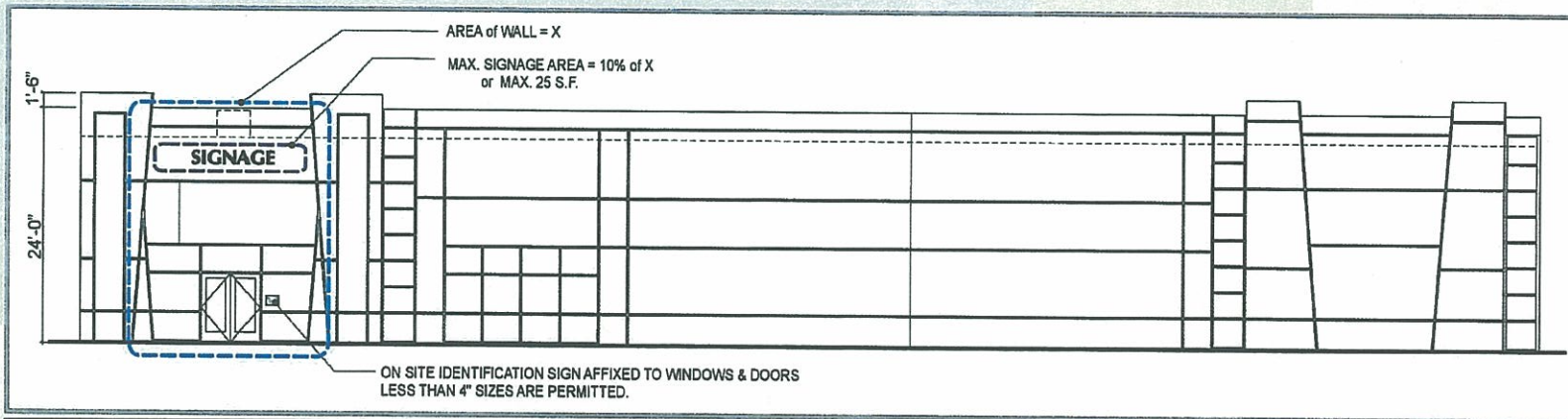
Job#3336
April 09, 2007

HPA
18831 barden ave.
suite 100
Irvine, ca 92612
tel: 949.863.1770
fax: 949.863.1851

Deforest Business Park
County of Riverside, California

BUILDING SIGNS

- Building signs must be uniform in nature throughout the park.
- All building signage must conform to the county of Riverside sign ordinance and the covenants codes/ restrictions of the Deforest Business park.
- Side & Front Wall : The surface area of the sign affixed to buildings shall not exceed 10 % of the surface area of the front of the building.
- Rear Wall : The surface area of the sign affixed to buildings shall not exceed 5 % of the surface area of the front of the building.
- The maximum surface area of a single sign shall not exceed 50 S.F..
- Location - Parallel with and attached to exterior wall of the tenant space of the business and be visible from a publicly dedicated street. No sign shall be located less than eight feet above the finished grade of a sidewalk or ground level or extend above the roof of any building.
- The signage graphics to be 2 Inch thick Foam with Black vinyl faced front.



North Elevation

NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4 AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.

Typ. Tenant Building Signage
Building 11 (Typical of bldg. 1 to 12) - Lot 37

Job#3336
April 09, 2007

HPA

18631 barden ave.
suite 100
Inyo, ca 92612
tel: 949.863.1770
fax: 949.863.1851

Deforest Business Park

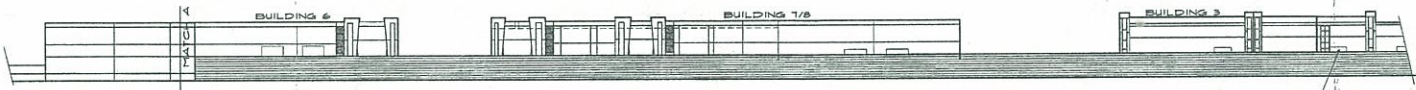
County of Riverside, California

4



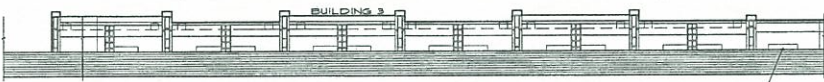
SCREEN WALL ELEVATION A
8' high conc tilt up to match buildings

SCREEN WALL ELEVATION A
scale: 1/16" = 1'-0"



SCREEN WALL ELEVATION B
10' HIGH SPLIT FACE BLOCK WALL

10x12" DRIVE DOOR TYP.
SCREEN WALL ELEVATION B
scale: 1/16" = 1'-0"



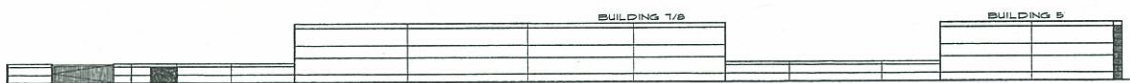
SCREEN WALL ELEVATION C
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION C
scale: 1" = 20'



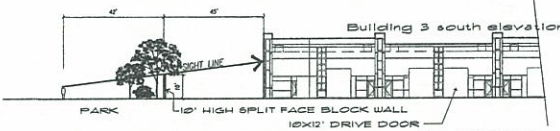
SCREEN WALL ELEVATION D
EXISTING
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION D
scale: 1" = 20'

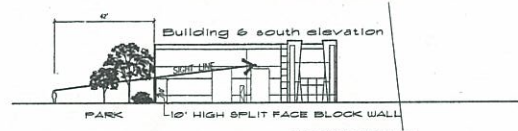


SCREEN WALL ELEVATION E
8' high conc tilt up to match buildings

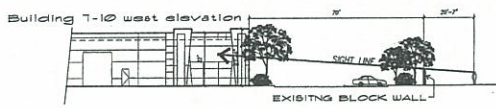
SCREEN WALL ELEVATION E
scale: 1" = 20'



SITE SECTION A-A
scale: 1" = 20'



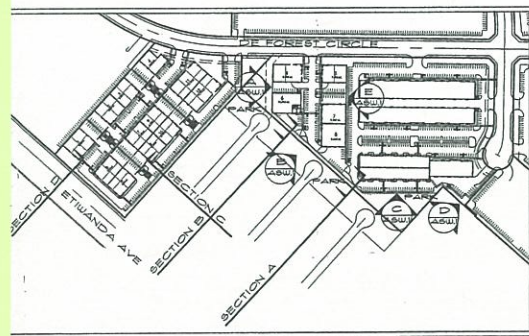
SITE SECTION B-B
scale: 1" = 20'



SITE SECTION C-C
scale: 1" = 20'



SITE SECTION D-D
scale: 1" = 20'



OVERALL SITE LOTS 37 & 38/39

SCREEN WALL ELEVATIONS AND SITE SECTIONS

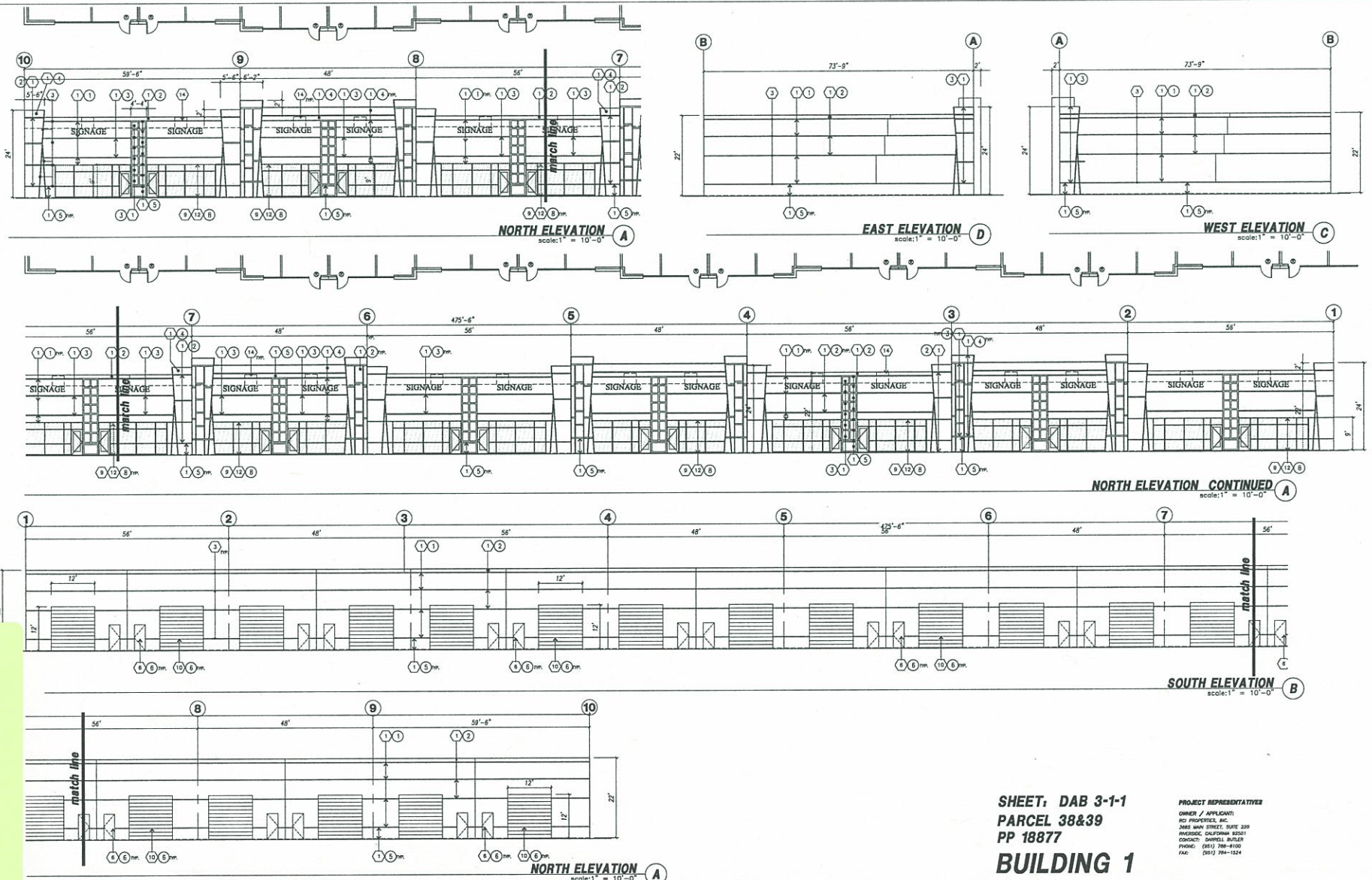
SHEET: DAB SW-1
PARCEL 37, 38&39
PP 18876 - 18877
DEFOREST BUSINESS PARK
DAB LOT 37 38&39



3685 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
CITY OF MIRA LOMA



CASE #: PP18876, AMD. #4
EXHIBIT: W
DATED: 7/12/10
PLANNER: C. HINOJOSA



KEYNOTES - ELEVATIONS

- ① CONCRETE TILT-UP PANEL PAINTED
- ② PANEL JOINT
- ③ PANEL REVERSAL
- ④ CONCRETE TILT-UP SCREEN WALL
- ⑤ NOT USED
- ⑥ 10' WIDE X 8' HIGH DRIVE THRU DOOR
- ⑦ NOT USED
- ⑧ NOT USED
- ⑨ ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS SUBMITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 8" ABOVE FF ELEVATION
- ⑩ 12' WIDE X 8' HIGH DRIVE THRU DOOR
- ⑪ HOLLOW METAL DOORS
- ⑫ HIGH GLAZING
- ⑬ SPANDREL GLAZING
- ⑭ ROOF TOP EQUIPMENT SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
- C. TOP - TOP OF PARAPET - ELEVATION
- D. P.F.F. - FINISH FLOOR ELEVATION
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LANTILLS SHALL BE DESIGNED TO RESIST 50 MPH EXPOSURE 1" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS ARCHITECT AND OWNER SHALL APPROVE PRIOR TO FINISHING REMAINDER OF BUILDING
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 150 FEET.

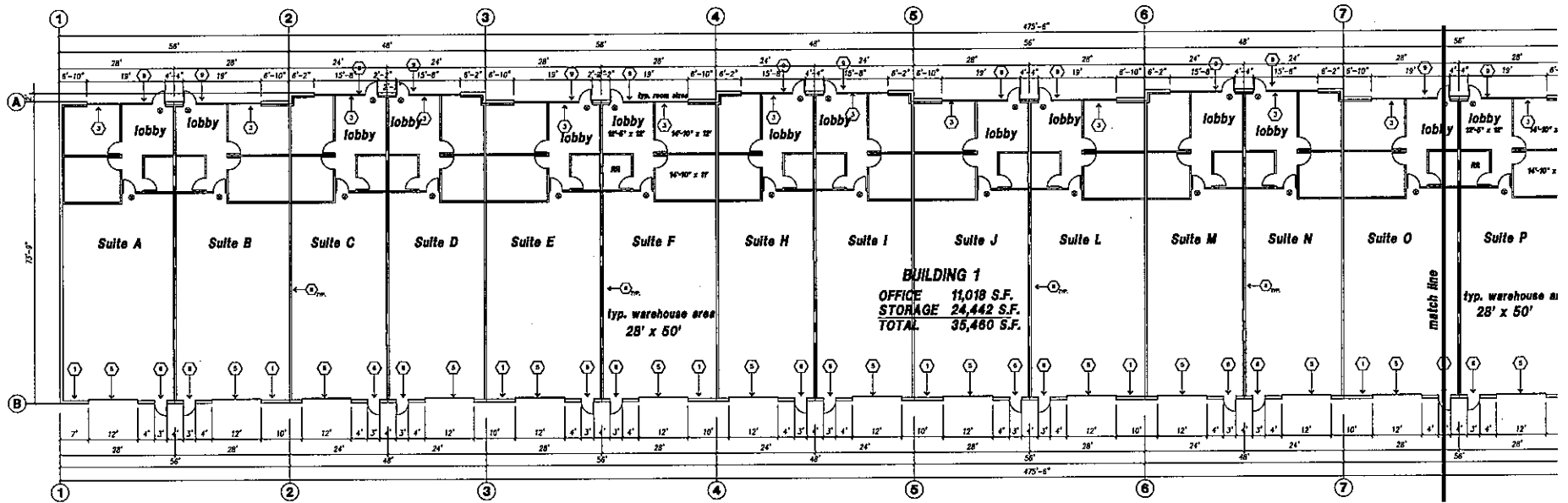
COLOR SCHEDULE - ELEVATIONS

- ① CONCRETE TILT-UP PANEL PAINT BRAND: FRAXIE 3550 ASA MKRY
- ② CONCRETE TILT-UP PANEL PAINT BRAND: FRAXIE 5011 WHITE
- ③ CONCRETE TILT-UP PANEL PAINT BRAND: FRAXIE 8762W TOUCHSTONE
- ④ CONCRETE TILT-UP PANEL PAINT BRAND: FRAXIE 8884W GWK FLATS
- ⑤ CONCRETE TILT-UP PANEL PAINT BRAND: STAM FIBED STEEL
- ⑥ VERTICAL LIFT OVER-HEAD DOORS & EXTENSIVE DOORS PAINT BRAND: MATCH BACKGROUND COLOR
- ⑦ MULLIONS COLOR: CLEAR ANODIZED
- ⑧ STOREFRONT GLAZING COLOR: BLUE REFLECTIVE GLASS
- ⑨ STOREFRONT SPANDREL COLOR: BLUE REFLECTIVE GLASS

CASE #: PP18877, AMD, #4
EXHIBIT: B & C (Sheets 1-10)
DATED: 7/12/10
PLANNER: C. HINOJOSA

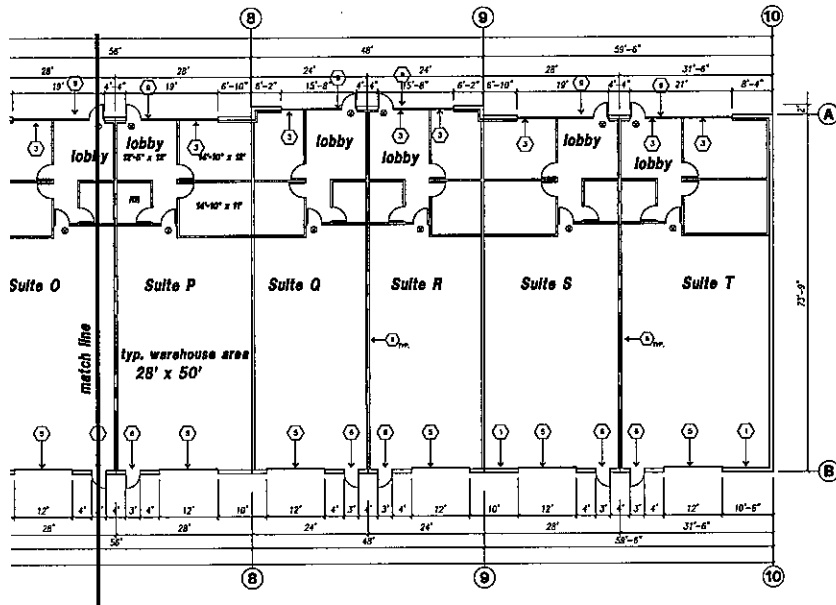
SHEET: DAB 3-1-1
PARCEL 38&39
PP 18877
BUILDING 1
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL 38&39
RIVERSIDE COMMERCIAL INVESTORS, INC.
3885 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 7, 2007 HPW 133X





FLOOR PLAN

SCALE: 1" = 8'-0"



FLOOR PLAN

SCALE: 1" = 8'-0"

KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE, TYPICAL STRENGTH SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 3 RUFFLE LINE ANCHOR.
- 4 12" x 14" WOOD DOOR, VERTICAL LIFT, STANDARD GRADE.
- 5 3" x 3" HOLLOW METAL EXTERIOR WALK DOOR.
- 6 5'-0" x 8'-0" TYPICAL CONCRETE EXTERIOR LANDING AND TYPICAL AT ALL EXTERIOR WALK DOORS TO LANDSCAPED AREA. FINISH TO BE METAL BRUSH FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 7 FURNITURE WALL.
- 8 HANGING ENTRY SIGN.
- 9 SPANDREL GLASS.

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE WINDOW CONCRETE WALLS ARE PAINTED WHITE. CEILING ARE TO BE PAINTED PRIMARY COLOR. ALL CURB, REG. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO CEILING.
- D. SLOPE POLY STRIP 1/8" TO EXTERIOR AT ALL PERSONAL ENITS. SEE "S" DRAWINGS FOR POLY STRIP LOCATION.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, CHILING, OR FACE OF STUD WALL.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS FOR DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DRAINED INCLUDING CARS AND TRUCKS.
- I. HVAC ROOF EQUIPMENT WILL BE SCHEDULED BY WALL PARAMET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

SHEET: DAB 2-1-1
PARCEL 38&39
PP 18877

PROJECT REPRESENTATIVES
 OWNER / APPLICANT:
 HO PROPERTIES, INC.
 3848 MAIN STREET, SUITE 200
 RIVERSIDE, CALIFORNIA 92501
 CONTACT: DANIEL BULLER
 PHONE: (951) 788-6700
 FAX: (951) 788-1034

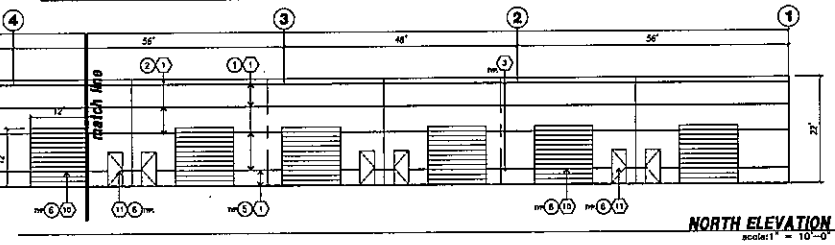
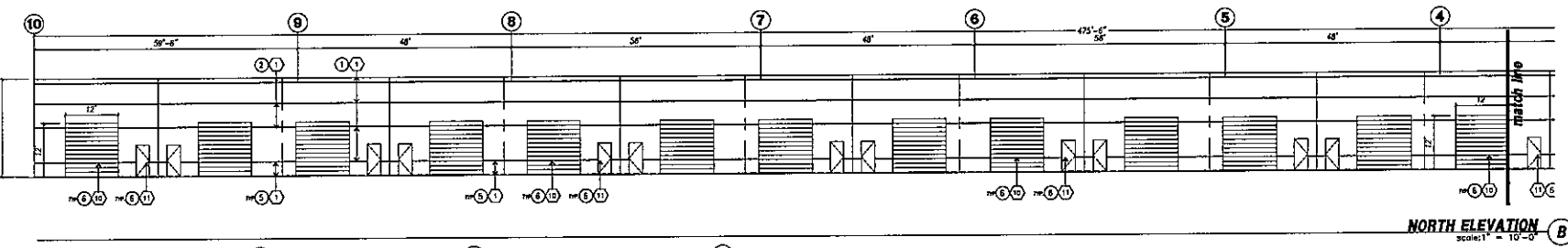
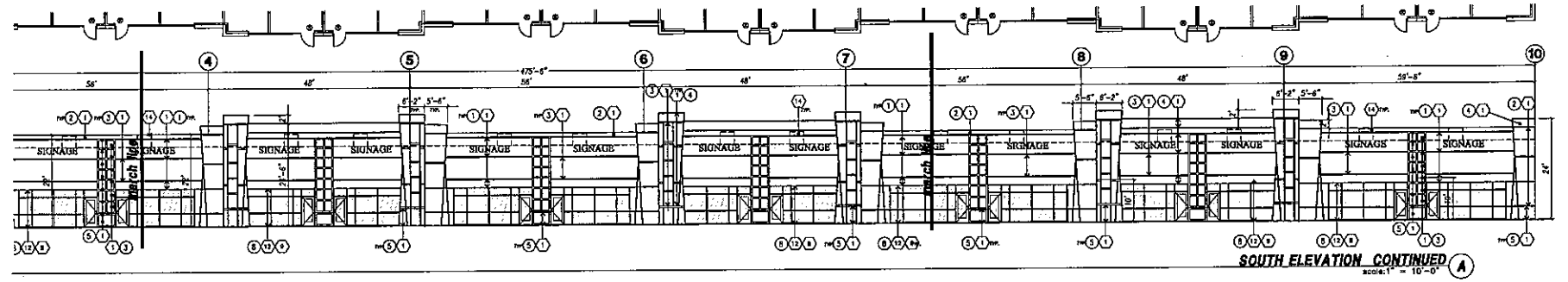
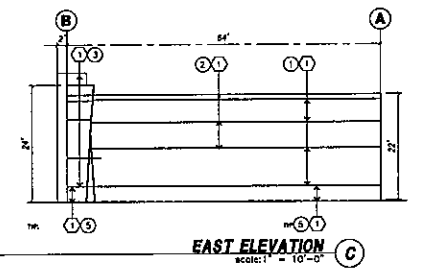
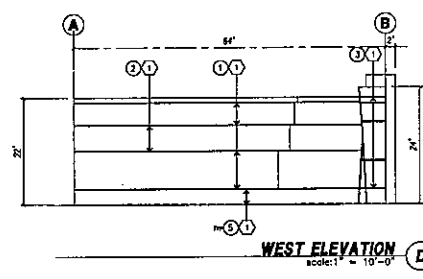
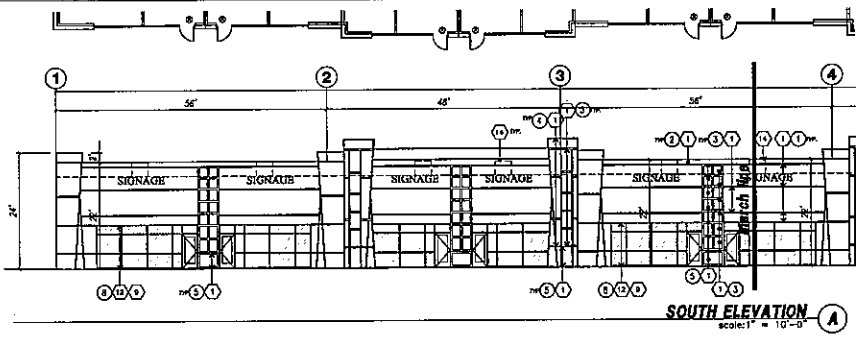
BUILDING 1
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL **38&39**
RIVERSIDE COMMERCIAL INVESTORS, INC.
 3103 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 7, 2007 1974 2338



HPA Inc.

18831 Deforst Ave Irvine, California 92612

(949) 663-1770



- KEYNOTES - ELEVATIONS**
- 1 CONCRETE TILT-UP PANEL, SPANDED
 - 2 PANEL JOINT
 - 3 PANEL CORNER
 - 4 CONCRETE TILT-UP BORDEN HALL
 - 5 NOT LINED
 - 6 1/2\"/>
 - 7 NOT LINED
 - 8 ALUMINUM STOREFRONT FRAMING W/ TINTED GLAZING AT ALL DOORS
 - 9 DELTA P ADJUSTMENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 4\"/>
 - 10 1/2\"/>
 - 11 YELLOW METAL DOORS
 - 12 VISION GLAZING
 - 13 SPANDED GLAZING
 - 14 ROOF TOP EQUIPMENT - SCREENED BY PANORAMA

- GENERAL NOTES - ELEVATIONS**
- A. ALL PAINT COLOR CHANGES TO OCCUR AT NEAR CORNERS UNLESS NOTED OTHERWISE
 - B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
 - C. TOP - TOP OF PANORAMA - ELEVATION
 - D. FF - FINISH FLOOR ELEVATION
 - E. STOREFRONT CONCRETE GLASS METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO BE SET TO 1/4\"/>
 - F. CONTRACTOR SHALL FULLY PAINT OR CONCRETE PANELS W/ SELECTED COLOR, ADJUST AND FINISH SHALL APPROVE PRIOR TO FINISHING BEHINDER OF BUILDING
 - G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM RISE DISTANCE OF 150 FEET.

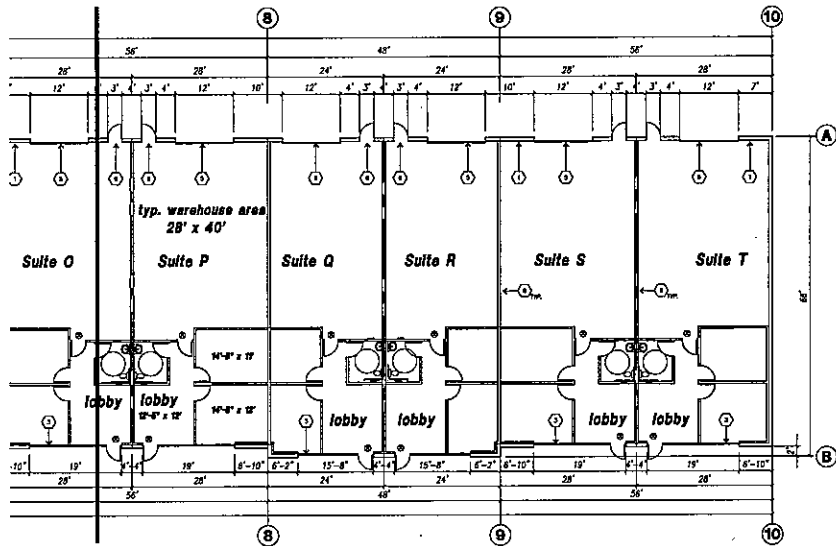
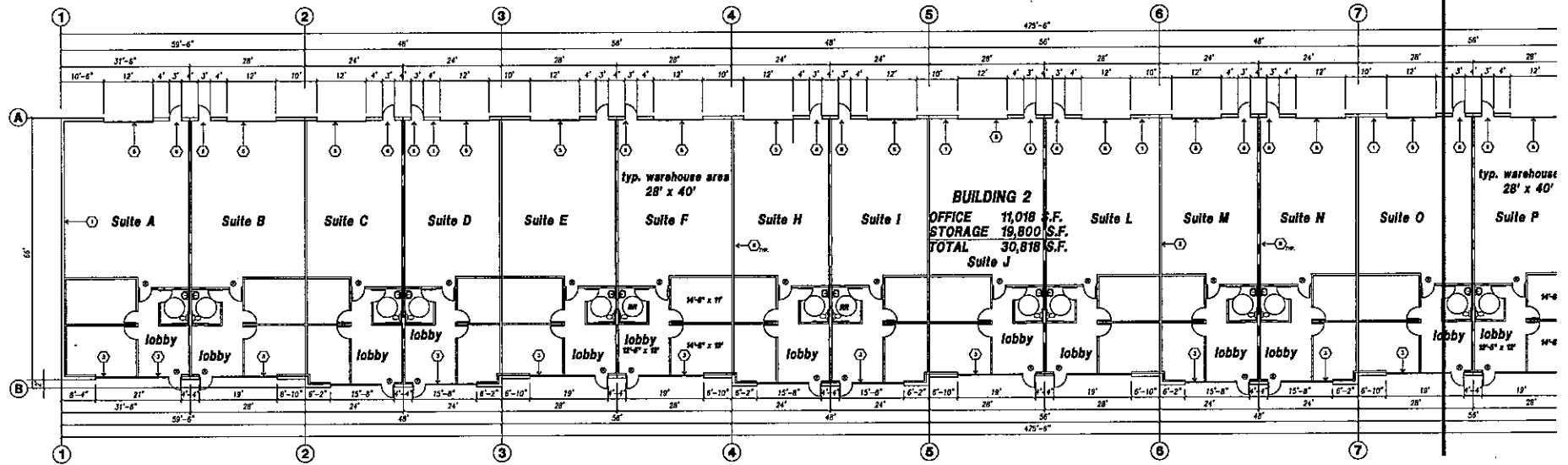
COLOR SCHEDULE - ELEVATIONS

1 CONCRETE TILT-UP PANEL	PANT 3904L - BRICK, BRN, WH, GRAY
2 CONCRETE TILT-UP PANEL	PANT BRND - BRICK, BRN, WH, GRAY
3 CONCRETE TILT-UP PANEL	PANT BRND - BRICK, BRN, WH, GRAY
4 CONCRETE TILT-UP PANEL	PANT BRND - BRICK, BRN, WH, GRAY
5 CONCRETE TILT-UP PANEL	PANT BRND - BRICK, BRN, WH, GRAY
6 VERTICAL LIFT OVERHUNG DOORS & EXTENDED DOORS	PANT BRND - BRICK, BRN, WH, GRAY
7 MILLIONS	COLOR - CLR, BRND
8 STOREFRONT GLAZING	COLOR - BLUE, REFLECTIVE GLASS
9 STOREFRONT SPANDED	COLOR - BLUE, REFLECTIVE GLASS

SHEET: DAB 3-1-2
PARCEL 38&39
PP 18877

BUILDING 2
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 38&39
RIVERSIDE COMMERCIAL INVESTORS, INC.
 3385 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 7, 2017 194 113





FLOOR PLAN
 SCALE 1" = 8'-0"

KEYNOTES - FLOOR PLAN

- ① CONCRETE TIE-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- ② STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- ③ TYPICAL STAIRDOWN SYSTEM WITH BALZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATION.
- ④ SOFFIT LINE ABOVE.
- ⑤ 12" X 14" TRUCK DOOR. VERTICAL LIFT. STANDARD GRADE.
- ⑥ 3" X 7" HOLLOW METAL EXTERIOR MAN DOOR.
- ⑦ 2'-4"X4'-8"X4" THICK CONCRETE EXTERIOR LANDINGS PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE NORMAL BROOD FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- ⑧ FULL HEIGHT WALL
- ⑨ HANDICAPPED ENTRY SIGN
- ⑩ SPANDREL GLASS

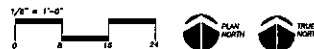
GENERAL NOTES - FLOOR PLAN

- A. FIRE NOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLLARS ARE TO BE POLYESTER PAPER ONLY. ALL CRT. SOL. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POOL STAMP 1/2" TO EXTERIOR AT ALL PERSONAL CRTS. SEE "S" DRAWINGS FOR POOL STAMP LOCATION.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, OR DRAIN, OR FACE OF STUD WALL.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES. SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE TYPICAL OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DISPOSED INCLUDING CARS AND TRUCKS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

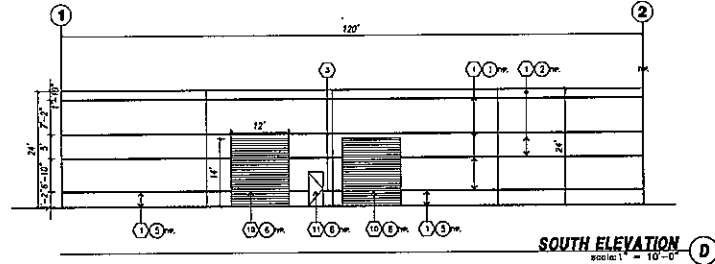
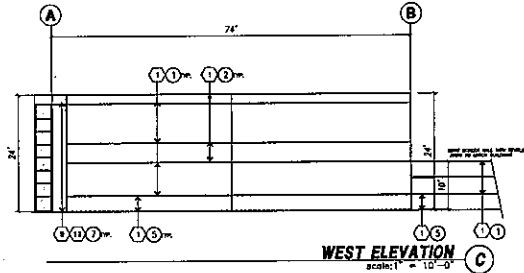
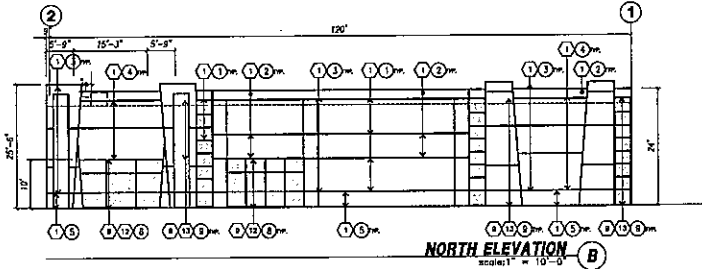
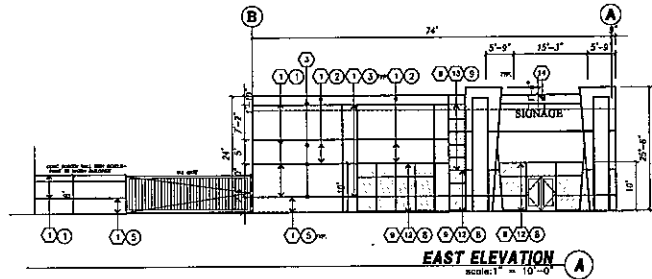
SHEET: DAB 2-1-2
PARCEL 38&39
PP 18877

PROJECT REPRESENTATIVE
 ORDER / APPLICANT
 H&M PROPERTIES, INC.
 2485 MAIN STREET, SUITE 200
 RIVERSIDE, CALIFORNIA 92501
 CONTACT: DANIEL BUTLER
 PHONE: (951) 786-1100
 FAX: (951) 781-1824

BUILDING 2
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE **PARCEL 38&39**
RIVERSIDE COMMERCIAL INVESTORS, INC.
 2485 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 7, 2007 1047 333X



HPA Inc.



KEYNOTES - ELEVATIONS

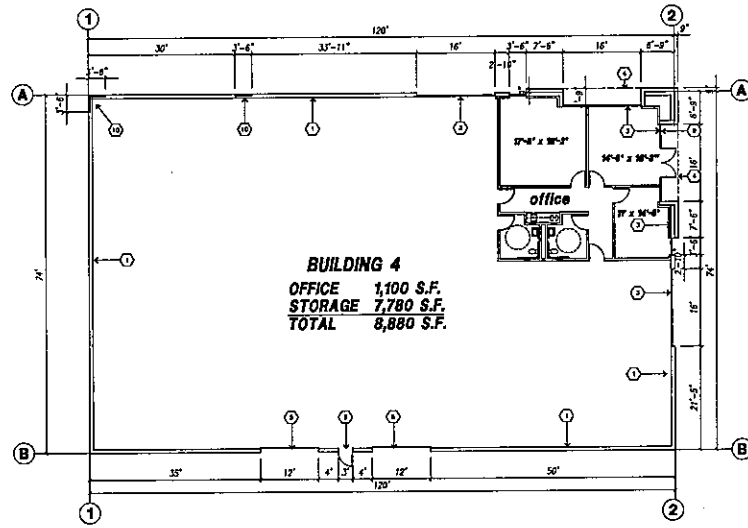
- 1 CONCRETE TILT-UP PANEL, PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 NOT USED
- 6 NOT USED
- 7 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 8 CONCRETE BALUF AND CONC. GUARDRAIL
- 9 ALUMINUM STOPSMOKING FRAMING W/ TENSILE GLAZING AT ALL DOORS SELECTED ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE FIN FLOOR ELEVATION
- 10 12" WIDE X 1/2" HIGH DRIVE THRU DOOR
- 11 HOLLOW METAL DOORS
- 12 YESEN GLAZING
- 13 SPANDREL GLAZING
- 14 ROOF TOP EQUIPMENT SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INDOOR CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. TOP OF PARAPET - ELEVATION.
- D. FIN - FINISH FLOOR ELEVATION.
- E. STOPSMOKING CONTROLLED GLASS METAL ATTACHMENTS AND LANTERS SHALL BE DESIGNED TO RESIST TO WIND FORCE TO 12" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMOVAL OF GLAZING.
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE BUILDING ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 1500 FEET.

COLOR SCHEDULE - ELEVATIONS

- | | |
|---|--|
| 1 CONCRETE TILT-UP PANEL | PANT BRAND, <u>TRUCK</u> RESO. <u>ASHL. GRAY</u> |
| 2 CONCRETE TILT-UP PANEL | PANT BRAND, <u>TRUCK</u> DEL. <u>BLK</u> |
| 3 CONCRETE TILT-UP PANEL | PANT BRAND, <u>TRUCK</u> <u>AZOIC TRIDESTONE</u> |
| 4 CONCRETE TILT-UP PANEL | PANT BRAND, <u>TRUCK</u> <u>ASHBL. ONE LAD</u> |
| 5 CONCRETE TILT-UP PANEL | PANT BRAND, <u>TRUCK</u> <u>FIELD STEEL</u> |
| 6 VERTICAL LIFT OVERHEAD DOORS / EXTERIOR DOORS | PANT BRAND, <u>METAL</u> <u>INDUSTRIAL COLOR</u> |
| 7 MALLENS | COLOR, <u>CLEAR</u> <u>ANODIZED</u> |
| 8 STOPSMOKING GLAZING | COLOR, <u>BLUE</u> <u>REFLECTIVE GLASS</u> |
| 9 STOPSMOKING SPANDREL | COLOR, <u>BLUE</u> <u>REFLECTIVE GLASS</u> |



FLOOR PLAN & BUILDING FOOTPRINT

SCALE: 1" = 8'-0"



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL, SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN, SEE "S" DRAWINGS FOR SIZE.
- 3 TYPICAL STOPSMOKING SYSTEM WITH GLAZING, SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- 4 SOFTLY LINE ABOVE.
- 5 12" X 14" TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 6 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR.
- 7 3'-4 1/2" X 2'-6 1/2" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA, FINISH TO BE METAL BROOM FINISH, PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 FULL HEIGHT WALL
- 9 HANDICAPPED ENTRY SIGN
- 10 SPANDREL GLASS

GENERAL NOTES - FLOOR PLAN

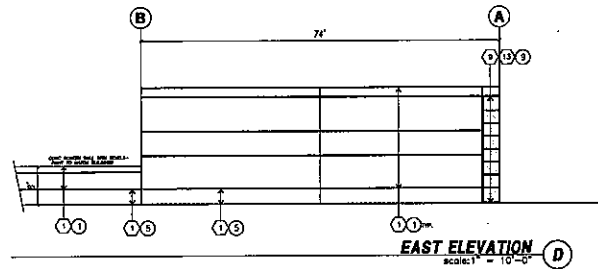
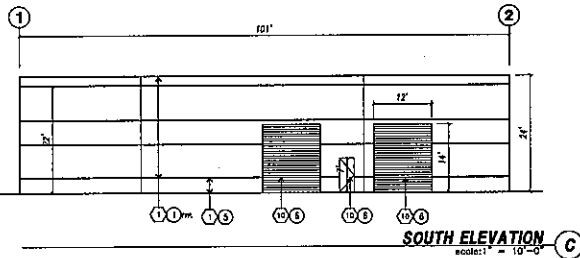
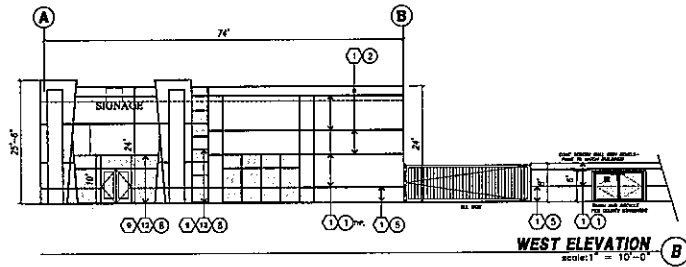
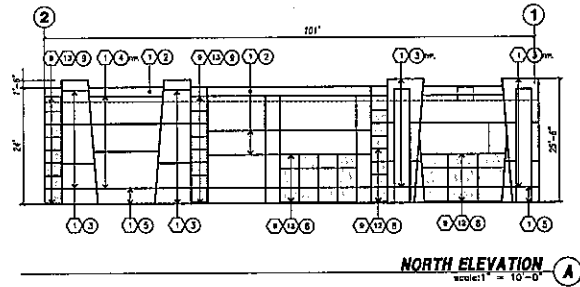
- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CIV. HD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO EDGE.
- D. SLOPE FOUR STEPS 1/2" TO EXTERIOR AT ALL PERSONAL ENITS. SEE "S" DRAWINGS FOR POLE STEP LOCATION.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GROUND, OR FACE OF STEEL WALL.
- F. SEE CIV. DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE CLEANED INCLUDING CARS AND TRUCKS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

SHEET: DAB 2-1-4
PARCEL 38&39
PP 18877
BUILDING 4

PROJECT REPRESENTATIVE
OWNER / APPLICANT:
KCI HOLDINGS, INC.
3885 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92501
PHONE: (951) 794-8100
FAX: (951) 794-1244

DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 38&39
RIVERSIDE COMMERCIAL INVESTORS, INC.
3845 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501 9517948100 9517941244

HPA Inc.

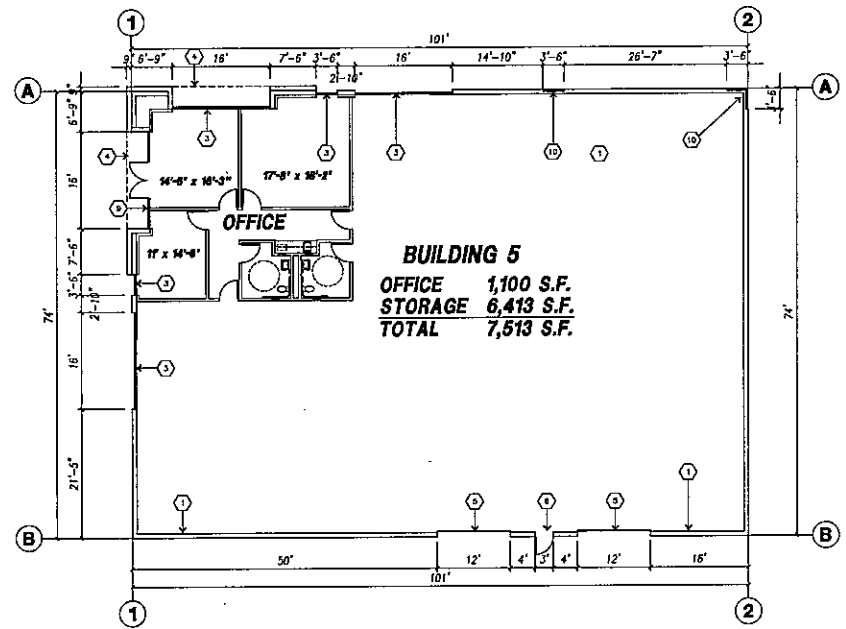


- KEYNOTES - ELEVATIONS**
- ① CONCRETE TILT-UP PANEL PAINTED
 - ② PANEL JOINT
 - ③ PANEL REVEAL
 - ④ CONCRETE TILT-UP SCREEN WALL
 - ⑤ NOT USED
 - ⑥ NOT USED
 - ⑦ CONCRETE STAIR LANDING AND CONC. GUARDRAIL
 - ⑧ CONCRETE RAMP AND CONC. GUARDRAIL
 - ⑨ ALLIGAN INTERSECT FINISHING W/ TYPED GLAZING AT ALL DOORS (SEALERS ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 8" ABOVE FFL ELEVATION)
 - ⑩ 2" WIDE X 4" HIGH LEAVE THRU DOOR
 - ⑪ HOLLOW METAL DOORS
 - ⑫ VISION GLAZING
 - ⑬ SPANDREL GLAZING
 - ⑭ ROOF TOP EQUIPMENT - SCREENED BY PARAPET

- GENERAL NOTES - ELEVATIONS**
- A. ALL PAINT COLOR CHANGES TO OCCUR AT FINE CORNERS UNLESS NOTED OTHERWISE.
 - B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
 - C. TOP - TOP OF PARAPET - ELEVATION
 - D. F.F. - FINISH FLOOR ELEVATION
 - E. STOPPANTH CONSTRUCTION GLASS, METAL ATTACHMENTS AND UNITS SHALL BE REQUIRED TO MEET 90 MPH WINDLOADING W/ WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
 - F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL IN SELECTED COLORS AND FINISH AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
 - G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM HEIGHT DISTANCE OF 15.0 FEET.

COLOR SCHEDULE - ELEVATIONS

① CONCRETE TILT-UP PANEL	PANT BRAND_TRACTE BRND_0501_0502
② CONCRETE TILT-UP PANEL	PANT BRAND_TRACTE_001_WHITE
③ CONCRETE TILT-UP PANEL	PANT BRAND_TRACTE_0502_0503
④ CONCRETE TILT-UP PANEL	PANT BRAND_TRACTE_BRND_04K_FLAT
⑤ CONCRETE TILT-UP PANEL	PANT BRAND_BRND_0501_0502
⑥ VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS	PANT BRAND_MITEL_BACKGROUND_COLOR
⑦ MALLIONS	COLOR_FLAT_WHITE
⑧ STOPPANTH GLAZING	COLOR_BLUE_REFLECTIVE_GLASS
⑨ STOPPANTH SPANDREL	COLOR_BLUE_REFLECTIVE_GLASS



FLOOR PLAN & BUILDING FOOTPRINT
scale: 1" = 8'-0"

- KEYNOTES - FLOOR PLAN**
- ① CONCRETE TILT-UP PANEL. SEE "E" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
 - ② STRUCTURAL STEEL COLUMN. SEE "D" DRAWINGS FOR SIZE.
 - ③ TYPICAL STOPPANTH SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATION.
 - ④ SUFFIT LINE ABOVE.
 - ⑤ 12" X 14" TRUCK DOOR. VERTICAL LIFT, STANDARD GRADE.
 - ⑥ 2" X 7" HOLLOW METAL EXTERIOR MAN DOOR.
 - ⑦ 5'-0" X 5'-0" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROWN FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
 - ⑧ FULL HEIGHT WALL
 - ⑨ HANDICAPPED ENTRY SIGN
 - ⑩ SPANDREL GLASS

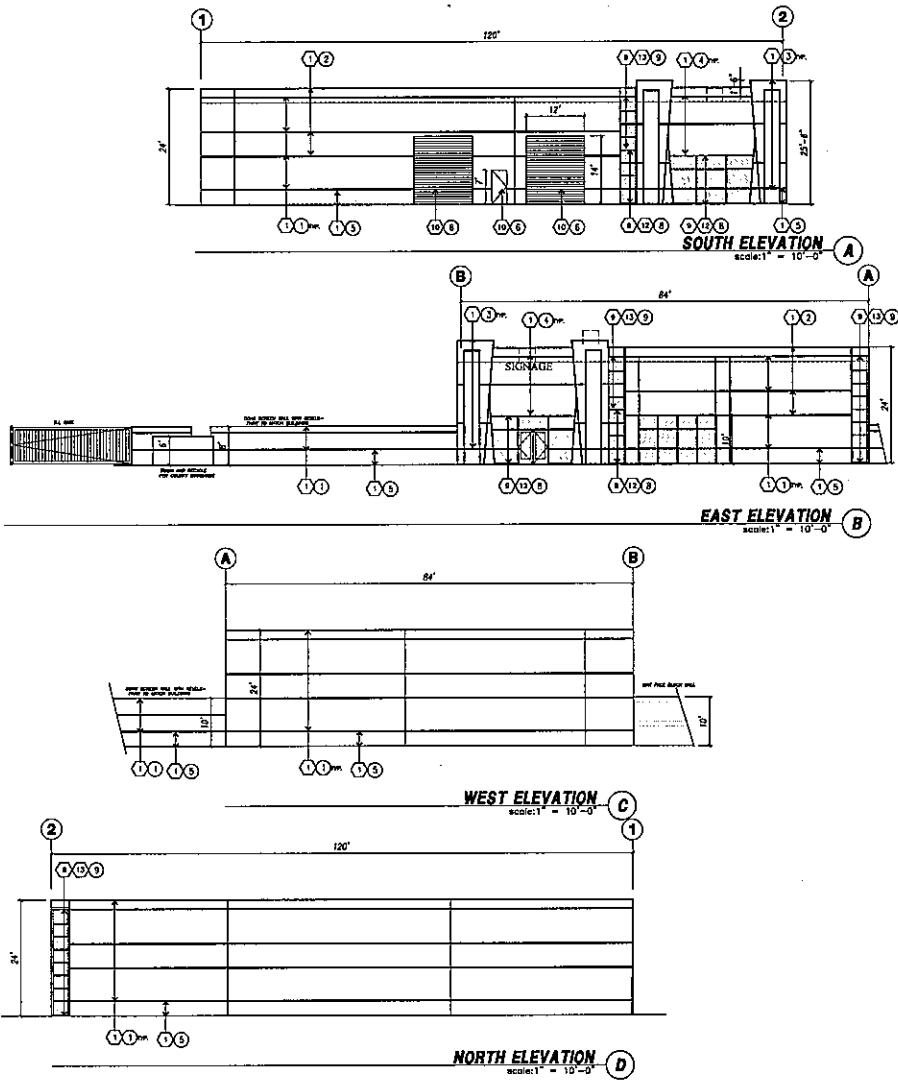
- GENERAL NOTES - FLOOR PLAN**
- A. FIRE HOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
 - B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
 - C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CURB, ISL. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
 - D. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "E" DRAWINGS FOR POUR STRIP LOCATION.
 - E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL OR EDGE, OR FACE OF STEEL WALL.
 - F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
 - G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS FOR DOOR SCHEDULE ARE FINISH OPENINGS.
 - H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE COVERED INCLUDING CARS AND TRUCKS.
 - I. HVAC ROOF EQUIPMENT SHALL BE SCREENED BY WALL PARAPET IN ALL CASES.
 - J. NO MEZZANINES IN THIS PROJECT.

SHEET: DAB 2-1-5
PARCEL 38&39
PP 18877

BUILDING 5
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 38&39
RIVERSIDE COMMERCIAL INVESTORS, INC.

PROJECT REPRESENTATIVES
OWNER / APPLICANT
R2 PROPERTIES, INC.
2488 MAIN STREET, SUITE 300
RIVERSIDE, CALIFORNIA 92501
CONTACT: DANIEL MILLER
PHONE: (951) 786-2100
FAX: (951) 786-1524

3265 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007
HPA 333



KEYNOTES - ELEVATIONS

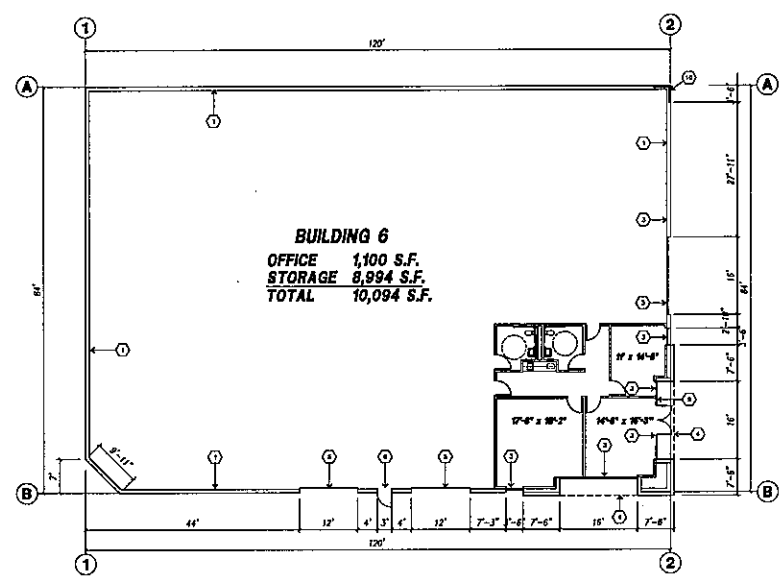
- ① CONCRETE TILT-UP PANEL, PAINTED
- ② PANEL JOINT
- ③ PANEL REVEAL
- ④ CONCRETE TILT-UP SCREEN WALL
- ⑤ NOT LINED
- ⑥ NOT LINED
- ⑦ CONCRETE STAIR, LANDING AND CONG. GUARDRAIL
- ⑧ CONCRETE RAMP AND CONG. GUARDRAIL
- ⑨ ALUMINUM STORMDOOR FINISHING W/ TENSILE GLAZING AT ALL DOORS REQUIRES ADJUSTMENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 8" ABOVE ELEVATION
- ⑩ IF MADE VAC HEN DRIVE THRU DOOR
- ⑪ HOLLOW METAL DOORS
- ⑫ VISION GLAZING
- ⑬ SPANDREL GLAZING
- ⑭ ROOF TOP EQUIPMENT - SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT FINEST CORNERS UNLESS NOTED OTHERWISE
- B. ALL PAINT FINISHES ARE TO BE PLAT UNLESS NOTED OTHERWISE
- C. T.C.P. - TOP OF PARAPET - ELEVATION
- D. P.F.F. - FINISH FLOOR ELEVATION
- E. STORMDOOR CONSTRUCTION GLASS METAL ATTACHMENTS AND LANTERS SHALL BE DESIGNED TO RESIST 90 MPH WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM DISTANCE OF 150 FEET.

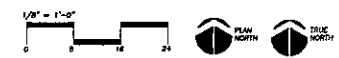
COLOR SCHEDULE - ELEVATIONS

- ① CONCRETE TILT-UP PANEL, PAINT BRAND, TRULUCE 8500, ASA, NO. 7
- ② CONCRETE TILT-UP PANEL, PAINT BRAND, TRULUCE 801, WHITE
- ③ CONCRETE TILT-UP PANEL, PAINT BRAND, TRULUCE 8500, INDUSTRIAL
- ④ CONCRETE TILT-UP PANEL, PAINT BRAND, TRULUCE 8500, OAK PLATS
- ⑤ CONCRETE TILT-UP PANEL, PAINT BRAND, TRULUCE 8500, STEEL
- ⑥ VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS, COLOR, _____, CLR. UNNOTED
- ⑦ MULLIONS, COLOR, BLUE REFLECTIVE GLASS
- ⑧ STORMDOOR GLAZING, COLOR, BLUE REFLECTIVE GLASS
- ⑨ STORMDOOR SPANDREL, COLOR, BLUE REFLECTIVE GLASS



FLOOR PLAN & BUILDING FOOTPRINT

SCALE: 1" = 8'-0"



KEYNOTES - FLOOR PLAN

- ① CONCRETE TILT-UP PANEL, SEE "S" DRAWINGS FOR FINISHES AND STEEL REQUIREMENTS
- ② STRUCTURAL STEEL COLLAR, SEE "S" DRAWINGS FOR SIZE
- ③ TYPICAL STORMDOOR SYSTEM WITH GLAZING, SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS
- ④ SMOOTH LINE ABOVE
- ⑤ 12" X 14" TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE
- ⑥ 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
- ⑦ 3"-8"X5"-8"X1" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS IS LANDSCAPED AREA, FINISH TO BE MEDIUM BROOM FINISH, PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS
- ⑧ FULL HEIGHT WALL
- ⑨ HANDICAPPED ENTRY SIGN
- ⑩ SPANDREL GLASS

GENERAL NOTES - FLOOR PLAN

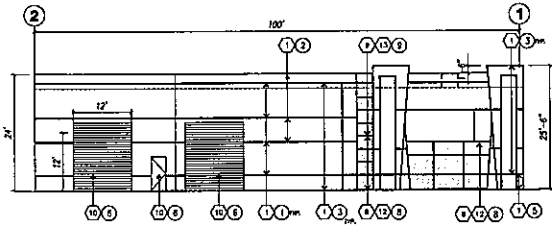
- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. CEILING ARE TO RECEIVE PRIMER ONLY. ALL EXT. WLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLABE FROM 3" TO 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR FLOOR STOP LOCATIONS.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STAIR SLAB.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR THRESH AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAR. ALL EQUIPMENT TO BE DAMAGED INCLUDING CARS AND TRUCKS.
- I. HVAC ROOF EQUIPMENT SHALL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

**SHEET, DAB 2-1-6
PARCEL 38&39
PP 18877
BUILDING 6**

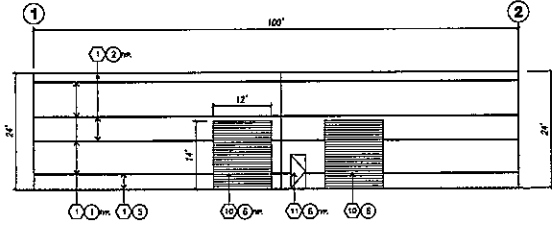
PROJECT REPRESENTATIVES
OWNER / APPLICANT:
AG PROPERTIES, INC.
3585 MAIN STREET, SUITE 220
RIVERSIDE, CALIFORNIA 92501
CONTACT: SHARON BERLE
PHONE: (951) 784-1100
FAX: (951) 784-1524

**DEFORST CIRCLE BUSINESS PARK
RIVERSIDE** **PARCEL 38&39**
RIVERSIDE COMMERCIAL INVESTORS, INC.
3585 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 7, 2007 HWF 03/04

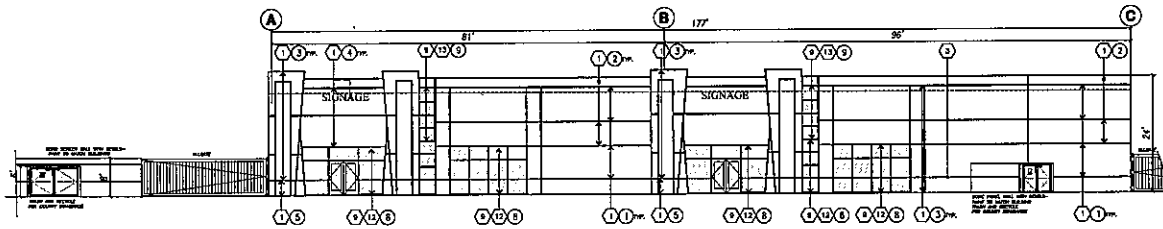
HPA Inc.



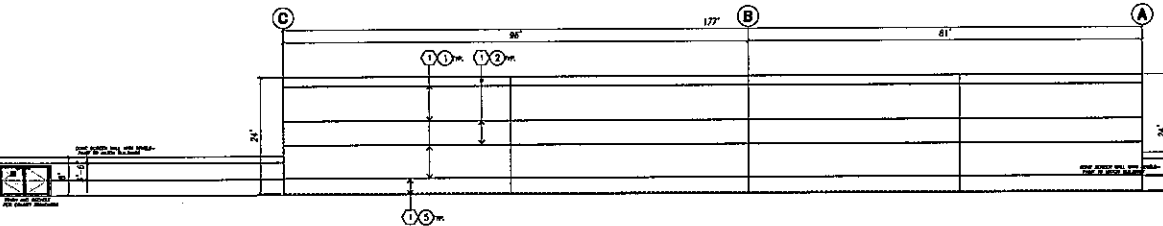
NORTH ELEVATION
scale: 1" = 10'-0" (A)



SOUTH ELEVATION
scale: 1" = 10'-0" (B)



WEST ELEVATION
scale: 1" = 10'-0" (C)



EAST ELEVATION
scale: 1" = 10'-0" (D)

KEYNOTES - ELEVATIONS

- ① CONCRETE TILT-UP PANEL PAINTED
- ② PANEL JOINT
- ③ PANEL REVEAL
- ④ CONCRETE TILT-UP DOOREN WALL
- ⑤ NOT USED
- ⑥ NOT USED
- ⑦ CONCRETE STAIR LANDING AND CONC. GUARDRAIL
- ⑧ ALLUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS
- ⑨ SPACERS ALIGNED TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 6" ABOVE FIN. ELEVATION
- ⑩ 2" WIDE X 1/4" HIGH DRIVE THRU DOOR
- ⑪ HOLLOW METAL DOORS
- ⑫ HOLLOW METAL GLAZING
- ⑬ SPANDREL GLAZING
- ⑭ ROOF TOP EQUIPMENT SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. EOP - TOP OF PARAPET - ELEVATION
- D. F.P. - FINISH FLOOR ELEVATION
- E. STOREFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LATCHES SHALL BE DESIGNED TO RESIST 90 MPH EXPOSED TO WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR, ANGLE IRON AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. ALL ROOF MOUNTED RECEIPTMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 1500 FEET.

COLOR SCHEDULE - ELEVATIONS

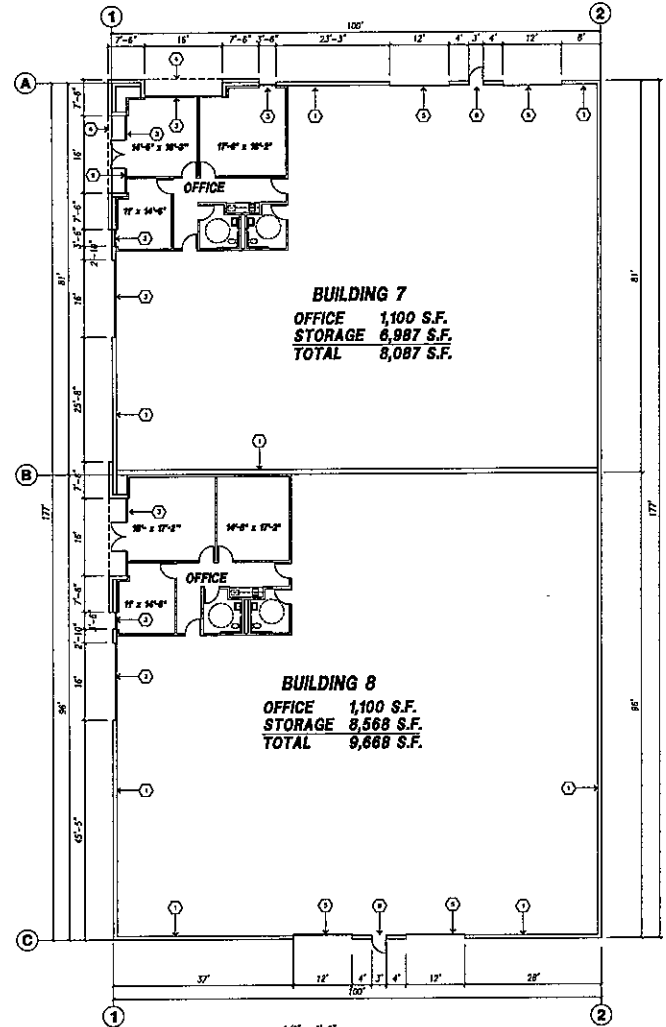
- ① CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 6001_BK1... COLOR: CLEAN ANCHORED
- ② CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 6001_WHITE... COLOR: BLUE REFLECTIVE GLASS
- ③ CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 6001_DKSS... COLOR: BLUE REFLECTIVE GLASS
- ④ CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 6001_WHITE... COLOR: BLUE REFLECTIVE GLASS
- ⑤ CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 6001_WHITE... COLOR: BLUE REFLECTIVE GLASS
- ⑥ VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS PAINT BRAND: TRUCK 6001_WHITE... COLOR: BLUE REFLECTIVE GLASS
- ⑦ MALLONS
- ⑧ STOREFRONT GLAZING
- ⑨ STOREFRONT SPANDREL

KEYNOTES - FLOOR PLAN

- ① CONCRETE TILT-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- ② STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- ③ TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- ④ SLOTTED LINE ABOVE.
- ⑤ 12" X 14" TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- ⑥ 5" X 7" HOLLOW METAL EXTERIOR MAN DOOR.
- ⑦ 5'-0" X 2'-0" X 2'-0" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE SECOND BROOK FLOOR FINISH. WALK TO HARD SURFACE FOR CITY REQUIREMENTS.
- ⑧ TRUCK OVERCLOSURE
- ⑨ HANDICAPPED ENTRY SIGN
- ⑩ SPANDREL GLASS

GENERAL NOTES - FLOOR PLAN

- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. WALLS IN WAREHOUSE ARE TO RECEIVE PRIMER ONLY. ALL O.P. RD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO CONCRETE.
- D. SLOPE POUR STOP 1/2" TO EXTERIOR AT ALL PERSONAL DRIVE. SEE "S" DRAWINGS FOR POUR STOP LOCATION.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GROUND, OR FACE OF STAIR WALK.
- F. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- G. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET. NOTE: ALL DOORS FOR DOOR SCHEDULE ARE FINISH OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE CLEANED INCLUDING CARS AND TRUCKS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.



FLOOR PLAN
scale: 1" = 5'-0"

SHEET: DAB 2-1-7&8
PARCEL 38&39
PP 18877

BUILDING 7&8

DEFORST CIRCLE BUSINESS PARK
RIVERSIDE

PARCEL 38&39

RIVERSIDE COMMERCIAL INVESTORS, INC.

3365 MAIN STREET, SUITE 300 RIVERSIDE, CALIFORNIA 92501

SEPTEMBER 7, 2007

PPV 1336

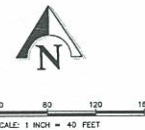
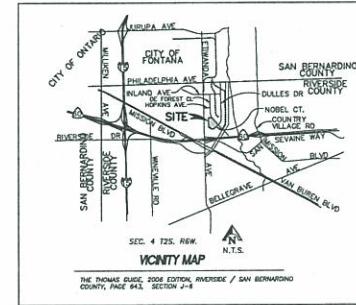
HPA Inc.

10831 Dardwin Ave. Inver, California 92612

(949) 943-1770

PROJECT REPRESENTATIVE
OWNER / ARCHITECT
H2 PROJECTS, INC.
3445 MAIN STREET, SUITE 300
RIVERSIDE, CALIFORNIA 92501
CONTACT: BARRETT WELCH
PHONE: (951) 798-1100
FAX: (951) 798-1524

CONCEPTUAL GRADING PLAN



CASE #: PP18877, AMD. #4
EXHIBIT: G
DATED: 7/12/10
PLANNER: C. HINOJOSA

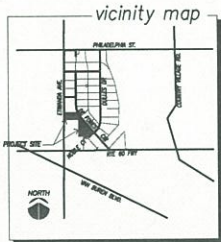
Underground Service Alert
 Call: TOLL FREE
 1-800
 227-2600
TWO WORKING DAYS BEFORE YOU DIG

APPROVED BY:	DATE:
R.C.E. NO.	EXP.
DATE:	SCALE: 1"=40'
DESIGNED BY: DJE	DRAWN BY: DGT
CHECKED BY: DJE	DATE: SEPTEMBER 2007

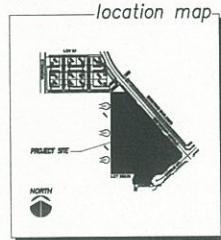
BENCH MARK: N/A

COUNTY OF RIVERSIDE
 MIRA LOMA COMMERCE CENTER
 PARCEL 38-39
CONCEPTUAL GRADING PLAN
 FOR: O.C. REAL ESTATE MANAGEMENT
 NO. P.A. FILE NO. 1025-09-02

1
 of 1 SHEETS



vicinity map



location map



DeForest Cir.



DeForest Cir.

project information

Owner / Applicant

Applicant's Representative
HILL PROPERTY ARCHITECTS
1825 BAYVIEW AVE. SUITE 100
IRVINE, CA 92614
TEL: 949-453-1722
FAX: 949-453-0857
CONTACT: BRIAN WINTERSTEIN

Legal Description
PLOT PLAN # 18877
Assessors Parcel Number
PARCEL MAP NO. 29365
PARCEL 38-39
Project Zoning

DEFOREST BUSINESS PARK
DAB LOT **38&39**

PLANTING LEGEND

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	REMARKS
(Symbol)	Platanus x Spachiana	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	REMARKS
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	REMARKS
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	

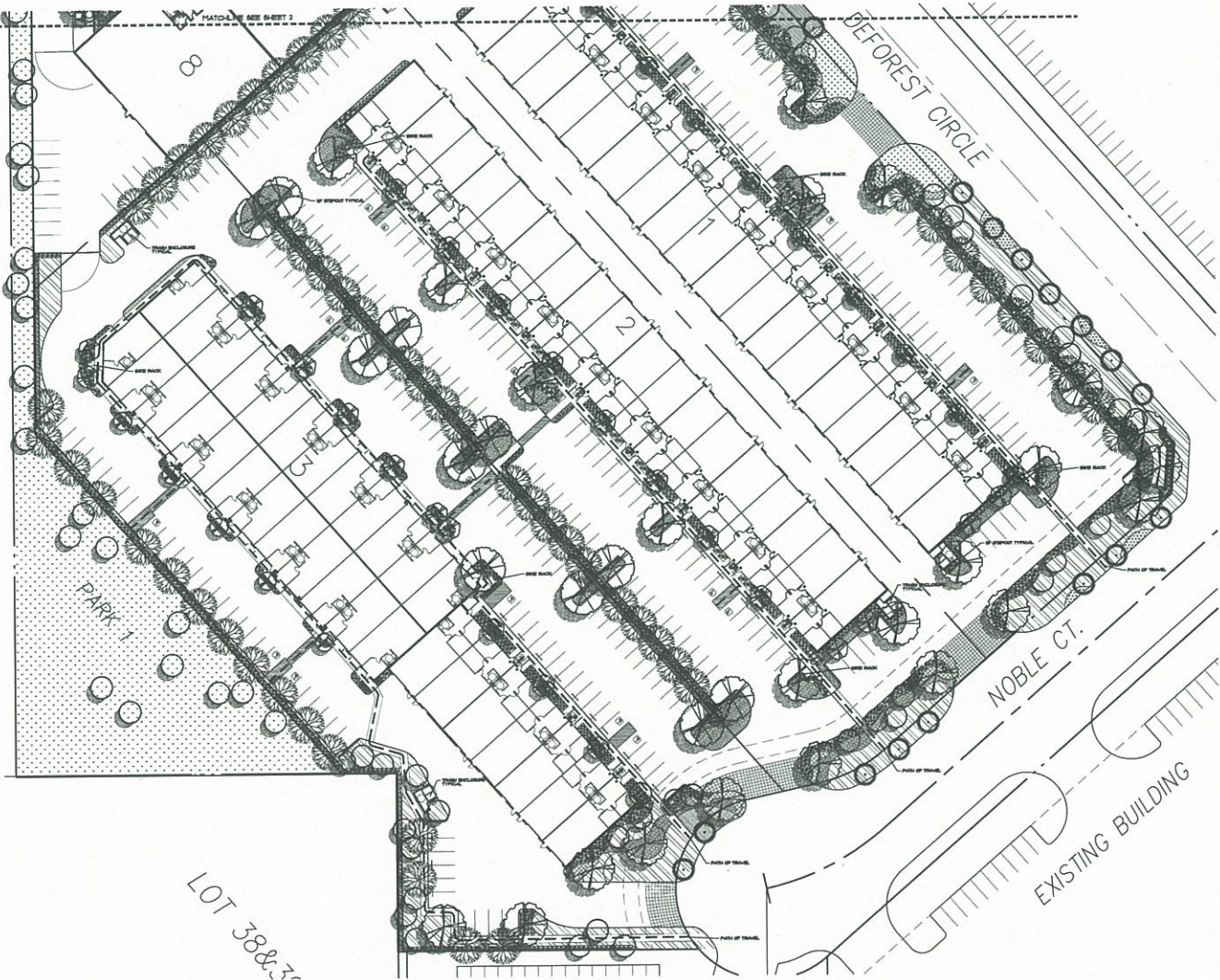
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	REMARKS
(Symbol)	Platanus	24" DIA.	30' H	
(Symbol)	Platanus	24" DIA.	30' H	

- HEADINGS FOR: 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

- NOTES: 1. ALL TREES WITHIN 6' OF HARDSCAPE SHALL BE IN A SHADOWN OR ESH. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

PLANT FACTOR	PARKING LOT SPACING REQUIREMENT
VERY LOW	AS REQUIRED
LOW	AS REQUIRED
MODERATE	AS REQUIRED
HIGH	AS REQUIRED

ADMS CALCULATIONS
DATE: 10/10/09 BY: C. HINOJOSA



CASE #: PP18877, AMD. #4
EXHIBIT: L (Sheets 1-2)
DATED: 7/12/10
PLANNER: C. HINOJOSA

lots 38-39 Business Park Mira Loma, California
al Estate Management, LLC.

LOT 38-39



BUILDING 1 (TYPICAL) - NORTH ELEVATION



BUILDING 1 (TYPICAL) - SOUTH ELEVATION

4 2 1 3 6 2 7 4 5



BUILDING 3 (TYPICAL) - NORTH ELEVATION



BUILDING 3 (TYPICAL) - SOUTH ELEVATION



1 Frazee 8680 W
ARIA IVORY

2 Frazee 001
WHITE

3 Frazee 8762W
TOUCHSTONE

4 Frazee 8684M
OAK FLATS

5 Frazee 8794M
FIRED STEEL

6 Anodized
Mullions

7 Blue Reflective
Glazing

DEFOREST CIRCLE BUSINESS PARK

BUILDING 1 ~ 8

CITY OF MIRA LOMA, CALIFORNIA

CASE #: PP18877, AMD. #4
EXHIBIT: M (Sheets 1-2)
DATED: 7/12/10
PLANNER: C. HINOJOSA

MATERIAL BOARD

HPA

18831 Bardeen Ave.
Suite 100
Irvine, CA 92612
Tel: 949.863.1770
Fax: 949.863.0951

LOT 38-39



BUILDING 1 (TYPICAL) - NORTH ELEVATION



BUILDING 1 (TYPICAL) - SOUTH ELEVATION



BUILDING 3 (TYPICAL) - NORTH ELEVATION



BUILDING 3 (TYPICAL) - SOUTH ELEVATION

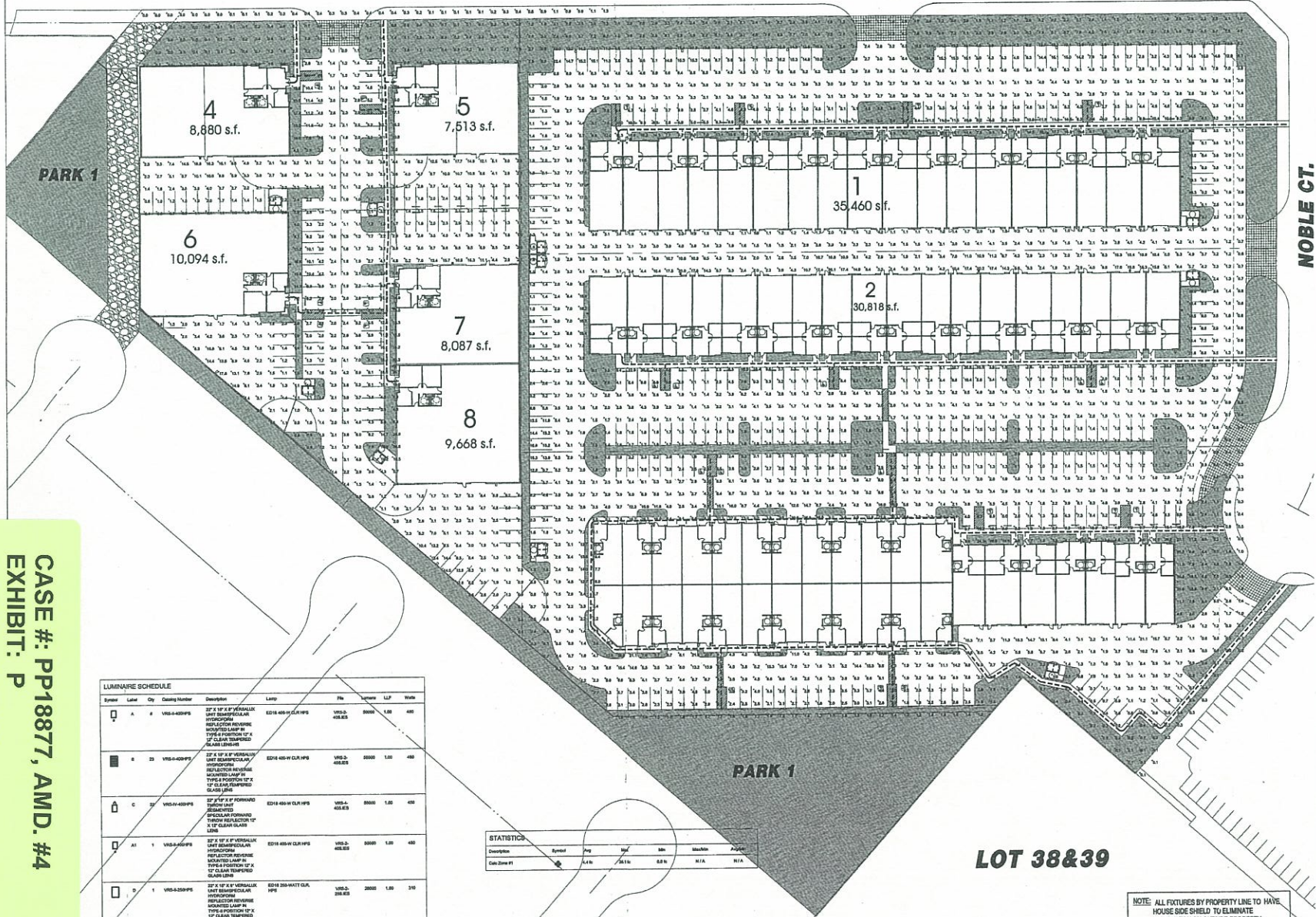
DEFOREST CIRCLE BUSINESS PARK

BUILDING 1 ~ 8

CITY OF MIRA LOMA, CALIFORNIA

DEFOREST CIRCLE

NOBLE CT.



Symbol	Label	Qty	Clearing Number	Description	Lamp	File	Watts	LF	Notes
□	A	1	VIS-4-400/PS	22" X 12" X 8" VERGALUX UNIT BIPOLAR FLUORESCENT REFLECTOR REVERSE MOUNTED LAMP IN TYPE A PORTION OF X OF CLEAR TRANSPARENT GLASS LENS	ED18-400-W CLR/PS	VIS-4-400/PS	400.0	2000	1.00 400
■	B	13	VIS-4-400/PS	22" X 12" X 8" VERGALUX UNIT BIPOLAR FLUORESCENT REFLECTOR REVERSE MOUNTED LAMP IN TYPE A PORTION OF X OF CLEAR TRANSPARENT GLASS LENS	ED18-400-W CLR/PS	VIS-4-400/PS	400.0	2000	1.00 400
□	C	1	VIS-4-400/PS	22" X 12" X 8" VERGALUX UNIT BIPOLAR FLUORESCENT REFLECTOR REVERSE MOUNTED LAMP IN TYPE A PORTION OF X OF CLEAR TRANSPARENT GLASS LENS	ED18-400-W CLR/PS	VIS-4-400/PS	400.0	2000	1.00 400
□	A1	1	VIS-4-400/PS	22" X 12" X 8" VERGALUX UNIT BIPOLAR FLUORESCENT REFLECTOR REVERSE MOUNTED LAMP IN TYPE A PORTION OF X OF CLEAR TRANSPARENT GLASS LENS	ED18-400-W CLR/PS	VIS-4-400/PS	400.0	2000	1.00 400
□	D	1	VIS-4-250/PS	22" X 12" X 8" VERGALUX UNIT BIPOLAR FLUORESCENT REFLECTOR REVERSE MOUNTED LAMP IN TYPE A PORTION OF X OF CLEAR TRANSPARENT GLASS LENS	ED18-250-WATT CLR/PS	VIS-4-250/PS	250.0	2000	1.00 310

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone P1	□	4.1%	16.1%	0.8%	N/A	N/A

LOT 38&39

NOTE: ALL FIXTURES BY PROPERTY LINE TO HAVE HOUSE SIDE SHIELD TO ELIMINATE ILLUMINATION ON OUTSIDE PROPERTY.

CASE #: PP18877, AMD. #4
 EXHIBIT: P
 DATED: 7/12/10
 PLANNER: C. HINOJOSA

Project:
MIRA LOMA

VAL ELECTRIC INC.
 CONTRACTORS • ENGINEERS
1000 S. PALM BLVD. SUITE 200, ANAHEIM, CA 92805

PROGRESS SET
 PLAN CHECK SET #
 BID SET
 FOR CONSTRUCTION SET
 AS BUILT SET
 DATE: _____

Title: LOT 38 & 39
 OVERALL SITE
 PHOTOMETRICS

Project Number:
 Drawn by:
 Date:
 Revision:

Sheet:
E-1.0

Deforest *Business Park*

Project Signage Guidelines

April 09, 2007

CASE: PP18877, AMD.#4
EXHIBIT: S (Sheets 1-8)
DATED: 7/12/10
PLANNER: C. HINOJOSA

Deforest *Business Park* - Lot 38 & 39

County of Riverside, California

HPA

18831 bairden ave.
suite 100
Irvine, ca 92612
tel: 949.863.1770
fax: 949.863.1851

Deforest *Business Park*

County of Riverside, California

Sheet

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Contents

- 0 Cover
- 1 Table of Contents
- 2 Project Typestyles & General Provisions
- 3 Site Plan - Signage Location
- 4 Typ. Multi Tenant Building Signage - Bldg. 1
- 5 Typ. Multi Tenant Building Signage - Bldg. 2
- 6 Typ. Multi Tenant Building Signage - Bldg. 3
- 7 Typ. Tenant Bldg. Signage - Bldg. 5

**NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4
AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.**

Table of Contents

Job#3336
April 09, 2007

HPA

18831 barden ave.
suite 100
irvine, ca 92612
tel: 949.863.1770
fax: 949.863.1851

Deforest Business Park

County of Riverside, California

Sheet

1

Project Typestyles - Americana BT

A B C D E F G H I J K L M N
O P Q R S T U V W X Y Z
1 2 3 4 5 6 7 8 9 0

GENERAL PROVISIONS for ON-SITE ADVERTISING STRUCTURES AND SIGNS.

1. **FREE STANDING SIGNS.**
No free standing signs are allowed except for the two monument signs described in the Deforest Business Park Sign Program.
2. **SIGN AFFIXED TO BUILDING - ALL AREAS.**
See Individual Building types with signage design guidelines within.
 - (1) No on-site advertising sign shall be affixed on, above or over the roof of any building, and no on-site advertising sign shall be affixed to the wall of a building so that it projects above the parapet of the building. For the purposes of this section, a mansard style roof shall be considered a parapet.
 - (2) The maximum surface area of signs affixed to a building shall be as follows:
 - a. Front wall of building - The surface area of the sign shall not exceed 10% of the surface area of the front face of the building.
 - b. Side walls of a building - The surface area of the sign shall not exceed 10% of the surface area of the side face of the building.
 - c. Rear wall of a building - The surface area of the sign shall not exceed 5% of the surface area of the rear of the building.
3. **ON-SITE SUBDIVISION SIGNS ARE NOT ALLOWED.**
4. **ON-SITE IDENTIFICATION SIGNS.**
On-site identification signs affixed to the surface of walls, windows, and doors of permanent structures, which do not exceed four inches in letter height and do not exceed four square feet in area are permitted in addition to any other sign permitted in this ordinance.
5. **DEFOREST BUSINESS PARK IS NOT IN A SCENIC CORRIDORS.**

NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4 AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.

Project typestyles & General Provisions

Job#3336
April 09, 2007

HPA

18831 baldwin ave.
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Deforest Business Park

County of Riverside, California

Sheet

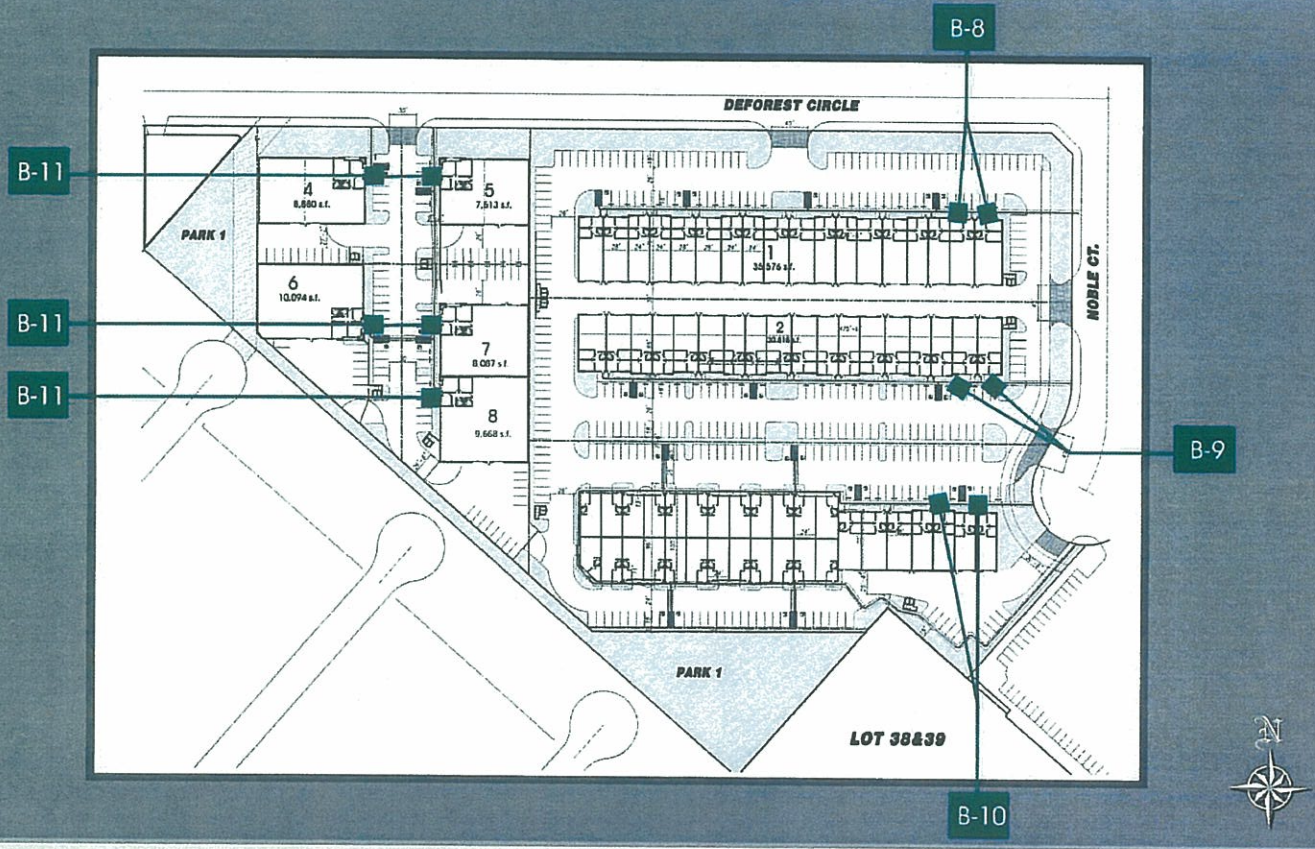
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HPA

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suite 100
irvine, ca 92612
tel: 949 863 1770
fax: 949 863 1851

Deforest Business Park

County of Riverside, California



PM-5

Page No. for detail
Signage Type :
PM : Primary Monument Sign

SM-6

Page No. for detail
Signage Type :
SM : Secondary Monument Sign

B-8

Page No. for detail
Signage Type :
B : Building Sign(typ.)

M-7

Page No. for detail
Signage Type :
m : Mailbox Kiosk Sign

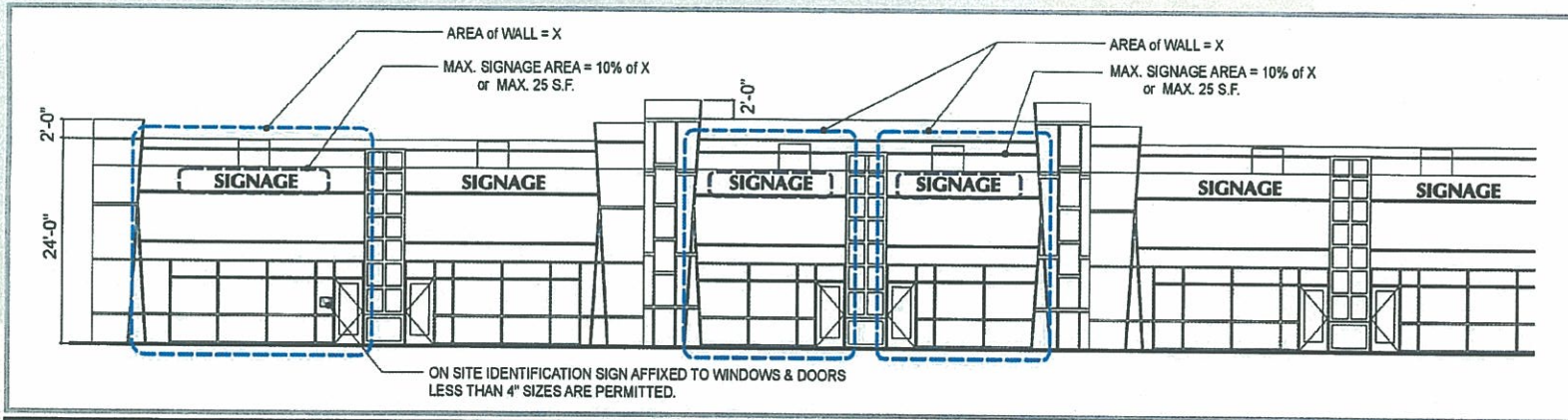
NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4
AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.

SITE PLAN - SIGNAGE LOCATIONS - LOT 38 & 39

Job#3336
April 09, 2007

BUILDING SIGNS

- Building signs must be uniform in nature throughout the park.
- All building signage must conform to the county of Riverside sign ordinance and the covenants codes/ restrictions of the Deforest Business park.
- Side & Front Wall : The surface area of the sign affixed to buildings shall not exceed 10 % of the surface area of the front of the building.
- Rear Wall : The surface area of the sign affixed to buildings shall not exceed 5 % of the surface area of the front of the building.
- The maximum surface area of a single sign shall not exceed 50 S.F..
- Location - Parallel with and attached to exterior wall of the tenant space of the business and be visible from a publicly dedicated street. No sign shall be located less than eight feet above the finished grade of a sidewalk or ground level or extend above the roof of any building.
- The signage graphics to be 2 Inch thick Foam with Black vinyl faced front.



North Elevation

NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4 AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.

Typ. Multi-Tenant Building Signage
Building 1 - Lot 38&39

Job#3336
April 09, 2007

HPA

18831 bardeen ave.
suite 100
Irvine, ca 92612
tel 949 863 1770
fax 949 863 1851

Deforest Business Park

County of Riverside, California

Sheet

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HPA

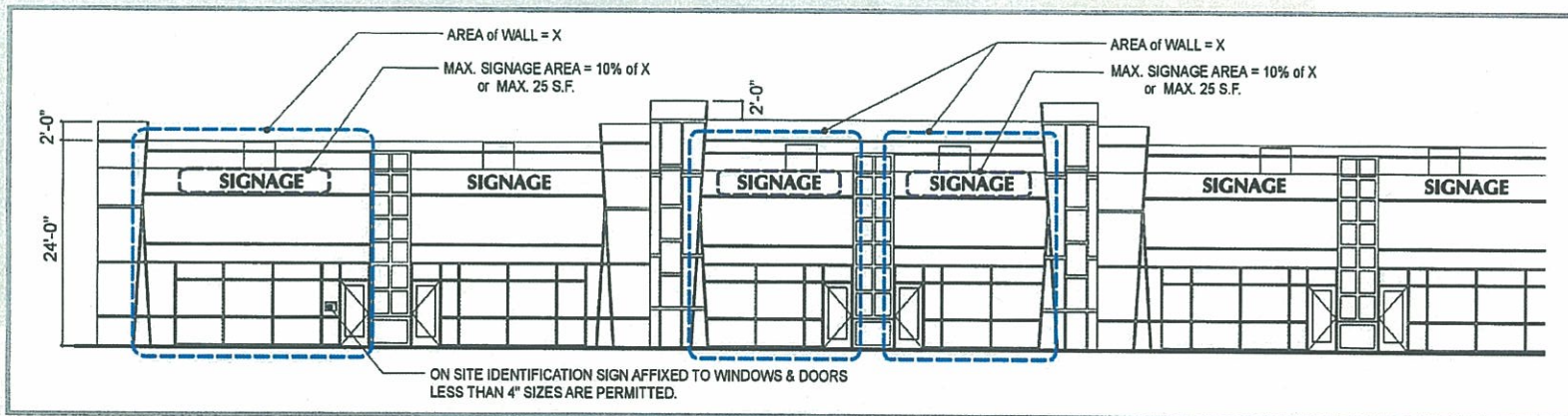
18831 bardeen ave.
suite 100
Irvine, ca 92612
tel: 949 863 1770
fax: 949 863 1851

Deforest Business Park

County of Riverside, California

BUILDING SIGNS

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- The signage graphics to be 2 Inch thick Foam with Black vinyl faced front.



South Elevation

NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4 AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.

Typ. Multi-Tenant Building Signage
Building 2 - Lot 38&39

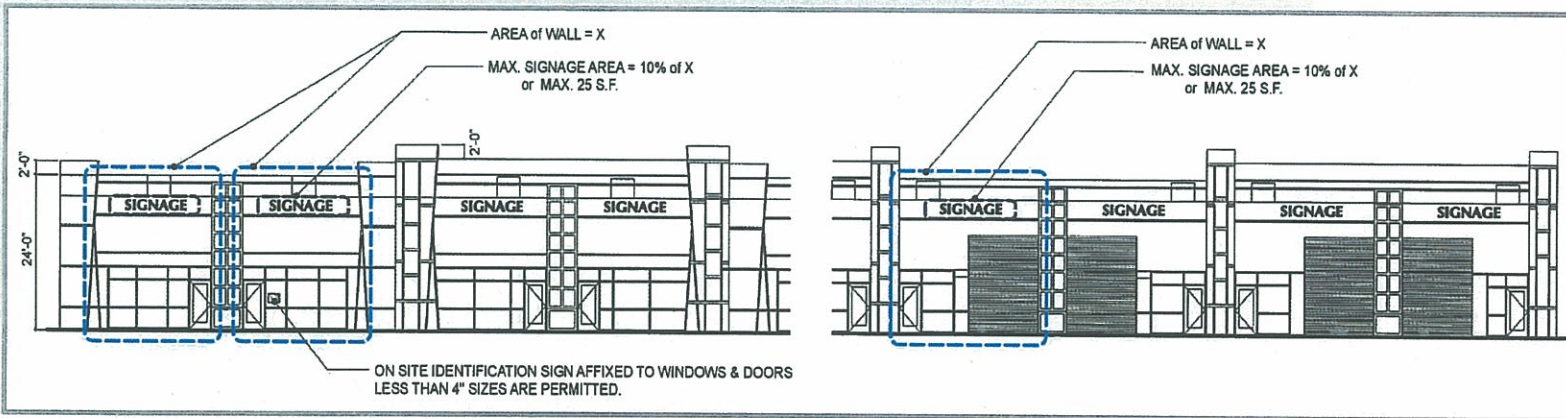
Job#3336
April 09, 2007

Sheet

5

BUILDING SIGNS

- Building signs must be uniform in nature throughout the park.
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- The maximum surface area of a single sign shall not exceed 50 S.F..
- Location - Parallel with and attached to exterior wall of the tenant space of the business and be visible from a publicly dedicated street. No sign shall be located less than eight feet above the finished grade of a sidewalk or ground level or extend above the roof of any building.
- The signage graphics to be 2 Inch thick Foam with Black vinyl faced front.



North Elevation

NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4 AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.

Typ. Multi-Tenant Building Signage
 Building 3 - Lot 38&39

Job#3336
 April 09, 2007

HPA

18831 barden ave.
 suite 100
 Irvine ca 92612
 tel: 949.863.1770
 fax: 949.863.1851

Deforest Business Park

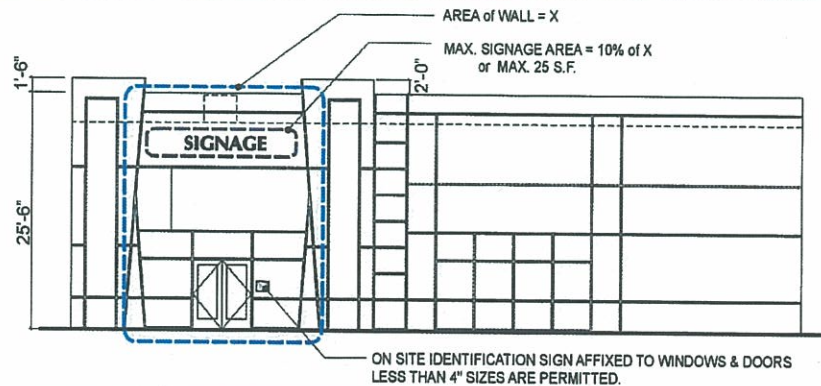
County of Riverside, California

Sheet

6

BUILDING SIGNS

- Building signs must be uniform in nature throughout the park.
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- The maximum surface area of a single sign shall not exceed 50 S.F..
- Location - Parallel with and attached to exterior wall of the tenant space of the business and be visible from a publicly dedicated street. No sign shall be located less than eight feet above the finished grade of a sidewalk or ground level or extend above the roof of any building.
- The signage graphics to be 2 Inch thick Foam with Black vinyl faced front.



West Elevation

NOTE : ALL SIGNS SHALL COMPLY WITH RIVERSIDE ZONING ORDINANCE 348 SECTION 19.4 AND TO SUBMITTED & PERMITTED UNDER A SEPARATE PERMIT PER COUNTY SUBMITTAL AND APPROVAL PROCESS.

Typ. Tenant Building Signage
Building 5 (Typical of bldg.4 to 8) - Lot 38&39

Job#3336
April 09, 2007

HPA

18831 Barkson Ave.
Suite 100
Irvine, CA 92612
Tel: 949.863.1770
Fax: 949.863.1851

Deforest Business Park

County of Riverside, California

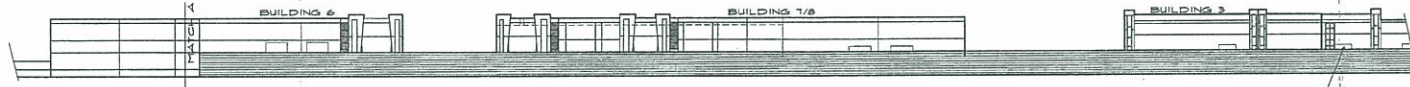
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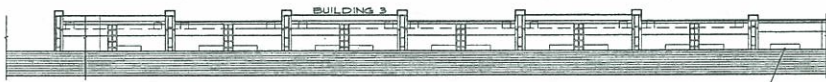
SCREEN WALL ELEVATION A
8' high conc tilt up to match buildings

SCREEN WALL ELEVATION A
scale: 1/16" = 1'-0"



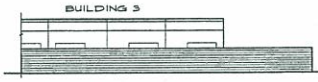
SCREEN WALL ELEVATION B
10' HIGH SPLIT FACE BLOCK WALL

10x12' DRIVE DOOR TYP.
SCREEN WALL ELEVATION B
scale: 1/16" = 1'-0"



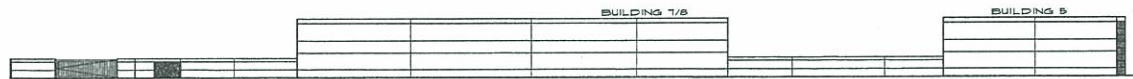
SCREEN WALL ELEVATION C
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION C
scale: 1" = 20'



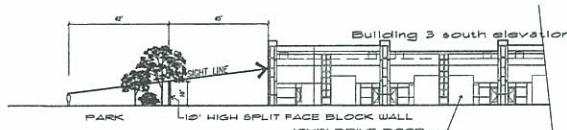
SCREEN WALL ELEVATION D
EXISTING
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION D
scale: 1" = 20'

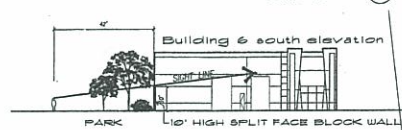


SCREEN WALL ELEVATION E
8' high conc tilt up to match buildings

SCREEN WALL ELEVATION E
scale: 1" = 20'



SITE SECTION A-A
scale: 1" = 20'



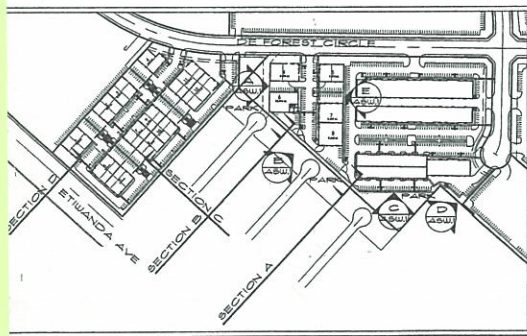
SITE SECTION B-B
scale: 1" = 20'



SITE SECTION C-C
scale: 1" = 20'



SITE SECTION D-D
scale: 1" = 20'



OVERALL SITE LOTS 37 & 38/39

SCREEN WALL ELEVATIONS AND SITE SECTIONS

SHEET: DAB SW-1
PARCEL 37, 38&39
PP 18876 - 18877

DEFORREST BUSINESS PARK

DAB LOT **37 38&39**



3685 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501

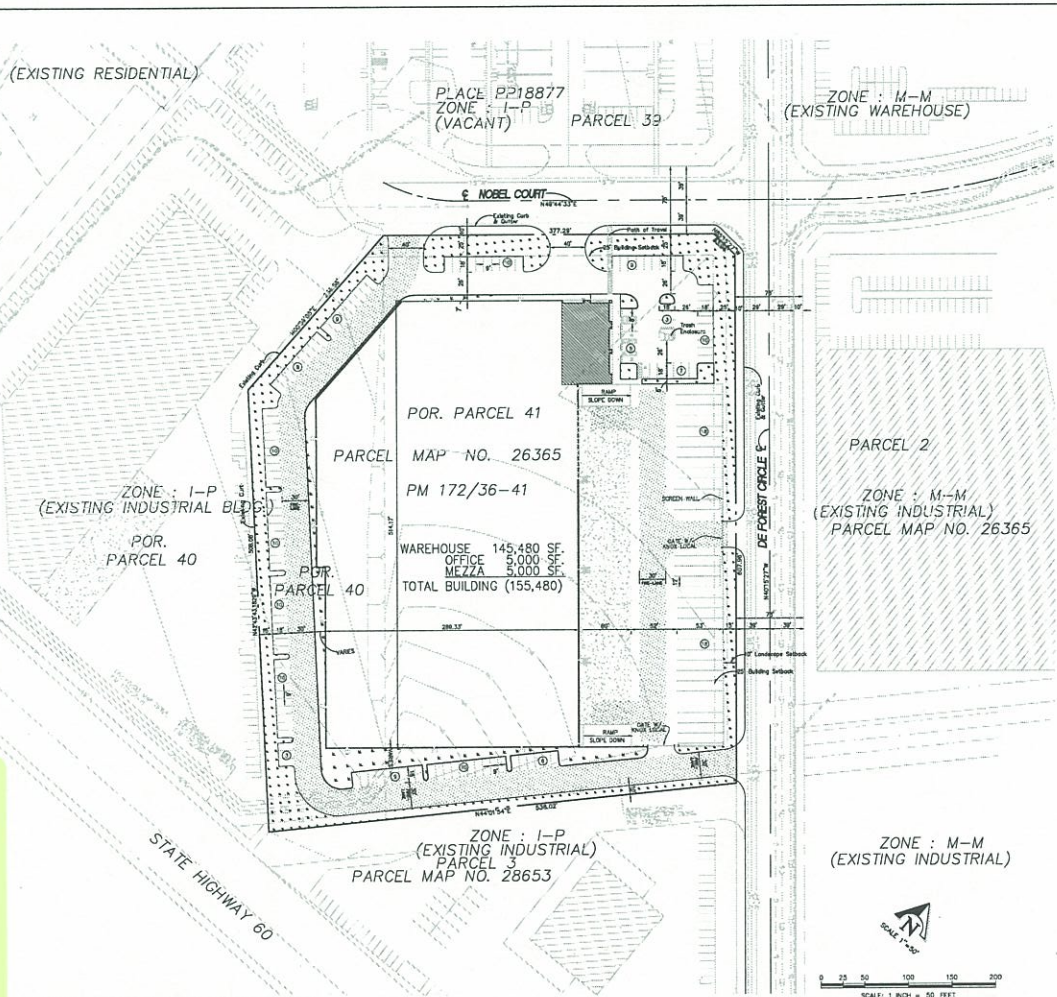
CITY OF MIRA LOMA

MARCH 26, 2007



CASE #: PP18877, AMD.#4
EXHIBIT: W
DATED: 7/12/10
PLANNER: C. HINOJOSA

CASE #: PP18879, AMD. #4
 EXHIBIT: A
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



PROJECT DATA

SITE AREA	GROSS/NET ACRES	7.99 AC	348.04 SF
BUILDING AREA	WAREHOUSE	145,480 S.F.	
	OFFICE	5,000 S.F.	
	MEZZINE	5,000 S.F.	
	TOTAL	155,480 S.F.	
SITE COVERED	COVERAGE	42%	
LANDSCAPE AREA	REQUIRED (18% OF 348.04 S.F.)	64,627 S.F.	
	PROVIDED	53,941 S.F.	18%
	COVERAGE	18%	
TRUCKING AREA	TOTAL	68,308 S.F.	
PARKING AREA	CAR PARKING & ACLES IN SF. FT.	88,804 S.F.	
PARKING REQUIRED	WAREHOUSE @ 1/2,000 S.F. (145,480/2,000)	73 SPACES	
	OFFICE @ 1/250 S.F. (10,000/250)	40 SPACES	
	HANDICAP	8 SPACES	
	TOTAL	119 SPACES	
PARKING PROVIDED	STANDARDS (9'-0"X18'-0")	128 SPACES	
	HANDICAP (9'-0"X18'-0")	1 SPACES	
	MAX (9'-0"X18'-0")	2 SPACES	
	TOTAL PARKING	131 SPACES	
	DOCK SPACES	22 SPACES	
	TRAILER PARKING	22 SPACES	

ALL SCREENWALLS WILL BE 8' MINIMUM AND SHALL MATCH THE TOP OF ALL DOCK DOORS

LEGEND- PLOT PLAN

[Symbol]	PROPOSED OFFICE SPACE	[Symbol]	EXISTING STREET LIGHT
[Symbol]	PROPOSED CONCRETE PAVING	[Symbol]	EXISTING FIRE HYDRANT
[Symbol]	PROPOSED FINE LINE	[Symbol]	EXISTING WATER LINE
[Symbol]	PROPOSED LANDSCAPE AREA	[Symbol]	EXISTING ELECTRICAL LINE
[Symbol]	PROPOSED PATH OF TRAVEL	[Symbol]	EXISTING GAS LINE
[Symbol]	ASPHALT PAVING	[Symbol]	EXISTING SEWER LINE
[Symbol]	PROPOSED FENCED PARKING	[Symbol]	PROPOSED PARKING SPACES
[Symbol]	PROPOSED HANDICAP PARKING	[Symbol]	PROPOSED TRUCK PARKING
[Symbol]	PROPOSED 5' X 8' BALDING ISLE		
[Symbol]	EXISTING ALLEYS		

PROJECT REPRESENTATIVES

OWNER / ARCHITECT:
 GIBSON CORPORATION
 433 E. 20th STREET, SUITE 800
 LOS ANGELES, CA 90013
 CONTRACT NO. 02039
 PHONE: (213) 887-9700

SCHOOL DISTRICT:
 JARUMA UNIFIED SCHOOL DISTRICT
 4850 FIDELITY ROAD
 IRVINE, CA 92609
 PHONE: (951) 266-1100

TELEPHONE:
 PACIFIC BELL
 3073 ADAMS, ROOM 218
 IRVINE, CA 92614
 PHONE: (951) 359-2273

SEA:
 THE GAS COMPANY
 4488 HOWARD
 IRVINE, CA 92617
 PHONE: (951) 355-7674

DATE: 7/12/10

ENGINEER / CONSULTANT:
 KCT CONSULTANTS, INC.
 4831 BROAD STREET
 IRVINE, CA 92618
 PHONE: (951) 888-8244

ARCHITECT:
 HILL PROJECT ARCHITECTS
 4631 BROAD STREET
 IRVINE, CA 92618
 PHONE: (951) 888-1170

SEWER AND WATER:
 JARUMA COMMUNITY SERVICES DISTRICT
 8821 JARUMA ROAD
 IRVINE, CALIFORNIA 92618
 PHONE: (951) 688-7434

ELECTRIC:
 SOUTHERN CALIFORNIA Edison
 1351 EAST FRANCES AVENUE
 OAKLAND, CALIFORNIA 94612
 PHONE: (908) 947-8244

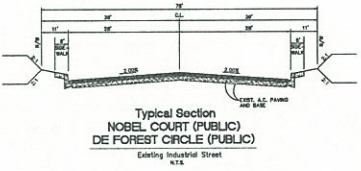
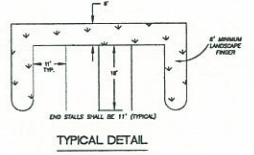
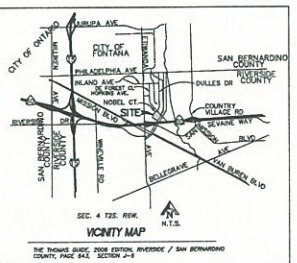
CODE DATA

CONSTRUCTION TYPE	I - M
ZONING (EXISTING/PROPOSED)	I-P/M-M
OCCUPANCY	S - 1
ALLEYWAY AREA	UNLIMITED
4 WARD & FULLY SPRINKLED	UNLIMITED
EXISTING LAND USE	WAREHOUSE/DISTRIBUTION
PROPOSED LAND USE	WAREHOUSE/DISTRIBUTION

LEGAL DESCRIPTION
 BEING PORTIONS OF PARCELS 40 AND 41 OF PARCEL MAP 28365, PARCEL 172, PAGES 26-41, RECORD OF IRVINE COUNTY, CA, SEC. 4 (PAGES 1, 2 SOUTH, 6, 4 WEST)

ASSESSOR'S PARCEL NUMBER
 155-380-031
 155-380-041

- NOTES**
1. ALL DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEAR STORM FLOWS WITHOUT PONDING.
 2. THE ENTIRE FACILITY SHALL COMPLY WITH SIGNALLED ACCESS REQUIREMENTS.
 3. PROJECT SHALL COMPLY WITH ARTICLE 21 OF THE LFC.
 4. ALL GATES SHALL BE PROVIDED BY OWNER WITH HAND ENTRY SYSTEM PER IRVINE COUNTY FIRE DEPARTMENT.
 5. THERE ARE NO OPEN CHANNELS ON THIS SITE.
 6. THIS PROJECT IS NOT SUBJECT TO LIQUIDATION OR OTHER GEOLOGIC HAZARDS AND DOES NOT FALL WITHIN A SPECIAL STUDIES ZONE.
 7. THIS PROJECT IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
 8. THE GRADING AND DRAINAGE INFORMATION IS ATTACHED TO THE SITE PLAN ON A SEPARATE SHEET.
 9. THE PROJECT SITE DOES NOT LIE WITHIN A SPECIFIC PLAN.
 10. THE PROJECT SITE LIES WITHIN THE JARUMA COMMUNITY SERVICES DISTRICT.
 11. FEMA DESIGNATION ZONE C, PER COUNTY PANEL NUMBER 08243 5000 B REVISED NOVEMBER 20, 1998.
 12. THE PROJECT SITE IS BOUND BY AN EXISTING 12" SINK LINE IN DE FOREST CIRCLE. PROVISIONS THEREOF IS NOT PROPOSED.
 13. THE PROJECT DOES NOT PROPOSE ANY COMMON OPEN SPACE OR RECREATIONAL AREAS.
 14. THE PROJECT SITE IS VACANT, THEREFORE THERE ARE NO EXISTING STRUCTURES OR PAVED AREAS TO BE REMOVED OR TO BE REPAIRED.
 15. THE PROJECT DOES NOT PROPOSE ANY LAND OR RIGHT-OF-WAY TO BE DEDICATED TO PUBLIC OR OTHER USE.
 16. THE BUILDINGS SHOWN ON THIS PLAN ARE ALL PROPOSED.
 17. THERE ARE NO EXISTING OR PROPOSED ABOVE GROUND OR BELOW GROUND FUEL TANKS, OR FLAMMABLE OR COMBUSTIBLE LIQUIDS.
 18. TOP SOURCE AREAL TOPOGRAPHIC SURVEY BY J.F. DAVENSON ASSOCIATES, DATED 1991.
 19. THE BUILDING IS SPECULATIVE AT THIS TIME. REDEMPTION IS NOT ANTICIPATED.
 20. PARKING LOT AREA TO BE ASPHALT.



REVISIONS:

NO.	REVISION	DATE

KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 4831 BROAD STREET
 IRVINE, CALIFORNIA 92618
 PHONE: (951) 888-8244
 FAX: (951) 888-8245

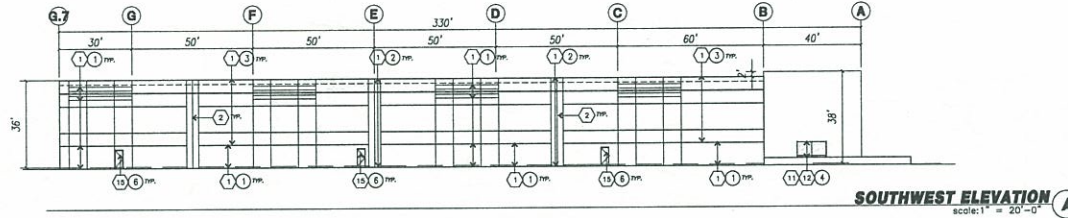
O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
 PLOT PLAN # 18879
 AMENDED NO. 3

SCALE: 1" = 50'
 SHEET: 1 OF 1
 DATE: APRIL 2007
 W/D FILE NO.: 1020-09
 OF 1 SHEETS

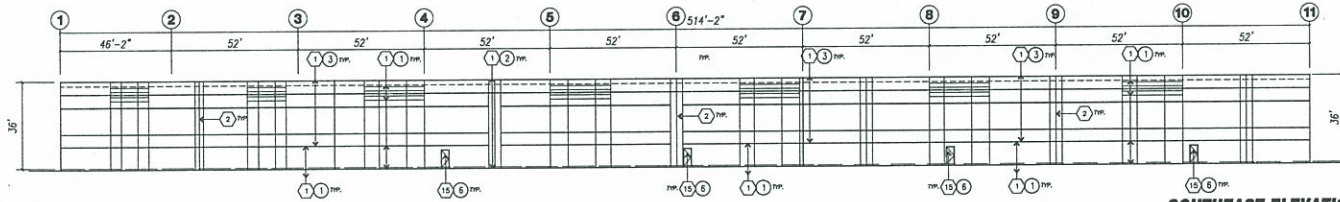
DESIGNED BY: _____ DRAWN BY: J.D. CHECKED BY: D.R. APRIL 2007

PARCEL 40-41

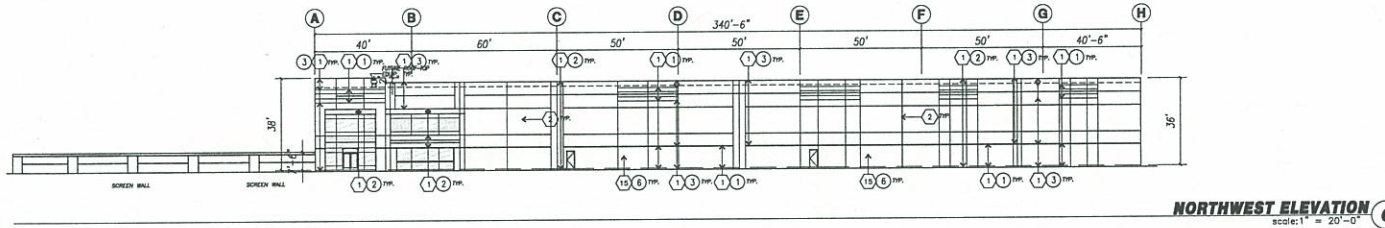
CASE #: PP18879, AMD. #4
 EXHIBIT: B
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



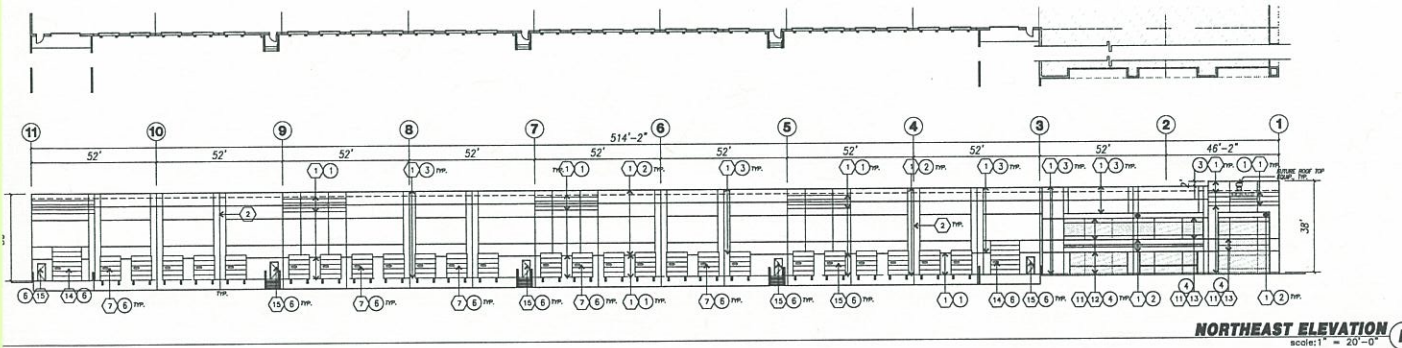
SOUTHWEST ELEVATION A
 scale: 1" = 20'-0"



SOUTHEAST ELEVATION B
 scale: 1" = 20'-0"



NORTHWEST ELEVATION C
 scale: 1" = 20'-0"



NORTHEAST ELEVATION D
 scale: 1" = 20'-0"

KEYNOTES - ELEVATIONS

- ① CONCRETE TILT-UP PANEL (PAINTED).
- ② PANEL JOINT.
- ③ PANEL REVEAL.
- ④ OVERFLOW SCUPPER PAINTED TO MATCH.
- ⑤ DOWNSPOUT DRAIN PAINTED TO MATCH.
- ⑥ CONCRETE TILT-UP SCREEN WALL, 8" H.
- ⑦ METAL DOCK DOOR.
- ⑧ DOCK BUMPER.
- ⑨ CONCRETE STAIR, LANDING AND CONC. GUARDRAIL.
- ⑩ CONCRETE RAMP AND CONC. GUARDRAIL.
- ⑪ ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE F.F. ELEVATION.
- ⑫ VISION GLAZING.
- ⑬ SPANDREL GLAZING.
- ⑭ DRIVE THRU DOORS.
- ⑮ HOLLOW METAL DOORS.

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET = ELEVATION. PARAPET TO BE APPROX 6" HEIGHT TO SCREEN EQUIPMENT.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE 10" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO THE MINIMUM SIGHT DISTANCE OF 1,320 FEET.

COLOR SCHEDULE - ELEVATIONS

- | | |
|---|-----------------------------------|
| ① CONCRETE TILT-UP PANEL | PANT BRAND FRAZEE 001 WHITE |
| ② CONCRETE TILT-UP PANEL | PANT BRAND FRAZEE 8731W STAGHORN |
| ③ CONCRETE TILT-UP PANEL | PANT BRAND FRAZEE 8744D SWEETWOOD |
| ④ STOREFRONT GLAZING | COLOR REFLECTIVE BLUE ON BLUE |
| ⑤ MULLIONS | COLOR CLEAR ANODIZED |
| ⑥ VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS | PANT BRAND FRAZEE 001 WHITE |

PLOT PLAN # 18879

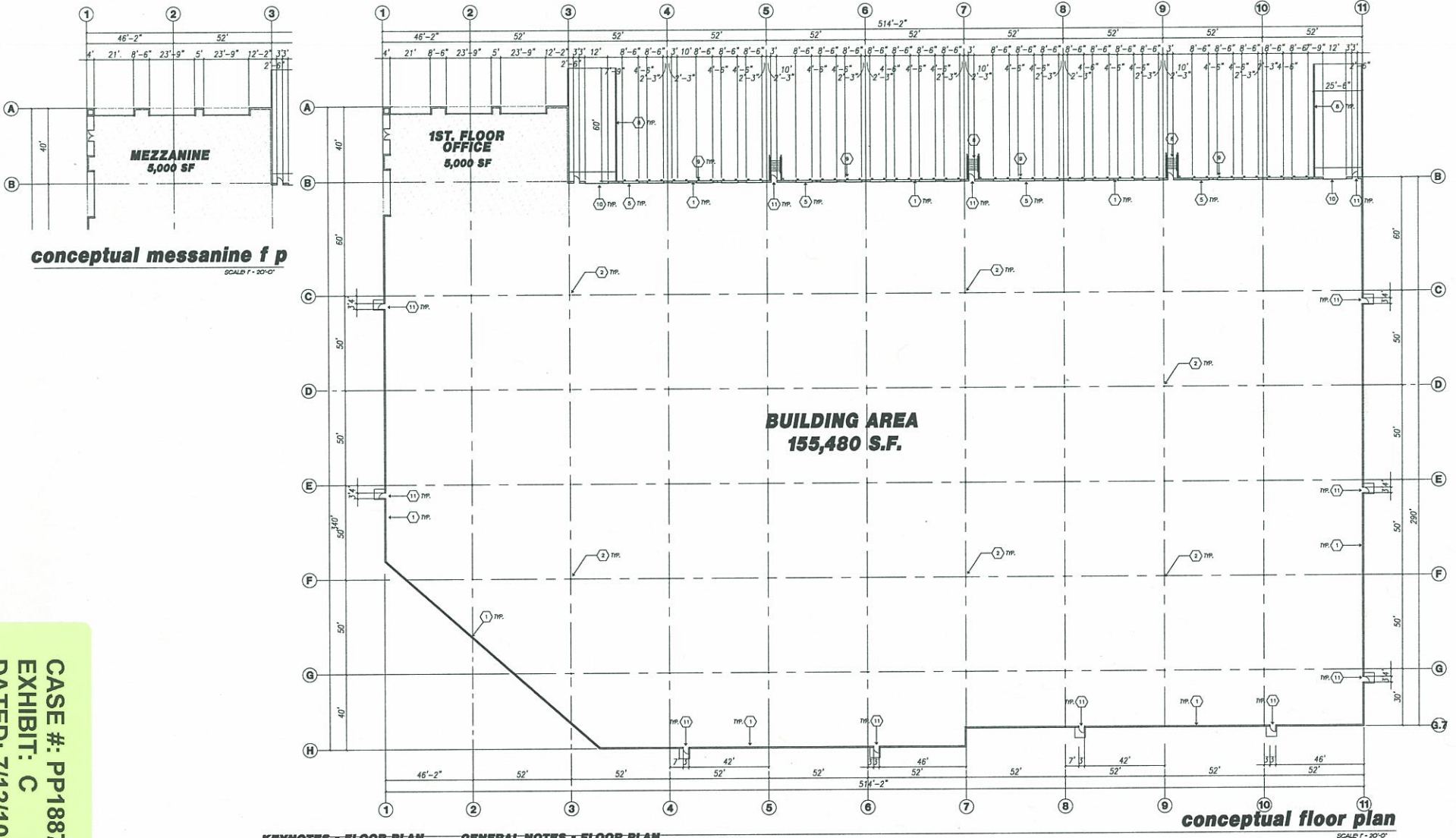
PARCEL 41
INDUSTRIAL FACILITY

OC REAL Estate Management, LLC.

CITY OF MIRA LOMA REVED MARCH 8, 2007

HPA, INC.

6533 BARDEN AVENUE SUITE 400, IRVINE, CA 92618 (949) 663-0700



conceptual mezzanine f p

SCALE 1" = 20'-0"

1ST. FLOOR OFFICE 5,000 SF

BUILDING AREA 155,480 S.F.

conceptual floor plan

SCALE 1" = 20'-0"

KEYNOTES - FLOOR PLAN

- ① CONCRETE TILT-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- ② STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR DIAMETER.
- ③ TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
- ④ CONCRETE RAMP.
- ⑤ 8'-6"x11" TRUCK DOOR, VERTICAL-LIFT, STANDARD GRADE.
- ⑥ CONCRETE TILT-UP SCREEN WALL, PAINTED TO MATCH BUILDING.
- ⑦ 5'-4"x3'-6"x4" THICK CONCRETE EXTERIOR LANDING AND TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE BELOW SECOND FLOOR. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- ⑧ CONCRETE CHIT STAIRS.
- ⑨ DOCK BUMPERS, 2 PER DOCK DOOR.
- ⑩ 12"x14" TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- ⑪ 3"x7" HOLLOW METAL EXTERIOR MAN DOOR.
- ⑫ NOT USED
- ⑬ NOT USED
- ⑭ DOTTED LINE ABOVE.

GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAIN DOORS AT 15'6" MAXIMUM CLEARANCE. A SEPARATE PLAN WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT. (N.E.C.)
- C. THE BUILDING FLOOR SLAB SLOPES 1/8" PER FOOT. SEE "S" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- D. THERE ARE NO MEZZANINES IN THE BUILDING.
- E. WAREHOUSE EXTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE BRUSH PAINT. ALL CHIMNEY WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER. (FUTURE)
- F. SLOPE FOUR INCHES PER 10 FEET TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POOR TRIP LOCATIONS.
- G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, OR CORNER OF FACE OF STEEL WALL.
- H. SEE ONE DRAWING FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A0.5. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE COVERED INCLUDING CARS AND TRUCKS.
- K. THE OFFICE AREA IS SHOWN AS A HATCH PATTERNS. ANY OFFICE DESIGN WILL BE UNDER A SEPARATE PERMIT.



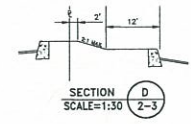
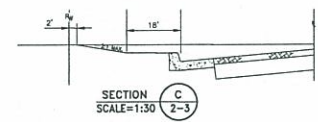
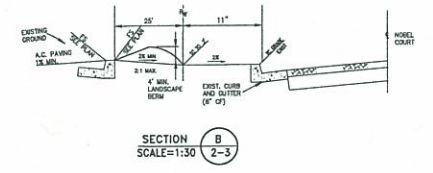
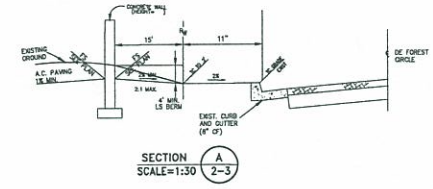
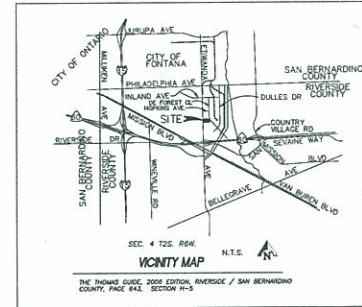
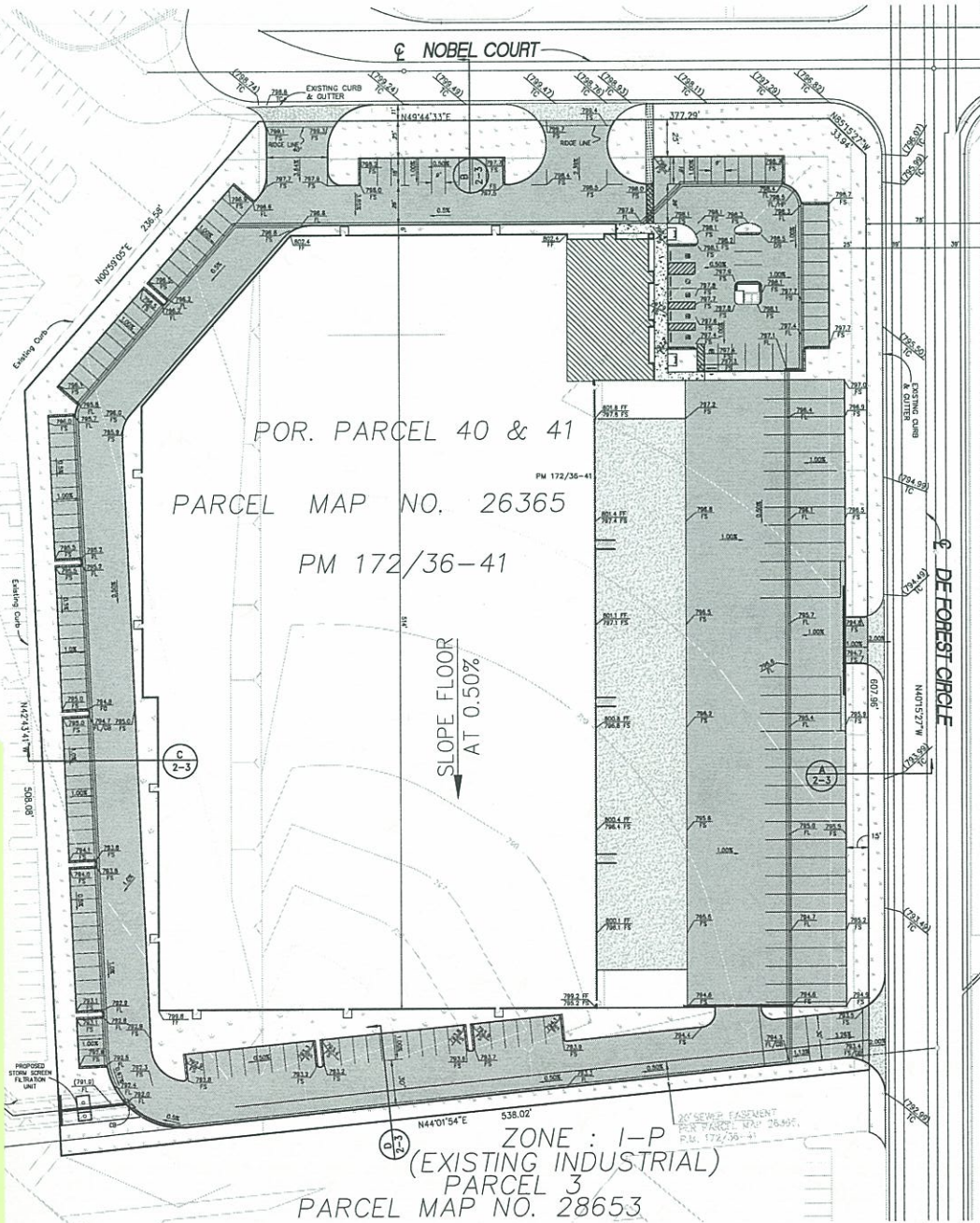
PLOT PLAN # 18879

PARCEL 41
INDUSTRIAL FACILITY
OC REAL Estate Management, LLC.
 CITY OF MIRA LOMA REVISED MARCH 8, 2007

HPA, INC.
 8633 BARBEREN AVENUE, SUITE 400, IRVINE, CA 92618 (949) 663-0700

CASE #: PP18879, AMD. #4
 EXHIBIT: C
 DATED: 7/12/10
 PLANNER: C. HINOJOSA

CONCEPTUAL GRADING PLAN



CASE #: PP18879, AMD. #4
 EXHIBIT: G
 DATED: 7/12/10
 PLANNER: C. HINOJOSA

ZONE: I-P
 (EXISTING INDUSTRIAL)
 PARCEL 3
 PARCEL MAP NO. 28653

REVISIONS:

NO.	REVISIONS	DATE	SCALE	BENCH MARK	SHEET NO.
1			1" = 30'	N/A	2

DESIGNED BY: D.E. DRAWN BY: D.E.F. CHECKED BY: D.E. DATE: SEPTEMBER 2007 W.O. FILE NO.: 1020-09 OF 3 SHEETS

PLOT PLAN 18879
 O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
 PARCEL 40-41
 CONCEPTUAL GRADING PLAN

KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 17100 Vanowen Street, Suite 200
 Vanowen, California 91790
 Phone: (916) 944-8100
 Fax: (916) 944-8101
 www.kctconsultants.com

PLANT PHOTO BOOK

INDUSTRIAL FACILITY - BLDG. 41

MIRA LOMA, CALIFORNIA

OC Real Estate Management, LLC.

420 East Third Street, Suite 600

Los Angeles, CA 90013

(213) 687-9700

PREPARED BY:



Environs^{Inc}
LANDSCAPE ARCHITECTURE

Creating Sustainable & Water Conserving Solutions

1746 N. Bridgeport Avenue * Claremont, CA 91711

Ph. (909) 626-4663 * Fax (909) 626-0446

CASE #: PP18879, AMD. #4
EXHIBIT: L-1 (Sheets 1-17)
DATED: 7/12/10
PLANNER: C. HINOJOSA

TREE PALETTE



BOTANICAL NAME (COMMON)

CERCIDIUM FLORIDUM
(BLUE PALO VERDE)

FLOWER COLOR

YELLOW

GROWING PATTERN / SIZE

DECIDUOUS
BROAD CANOPY
H- 35' - S-30'

APPLICATION

PARKING LOT SHADE / ACCENT

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

CUPRESSUS SEMPERVIRENS
(ITALIAN CYPRESS)

FLOWER COLOR

NONE

GROWING PATTERN / SIZE

EVERGREEN
NARROW COLUMNAR
H- 60' - S-5'

APPLICATION

ARTICULATE BUILDING FACADE

WATER USAGE

LOW

TREE PALETTE



BOTANICAL NAME (COMMON)

BRACHYCHITON POPULNEUS
(BOTTLE TREE)

FLOWER COLOR

NONE

GROWING PATTERN / SIZE

EVERGREEN
VERTICAL DENSE SCREEN
H- 30'-50' - S-30'

APPLICATION

SOFTEN BUILDING

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

CERCIS CANADENSIS 'FOREST PANSY'
(FOREST PANSY)

FOLIAGE / FLOWER COLOR

PURPLE & GREEN / LAVENDER FLOWER

GROWING PATTERN / SIZE

DECIDUOUS
SMALL SCALE CANOPY TREE
H 20' S 25'

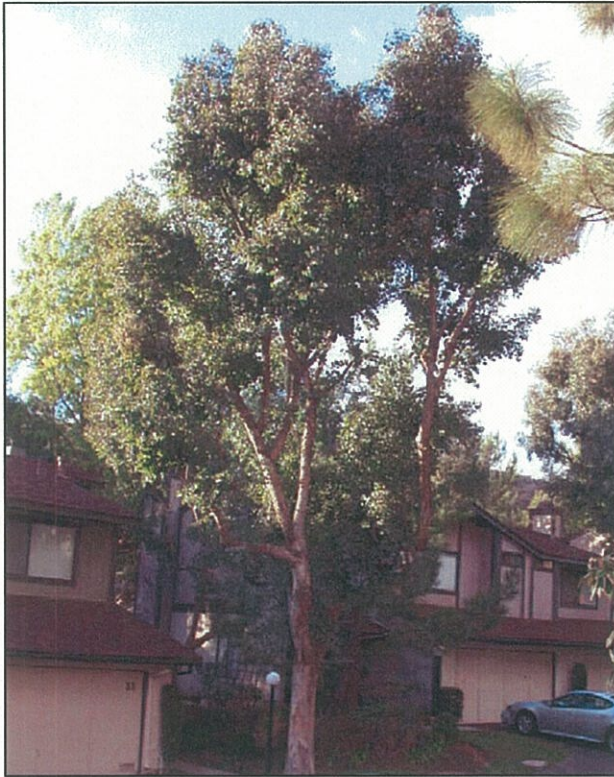
APPLICATION

ACCENT AT ENTRIES

WATER USAGE

MODERATE

TREE PALETTE



BOTANICAL NAME (COMMON)

PINUS ELDARICA
(ELDARICA PINE)

FLOWER COLOR

NONE

GROWING PATTERN / SIZE

EVERGREEN
VERTICAL DENSE SCREEN
H- 30'-60' - S-15'-25'

APPLICATION

SCREEN

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

KOELREUTERIA BIPINNATA
(CHINESE FLAME TREE)

FLOWER COLOR

SALMON AND YELLOW

GROWING PATTERN / SIZE

DECIDUOUS
BROAD CANOPY/
H 20'-40' S 20'-40'

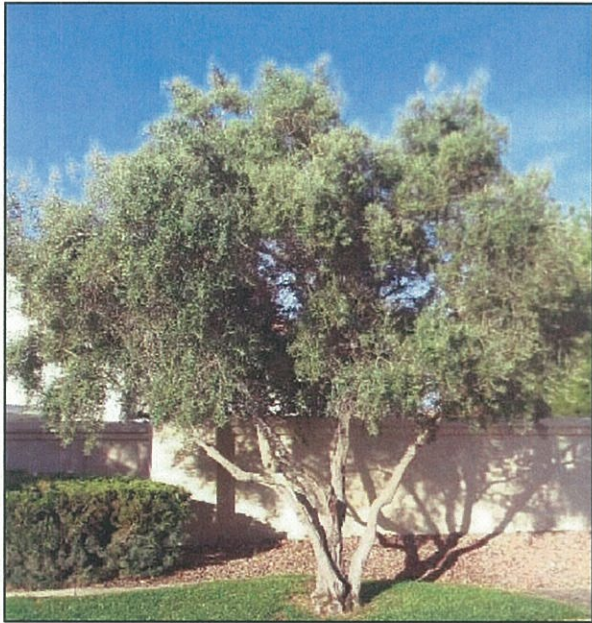
APPLICATION

ACCENT AND SHADE

WATER USAGE

LOW TO MODERATE

TREE PALETTE



BOTANICAL NAME (COMMON)

OLEA EUROPEA 'MAJESTIC BEAUTY'
(NON - FRUITING OLIVE)

FOLIAGE COLOR

GRAY

GROWING PATTERN / SIZE

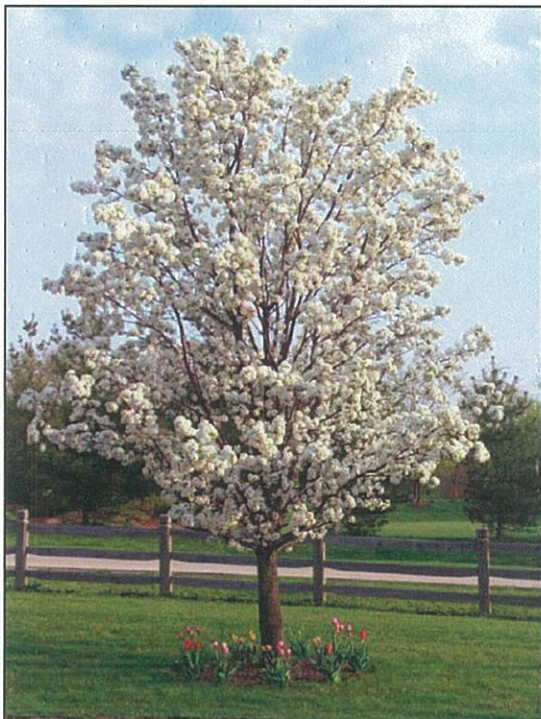
EVERGREEN
OPEN SPREADING WEeping
H- 25'-30' - S-25'-30'

APPLICATION

ACCENT AT BUILDING

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

PYRUS CALLERYANA
(BRADFORD PEAR)

FOLIAGE / FLOWER COLOR
GREEN & RED / WHITE FLOWER

GROWING PATTERN / SIZE

DECIDUOUS
FORMAL PYRAMIDAL
H- 40'-50' - S-30'

APPLICATION

ACCENT STREET TREE

WATER USAGE

MODERATE

TREE PALETTE



BOTANICAL NAME (COMMON)

PINUS ELDARICA
(ELDARICA PINE)

FLOWER COLOR

NONE

GROWING PATTERN / SIZE

EVERGREEN
VERTICAL DENSE SCREEN
H- 30'-60' - S-15'-25'

APPLICATION

SCREEN

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

RHUS LANCEA
(AFRICAN SUMAC)

FLOWER COLOR

INCONSPICUOUS / WHITE

GROWING PATTERN / SIZE

EVERGREEN
OPEN SPREADING WEeping
H- 20'-30' - S-20'-35'

APPLICATION

SHADE IN PARKING LOT

WATER USAGE

LOW

SHRUB PALETTE



BOTANICAL NAME (COMMON)

AGAVE ATTENUATA
(FOXTAIL AGAVE)

GROWING PATTERN / SIZE

EVERGREEN
SWORD LIKE SHAPE
H- 4' - S-5'

APPLICATION

ACCENT

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

ARBUTUS UNEDO 'COMPACTUM'
(DWARF STRAWBERRY TREE)

FRUIT / FLOWER COLOR

RED / WHITE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING
H- 8' - S-8'

APPLICATION

FOUNDATION/ SCREEN

WATER USAGE

LOW

SHRUB PALETTE



BOTANICAL NAME (COMMON)
BUXUS MICROPHYLLA 'GREEN GEM'
(GREEN GEM BOXWOOD)

GROWING PATTERN / SIZE

EVERGREEN
HEDGE

H- 2'-3' - S-2'

APPLICATION

FOUNDATION

WATER USAGE

MED



BOTANICAL NAME (COMMON)

CALLISTEMON CITRINUS
(LEMON BOTTLEBRUSH)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING

H- 15' - S-15'

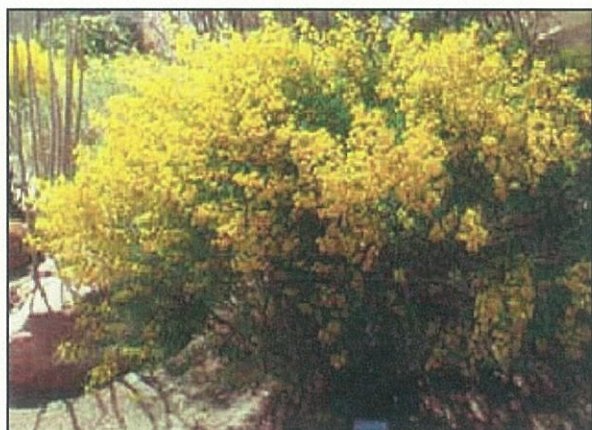
APPLICATION

FOUNDATION/ SCREEN

WATER USAGE

LOW

SHRUB PALETTE



BOTANICAL NAME (COMMON)

CASSIA ARTEMISIOIDES
(FEATHERY CASSIA)

FLOWER COLOR

YELLOW

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 4'-5' - S-4'-5'

APPLICATION

ACCENT / SCREEN

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

CISTUS PURPUREUS
(ROCKROSE)

FLOWER COLOR

PINK

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING
H- 3' - S-5'-6'

APPLICATION

ACCENT / SHRUB MASSING

WATER USAGE

LOW

SHRUB PALETTE



BOTANICAL NAME (COMMON)

COTONEASTER LACTEUS
(COTONEASTER PARNEYI)

FLOWER COLOR

RED BERRIES WITH WHITE FLOWER

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING
H- 8' - S-10'

APPLICATION

ACCENT/ FOUNDATION

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

ECHIUM FASTUOSUM
(PRIDE OF MADEIRA)

FLOWER COLOR

BLUE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING WITH SPIKE LIKE FLOWERS
H- 5' - S-10'

APPLICATION

ACCENT

WATER USAGE

MEDIUM

SHRUB PALETTE



BOTANICAL NAME (COMMON)

GREVILLEA NOELLII
(GREVILLEA)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 4'-5' - S-4'-5'

APPLICATION

SCREEN / FOUNDATION

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

LEPTOSPERMUM SCOPARIUM 'RUBY GLOW'
(NEW ZEALAND TEA TREE)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 5'-6' - S-4'-8'

APPLICATION

ACCENT / SCREEN

WATER USAGE

MED

SHRUB PALETTE



BOTANICAL NAME (COMMON)

LAVANDULA STOECHAS
(SPANISH LAVENDER)

FLOWER COLOR

PURPLE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 2'-3' - S-3'-4'

APPLICATION

ACCENT

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

ROSA FLORIBUNDA 'ICEBERG'
(ICEBERG ROSE)

FLOWER COLOR

WHITE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 4' - S-4'

APPLICATION

ACCENT

WATER USAGE

MED

SHRUB PALETTE



BOTANICAL NAME (COMMON)

ROSMARINUS OFFICINALLIS
(TUSCAN BLUE ROSEMARY)

FLOWER COLOR

BLUE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE

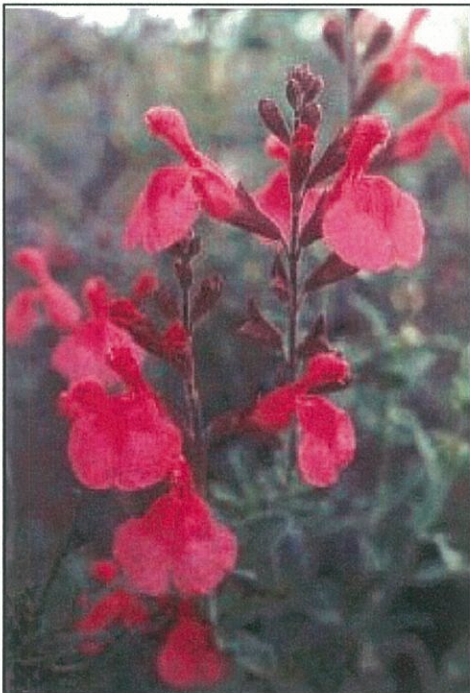
H- 3' - S-3'

APPLICATION

FOUNDATION

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

SALVIA GREGII
(AUTUMN SAGE)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 3' - S-3'-4'

APPLICATION

ACCENT

WATER USAGE

LOW

SHRUB PALETTE



BOTANICAL NAME (COMMON)

XYLOSMA CONGESTUM
(SHINY XYLOSMA)

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 8' - S-8'

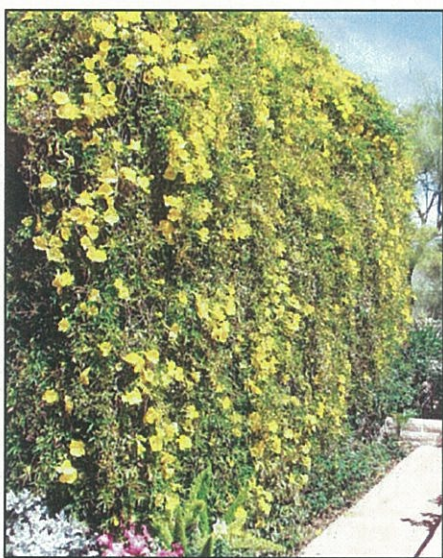
APPLICATION

SCREEN / FOUNDATION

WATER USAGE

LOW - NORTH/ EAST EXPOSURE

VINE PALETTE



BOTANICAL NAME (COMMON)

MACFADYENA UNGUIS-CATI
(CAT'S CLAW VINE)

FLOWER COLOR

YELLOW

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 8' - S-12'

APPLICATION

ACCENT- SOFTEN WALLS

WATER USAGE

LOW

GROUND COVER PALETTE



BOTANICAL NAME (COMMON)

ACACIA REDOLENS
(DESERT CARPET ACACIA)

FLOWER COLOR

YELLOW

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE

H- 2'-3' - S-12'

APPLICATION

GROUND COVER / ACCENT

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

BACCHARIS PILULARIS 'TWIN PEAKS'
(COYOTE BRUSH)

FLOWER COLOR

WHITE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE

H- 2' - S-6'

APPLICATION

GROUND COVER

WATER USAGE

LOW

GROUND COVER PALETTE



BOTANICAL NAME (COMMON)

HEUCHERA SANGUINEA
(CORAL BELLS)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

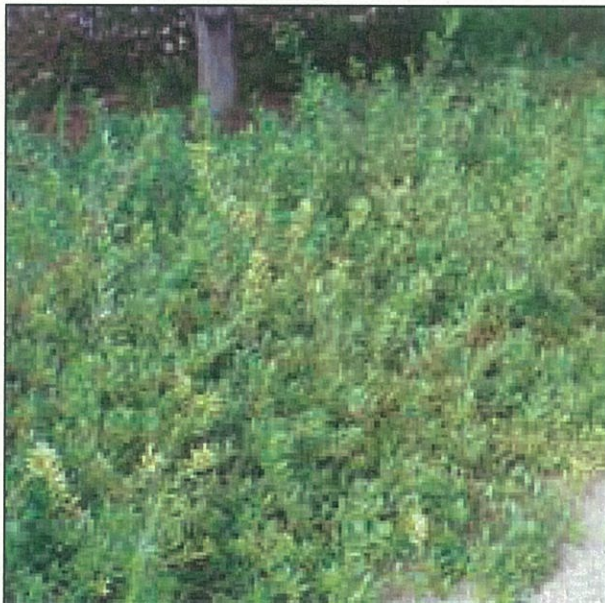
EVERGREEN
LOW MOUNDING SHAPE
H- 18" - S-2'

APPLICATION

GROUND COVER / ACCENT

WATER USAGE

MED



BOTANICAL NAME (COMMON)

MYOPORUM PACIFICUM
(N.C.N.)

FLOWER COLOR

WHITE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 2' - S-12'

APPLICATION

GROUND COVER

WATER USAGE

LOW - NORTH / EAST EXPOSURE

GROUND COVER PALETTE



BOTANICAL NAME (COMMON)

ROSMARINUS OFFICINALLIS
(ROSEMARY)

FLOWER COLOR

BLUE

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 18"-2' - S-3'-4'

APPLICATION

GROUND COVER

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

TRACHELOSPERMUM JASMINOIDES
(STAR JASMINE)

FLOWER COLOR

WHITE FRAGRANT

GROWING PATTERN / SIZE

EVERGREEN
IRREGULAR / MOUNDING SHAPE
H- 2' - S-2'-3'

APPLICATION

GROUND COVER

WATER USAGE

MED



NORTHWEST ELEVATION

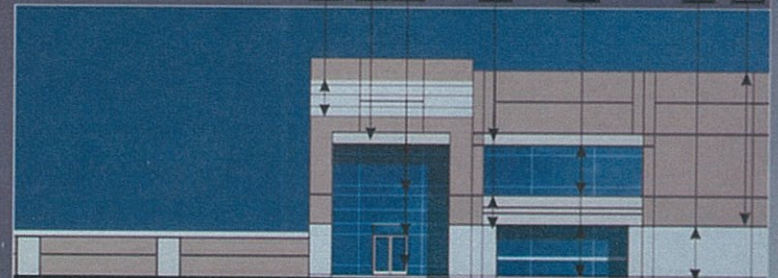


SOUTHWEST ELEVATION

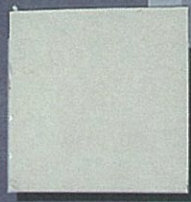


NORTHWEST ELEVATION

1 2 5 2 4 1 3



ENLARGED NORTHEAST ELEVATION



2 Frazee 8731W Staghorn



3 Frazee 8744D Sweetwood



4 Blue Reflective Glazing



5 Clear Anodized Mulhons

OC REAL ESTATE MANAGEMENT, LLC.

LOT 41 INDUSTRIAL FACILITY
CITY OF MIRA LOMA

HPA

18881 Bardeen Ave., Suite 100
Irvine, CA 92612
Tel: 949.863.1170
Fax: 949.863.0881

CASE #: PP18879, AMD. #4
EXHIBIT: M (Sheets 1-2)
DATED: 7/12/10
PLANNER: C. HINOJOSA



NORTHWEST ELEVATION



SOUTHWEST ELEVATION



SOUTHEAST ELEVATION



NORTHWEST ELEVATION



ENLARGED
NORTHEAST ELEVATION

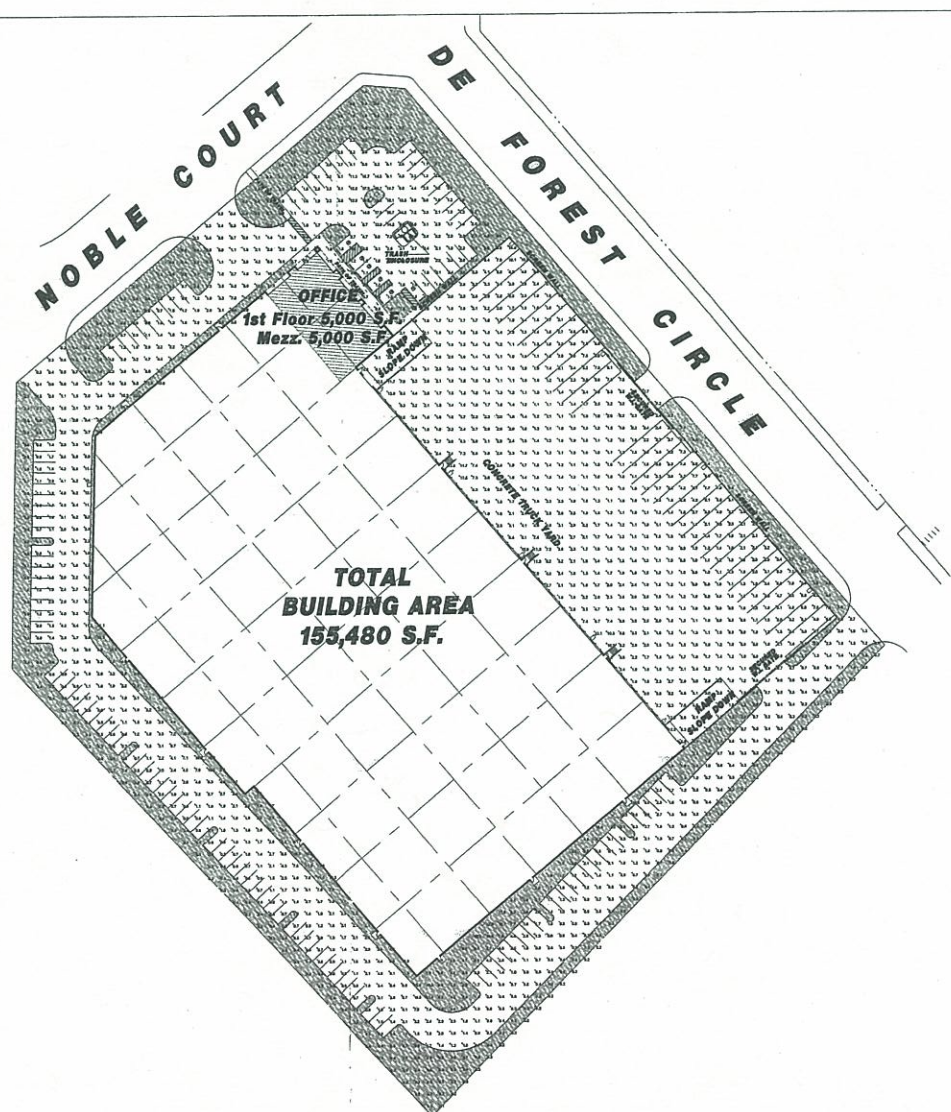
OC REAL ESTATE MANAGEMENT, LLC.

LOT 41 INDUSTRIAL FACILITY
CITY OF MIRA LOMA

PROJECT #3104
APRIL 09, 2007

HPA

18831 Bardeen Ave., Suite 100
Irvine, CA 92612
Tel: 949.863.1770
Fax: 949.863.0851



CASE #: PP18879, AMD. #4
EXHIBIT: P
DATED: 7/12/10
PLANNER: C. HINOJOSA

LUMINAIRE SCHEDULE						
Symbol	Label	Qty	Catalog Number	Description	Lamp	File
□	A	1	VIS-6-420-FPS	22" x 14" x 8" RECESSED VINT BRASS/BLACK VINT BRASS/BLACK REFLECTOR REVERSE MOUNTED LAMP IN 1 1/2" CLEAR TEMPERED GLASS	ED18 40W-HV CLR HPS	VIS-CL 405.83
□	B	8	VIS-61-420-FPS	22" x 14" x 8" FORWARD THROW REFLECTOR REVERSE MOUNTED LAMP IN 1 1/2" CLEAR TEMPERED GLASS	ED18 40W-HV CLR HPS	VIS-L 405.83
□	C	12	VIS-6-420-FPS	22" x 14" x 8" RECESSED VINT BRASS/BLACK VINT BRASS/BLACK REFLECTOR REVERSE MOUNTED LAMP IN 1 1/2" CLEAR TEMPERED GLASS	ED18 40W-HV CLR HPS	VIS-L 405.83

STATISTICS						
Description	Symbol	Qty	Watt	Min	Max/Min	FootCm
Calc Zone #1	◆	2.4%	13.8%	0.1%	180.1	26.1

NOTE: ALL FIXTURES BY PROPERTY LINE TO HAVE HOUSE SIDE SHIELD TO ELIMINATE ILLUMINATION ON OUTSIDE PROPERTY.

Project:
MIRA LOMA

VE
VAL ELECTRIC INC.
CONTRACTORS • ENGINEERS
191 E. FRANKS ST., OAKLAND 94612-3718
(510) 833-6375 FAX (510) 833-0568

PROGRESS SET
 PLAN CHECK SET #
 BID SET
 FOR CONSTRUCTION SET
 AS BUILT SET
DATE _____

Title: LOT 41
OVERALL SITE
PHOTOMETRICS

Project Number:
Drawn by:
Date:
Revision:

Sheet:
E-3.0

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Parcel: 156-360-032

10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is to develop a 200,731 square foot industrial building with 190,731 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 52,810 square feet of landscaping area (11%), 256 parking spaces and 29 loading docks on a 11.01 gross (10.76 net) acre site with a floor area ratio of 0.42 (Light Industrial requires a 0.25-0.60 floor area ratio).

The project site is located in the Community of Glen Avon of the Jurupa Area Plan in Western Riverside County; more specifically, northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street.

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY), its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Plot Plan No. 16979. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Plot Plan No. 16979 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Site Plan for Plot Plan No. 16979 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT B = Project Elevations for Plot Plan No. 16979 Amended No. 2, dated July 12, 2010.

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10. GENERAL CONDITIONS

10. EVERY. 3 USE - DEFINITIONS (cont.) RECOMMND

APPROVED EXHIBIT C = Project Floor Plans for Plot Plan No. 16979 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT G = Conceptual Grading Plan for Plot Plan No. 16979 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT L = Preliminary Landscaping Plans for Plot Plan No. 16979 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT M = Project Colors and Materials (Sheets 1-2) for Plot Plan No. 16979 Amended No. 2, dated July 12, 2010.

10. EVERY. 4 USE - 90 DAYS TO PROTEST RECOMMND

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 USE - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Department Grading Division conditions of approval.

10.BS GRADE. 3 USE - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 USE - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

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10. GENERAL CONDITIONS

10.BS GRADE. 5 USE - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 6 USE-G2.3SLOPE EROS CL PLAN RECOMMND

Erosion control - landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47).

10.BS GRADE. 7 USE - 2:1 MAX SLOPE RATIO RECOMMND

Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 10 USE - MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

10.BS GRADE. 12 USE - SLOPE SETBACKS RECOMMND

Observe slope setbacks from buildings & property lines per the California Building Code as amended by Ordinance 457.

FIRE DEPARTMENT

10.FIRE. 1 USE-#01A - SHELL/FPE/COMM. RECOMMND

THESE CONDITIONS ARE FOR A SHELL BUILDING ONLY.
Occupant or tenant identification is imperative for oderly and prompt processing. Upon identification of the occupant or tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit.to the fire department may result in project delays.
Occupant or tenant identification is imperative for oderly and prompt processing. Upon identification of the occupant or tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit.

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10. GENERAL CONDITIONS

10.FIRE. 2 USE-#04-HIGH PILE/RACK STORAGE RECOMMND

A separate permit may be required for high-pile storage and/or racks. Sprinkler plans and/or sprinkler review must be submitted by a licensed sprinkler contractor with storage and/or rack plans to Riverside County Fire Department for review and approval of the 2001 cfc Article 81 compliance. Complete Article 81 information re: all commodities stored, rack dimensions, placement in building, sprinkler densities, etc. must be provided with suppression system for racks and/or high-pile storage review. A complete listing of commodities, classified using CFC Article 81, 2001 Edition and NFPA 13, 1999 Edition guidelines by a licensed Fire Protection Engineer (or other consultant approved by this jurisdiction).

10.FIRE. 3 USE-#50-BLUE DOT REFLECTOR RECOMMND

Blue retroreflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 4 USE-#23-MIN REQ FIRE FLOW RECOMMND

Minimum required fire flow shall be 4000 GPM for a 4 hour duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site. Fire flow is based on type IIIN construction per the 2001 CBC and Building(s) having a fire sprinkler system.

10.FIRE. 5 USE-#19-ON/OFF LOOPED HYD RECOMMND

A combination of on-site and off-site super fire hydrants, on a looped system (6"x4"x 2-2 1/2"), will be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways. The required fire flow shall be available from any adjacent hydrants(s) in the system.

10.FIRE. 6 USE-#84-TANK PERMITS RECOMMND

Applicant or Developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permits, from the Riverside County Fire Department and

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10. GENERAL CONDITIONS

10.FIRE. 6 USE-#84-TANK PERMITS (cont.) RECOMMND

Environmental Health Departments. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tanks(s) shall meet the following standard: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans.

10.FIRE. 7 USE-#89-RAPID HAZMAT BOX RECOMMND

Rapid entry Hazardous Material data and key storage cabinet shall be installed on the outside of the building. Plans shall be submitted to the Riverside County Fire Department for approval prior to installation.

10.FIRE. 8 USE-#25-GATE ENTRANCES RECOMMND

ny gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38 foot turning radius shall be used.

10.FIRE. 9 USE-#88A-AUTO/MAN GATES RECOMMND

Gate(s) shall be automatic or manual operated, minimum 24 feet in width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. (current plan check deposit base fee is \$126.00)

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD REPORT RECOMMND

This is a proposal to construct an industrial building on a 10.75 acre parcel in the Mira Loma area. The site is located east of De Forest Circle and north of the 60

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10. GENERAL CONDITIONS

10.FLOOD RI. 1 USE FLOOD HAZARD REPORT (cont.) RECOMMND

Freeway.

The site is protected from tributary offsite runoff by drainage improvements constructed by the underlying development and by the District's San Sevaine Channel immediately to the east. An underground reinforced concrete (rcb) box traverses the southern portion of the site. This is the District's De Forest Circle Storm Drain.

The proposed building would be constructed immediately adjacent to the District's easement for this storm drain.

The applicant has submitted structural calculations to show that the rcb can handle additional cover of 1.5 feet for a total cover of 6.5 feet. The calculations were needed to support the proposed grading of the development. The rcb was originally designed for 5 feet of cover. Footings for the building shall be outside of the easement for the storm drain.

An easement for the maintenance turnaround for San Sevaine Channel at the southeast corner of the site shall be dedicated to the public for flood control purposes.

Water quality mitigation is required of this development.

10.FLOOD RI. 2 USE COVER OVER RCB RECOMMND

Cover shall be limited to 6.5 feet over the De Forest Circle Storm Drain reinforced concrete box (rcb).

PLANNING DEPARTMENT

10.PLANNING. 1 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

10.PLANNING. 2 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan,

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10. GENERAL CONDITIONS

10.PLANNING. 2 USE - FEES FOR REVIEW (cont.) RECOMMND

building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 3 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

10.PLANNING. 4 USE - COLORS & MATERIALS RECOMMND

Building colors and materials shall be in substantial conformance with those shown on APPROVED EXHIBIT M.

10.PLANNING. 7 USE - BASIS FOR PARKING RECOMMND

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b), Industrial uses: If number of workers cannot be determined: 1 space per 250 square feet of office area, and PLUS 1 space per 1,000 square feet of storage area.

The project is proposing 10,000 square feet of office and mezzanine area, and 190,731 square feet of storage/warehouse area with a total building area of 200,731 square feet that requires 231 parking spaces. The project is providing a total of 256 parking spaces.

10.PLANNING. 8 USE - PERMIT SIGNS SEPARATELY RECOMMND

No signs are approved pursuant to this project approval. Prior to the installation of any on-site advertising or directional signs, a signing plan shall be submitted to and approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

10.PLANNING. 10 USE - NO OUTDOOR ADVERTISING RECOMMND

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall

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10. GENERAL CONDITIONS

10.PLANNING. 10 USE - NO OUTDOOR ADVERTISING (cont.) RECOMMND

be constructed or maintained within the property subject to this approval.

10.PLANNING. 17 USE - RECLAIMED WATER RECOMMND

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

10.PLANNING. 19 USE - NO RESIDENT OCCUPANCY RECOMMND

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

10.PLANNING. 20 USE - MAINTAIN LICENSING RECOMMND

At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the South Coast Air Quality Management District (SCAQMD), or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

10.PLANNING. 22 USE - EXTERIOR NOISE LEVELS RECOMMND

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 55 db(A), 10-minute LEQ, between the hours of 10:00 p.m. to 7:00 a.m., and 75 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. The permit holder shall comply with the applicable standards of Ordinance No. 847.

10.PLANNING. 23 USE - NOISE MONITORING REPORTS RECOMMND

The permit holder may be required to submit periodic noise monitoring reports as determined by the Department of Building and Safety as part of a code enforcement action.

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10. GENERAL CONDITIONS

10.PLANNING. 23 USE - NOISE MONITORING REPORTS (cont.) RECOMMND

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

10.PLANNING. 29 USE - CAUSES FOR REVOCATION RECOMMND

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

10.PLANNING. 30 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 31 USE - IND OCCUPANT CHANGE RECOMMND

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

10.PLANNING. 32 USE - ELECTRICAL HOOK-UPS RECOMMND

Tenant(s) receiving shipping container refrigerated units shall provide electrical hook-ups at all dock door positions as a part of the tenant improvement project for the building. The use of truck engines or auxiliary generators to power refrigerated shipping container units

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10. GENERAL CONDITIONS

10.PLANNING. 32 USE - ELECTRICAL HOOK-UPS (cont.) RECOMMND

for more than 5 minutes is not allowed.

10.PLANNING. 33 USE - ORD 810 O S FEE (1) RECOMMND

In accordance with Riverside County Ordinance No. 810, to assist in providing revenue to acquire and preserve open space and habitat, an Interim Open Space Mitigation Fee shall be paid for each development project or portion of an expanded development project to be constructed in Western Riverside County. The amount of the fee for commercial or industrial development shall be calculated on the basis of "Project Area," which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development.

Any area identified as "NO USE PROPOSED" on the APPROVED EXHIBIT shall not be included in the Project Area.

10.PLANNING. 34 USE - 2ND DIST LS GUIDELINES RECOMMND

The permit holder shall comply with the intent of the "DESIGN AND LANDSCAPE GUIDELINES FOR DEVELOPMENT IN THE SECOND SUPERVISORIAL DISTRICT (Revised)", approved by the Board of Supervisors, September 15, 1998, and revised October 23, 1998 to APPROVED EXHIBITS B, L, and M.

Note: In the event of a conflict between the Design Guidelines and Approved Landscape Plans, the Approved Plans shall take precedence.

10.PLANNING. 35 USE - BUSINESS LICENSING RECOMMND

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department at www.rctlma.org.buslic.

10.PLANNING. 43 USE - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

1)Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;

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10. GENERAL CONDITIONS

10.PLANNING. 43 USE - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

2)Ensure all landscaping is provided with California Friendly landscaping and a weather based irrigation controller(s) as defined by County Ordinance No. 859;

3)Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,

4)Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

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

1)Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

2)Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.

3)Ensure that all landscaping is healthy, free of weeds, disease and pests.

10.PLANNING. 44 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated March 27, 2001, summarized as follows:

The Riverside County Waste Management Department (Department) has reviewed the proposed project. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

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10. GENERAL CONDITIONS

10.PLANNING. 44

USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

3. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

4. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

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10. GENERAL CONDITIONS

10.PLANNING. 44 USE - WASTE MGMT CLEARANCE (cont.) (cont.) RECOMMND

5. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

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

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

Any questions, please contact Ryan Ross, Planner from the Riverside County Waste Management Department Phone (951) 486-3351

10.PLANNING. 45 USE - ARB SIGN FOR IDLING RECOMMND

Signs stating that "The driver of a diesel-fueled motor vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds is prohibited from idling the vehicle's primary engine for more than five (5) minutes at any location and may not operate a diesel fueled auxiliary power system (APS) for more than 5 minutes at any location within 100 feet of a restricted area (residences). The minimum penalty for an idling violation is \$300.00. To report a violation please contact 1800-END-SMOG" Signs shall be placed at every other loading dock and not be less than twenty four inches square.

10.PLANNING. 46 USE - IF HUMAN REMAINS FOUND RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary

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10. GENERAL CONDITIONS

10.PLANNING. 46 USE - IF HUMAN REMAINS FOUND (cont.)

RECOMMND

findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 47 USE - INADVERTENT ARCHAEO FIND

RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made,

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10. GENERAL CONDITIONS

10.PLANNING. 47 USE - INADVERTENT ARCHAEO FIND (cont.) RECOMMND

with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 48 USE - SHERIFF CLEARANCE RECOMMND

A clearance letter from Riverside County Sheriff shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated March 23, 2001.

10.PLANNING. 49 USE - OFF-SITE CIRCULATION RECOMMND

There shall be no trucks serving the project site from unnecessarily traversing through residential neighborhoods.

10.PLANNING. 50 USE - NO OFF-SITE REPAIR RECOMMND

There shall be no trucks serving the project site from using residential areas and repairing vehicles on any streets.

10.PLANNING. 51 USE - ON-SITE TRUCK IDLING RECOMMND

The developer/owner of the project shall reduce all truck idling time (including off-road equipment used during construction or operation) to a maximum of three (3) minutes within the site.

10.PLANNING. 52 USE - EDUCATION PROGRAM RECOMMND

The developer/owner shall include in the tenant lease an education program to inform truck drivers of the health effects of diesel particulate and importance of reducing their idling time. A copy of the tenant lease shall be provided to the County prior to issuance of a business license and occupancy of the lease space.

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10. GENERAL CONDITIONS

10.PLANNING. 53 USE - STREET SWEEPERS RECOMMND

Street sweepers shall be contracted and used during Project construction on the Project site in accordance with SCAQMD Rule 1186.1 for Less-Polluting Sweepers.

10.PLANNING. 54 USE - SCAQMD FUNDING PROGRAMS RECOMMND

The developer shall require future tenants to apply in good faith for funding for the replacement or retrofit of trucks, and shall actually utilize any received funding for the implementation of the replacement or retrofit of trucks, through programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>).

10.PLANNING. 55 USE - SIX INCHES OF FREEBOARD RECOMMND

All trucks hauling dirt, sand, soil, or other loose materials shall maintain at least six inches of freeboard space from the top of the container.

10.PLANNING. 56 USE - PREFERENTIAL PARKING RECOMMND

Preferential parking shall be provided for EV, hybrid, and CNG vehicles.

10.PLANNING. 57 USE - LEED CERTIFIED BUILDING RECOMMND

The project shall comply with the requirements for a LEED Certified building, in accordance with the edition of the USGBC New Construction (NC) Reference Manual in effect at time of project registration. The building(s) and facilities shall be maintained in the condition that awarded LEED certification.

TRANS DEPARTMENT

10.TRANS. 3 USE - NO ADD'L ON-SITE R-O-W RECOMMND

No additional on-site right-of-way shall be required on De Forest Circle since adequate right-of-way exists, per PM 172/36-41.

10.TRANS. 7 USE - STD INTRO 2(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the Transportation Department

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10. GENERAL CONDITIONS

10.TRANS. 7 USE - STD INTRO 2(ORD 460/461) (cont.) RECOMMND

recommends that the land divider provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 8 USE - TS/CONDITIONS 1 RECOMMND

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

The Comprehensive General Plan circulation policies require a minimum of Level of Service 'C', except that Level of Service 'D' may be allowed in community development areas at intersections of any combination of secondary highways, major highways, arterials, expressways or state highways and ramp intersections.

The study indicates that it is possible to achieve a Level of Service 'C' (or Level of Service 'D' within one mile of a freeway interchange) for the following intersections based on the traffic study assumptions:

Dulles Drive at: Philadelphia Avenue

Etiwanda Avenue at: Philadelphia Avenue

Etiwanda Avenue at: Inland Avneue

Etiwanda Avenue at: Hopkins Street

Etiwanda Avenue at: Space Center/Iberia Street

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10. GENERAL CONDITIONS

10.TRANS. 8 USE - TS/CONDITIONS 1 (cont.) RECOMMND

Etiwanda Avenue at: SR-60 Westbound Off-Ramp

Etiwanda Avenue at: SR-60 Eastbound Off-Ramp

Etiwanda Avenue at: San Sevaine Way

Etiwanda Aveneu at: Van Buren Boulevard

Van Buren/Mission Boulevard at SR-60 Eastbound Off-Ramp

Van Buren/Mission Boulevard at SR-60 Westbound Off-Ramp

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

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

10.TRANS. 9 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 1 USE - EXPIRATION DATE-PP RECOMMND

This approval shall be used within two (2) years of approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within a two (2) year period which is thereafter diligently pursued to completion or of the actual occupancy of existing buildings or land under the terms of the authorized use.

Prior to the expiration of the two year period, the permittee may request a one (1) year extension of time request in which to use this plot plan. A maximum of three

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 1 USE - EXPIRATION DATE-PP (cont.)

RECOMMND

one-year extension of time requests shall be permitted. Should the time period established by any of the extension of time requests lapse, or should all three one-year extensions be obtained and no substantial construction or use of this plot plan be initiated within five (5) years of the effective date of the issuance of this plot plan, this plot plan shall become null and void.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G1.4 NPDES/SWPPP

RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

60.BS GRADE. 2 USE-G2.1 GRADING BONDS

RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 3 USE-G2.2 IMPORT / EXPORT

RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety Department. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the Building and Safety Department Director for approval.

60.BS GRADE. 5 USE-G2.4GEOTECH/SOILS RPTS

RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit.

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

60.BS GRADE. 6 USE-G2.7DRNAGE DESIGN Q100

RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 8 USE-G2.14OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

EPD DEPARTMENT

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR RECOMMND

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

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

FLOOD RI DEPARTMENT

60.FLOOD RI. 1 USE DEDICATE EASEMENT RECOMMND

An easement for the maintenance turnaround for San Sevaine Channel at the southeast corner of the site shall be dedicated to the public for flood control purposes.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.FLOOD RI. 2 USE EROS CNTRL AFTER RGH GRAD RECOMMND

Temporary erosion control measures shall be implemented immediately following rough grading to prevent deposition of debris onto downstream properties or drainage facilities. Plans showing these measures shall be submitted to the District for review.

60.FLOOD RI. 3 USE ENCROACHMENT PERMIT REQ RECOMMND

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

60.FLOOD RI. 4 USE BMP - FILTRATION RECOMMND

Impervious areas shall be graded or constructed to drain to a filtration BMP or equally effective alternative. Filtration BMPs can be found in the attachment to Supplement A, "Selection and Design of Stormwater Quality Controls".

60.FLOOD RI. 5 USE SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

PLANNING DEPARTMENT

60.PLANNING. 3 USE - PLNTLOGST RETAINED (1) RECOMMND

Prior to issuance of grading permits, a qualified paleontologist shall be retained by the developer for consultation and comment on the proposed grading with respect to potential paleontological impacts. Should the paleontologist find the potential is high for impact to significant resources, a pre-grade meeting between the paleontologist and the excavation and grading contractor shall be arranged. When necessary, the paleontologist or

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 3 USE - PLNTLOGST RETAINED (1) (cont.) RECOMMND

representative shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of fossils. The developer shall submit the name, telephone number and address of the retained paleontologist to the Planning Department.

The paleontologist shall submit in writing to the Planning Department the results of the initial consultation and the details of the fossil recovery plan if recovery was deemed necessary. The written results shall be submitted prior to issuance of grading permit.

60.PLANNING. 16 USE - FEE BALANCE RECOMMND

Prior to the issuance of grading permits for Plot Plan No. 16979, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

60.PLANNING. 17 USE - GRADING PLAN REVIEW RECOMMND

The permit holder shall submit an application for a grading plan check to be submitted to the County T.L.M.A - Land Use Division for review by the County Planning Department. Said grading plan shall be in conformance with the APPROVED EXHIBITS of this plot plan, in compliance with County Ordinance No. 457, and the conditions of approval.

60.PLANNING. 18 USE - PLANNING DEPT REVIEW RECOMMND

As part of the plan check review of the proposed grading plan for the subject property, the Department of Building and Safety - Grading Division shall submit a copy of the proposed grading plan, along with the applicable Log/Permit Numbers for reference, to the county Planning Department to be reviewed for compliance with the approved site plan.

TRANS DEPARTMENT

60.TRANS. 1 USE-SBMT/APPVD GRADG PLAN/TRAN RECOMMND

When you submit a grading plan to the Department of Building and Safety, a copy of the grading plan shall be submitted and approved by the Transportation Department prior to a grading permit issuance.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.TRANS. 1 USE-SBMT/APPVD GRADG PLAN/TRAN (cont.) RECOMMND

Submit required grading plan to the Transportation Department, Plan Check Section, 8th Floor, 4080 Lemon Street, Riverside, CA.

60.TRANS. 2 USE - REVISE STREET IMP PLAN RECOMMND

Prior to the submittal of the required street improvement plan per condition of approval 90.TRANS.17, obtain the existing street improvement plan and profile No. 869-FF and show the revision of the plan.

Please process a plan revision through the Plan Check Section per Section I, Part "E", page 10 of the "Improvement Plan Check - Policies and Guidelines" manual available on the Internet at:
www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guide_lines.html

If you have any questions, please call the Plan Check Section at (951) 955-6527.

60.TRANS. 3 USE - OBTAIN L&LMD APPLICATION RECOMMND

Obtain an application from the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, to submit application for required annexation per condition of approval 80.TRANS.16 and 90.TRANS.18.

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

80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT RECOMMND

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

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80. PRIOR TO BLDG PRMT ISSUANCE

E HEALTH DEPARTMENT

80.E HEALTH. 1 USE - FOOD PLANS REQD RECOMMND

A total of 3 complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with current State and Local regulations.

80.E HEALTH. 2 USE - WATR/SEWR WILL SERVE RECOMMND

A "will serve" letter is required from the agency/agencies serving potable water and sanitary sewers.

FIRE DEPARTMENT

80.FIRE. 1 USE-#17A-BLDG PLAN CHECK \$ RECOMMND

Building Plan check deposit base fee of \$1,056.00, shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

80.FIRE. 2 USE-#4-WATER PLANS RECOMMND

The applicant or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements.

Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

FLOOD RI DEPARTMENT

80.FLOOD RI. 2 USE SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of building permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate

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80. PRIOR TO BLDG PRMT ISSUANCE

80.FLOOD RI. 2 USE SUBMIT PLANS (cont.) RECOMMND
plan check fee deposit.

PLANNING DEPARTMENT

80.PLANNING. 6 USE - CONFORM TO ELEVATIONS RECOMMND
Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBITS B and M.

80.PLANNING. 7 USE - CONFORM TO FLOOR PLANS RECOMMND
Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT C.

80.PLANNING. 8 USE - ROOF EQUIPMENT SHIELDING RECOMMND
Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

80.PLANNING. 15 USE - FENCING PLAN REQUIRED RECOMMND
A fencing plan shall be submitted to and approved by the Planning Department. The plan shall show all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable.

Existing retaining wall on the southern side of the property shall remain.

Existing chain link fencing shall be replaced with wrought-iron or similar type fencing.

No chain link fencing shall be permitted.

In the event the project is located adjacent to existing residential uses, proposed separation walls between project parcel(s) and existing residential uses shall be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 19 USE - PLANS SHOWING BIKE RACKS RECOMMND

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval. A minimum of six spaces shall be provided.

80.PLANNING. 21 USE - LIGHTING PLANS RECOMMND

All street lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

80.PLANNING. 31 USE - SCHOOL MITIGATION RECOMMND

Impacts to the Jurupa Unified School District shall be mitigated in accordance with California State law.

80.PLANNING. 42 USE - FEE BALANCE RECOMMND

Prior to issuance of building permits for Plot Plan No. 16979, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

80.PLANNING. 48 USE - LC LANDSCAPE PLOT PLAN RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:
1) Landscape and irrigation working drawings "stamped" by a California certified landscape architect;

2) Weather based controllers and necessary components to eliminate water waste;

3) A copy of the "stamped" approved grading plans; and,

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80. PRIOR TO BLDG PRMT ISSUANCE

80. PLANNING. 48

USE - LC LANDSCAPE PLOT PLAN (cont.)

RECOMMND

4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1) Identification of all common/open space areas;

2) Natural open space areas and those regulated/conserved by the prevailing MSHCP;

3) Shading plans for projects that include parking lots/areas;

4) The use of canopy trees (24" box or greater) within the parking areas;

5) Landscaping plans for slopes exceeding 3 feet in height;

6) Landscaping and irrigation plans associated with entry monuments. All monument locations and dimensions shall be provided on the plan; and/or,

7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

1) Landscaping plans for areas within the road right-of-way shall be submitted for review and approval by the Transportation Department only. The Planning Department shall not approve landscape plans within the Road Right-of-Way.

) When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 48 USE - LC LANDSCAPE PLOT PLAN (cont.) (cont.) RECOMMND

TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.

80.PLANNING. 49 USE - LC LANDSCAPE SECURITIES RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be completed and submitted to Building and Safety for processing and review in conjunction with County Counsel. Upon determination of compliance, the Department of Building and Safety shall clear this condition.

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.

80.PLANNING. 50 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated March 27, 2001, summarized as follows:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 50 USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

80.PLANNING. 51 USE - TITLE 24 BLD EFF STNDARD

RECOMMND

Construction of all nonresidential buildings or structures shall exceed the energy standards of the 2008 Building Efficiency Standards as set forth in the 2008 California Energy Code (Title 24, Part 6 of the California Code of Regulations) by a minimum of five percent (5%) in aggregate. Submission of a Title 24 worksheet with building plans for each implementing development project shall be required by the Department of Building and Safety in order to obtain a building permit and set the condition to MET status. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations for the implementing development project. Compliance is determined by comparing the energy use of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 6, Article 1, Section 10-109.

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80. PRIOR TO BLDG PRMT ISSUANCE

TRANS DEPARTMENT

80.TRANS. 8 USE - R & B B D

RECOMMND

Prior to the issuance of a building permit, the project proponent shall pay fees in accordance with Zone C of the Mira Lome Road and Bridge Benefit District. All fees are based upon the fee schedule in effect at the time of issuance of the permit.

The project net acreage is 10.76 acres.

80.TRANS. 10 USE - TS/DESIGN

RECOMMND

The project proponent shall be responsible for the design of a traffic signal at the intersection of:

Etiwanda Avenue (NS) at Inland Avenue (EW)

with no credit given for Traffic Signal Mitigation Fees,

Traffic Signal Interconnect shall be installed as approved by the Transportation Department.

or as approved by the Transportation Department.

80.TRANS. 15 USE - TS/GEOMETRICS 1

RECOMMND

The intersection of Etiwanda Avenue/Inland Avenue shall be improved to provide the following geometrics:

Northbound: One left turn lane, two through lanes, and one shared through/right turn lane.

Southbound: One left turn lane, two through lanes, and one shared through/right turn lane.

Eastbound: One left turn and one shared through/right turn lane.

Westbound: One left turn lane and one shared through/right turn lane.

The intersection of Etiwanda Avenue/Hopkins Street shall be improved to provide the following geometrics:

Northbound: One left turn lane, two through lanes, one shared through/right turn lane

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 15 USE - TS/GEOMETRICS 1 (cont.) RECOMMND

Southbound: One left turn lane, two through lanes, one shared through/right turn lane

Eastbound: One left turn lane, one shared through/right turn lane

Westbound: One left turn lane, one shared through/right turn lane

The intersection of De Forest Circle at Hopkins Street shall be improved to provide the following geometrics:

Northbound: One left turn lane, one shared through/right turn lane

Southbound: One left turn lane, one shared through/right turn lane

Eastbound: One shared left turn/through/right turn lane

Westbound: One shared left turn/through/right turn lane

or as approved by the Transportation Department.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

80.TRANS. 16 USE - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to the issuance of a building permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

- (1) Landscaping along De Forest Circle.
- (2) Traffic signals per 90.TRANS.3 condition.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 16 USE - ANNEX L&LMD/OTHER DIST (cont.) RECOMMND

(3) Street sweeping.

80.TRANS. 17 USE - LANDSCAPING RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within De Forest Circle and submitted to the Transportation Department. Landscaping plans shall be submitted on standard County plan sheet format (24" x 36"). Landscaping plans shall be submitted with the street improvement plans.

90. PRIOR TO BLDG FINAL INSPECTION

BS GRADE DEPARTMENT

90.BS GRADE. 1 USE*G4.3PAVING INSPECTIONS RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact the Hazardous Materials Management Division, Doug Thompson at (909) 358-5055 for any additional requirements.

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90. PRIOR TO BLDG FINAL INSPECTION

FIRE DEPARTMENT

90.FIRE. 1 SMP-#45-FIRE LANES RECOMMND

Applicant or developer shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#12A-SPRINKLER SYSTEM RECOMMND

Install a complete fire sprinkler system per NFPA 13 2002 edition in all buildings requiring a fire flow of 1500 GPM or greater. Sprinkler system(s) with pipe sizes in excess of 4" in diameter will require the project structural engineer to certify (wet signature) the stability of the building system for seismic and gravity loads to support the sprinkler system. All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to the front, within 50 feet of a hydrant, and a minimum of 25 feet from the building(s). A statement that the building(s) will be automatically fire sprinkled must be included on the title page of the building plans.

Applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System. Monitoring system shall monitor the fire sprinkler system(s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact fire department for guideline handout

90.FIRE. 3 USE-#27-EXTINGUISHERS RECOMMND

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

FLOOD RI DEPARTMENT

90.FLOOD RI. 2 USE BMP - EDUCATION RECOMMND

The developer shall distribute environmental awareness education materials on general good housekeeping practices

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90. PRIOR TO BLDG FINAL INSPECTION

90.FLOOD RI. 2 USE BMP - EDUCATION (cont.)

RECOMMND

that contribute to protection of stormwater quality to all initial users. The developer may obtain NPDES Public Educational Program materials from the District's NPDES Section by either the District's website www.floodcontrol.co.riverside.ca.us, e-mail fcnpdes@co.riverside.ca.us, or the toll free number 1-800-506-2555. Please provide Project number, number of units and location of development. Note that there is a five-day minimum processing period requested for all orders.

The developer must provide to the District's PLAN CHECK Department a notarized affidavit stating that the distribution of educational materials to the tenants is assured prior to the issuance of occupancy permits.

90.FLOOD RI. 3 XXU BMP - MAINT & INSPECT

RECOMMND

The permit holder shall contain provisions for all structural BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMP's within the project boundaries. A copy of all necessary documentation shall be submitted to the District for review and approval prior to the issuance of occupancy permits.

PLANNING DEPARTMENT

90.PLANNING. 6 USE - PARKING PAVING MATERIAL

RECOMMND

A minimum of two hundred fifty-six (256) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

90.PLANNING. 7 USE - ACCESSIBLE PARKING

RECOMMND

A minimum of eight (8) accessible parking space for persons with disabilities shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 7 USE - ACCESSIBLE PARKING (cont.) RECOMMND

of Accessibility. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

90.PLANNING. 9 USE - LOADING SPACES RECOMMND

A minimum of twenty-nine (29) loading space shall be provided in accordance with Section 18.12.a.(2)f(3).b. of Ordinance 348, and as shown on APPROVED EXHIBIT A. The loading spaces shall be surfaced with six (6) inches of concrete over a suitable base and shall not be less than 10 feet wide by 35 feet long, with 14 feet vertical clearance.

90.PLANNING. 10 USE - COMPACT PARKING SPACES RECOMMND

A maximum of twenty-seven (27) parking spaces may be sized for compact cars (8 1/2' x 16') and shall be clearly marked "COMPACT CARS ONLY".

90.PLANNING. 12 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

90.PLANNING. 13 USE - INSTALL BIKE RACKS RECOMMND

A bicycle rack with a minimum of six (6) spaces shall be provided in convenient locations to facilitate bicycle

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 13 USE - INSTALL BIKE RACKS (cont.) RECOMMND

access to the project area as shown on APPROVED EXHIBIT A. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans. All bicycle racks shall be weather-protected.

90.PLANNING. 15 USE - UTILITIES UNDERGROUND RECOMMND

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

90.PLANNING. 16 USE - CURBS ALONG PLANTERS RECOMMND

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

90.PLANNING. 20 USE - TRASH ENCLOSURES RECOMMND

Two (2) trash enclosures which are adequate to enclose a minimum of two (2) bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosures shall be a minimum of six (6) feet in height and shall be made with masonry block with landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 25 USE - REMOVE OUTDOOR ADVERTISE RECOMMND

All existing outdoor advertising displays, signs or billboards shall be removed.

90.PLANNING. 26 USE - WALL & FENCE LOCATIONS RECOMMND

Wall and/or fence locations shall be in conformance with the approved fencing plan.

90.PLANNING. 27 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated March 27, 2001, summarized as follows:

1. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

2. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

90.PLANNING. 28 USE - CONDITION COMPLIANCE RECOMMND

The Department of Building and Safety shall verify that the Development Standards of this approval and all other preceding conditions have been complied with prior to any use allowed by this permit.

90.PLANNING. 29 USE - EXTENDED TRUCK IDLING RECOMMND

Sign(s) stating that "EXTENDED IDLING TRUCK ENGINES IS NOT PERMITTED" shall be located at the entrance to the warehouse facility and at the truck parking area as shown on APPROVED EXHIBIT A. The sign(s) at the entrance to facility shall not be less than twenty four inches square and will provide directions to truck parking spaces with electrical hookups.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 29 USE - EXTENDED TRUCK IDLING (cont.) RECOMMND

The hookups will provide power for refrigerated trailers that need to be parked on-sight for more than 5 minutes.

90.PLANNING. 31 USE - ORD 810 O S FEE (2) RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 16979 is calculated to be 10.76 net acres. In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 32 USE - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 16979 has

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 32 USE - ORD NO. 659 (DIF) (cont.) RECOMMND

been calculated to be 10.76 net acres.

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 36 USE - MITIGATION MONITORING RECOMMND

The permit holder shall prepare and submit a written report to the Riverside County Planning Department demonstrating compliance with all remaining conditions of approval and mitigation measures of this permit and EIR No. 450.

The Planning Director may require inspection or other monitoring to ensure such compliance.

90.PLANNING. 38 USE - LC LNDSCP INSPECT DEPOST RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 39 USE - LC COMPLY W/ LNDSCP/ IRR RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 39 USE - LC COMPLY W/ LNDSCP/ IRR (cont.) RECOMMND

Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. Upon determination of compliance, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 3 USE - TS/INSTALLATION RECOMMND

The project proponent shall be responsible for the construction and installation of traffic signals at the following location:

Etiwanda Avenue (NS) at Inland Avenue (EW)

with no credit given for Traffic Signal Mitigation Fees,

Traffic Signal Interconnect shall be installed as approved by the Transportation Department.

or as approved by the Transportation Department.

90.TRANS. 12 USE - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

90.TRANS. 17 USE - EXISTING CURB & GUTTER RECOMMND

On existing curb and gutter, new driveway, closure of existing driveways, sidewalks, and/or drainage devices within County right-of-way, including sewer and water laterals, De Forest Circle shall be constructed within the dedicated right-of-way in accordance with County Standard No. 207A and No. 401, Ordinance 461. Such construction shall be shown on existing street improvement plans and approved and permitted by the Transportation Department. Process a plan revision through the Plan Check Section per Section I, Part E, page 10 of the "Policies and Guidelines" available on the Internet at: www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guide_lines.html. If you have questions, please call the Plan Check Section at (951) 955-6527.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 17 USE - EXISTING CURB & GUTTER (cont.) RECOMMND

NOTE: 1. A 6' wide curb-face sidewalk will be constructed along the frontage of De Forest Circle. See plan and profile number 869-FF.

2. Driveway shall be constructed in accordance with County Standard No. 207A.

90.TRANS. 18 USE - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859. Said annexation should include the following:

- (1) Landscaping along De Forest Circle.
- (2) Traffic signals per 90.TRANS.3 condition.
- (3) Street sweeping.

90.TRANS. 19 USE - LANDSCAPING COMM/IND RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved within De Forest Circle.

Assurance of continuous maintenance is required by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division; or if desired the developer may file an application for annexation into Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767.

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90.TRANS. 20

USE - SIGNING & STRIPING

RECOMMND

A signing and striping plan is required for this project. The project proponent shall be responsible for any additional paving and/or striping removal caused by the striping plan. Traffic signing and striping shall be performed by County forces with all incurred costs borne by the applicant, unless otherwise approved by the County Traffic Engineer.

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10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 106,980 square feet of landscaping area (12%), 257 parking spaces and 51 loading docks on a 20.48 gross (18.73 net) acre site with a floor area ratio of 0.48 (Light Industrial requires a 0.25-0.60 floor area ratio).

The project site is located in the Community of Glen Avon of the Jurupa Area Plan in Western Riverside County; more specifically, northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street.

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY) its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Plot Plan No. 17788. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Plot Plan No. 17788 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Site Plan for Plot Plan No. 17788 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT B = Project Elevations for Plot Plan No. 17788 Amended No. 2, dated July 12, 2010.

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10. GENERAL CONDITIONS

10. EVERY. 3 USE - DEFINITIONS (cont.) RECOMMND

APPROVED EXHIBIT C = Project Floor Plans for Plot Plan No. 17788 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT G = Conceptual Grading Plan for Plot Plan No. 17788 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT L = Preliminary Landscaping Plans for Plot Plan No. 17788 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT M = Project Colors and Materials (Sheets 1-2) for Plot Plan No. 17788 Amended No. 2, dated July 12, 2010.

10. EVERY. 4 USE - 90 DAYS TO PROTEST RECOMMND

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 USE - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Department Grading Division conditions of approval.

10.BS GRADE. 3 USE - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 USE - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

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10. GENERAL CONDITIONS

10.BS GRADE. 5 USE - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 10 USE - MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

10.BS GRADE. 14 USE - OFFST. PAVED PKG RECOMMND

All offstreet parking areas which are conditioned to be paved shall conform to Ordinance 457 base and paving design and inspection requirements.

10.BS GRADE. 19 USE-G4.3PAVING INSPECTIONS RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

FIRE DEPARTMENT

10.FIRE. 1 USE-#01A - SHELL/FPE/COMM. RECOMMND

THESE CONDITIONS ARE FOR A SHELL BUILDING ONLY. Shell building will receive a shell final only. No Certificate of Occupancy (human occupant and/or materials) will be issued until the building occupant has been identified with their occupancy classification and have been conditioned by Riverside County Fire Department. Occupant or tenant identification is imperative for oderly and prompt processing. Upon identification of the occupant or tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit. Failure to provide a comprehensive data analysis and/or technical information acceptable to the fire department may result in project delays. A complete commodity listing disclosing type, quantity, level of hazard and potential for "Reactivity" must be provided within ___ days. The foregoing is necessary to properly occupancy classify the building(s). Failure to provide comprehensive data and/or highly technical information, will result in project delay and requirement for a complete Fire Protection Study for review.

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10. GENERAL CONDITIONS

10.FIRE. 2 USE-#04-HIGH PILE/RACK STORAGE RECOMMND

A separate permit may be required for high-pile storage and/or racks. Sprinkler plans and/or sprinkler review must be submitted by a licensed sprinkler contractor with storage and/or rack plans to Riverside County Fire Department for review and approval of the 2001 cfc Article 81 compliance. Complete Article 81 information re: all commodities stored, rack dimensions, placement in building, sprinkler densities, etc. must be provided with suppression system for racks and/or high-pile storage review. A complete listing of commodities, classified using CFC Article 81, 2001 Edition and NFPA 13, 1999 Edition guidelines by a licensed Fire Protection Engineer (or other consultant approved by this jurisdiction).

10.FIRE. 3 USE-#50-BLUE DOT REFLECTOR RECOMMND

Blue retroreflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 4 USE-#23-MIN REQ FIRE FLOW RECOMMND

Minimum required fire flow shall be 4000 GPM for a 4 hour duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site. Fire flow is based on type VN construction per the 2001 CBC and Building(s) having a fire sprinkler system.

10.FIRE. 5 USE-#19-ON/OFF LOOPED HYD RECOMMND

A combination of on-site and off-site super fire hydrants, on a looped system (6"x4"x 2-2 1/2"), will be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways. The required fire flow shall be available from any adjacent hydrants(s) in the system.

10.FIRE. 6 USE-#84-TANK PERMITS RECOMMND

Applicant or Developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permits, from the Riverside County Fire Department and

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10. GENERAL CONDITIONS

10.FIRE. 6 USE-#84-TANK PERMITS (cont.) RECOMMND

Environmental Health Departments. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tanks(s) shall meet the following standard: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans.

10.FIRE. 7 USE-#89-RAPID HAZMAT BOX RECOMMND

Rapid entry Hazardous Material data and key storage cabinet shall be installed on the outside of the building. Plans shall be submitted to the Riverside County Fire Department for approval prior to installation.

10.FIRE. 8 USE-#25-GATE ENTRANCES RECOMMND

ny gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38 foot turning radius shall be used.

10.FIRE. 9 USE-#88A-AUTO/MAN GATES RECOMMND

Gate(s) shall be automatic or manual operated, minimum 24 feet in width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. (current plan check deposit base fee is \$126.00)

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD REPORT RECOMMND

Plot Plan 17788 is a proposal to construct a warehouse building on a 20.5-acre parcel in the Mira Loma area. The property is located on the east side of Dulles Drive,

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10. GENERAL CONDITIONS

10.FLOOD RI. 1 USE FLOOD HAZARD REPORT (cont.) RECOMMND

approximately 700 feet south of Philadelphia Avenue. This project falls within parcels 8, 9, and 10 of underlying Parcel Map 26365.

The site lies just west of the existing San Sevaine Channel, which is currently owned and maintained by the District. The recent construction of this channel has provided this site with protection from offsite storm runoff from the northeast. Therefore the project site is subject to nuisance nature local runoff, and is considered free from ordinary storm flood hazard. However, a storm of unusual magnitude could cause some damage to the proposed buildings. New construction should comply with all applicable ordinances.

The applicant's engineer has proposed to drain the property to the existing Dulles Drive Storm Drain which would serve this project as an adequate outlet so that mitigation for increased runoff would not be required. The Tentative Map Exhibit shows onsite storm drain connected to the back of the catch basin this is unacceptable, the onsite storm drain shall be connected directly to the District's storm drain.

10.FLOOD RI. 2 XXU-DRAIN TO STREET RECOMMND

The property shall be graded to drain to the adjacent street or an adequate outlet.

10.FLOOD RI. 4 USE 100 YR SUMP OUTLET RECOMMND

Drainage facilities outletting sump conditions shall be designed to convey the tributary 100 year storm flows. Additional emergency escape shall also be provided.

PLANNING DEPARTMENT

10.PLANNING. 1 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

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10. GENERAL CONDITIONS

10.PLANNING. 2 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 3 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

10.PLANNING. 4 USE - COLORS & MATERIALS RECOMMND

Building colors and materials shall be in substantial conformance with those shown on APPROVED EXHIBIT M.

10.PLANNING. 7 USE - BASIS FOR PARKING RECOMMND

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b), Industrial uses: If number of workers cannot be determined: 1 space per 250 square feet of office area, and Warehouses: 1 space per 2,000 square feet of gross floor area.

The project is proposing 8,000 square feet of office area and 418,212 square feet of warehouse area with a total building area of 426,212 square feet that requires 241 parking spaces. The project is providing a total of 257 parking spaces.

10.PLANNING. 8 USE - PERMIT SIGNS SEPARATELY RECOMMND

No signs are approved pursuant to this project approval. Prior to the installation of any on-site advertising or directional signs, a signing plan shall be submitted to and approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

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10. GENERAL CONDITIONS

10.PLANNING. 9 USE - NO OUTDOOR ADVERTISING RECOMMND

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

10.PLANNING. 17 USE - RECLAIMED WATER RECOMMND

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

10.PLANNING. 19 USE - NO RESIDENT OCCUPANCY RECOMMND

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

10.PLANNING. 20 USE - MAINTAIN LICENSING RECOMMND

At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the South Coast Air Quality Management District (SCAQMD), or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

10.PLANNING. 21 USE - EXTERIOR NOISE LEVELS RECOMMND

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 55 db(A), 10-minute LEQ, between the hours of 10:00 p.m. to 7:00 a.m., and 75 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. The permit holder shall comply with the applicable standards of Ordinance No. 847.

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10.PLANNING. 22 USE - NOISE MONITORING REPORTS RECOMMND

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

10.PLANNING. 25 USE - CAUSES FOR REVOCATION RECOMMND

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

10.PLANNING. 26 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 28 USE - IND OCCUPANT CHANGE RECOMMND

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

10.PLANNING. 29 USE - ELECTRICAL HOOK-UPS RECOMMND

Tenant(s) receiving shipping container refrigerated units shall provide electrical hook-ups at all dock door

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10. GENERAL CONDITIONS

10.PLANNING. 29 USE - ELECTRICAL HOOK-UPS (cont.) RECOMMND

positions as a part of the tenant improvement project for the building. The use of truck engines or auxiliary generators to power refrigerated shipping container units for more than 5 minutes is not allowed.

10.PLANNING. 33 USE - ORD 810 O S FEE (1) RECOMMND

In accordance with Riverside County Ordinance No. 810, to assist in providing revenue to acquire and preserve open space and habitat, an Interim Open Space Mitigation Fee shall be paid for each development project or portion of an expanded development project to be constructed in Western Riverside County. The amount of the fee for commercial or industrial development shall be calculated on the basis of "Project Area," which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development.

Any area identified as "NO USE PROPOSED" on the APPROVED EXHIBIT shall not be included in the Project Area.

10.PLANNING. 34 USE - 2ND DIST LS GUIDELINES RECOMMND

The permit holder shall comply with the intent of the "DESIGN AND LANDSCAPE GUIDELINES FOR DEVELOPMENT IN THE SECOND SUPERVISORIAL DISTRICT (Revised)", approved by the Board of Supervisors, September 15, 1998, and revised October 23, 1998 to APPROVED EXHIBITS B, L, and M.

Note: In the event of a conflict between the Design Guidelines and Approved Landscape Plans, the Approved Plans shall take precedence.

10.PLANNING. 35 USE - BUSINESS LICENSING RECOMMND

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department at www.rctlma.org.buslic.

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10. GENERAL CONDITIONS

10.PLANNING. 36

USE - WASTE MGMT CLEARANCE

RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated April 22, 2002, summarized as follows:

The Riverside County Waste Management Department (Department) has reviewed the proposed project. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

3. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling

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10. GENERAL CONDITIONS

10.PLANNING. 36

USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

4. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

5. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

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

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

Any questions, please contact Ryan Ross, Planner from the Riverside County Waste Management Department Phone (951) 486-3351

10.PLANNING. 37

USE - ARB SIGN FOR IDLING

RECOMMND

Signs stating that "The driver of a diesel-fueled motor vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds is prohibited from idling the vehicle's primary engine for more than five (5) minutes at any location and may not operate a diesel fueled auxiliary power system (APS) for more than 5 minutes at any location within 100 feet of a restricted area (residences). The minimum penalty for an idling violation is \$300.00. To

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10. GENERAL CONDITIONS

10.PLANNING. 37 USE - ARB SIGN FOR IDLING (cont.) RECOMMND

report a violation please contact 1800-END-SMOG" Signs shall be placed at every other loading dock and not be less than twenty four inches square.

10.PLANNING. 38 USE - IF HUMAN REMAINS FOUND RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 39 USE - INADVERTENT ARCHAEO FIND RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

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10. GENERAL CONDITIONS

10.PLANNING. 39 USE - INADVERTENT ARCHAEO FIND (cont.) RECOMMND

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 40 USE - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

1)Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;

2)Ensure all landscaping is provided with California Friendly landscaping and a weather based irrigation controller(s) as defined by County Ordinance No. 859;

3)Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,

4)Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder

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10. GENERAL CONDITIONS

10.PLANNING. 40 USE - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

or any successor in interest shall:

1)Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

2)Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.

3)Ensure that all landscaping is healthy, free of weeds, disease and pests.

10.PLANNING. 41 USE - SHERIFF CLEARANCE RECOMMND

A clearance letter from Riverside County Sheriff shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated April 18, 2002.

10.PLANNING. 42 USE - OFF-SITE CIRCULATION RECOMMND

There shall be no trucks serving the project site from unnecessarily traversing through residential neighborhoods.

10.PLANNING. 43 USE - NO OFF-SITE REPAIR RECOMMND

There shall be no trucks serving the project site from using residential areas and repairing vehicles on any streets.

10.PLANNING. 44 USE - ON-SITE TRUCK IDLING RECOMMND

The developer/owner of the project shall reduce all truck idling time (including off-road equipment used during construction or operation) to a maximum of three (3) minutes within the site.

10.PLANNING. 45 USE - EDUCATION PROGRAM RECOMMND

The developer/owner shall include in the tenant lease an education program to inform truck drivers of the health effects of diesel particulate and importance of reducing their idling time. A copy of the tenant lease shall be provided to the County prior to issuance of a business license and occupancy of the lease space.

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10.PLANNING. 46 USE - STREET SWEEPERS RECOMMND

Street sweepers shall be contracted and used during Project construction on the Project site in accordance with SCAQMD Rule 1186.1 for Less-Polluting Sweepers.

10.PLANNING. 47 USE - SCAQMD FUNDING PROGRAMS RECOMMND

The developer shall require future tenants to apply in good faith for funding for the replacement or retrofit of trucks, and shall actually utilize any received funding for the implementation of the replacement or retrofit of trucks, through programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>).

10.PLANNING. 48 USE - SIX INCHES OF FREEBOARD RECOMMND

All trucks hauling dirt, sand, soil, or other loose materials shall maintain at least six inches of freeboard space from the top of the container.

10.PLANNING. 49 USE - PREFERENTIAL PARKING RECOMMND

Preferential parking shall be provided for EV, hybrid, and CNG vehicles.

10.PLANNING. 50 USE - LEED CERTIFIED BUILDING RECOMMND

The project shall comply with the requirements for a LEED Certified building, in accordance with the edition of the USGBC New Construction (NC) Reference Manual in effect at time of project registration. The building(s) and facilities shall be maintained in the condition that awarded LEED certification.

10.PLANNING. 51 USE - PV POWER GENERATION SYST RECOMMND

Plot Plan No. 17788 shall incorporate features that permit the installation of a photovoltaic (PV) power generation system. This requirement shall include the up-grade of building structural, electrical & roofing systems as determined to support an approximate 1 Megawatt PV system. The applicant, land owner, developer and/or any successor-in-interest of this facility shall submit the project to Southern California Edison, the local electrical utility provider, for inclusion into either the "Utility Owned Generation" (UOG) or "Independent Power

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10. GENERAL CONDITIONS

10.PLANNING. 51 USE - PV POWER GENERATION SYST (cont.) RECOMMND

Producer" (IPP) program, through which the leasing of the rooftop and the actual installation of solar panels by SCE could occur. It is understood that the Utility Company will have the final word on whether the building will be included in the program.

TRANS DEPARTMENT

10.TRANS. 2 USE - NO ADD'L ON-SITE R-O-W RECOMMND

No additional on-site right-of-way shall be required on Dulles Drive since adequate right-of-way exists, per PM 172/36-41.

10.TRANS. 6 USE - STD INTRO 3 (ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 7 USE - TS/CONDITIONS 1 RECOMMND

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

The Comprehensive General Plan circulation policies require a minimum of Level of Service 'C', except that Level of Service 'D' may be allowed with Board of Supervisors' approval in urban areas at intersections of any combination of major highways, arterials, expressways or state highways

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10. GENERAL CONDITIONS

10.TRANS. 7 USE - TS/CONDITIONS 1 (cont.)

RECOMMND

within one mile of a freeway interchange.

The study indicates that it is possible to achieve a Level of Service 'C' (or Level of Service 'D' within one mile of a freeway interchange) for the following intersections based on the traffic study assumptions:

Dulles Drive at: Philadelphia Avenue

Etiwanda Avenue at: Philadelphia Avenue

Etiwanda Avenue at: Inland Avenue

Etiwanda Avenue at: Hopkins Street

Etiwanda Avenue at: Space Center/Iberia Street

Etiwanda Avenue at: SR-60 Westbound Off-Ramp

Etiwanda Avenue at: SR-60 Eastbound Off-Ramp

Etiwanda Avenue at: San Sevaine Way

Etiwanda Avenue at: Van Buren Boulevard

Van Buren/Mission Boulevard at SR-60 Eastbound Off-Ramp

Van Buren/Mission Boulevard at SR-60 Westbound Off-Ramp

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

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

10.TRANS. 8 USE - COUNTY WEB SITE

RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site:
<http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

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20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 1 USE - EXPIRATION DATE-PP RECOMMND

This approval shall be used within two (2) years of approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within a two (2) year period which is thereafter diligently pursued to completion or of the actual occupancy of existing buildings or land under the terms of the authorized use.

Prior to the expiration of the two year period, the permittee may request a one (1) year extension of time request in which to use this plot plan. A maximum of three one-year extension of time requests shall be permitted. Should the time period established by any of the extension of time requests lapse, or should all three one-year extensions be obtained and no substantial construction or use of this plot plan be initiated within five (5) years of the effective date of the issuance of this plot plan, this plot plan shall become null and void.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G2.1 GRADING BONDS RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 3 USE-G2.4GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit.

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 3 USE-G2.4GEOTECH/SOILS RPTS (cont.) RECOMMND

will be reviewed in accordance with the RIVERSIDE COUNTY
GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND
GEOLOGIC REPORTS.

60.BS GRADE. 4 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance
with Riverside County Flood Control & Water Conservation
District's conditions of approval regarding this
application. If not specifically addressed in their
conditions, drainage shall be designed to accommodate 100
year storm flows.

Additionally, the Building and Safety Department's
conditional approval of this application includes an
expectation that the conceptual grading plan reviewed and
approved for it complies or can comply with any WQMP (water
Quality Management Plan) required by Riverside County Flood
Control & Water Conservation District.

60.BS GRADE. 6 USE-G2.14OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the
sole responsibility of the owner/applicant to obtain any
and all proposed or required easements and/or permissions
necessary to perform the grading herein proposed.

60.BS GRADE. 9 USE-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits -
whichever comes first - the applicant shall provide the
Building and Safety Department evidence of compliance with
the following: "Effective March 10, 2003 owner operators
of grading or construction projects are required to comply
with the N.P.D.E.S. (National Pollutant Discharge
Elimination System) requirement to obtain a construction
permit from the State Water Resource Control Board (SWRCB).
The permit requirement applies to grading and construction
sites of "ONE" acre or larger. The owner operator can
comply by submitting a "Notice of Intent" (NOI), develop
and implement a STORM WATER POLLUTION PREVENTION PLAN
(SWPPP) and a monitoring program and reporting plan for the
construction site. For additional information and to obtain
a copy of the NPDES State Construction Permit contact the
SWRCB at (916) 657-1146.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 9 USE-G1.4 NPDES/SWPPP (cont.) RECOMMND

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

60.BS GRADE. 10 USE IMPORT/EXPORT RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety department. If an Environmental Assessment, prior to issuing a grading permit, did not previously approve either location, a Grading Environmental Assessment shall be submitted to the Planning Director and the Environmental Programs Director for review and comment and to the Building and Safety Department Director for approval. Additionally, if the movement of import/export occurs using county roads, review and approval of the haul routes by the Transportation Department will be required.

EPD DEPARTMENT

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR RECOMMND

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

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR (cont.) RECOMMND

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

FLOOD RI DEPARTMENT

60.FLOOD RI. 2 USE ENCROACHMENT PERMIT REQ RECOMMND

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

60.FLOOD RI. 4 USE SUBMIT PLANS MINOR REVIEW RECOMMND

The scope of the District review will be limited to verification that this proposal has met its obligation under the County's municipal stormwater permit. A copy of the BMP improvement plans along with any necessary documentation shall be submitted to the Districts Plan Check Section for review. A copy of the improvement and grading plans shall be included for reference. The plans must receive the District's approval prior to issuance of permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

60.FLOOD RI. 5 USE BMP - FILTRATION RECOMMND

Impervious areas shall be graded or constructed to drain to a filtration BMP or equally effective alternative. Filtration BMPs can be found in the attachment to Supplement A, "Selection and Design of Stormwater Quality Controls".

PLANNING DEPARTMENT

60.PLANNING. 2 USE - PLNTLOGST RETAINED (1) RECOMMND

Prior to issuance of grading permits, a qualified paleontologist shall be retained by the developer for consultation and comment on the proposed grading with respect to potential paleontological impacts. Should the paleontologist find the potential is high for impact to

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 2 USE - PLNTLOGST RETAINED (1) (cont.) RECOMMND

significant resources, a pre-grade meeting between the paleontologist and the excavation and grading contractor shall be arranged. When necessary, the paleontologist or representative shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of fossils. The developer shall submit the name, telephone number and address of the retained paleontologist to the Planning Department.

The paleontologist shall submit in writing to the Planning Department the results of the initial consultation and the details of the fossil recovery plan if recovery was deemed necessary. The written results shall be submitted prior to issuance of grading permit.

60.PLANNING. 12 USE - FEE STATUS RECOMMND

Prior to the issuance of grading permits for Plot Plan No. 17788, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

60.PLANNING. 13 USE - GRADING PLAN REVIEW RECOMMND

The permit holder shall submit an application for a grading plan check to be submitted to the County T.L.M.A - Land Use Division for review by the County Planning Department. Said grading plan shall be in conformance with the APPROVED EXHIBITS of this plot plan, in compliance with County Ordinance No. 457, and the conditions of approval.

60.PLANNING. 14 USE - PLANNING DEPT REVIEW RECOMMND

As part of the plan check review of the proposed grading plan for the subject property, the Department of Building and Safety - Grading Division shall submit a copy of the proposed grading plan, along with the applicable Log/Permit Numbers for reference, to the county Planning Department to be reviewed for compliance with the approved site plan.

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60. PRIOR TO GRADING PRMT ISSUANCE

TRANS DEPARTMENT

60.TRANS. 1 USE-SBMT/APPVD GRADG PLAN/TRAN RECOMMND

When you submit a grading plan to the Department of Building and Safety, a copy of the grading plan shall be submitted and approved by the Transportation Department prior to a grading permit issuance.

Submit required grading plan to the Transportation Department, Plan Check Section, 8th Floor, 4080 Lemon Street, Riverside, CA.

60.TRANS. 2 USE - REVISE STREET IMP PLAN RECOMMND

Prior to the submittal of the required street improvement plan per condition of approval 90.TRANS.6, obtain the existing street improvement plan and profile No. 869-FF and show the revision of the plan.

Please process a plan revision through the Plan Check Section per Section I, Part "E", page 10 of the "Improvement Plan Check - Policies and Guidelines" manual available on the Internet at:
www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guidelines.html
If you have any questions, please call the Plan Check Section at (951) 955-6527.

60.TRANS. 3 USE - OBTAIN L&LMD APPLICATION RECOMMND

Obtain an application from the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, to submit application for required annexation per condition of approval 80.TRANS.7 and 90.TRANS.8.

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

80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT RECOMMND

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

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80. PRIOR TO BLDG PRMT ISSUANCE

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT (cont.) RECOMMND
Safety Department.

E HEALTH DEPARTMENT

80.E HEALTH. 1 USE -WATER/SEWER WILL SERVE RECOMMND
A "will-serve" letter from the appropriate water and sewer company/district shall be required to Environmental Health along with the filing fee in effect at the time of submittal.
THE APPLICATION SHALL ALSO HAVE A LETTER OF CLEARANCE FROM THE STATE FOOD AND DRUG THAT INSPECTIONS WILL OCCUR WITHIN THE REFRIGERATOR WAREHOUSE.

80.E HEALTH. 2 USE - HAZMAT RISK RECOMMND

The business must provide a California Accidental Release Plan (Cal-ARP) to the Hazardous Materials Management Division if the business handles acutely hazardous materials or extremely hazardous substances over the threshold planning quantity. Cal-ARP format requires completion prior to occupancy. Cal-ARP guideline must be adhered to before approval can be granted.

80.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact the Hazardous Materials Management Division, Bob Lehmann for requirements of the Cal-ARP at (951) 766-6524.

FIRE DEPARTMENT

80.FIRE. 1 USE-#17A-BLDG PLAN CHECK \$ RECOMMND

Building Plan check deposit base fee of \$1,056.00, shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

80.FIRE. 2 USE-#4-WATER PLANS RECOMMND

The applicant or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements.
Plans shall be signed and approved by a registered civil

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80. PRIOR TO BLDG PRMT ISSUANCE

80.FIRE. 2 USE-#4-WATER PLANS (cont.) RECOMMND

engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

FLOOD RI DEPARTMENT

80.FLOOD RI. 2 USE SUBMIT PLANS MINOR REVIEW RECOMMND

The scope of the District review will be limited to verification that this proposal has met its obligation under the County's municipal stormwater permit. A copy of the BMP improvement plans along with any necessary documentation shall be submitted to the Districts Plan Check Section for review. A copy of the improvement and grading plans shall be included for reference. The plans must receive the District's approval prior to issuance of permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

PLANNING DEPARTMENT

80.PLANNING. 3 USE - CONFORM TO ELEVATIONS RECOMMND

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBITS B and M.

80.PLANNING. 4 USE - CONFORM TO FLOOR PLANS RECOMMND

Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT C.

80.PLANNING. 5 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

80.PLANNING. 10 USE - FENCING PLAN REQUIRED RECOMMND

A fencing plan shall be submitted to and approved by the Planning Department. The plan shall show all wall and

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 10 USE - FENCING PLAN REQUIRED (cont.) RECOMMND

fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable.

Chain-link fencing is not permitted. Fencing shall be wrought-iron or similar material.

In the event the project is located adjacent to existing residential uses, proposed separation walls between project parcel(s) and existing residential uses shall be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.

80.PLANNING. 12 USE - PLANS SHOWING BIKE RACKS RECOMMND

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval. A minimum of six spaces shall be provided.

80.PLANNING. 13 USE - LIGHTING PLANS RECOMMND

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

80.PLANNING. 18 USE - SCHOOL MITIGATION_ RECOMMND

Impacts to the Jurupa Unified School District shall be mitigated in accordance with California State law.

80.PLANNING. 23 USE - FEE STATUS RECOMMND

Prior to issuance of building permits for Plot Plan No. 17788, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

80.PLANNING. 24 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 24 USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

contained in their letter dated April 22, 2002, summarized as follows:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

80.PLANNING. 25 USE - TITLE 24 BLD EFF STNDARD

RECOMMND

Construction of all nonresidential buildings or structures shall exceed the energy standards of the 2008 Building Efficiency Standards as set forth in the 2008 California Energy Code (Title 24, Part 6 of the California Code of Regulations) by a minimum of five percent (5%) in aggregate. Submission of a Title 24 worksheet with building plans for each implementing development project shall be required by the Department of Building and Safety in order to obtain a building permit and set the condition to MET status. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 25 USE - TITLE 24 BLD EFF STNDARD (cont.) RECOMMND

calculations for the implementing development project. Compliance is determined by comparing the energy use of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 6, Article 1, Section 10-109.

80.PLANNING. 26 USE - LC LANDSCAPE PLOT PLAN RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:

- 1)Landscape and irrigation working drawings "stamped" by a California certified landscape architect;
- 2)Weather based controllers and necessary components to eliminate water waste;
- 3)A copy of the "stamped" approved grading plans; and,
- 4)Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1)Identification of all common/open space areas;
- 2)Natural open space areas and those regulated/conserved by the prevailing MSHCP;
- 3)Shading plans for projects that include parking lots/areas;
- 4)The use of canopy trees (24" box or greater) within the parking areas;
- 5)Landscaping plans for slopes exceeding 3 feet in height;
- 6)Landscaping and irrigation plans associated with entry

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 26 USE - LC LANDSCAPE PLOT PLAN (cont.) RECOMMND

monuments. All monument locations and dimensions shall be provided on the plan; and/or,

7)If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

1)Landscaping plans for areas within the road right-of-way shall be submitted for review and approval by the Transportation Department only. The Planning Department shall not approve landscape plans within the Road Right-of-Way.

)When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.

80.PLANNING. 27 USE - LC LANDSCAPE SECURITIES RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be completed and submitted to Building and Safety for processing and review in conjunction with County Counsel.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 27 USE - LC LANDSCAPE SECURITIES (cont.)

RECOMMND

Upon determination of compliance, the Department of Building and Safety shall clear this condition.

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.

80.PLANNING. 28 USE - PV POWER GENERATION SYST

RECOMMND

Plot Plan No. 17788 shall incorporate features that permit the installation of a photovoltaic (PV) power generation system. This requirement shall include the up-grade of building structural, electrical & roofing systems as determined to support an approximate 1 Megawatt PV system. The applicant, land owner, developer and/or any successor-in-interest of this facility shall submit the project to Southern California Edison, the local electrical utility provider, for inclusion into either the "Utility Owned Generation" (UOG) or "Independent Power Producer" (IPP) program, through which the leasing of the rooftop and the actual installation of solar panels by SCE could occur. It is understood that the Utility Company will have the final word on whether the building will be included in the program.

TRANS DEPARTMENT

80.TRANS. 4 USE - R & B B D

RECOMMND

Prior to the issuance of a building permit, the project proponent shall pay fees in accordance with Zone A of the Mira Loma Road and Bridge Benefit District. All fees are based upon the fee schedule in effect at the time of issuance of the permit.

The project gross acreage is 20.48 acres.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 5 USE - TS/DESIGN

RECOMMND

The project proponent shall be responsible for the design of traffic signals at the intersections of:

Etiwanda Avenue (NS) at Inland Avenue (EW)
De Forest Circle (NS) at Hopkins Street (EW)

with no fee credit given for Traffic Signal Mitigation fees.

Or as approved by the Transportation Department

Traffic Signal Interconnect shall be installed as approved by the Transportation Department.

Installation of the signals shall be per 90.TRANS.1.

80.TRANS. 6 USE - TS/GEOMETRICS 1

RECOMMND

The intersection of Etiwanda Avenue at Hopkins Street shall be improved to provide the following geometrics:

Northbound: One left turn lane, two through lanes, one shared through/right turn lane

Southbound: One left turn lane, two through lanes, one shared through/right turn lane

Eastbound: One left turn lane, one shared through/right turn lane

Westbound: One left turn lane, one shared through/right turn lane

The intersection of De Forest Circle at Hopkins Street shall be improved to provide the following geometrics:

Northbound: One left turn lane, one shared through/right turn lane

Southbound: One left turn lane, one shared through/right turn lane

Eastbound: One shared left turn/through/right turn lane

Westbound: One shared left turn/through/right turn lane

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 6 USE - TS/GEOMETRICS 1 (cont.) RECOMMND

or as approved by the Transportation Department.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

80.TRANS. 7 USE - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to the issuance of a building permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767 and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

- (1) Landscaping along Dulles Drive.
- (2) Traffic signals per 90.TRANS.1 condition.
- (3) Street sweeping.

80.TRANS. 8 USE - LANDSCAPING RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within Dulles Drive and submitted to the Transportation Department. Landscaping plans shall be submitted on standard County plan sheet format (24" x 36"). Landscaping plans shall be submitted with the street improvement plans.

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90. PRIOR TO BLDG FINAL INSPECTION

BS GRADE DEPARTMENT

90.BS GRADE. 1 USE*G4.3PAVING INSPECTIONS RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact the Hazardous Materials Management Division, Doug Thompson at (951) 358-5055 for any additional requirements.

FIRE DEPARTMENT

90.FIRE. 1 USE-#45-FIRE LANES RECOMMND

The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#12A-SPRINKLER SYSTEM RECOMMND

Install a complete fire sprinkler system per NFPA 13 1999 edition in all buildings requiring a fire flow of 1500 GPM or greater. Sprinkler system(s) with pipe sizes in excess of 4" in diameter will require the project structural engineer to certify (wet signature) the stability of the building system for seismic and gravity loads to support the sprinkler system. All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to

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90. PRIOR TO BLDG FINAL INSPECTION

90.FIRE. 2 USE-#12A-SPRINKLER SYSTEM (cont.) RECOMMND

the front, within 50 feet of a hydrant, and a minimum of 25 feet from the building(s). A statement that the building(s) will be automatically fire sprinkled must be included on the title page of the building plans.

Applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System. Monitoring system shall monitor the fire sprinkler system(s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact fire department for guideline handout

90.FIRE. 3 USE-#27-EXTINGUISHERS RECOMMND

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

FLOOD RI DEPARTMENT

90.FLOOD RI. 2 USE BMP - EDUCATION RECOMMND

The developer shall distribute environmental awareness education materials on general good housekeeping practices that contribute to protection of stormwater quality to all initial users. The developer may obtain NPDES Public Educational Program materials from the District's NPDES Section by either the District's website www.floodcontrol.co.riverside.ca.us, e-mail fcnpdes@co.riverside.ca.us, or the toll free number 1-800-506-2555. Please provide Project number, number of units and location of development. Note that there is a five-day minimum processing period requested for all orders.

The developer must provide to the District's PLAN CHECK Department a notarized affidavit stating that the distribution of educational materials to the tenants is assured prior to the issuance of occupancy permits.

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90. PRIOR TO BLDG FINAL INSPECTION

90.FLOOD RI. 3 XXU BMP - MAINT & INSPECT RECOMMND

The permit holder shall contain provisions for all structural BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMP's within the project boundaries. A copy of all necessary documentation shall be submitted to the District for review and approval prior to the issuance of occupancy permits.

PLANNING DEPARTMENT

90.PLANNING. 3 USE - PARKING PAVING MATERIAL RECOMMND

A minimum of two hundred fifty-seven (257) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

90.PLANNING. 4 USE - ACCESSIBLE PARKING RECOMMND

A minimum of eight (8) accessible parking spaces for persons with disabilities shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 4 USE - ACCESSIBLE PARKING (cont.) RECOMMND
least 3 square feet in size.

90.PLANNING. 6 USE - LOADING SPACES RECOMMND
A minimum of fifty-one (51) loading spaces shall be provided in accordance with Section 18.12.a.(2)f(3).b. of Ordinance 348, and as shown on APPROVED EXHIBIT A. The loading spaces shall be surfaced with six (6) inches of concrete over a suitable base and shall not be less than 10 feet wide by 35 feet long, with 14 feet vertical clearance.

90.PLANNING. 8 USE - ROOF EQUIPMENT SHIELDING RECOMMND
Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

90.PLANNING. 10 USE - INSTALL BIKE RACKS RECOMMND
A bicycle rack with a minimum of six (6) spaces shall be provided in convenient locations to facilitate bicycle access to the project area as shown on APPROVED EXHIBIT A. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans. All bicycle racks shall be weather-protected.

90.PLANNING. 11 USE - UTILITIES UNDERGROUND RECOMMND
All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

90.PLANNING. 12 USE - CURBS ALONG PLANTERS RECOMMND
A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 16 USE - TRASH ENCLOSURES RECOMMND

One (1) trash enclosure which is adequate to enclose a minimum of two (2) bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure shall be a minimum of six (6) feet in height and shall be made with masonry block with landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

90.PLANNING. 21 USE - REMOVE OUTDOOR ADVERTISE RECOMMND

All existing outdoor advertising displays, signs or billboards shall be removed.

90.PLANNING. 22 USE - WALL & FENCE LOCATIONS RECOMMND

Wall and/or fence locations shall be in conformance with the approved fencing plan.

90.PLANNING. 26 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated April 22, 2002, summarized as follows:

1. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

2. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 26 USE - WASTE MGMT CLEARANCE (cont.) RECOMMND

by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

90.PLANNING. 27 USE - CONDITION COMPLIANCE RECOMMND

The Department of Building and Safety shall verify that the Development Standards of this approval and all other preceding conditions have been complied with prior to any use allowed by this permit.

90.PLANNING. 28 USE - EXTENDED TRUCK IDLING RECOMMND

Sign(s) stating that "EXTENDED IDLING TRUCK ENGINES IS NOT PERMITTED" shall be located at the entrance to the warehouse facility and at the truck parking area as shown on APPROVED EXHIBIT A. The sign(s) at the entrance to facility shall not be less than twenty four inches square and will provide directions to truck parking spaces with electrical hookups.

The hookups will provide power for refrigerated trailers that need to be parked on-sight for more than 5 minutes.

90.PLANNING. 30 USE - ORD 810 O S FEE (2) RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 17788 is calculated to be 18.73 net acres. In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 31 USE - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 31 USE - ORD NO. 659 (DIF) (cont.)

RECOMMND

shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 17788 has been calculated to be 18.73 net acres.

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 32 USE - MITIGATION MONITORING

RECOMMND

The permit holder shall prepare and submit a written report to the Riverside County Planning Department demonstrating compliance with all remaining conditions of approval and mitigation measures of this permit and EIR No. 450.

The Planning Director may require inspection or other monitoring to ensure such compliance.

90.PLANNING. 33 USE - LC LNDSCP INSPECT DEPOST

RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 33 USE - LC LNDSKP INSPECT DEPOST (cont.) RECOMMND

required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 34 USE - LC COMPLY W/ LNDSKP/ IRR RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. Upon determination of compliance, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 1 USE - TS/INSTALLATION RECOMMND

The project proponent shall be responsible for the construction and installation of traffic signals at the following locations:

Etiwanda Avenue (NS) at Inland Avenue (EW)
De Forest Circle (NS) at Hopkins Street (EW)

with no fee credit given for Traffic Signal Mitigation fees.

Or as approved by the Transportation Department

Traffic Signal Interconnect shall be installed as approved by the Transportation Department.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 2 USE - SIDEWALK IMP NOTAPPLY

The project proponent shall revise the existing street improvement plan P/P 869-FF for Dulles Drive to show the addition of a 6' curb face sidewalk and access ramps.

90.TRANS. 3 USE - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

90.TRANS. 6 USE - EXISTING CURB & GUTTER RECOMMND

On existing curb and gutter, new driveway, closure of existing driveways, sidewalks, and/or drainage devices within County right-of-way, including sewer and water laterals on Dulles Drive shall be constructed within the dedicated right-of-way in accordance with County Standards, Ordinance 461. Such construction shall be shown on existing street improvement plans and approved and permitted by the Transportation Department. Process a plan revision through the Plan Check Section per Section I, Part E, page 10 of the "Policies and Guidelines" available on the Internet at:
www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guide_lines.html. If you have questions, please call the Plan Check Section at (951) 955-6527.

- NOTE: 1. A 6' wide curb-face sidewalk will be constructed along the frontage of Dulles Drive. See Plan and Profile file number 869-FF.
2. Driveway shall be constructed in accordance with County Standard No. 207A.

90.TRANS. 7 USE - ST DESIGN/IMP CONCEPT RECOMMND

The street design and improvement concept of this project shall be coordinated with P/P 869-FF.

90.TRANS. 8 USE - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 8

USE - ANNEX L&LMD/OTHER DIST (cont.)

RECOMMND

Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859. Said annexation should include the following:

- (1) Landscaping along Duller Drive.
- (2) Traffic signals per 90.TRANS.1 condition.
- (3) Street sweeping.

90.TRANS. 9

USE - LANDSCAPING COMM/IND

RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved within Dulles Drive.

Assurance of continuous maintenance is required by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division; or if desired the developer may file an application for annexation into Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767.

90.TRANS. 10

USE - SIGNING & STRIPING

RECOMMND

A signing and striping plan is required for this project. The project proponent shall be responsible for any additional paving and/or striping removal caused by the striping plan. Traffic signing and striping shall be performed by County forces with all incurred costs borne by the applicant, unless otherwise approved by the County Traffic Engineer.

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10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is to develop a 104,210 square foot industrial building with 93,350 square feet of warehouse space, 10,860 square feet of office and mezzanine space, 41,699 square feet of landscaping area (16%), 96 parking spaces and 18 loading docks on a 5.99 gross (5.00 net) acre site with a floor area ratio of 0.40 (Light Industrial requires a 0.25-0.60 floor area ratio).

The project site is located in the Community of Glen Avon of the Jurupa Area Plan in Western Riverside County; more specifically, northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street.

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY) its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Plot Plan No. 18875. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Plot Plan No. 18875 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Site Plan for Plot Plan No. 18875 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT B = Project Elevations for Plot Plan No. 18875 Amended No. 2, dated July 12, 2010.

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10. GENERAL CONDITIONS

10. EVERY. 3 USE - DEFINITIONS (cont.) RECOMMND

APPROVED EXHIBIT C = Project Floor Plans for Plot Plan No. 18875 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT G = Conceptual Grading Plan for Plot Plan No. 18875 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT L = Preliminary Landscaping Plans (Sheets 1-3) for Plot Plan No. 18875 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT L-1 = Preliminary Landscaping Color Plant Palette Booklet (Sheets 1-16) for Plot Plan No. 18875 Amended No. 2, dated July 12, 2010.

APPROVED EXHIBIT M = Project Colors and Materials (Sheets 1-2) for Plot Plan No. 18875 Amended No. 2, dated July 12, 2010.

10. EVERY. 4 USE - 90 DAYS TO PROTEST RECOMMND

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 USE - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Department Grading Division conditions of approval.

10.BS GRADE. 2 USE* NPDES Supplement "A" RECOMMND

In order to insure compliance with Supplement A - New Development Guidelines for the Santa Ana, Santa Margarita and Whitewater Drainage Management Plan, all specific land use cases (Plot Plans, Conditional Use Permits, & Public Use Permits) and subdivisions (Tracts and Parcel maps) shall provide, as a part of their grading and drainage plan, the control of impervious runoff. This shall include impervious areas graded to drain to a BMP filtration

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10. GENERAL CONDITIONS

10.BS GRADE. 2 USE* NPDES Supplement "A" (cont.) RECOMMND

system. Direct drainage from impervious areas to the street or a storm drain facility shall be avoided.

10.BS GRADE. 3 USE - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 USE - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

10.BS GRADE. 5 USE - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 6 USE-G2.3SLOPE EROS CL PLAN RECOMMND

Erosion control - landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47).

10.BS GRADE. 7 USE - 2:1 MAX SLOPE RATIO RECOMMND

Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 10 USE - MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

10.BS GRADE. 14 USE - OFFST. PAVED PKG RECOMMND

All offstreet parking areas which are conditioned to be paved shall conform to Ordinance 457 base and paving design

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10. GENERAL CONDITIONS

10.BS GRADE. 14 USE - OFFST. PAVED PKG (cont.) RECOMMND
and inspection requirements.

10.BS GRADE. 21 USE - NPDES INSPECTIONS RECOMMND

Construction activities including clearing, stockpiling, grading or excavation of land which disturbs less than 1 acre and requires a grading permit or construction permit shall provide for effective control of erosion, sediment and all other pollutants year-round. The permittee shall be responsible for the installation and monitoring of effective erosion and sediment controls. Such controls may be evaluated by the Department of Building and Safety periodically to verify compliance with industry recognized erosion control measures.

Construction activities including but not limited to clearing, stockpiling, grading or excavation of land, which disturbs 1 acre or more or on-sites which are part of a larger common plan of development which disturbs 5 acres or more are required to keep a current copy of the storm water pollution prevention plan (SWPPP) on the construction site and shall be made available to the Department of Building and Safety upon request.

Year-round, Best Management Practices (BMP's) shall be maintained and be in place for all areas that have been graded or disturbed and for all material, equipment and/or operations that need protection. Removal BMP's (those BMP's which must be temporarily removed during construction activities) shall be in place at the end of each working day when there is a forecast of rain within the next five days, by the National Weather Service or whenever rain is imminent.

Monitoring for erosion and sediment control is required and shall be performed by the person responsible for the SWPPP. The Department of Building and Safety will conduct periodic NPDES inspections of the site throughout the recognized storm season to verify compliance with the site Storm Water Pollution Prevention Plan (SWPPP).

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10. GENERAL CONDITIONS

FIRE DEPARTMENT

10.FIRE. 1 USE-#01A - SHELL/FPE/COMM. RECOMMND

THESE CONDITIONS ARE FOR A SHELL BUILDING ONLY.
Occupant or tenant identification is imperative for oderly and prompt processing. Upon identification of the occupant or tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit. the fire department may result in project delays. Occupant or tenant identification is imperative for oderly and prompt processing. Upon identification of the occupant or tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit.

10.FIRE. 2 USE-#04-HIGH PILE/RACK STORAGE RECOMMND

A separate permit may be required for high-pile storage and/or racks. Sprinkler plans and/or sprinkler review must be submitted by a licensed sprinkler contractor with storage and/or rack plans to Riverside County Fire Department for review and approval of the 2001 cfc Article 81 compliance. Complete Article 81 information re: all commodities stored, rack dimensions, placement in building, sprinkler densities, etc. must be provided with suppression system for racks and/or high-pile storage review. A complete listing of commodities, classified using CFC Article 81, 2001 Edition and NFPA 13, 1999 Edition guidelines by a licensed Fire Protection Engineer (or other consultant approved by this jurisdiction).

10.FIRE. 3 USE-#50-BLUE DOT REFLECTOR RECOMMND

Blue retroreflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 4 USE-#23-MIN REQ FIRE FLOW RECOMMND

Minimum required fire flow shall be 4000 GPM for a 4 hour duration at 20 PSI residual operating pressure, which must be available before any combustibile material is placed on the job site. Fire flow is based on type IIIN construction per the 2001 CBC and Building(s) having a fire

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10. GENERAL CONDITIONS

10.FIRE. 4 USE-#23-MIN REQ FIRE FLOW (cont.) RECOMMND
sprinkler system.

10.FIRE. 5 USE-#19-ON/OFF LOOPED HYD RECOMMND
A combination of on-site and off-site super fire hydrants, on a looped system (6"x4"x 2-2 1/2"), will be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways. The required fire flow shall be available from any adjacent hydrants(s) in the system.

10.FIRE. 6 USE-#84-TANK PERMITS RECOMMND
Applicant or Developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permits, from the Riverside County Fire Department and Environmental Health Departments. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tanks(s) shall meet the following standard: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans.

10.FIRE. 7 USE-#89-RAPID HAZMAT BOX RECOMMND
Rapid entry Hazardous Material data and key storage cabinet shall be installed on the outside of the building. Plans shall be submitted to the Riverside County Fire Department for approval prior to installation.

10.FIRE. 8 USE-#25-GATE ENTRANCES RECOMMND
ny gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38 foot turning radius shall be used.

10.FIRE. 9 USE-#88A-AUTO/MAN GATES RECOMMND
Gate(s) shall be automatic or manual operated, minimum 24 feet in width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid

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10. GENERAL CONDITIONS

10.FIRE. 9 USE-#88A-AUTO/MAN GATES (cont.) RECOMMND

entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. (current plan check deposit base fee is \$126.00)

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD RPT RECOMMND

Plot Plan 18875 is a proposal to construct a speculative warehouse building on 5-acre parcel in the Mira Loma area. The project site is located on the east side of Etiwanda Avenue, just north of the 60 FWY. This project is being concurrently processed with PP 18876, PP 18877 and PP 18879.

The site is Parcel 35 of underlying Parcel Map 26365 for the Mira Loma Commerce Center. The site has been mass graded and the street improvements have been completed under the parcel map. The underlying parcel map also constructed a storm drain (Line A) within De Forest Circle right of way. The storm drain outlets to the District's San Sevaine Channel. The site is graded to drain Line A as shown in the hydrology for the underlying parcel map.

Except for nuisance nature local runoff that may traverse portions of the property, the project is considered free from ordinary storm flood hazard. However, a storm of unusual magnitude could cause some damage. New construction should comply with all applicable ordinances.

Impervious areas shall be graded or constructed to drain to a filtration BMP or equally effective alternative.

PLANNING DEPARTMENT

10.PLANNING. 1 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

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10. GENERAL CONDITIONS

10.PLANNING. 1 USE - COMPLY WITH ORD./CODES (cont.) RECOMMND

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

10.PLANNING. 2 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 3 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

10.PLANNING. 4 USE - COLORS & MATERIALS RECOMMND

Building colors and materials shall be in substantial conformance with those shown on APPROVED EXHIBIT M.

10.PLANNING. 7 USE - BASIS FOR PARKING RECOMMND

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b), Industrial uses: If number of workers cannot be determined: 1 space per 250 square feet of office area, and Warehouses: 1 space per 2,000 square feet of gross floor area.

The project is proposing 10,860 square feet of office area, and 93,350 square feet of storage/warehouse area with a total building area of 104,210 square feet that requires 90 parking spaces. The project is providing a total of 96 parking spaces.

10.PLANNING. 8 USE - PERMIT SIGNS SEPARATELY RECOMMND

No signs are approved pursuant to this project approval. Prior to the installation of any on-site advertising or directional signs, a signing plan shall be submitted to

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10. GENERAL CONDITIONS

10.PLANNING. 8 USE - PERMIT SIGNS SEPARATELY (cont.) RECOMMND

and approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

10.PLANNING. 10 USE - NO OUTDOOR ADVERTISING RECOMMND

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

10.PLANNING. 17 USE - RECLAIMED WATER RECOMMND

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

10.PLANNING. 19 USE - NO RESIDENT OCCUPANCY RECOMMND

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

10.PLANNING. 20 USE - MAINTAIN LICENSING RECOMMND

At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the South Coast Air Quality Management District (SCAQMD), or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

10.PLANNING. 22 USE - EXTERIOR NOISE LEVELS RECOMMND

The following conditions shall be applied to the project based on the information provided by the acoustical consultant:

1. Facility-related noise, as projected to any portion of any surrounding property containing a "sensitive receiver, habitable dwelling, hospital, school, library or nursing home", must not exceed the following worst-case noise levels 45 dB(A) - 10 minute noise equivalent level ("leq"), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime

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10. GENERAL CONDITIONS

10.PLANNING. 22

USE - EXTERIOR NOISE LEVELS (cont.)

RECOMMND

standard) and 65 dB (A) - 10 minute leq, between 7:00 a.m. and 10:00 p. m. (daytime standard).

2. Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be under taken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

Each Plot Plan is to provide a noise report that provides daily and hourly number of trucks, operating hours, dBA 10 minute Leq levels with worse case scenarios, noise readings from similar operations and distances to the nearest sensitive receivers for the below recommendations to apply or be modified.

3. The proposed 6-foot high separation wall between project parcels adjacent to existing residential uses should be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.

4. A 12-foot high perimeter barrier shall be required if nocturnal (10 p.m. to 7 a.m.) loading dock material handling activities are conducted within 300 feet of any residence. If nocturnal trucking activities are conducted simultaneously of the warehouse/loading dock, the 12-foot-high barrier shall be required if such combined activities occur within 600 feet of an existing home.

5. No nocturnal loading / unloading shall occur within 100 feet of any residence for Plot Plans 18876 and 18877. No combined trucking movements and unloading /loading shall occur within 200 feet of any residence from 10 p.m. to 7 a.m.

6. Our Department must receive, review and approve an acoustical report addressing the noise that might be produced from each specific tenant / plot plan. The Office of Industrial Hygiene will determine which businesses will be required to have an acoustical report.

7. The applicant shall pay review fees (prior to pulling your building permits) to the Department of Public Health

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10. GENERAL CONDITIONS

10.PLANNING. 22 USE - EXTERIOR NOISE LEVELS (cont.) (cont.) RECOMMND

for all time spent in review of this project. Fees will be assessed at the Department's hourly rate for Industrial Hygienists.

10.PLANNING. 23 USE - NOISE MONITORING REPORTS RECOMMND

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

10.PLANNING. 29 USE - CAUSES FOR REVOCATION RECOMMND

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

10.PLANNING. 30 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 31 USE - IND OCCUPANT CHANGE RECOMMND

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

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10. GENERAL CONDITIONS

10.PLANNING. 31 USE - IND OCCUPANT CHANGE (cont.) RECOMMND

the change..

10.PLANNING. 32 USE - ELECTRICAL HOOK-UPS RECOMMND

Tenant(s) receiving shipping container refrigerated units shall provide electrical hook-ups at all dock door positions as a part of the tenant improvement project for the building. The use of truck engines or auxiliary generators to power refrigerated shipping container units for more than 5 minutes is not allowed.

10.PLANNING. 37 USE - ORD 810 O S FEE (1) RECOMMND

In accordance with Riverside County Ordinance No. 810, to assist in providing revenue to acquire and preserve open space and habitat, an Interim Open Space Mitigation Fee shall be paid for each development project or portion of an expanded development project to be constructed in Western Riverside County. The amount of the fee for commercial or industrial development shall be calculated on the basis of "Project Area," which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development.

Any area identified as "NO USE PROPOSED" on the APPROVED EXHIBIT shall not be included in the Project Area.

10.PLANNING. 38 USE - 2ND DIST LS GUIDELINES RECOMMND

The permit holder shall comply with the intent of the "DESIGN AND LANDSCAPE GUIDELINES FOR DEVELOPMENT IN THE SECOND SUPERVISORIAL DISTRICT (Revised)", approved by the Board of Supervisors, September 15, 1998, and revised October 23, 1998 to APPROVED EXHIBITS B, L, and M.

Note: In the event of a conflict between the Design Guidelines and Approved Landscape Plans, the Approved Plans shall take precedence.

10.PLANNING. 39 USE - BUSINESS LICENSING RECOMMND

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License

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10. GENERAL CONDITIONS

10.PLANNING. 39 USE - BUSINESS LICENSING (cont.) RECOMMND

Program Office of the Building and Safety Department at
www.rctlma.org.buslic.

10.PLANNING. 40 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated November 6, 2003, summarized as follows:

The Riverside County Waste Management Department (Department) has reviewed the proposed project. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

3. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and

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10. GENERAL CONDITIONS

10.PLANNING. 40 USE - WASTE MGMT CLEARANCE (cont.) RECOMMND

development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

4. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

5. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

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

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

Any questions, please contact Ryan Ross, Planner from the Riverside County Waste Management Department Phone (951) 486-3351

10.PLANNING. 41 USE - ARB SIGN FOR IDLING RECOMMND

Signs stating that "The driver of a diesel-fueled motor vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds is prohibited from idling the vehicle's

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10. GENERAL CONDITIONS

10.PLANNING. 41 USE - ARB SIGN FOR IDLING (cont.) RECOMMND

primary engine for more than five (5) minutes at any location and may not operate a diesel fueled auxiliary power system (APS) for more than 5 minutes at any location within 100 feet of a restricted area (residences). The minimum penalty for an idling violation is \$300.00. To report a violation please contact 1800-END-SMOG" Signs shall be placed at every other loading dock and not be less than twenty four inches square.

10.PLANNING. 42 USE - IF HUMAN REMAINS FOUND RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 43 USE - INADVERTENT ARCHAEO FIND RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be

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10. GENERAL CONDITIONS

10.PLANNING. 43 USE - INADVERTENT ARCHAEO FIND (cont.) RECOMMND

followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find.

2. At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 44 USE - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;

2) Ensure all landscaping is provided with California Friendly landscaping and a weather based irrigation controller(s) as defined by County Ordinance No. 859;

3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,

4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility

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10. GENERAL CONDITIONS

10.PLANNING. 44 USE - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

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

1)Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

2)Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.

3)Ensure that all landscaping is healthy, free of weeds, disease and pests.

10.PLANNING. 45 USE - SHERIFF CLEARANCE RECOMMND

A clearance letter from Riverside County Sheriff shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated November 17, 2003.

10.PLANNING. 46 USE - OFF-SITE CIRCULATION RECOMMND

There shall be no trucks serving the project site from unnecessarily traversing through residential neighborhoods.

10.PLANNING. 47 USE - NO OFF-SITE REPAIR RECOMMND

There shall be no trucks serving the project site from using residential areas and repairing vehicles on any streets.

10.PLANNING. 48 USE - ON-SITE TRUCK IDLING RECOMMND

The developer/owner of the project shall reduce all truck idling time (including off-road equipment used during construction or operation) to a maximum of three (3) minutes within the site.

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10. GENERAL CONDITIONS

10.PLANNING. 49 USE - EDUCATION PROGRAM RECOMMND

The developer/owner shall include in the tenant lease an education program to inform truck drivers of the health effects of diesel particulate and importance of reducing their idling time. A copy of the tenant lease shall be provided to the County prior to issuance of a business license and occupancy of the lease space.

10.PLANNING. 50 USE - STREET SWEEPERS RECOMMND

Street sweepers shall be contracted and used during Project construction on the Project site in accordance with SCAQMD Rule 1186.1 for Less-Polluting Sweepers.

10.PLANNING. 51 USE - SCAQMD FUNDING PROGRAMS RECOMMND

The developer shall require future tenants to apply in good faith for funding for the replacement or retrofit of trucks, and shall actually utilize any received funding for the implementation of the replacement or retrofit of trucks, through programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>).

10.PLANNING. 52 USE - SIX INCHES OF FREEBOARD RECOMMND

All trucks hauling dirt, sand, soil, or other loose materials shall maintain at least six inches of freeboard space from the top of the container.

10.PLANNING. 53 USE - PREFERENTIAL PARKING RECOMMND

Preferential parking shall be provided for EV, hybrid, and CNG vehicles.

10.PLANNING. 54 USE - LEED CERTIFIED BUILDING RECOMMND

The project shall comply with the requirements for a LEED Certified building, in accordance with the edition of the USGBC New Construction (NC) Reference Manual in effect at time of project registration. The building(s) and facilities shall be maintained in the condition that awarded LEED certification.

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10. GENERAL CONDITIONS

TRANS DEPARTMENT

10.TRANS. 2 USE - NO ADD'L ON-SITE R-O-W RECOMMND

No additional on-site right-of-way shall be required on Etiwanda Avenue, Hopkins Street and De Forest Circle since adequate right-of-way exists, per PM 172/36-41.

10.TRANS. 6 USE - STD INTRO 3(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 8 USE - TS/CONDITIONS 2 RECOMMND

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

The Comprehensive General Plan circulation policies require a minimum of Level of Service 'C', except that Level of Service 'D' may be allowed in community development areas at intersections of any combination of secondary highways, major highways, arterials, urban arterials, expressways or state highways and ramp intersections.

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

Dulles Drive at: Philadelphia Avenue

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10. GENERAL CONDITIONS

10.TRANS. 8 USE - TS/CONDITIONS 2 (cont.) RECOMMND

Etiwanda Avenue at: Philadelphia Avenue

Etiwanda Avenue at: Inland Avenue

Etiwanda Avenue at: Hopkins Street

Etiwanda Avenue at: Space Center/Iberia Street

Etiwanda Avenue at: SR-60 Westbound Off-Ramp

Etiwanda Avenue at: SR-60 Eastbound Off-Ramp

Etiwanda Avenue at: San Sevaine Way

Etiwanda Avenue at: Van Buren Boulevard

Van Buren/Mission Boulevard at SR-60 Eastbound Off-Ramp

Van Buren/Mission Boulevard at SR-60 Westbound Off Ramp

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

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

10.TRANS. 9 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site:
<http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 1 USE - EXPIRATION DATE-PP RECOMMND

This approval shall be used within two (2) years of approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 1 USE - EXPIRATION DATE-PP (cont.) RECOMMND

within a two (2) year period which is thereafter diligently pursued to completion or of the actual occupancy of existing buildings or land under the terms of the authorized use.

Prior to the expiration of the two year period, the permittee may request a one (1) year extension of time request in which to use this plot plan. A maximum of three one-year extension of time requests shall be permitted. Should the time period established by any of the extension of time requests lapse, or should all three one-year extensions be obtained and no substantial construction or use of this plot plan be initiated within five (5) years of the effective date of the issuance of this plot plan, this plot plan shall become null and void.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G2.1 GRADING BONDS RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 2 USE-G2.2 IMPORT / EXPORT RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety Department. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the Building and Safety Department Director for approval.

60.BS GRADE. 4 USE-G2.4GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 4 USE-G2.4GEOTECH/SOILS RPTS (cont.) RECOMMND

approval prior to issuance of a grading permit.

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

60.BS GRADE. 5 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

60.BS GRADE. 7 USE-G2.14OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

60.BS GRADE. 10 USE-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 10 USE-G1.4 NPDES/SWPPP (cont.)

RECOMMND

comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

EPD DEPARTMENT

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR

RECOMMND

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

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

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60. PRIOR TO GRADING PRMT ISSUANCE

FLOOD RI DEPARTMENT

60.FLOOD RI. 1 XXU-SUBMIT PLANS

RECOMMND

A copy of the improvement plans, grading plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans shall receive District approval prior to issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

60.FLOOD RI. 2 USE BMP - FILTRATION

RECOMMND

Impervious areas shall be graded or constructed to drain to a filtration BMP or equally effective alternative. Filtration BMPs can be found in the attachment to Supplement A, "Selection and Design of Stormwater Quality Controls".

PLANNING DEPARTMENT

60.PLANNING. 3 USE - PLNTLOGST RETAINED (1)

RECOMMND

Prior to issuance of grading permits, a qualified paleontologist shall be retained by the developer for consultation and comment on the proposed grading with respect to potential paleontological impacts. Should the paleontologist find the potential is high for impact to significant resources, a pre-grade meeting between the paleontologist and the excavation and grading contractor shall be arranged. When necessary, the paleontologist or representative shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of fossils. The developer shall submit the name, telephone number and address of the retained paleontologist to the Planning Department.

The paleontologist shall submit in writing to the Planning Department the results of the initial consultation and the details of the fossil recovery plan if recovery was deemed necessary. The written results shall be submitted prior to issuance of grading permit.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 15 USE - FEE BALANCE RECOMMND

Prior to the issuance of grading permits for Plot Plan No. 18875, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

60.PLANNING. 16 USE - GRADING PLAN REVIEW RECOMMND

The permit holder shall submit an application for a grading plan check to be submitted to the County T.L.M.A - Land Use Division for review by the County Planning Department. Said grading plan shall be in conformance with the APPROVED EXHIBITS of this plot plan, in compliance with County Ordinance No. 457, and the conditions of approval.

60.PLANNING. 17 USE - PLANNING DEPT REVIEW RECOMMND

As part of the plan check review of the proposed grading plan for the subject property, the Department of Building and Safety - Grading Division shall submit a copy of the proposed grading plan, along with the applicable Log/Permit Numbers for reference, to the county Planning Department to be reviewed for compliance with the approved site plan.

TRANS DEPARTMENT

60.TRANS. 1 USE-SBMT/APPVD GRADG PLAN/TRAN RECOMMND

When you submit a grading plan to the Department of Building and Safety, a copy of the grading plan shall be submitted and approved by the Transportation Department prior to a grading permit issuance.

Submit required grading plan to the Transportation Department, Plan Check Section, 8th Floor, 4080 Lemon Street, Riverside, CA.

60.TRANS. 2 USE - REVISE STREET IMP PLAN RECOMMND

Prior to the submittal of the required street improvement plan per condition of approval 90.TRANS.15, obtain the existing street improvement plan and profile No. 869-FF and show the revision of the plan.

Please process a plan revision through the Plan Check Section per Section I, Part "E", page 10 of the

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60. PRIOR TO GRADING PRMT ISSUANCE

60.TRANS. 2 USE - REVISE STREET IMP PLAN (cont.) RECOMMND

"Improvement Plan Check - Policies and Guidelines" manual
available on the Internet at:
www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guidelines.html

If you have any questions, please call the Plan Check
Section at (951) 955-6527.

60.TRANS. 3 USE - OBTAIN L&LMD APPLICATION RECOMMND

Obtain an application from the Transportation Department,
L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA,
to submit application for required annexation per condition
of approval 80.TRANS.13 and 90.TRANS.17.

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

80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT RECOMMND

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

E HEALTH DEPARTMENT

80.E HEALTH. 1 USE - WATER WILL SERVE RECOMMND

A "Will-Serve" letter is required from the appropriate
water agency.

80.E HEALTH. 2 USE - FOOD PLANS REQD RECOMMND

A total of 3 complete set of plans for each food
establishment are needed including a fixture schedule, a
finish schedule, and a plumbing schedule in order to ensure
compliance with current State and Local regulations.

80.E HEALTH. 3 USE - LEA CLEARANCE RECOMMND

Clearance from the Environmental Resources Management
Division LEA

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80. PRIOR TO BLDG PRMT ISSUANCE

80.E HEALTH. 4 USE - PERC TEST REQD RECOMMND

satisfactory detailed soils percolation test in accordance with the procedures outlined in the Riverside County Waste Disposal Booklet entitled "Waste Disposal for Individual Homes, Commercial and Industrial".

FIRE DEPARTMENT

80.FIRE. 1 USE-#17A-BLDG PLAN CHECK \$ RECOMMND

Building Plan check deposit base fee of \$1,056.00, shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

80.FIRE. 2 USE-#4-WATER PLANS RECOMMND

The applicant or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements.

Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

FLOOD RI DEPARTMENT

80.FLOOD RI. 1 XXU-SUBMIT PLANS RECOMMND

A copy of the mprovement plans, grading plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans shall receive District approval prior to issuance of building permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

PLANNING DEPARTMENT

80.PLANNING. 6 USE - CONFORM TO ELEVATIONS RECOMMND

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 6 USE - CONFORM TO ELEVATIONS (cont.) RECOMMND

conformance with the elevations shown on APPROVED EXHIBITS B and M.

In addition, architectural enhancements shall be provided to enhance the views along Hopkins Avenue and Etiwanda Avenue.

The northeast corner shall maintain the same architectural elements as the front entry of the building. This includes the application of storefront glazing where appropriate.

The northwest corner shall also maintain the same architectural elements as the front entry of the building. This includes a raised parapet and application of storefront glazing where appropriate.

80.PLANNING. 7 USE - CONFORM TO FLOOR PLANS RECOMMND

Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT C.

80.PLANNING. 8 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

80.PLANNING. 15 USE - FENCING PLAN REQUIRED RECOMMND

A fencing plan shall be submitted to and approved by the Planning Department. The plan shall show all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable.

Wall and fence locations shall be in substantial conformance with APPROVED EXHIBIT A.

No chain-link fencing is allowed.

In the event the project is located adjacent to existing residential uses, proposed separation walls between project parcel(s) and existing residential uses shall be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 19 USE - PLANS SHOWING BIKE RACKS RECOMMND

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval. A minimum of six spaces shall be provided.

80.PLANNING. 20 USE - LIGHTING PLANS RECOMMND

All street lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

80.PLANNING. 30 USE - EDA/RDA CLEARANCE RECOMMND

Prior to the installation of any signage on the project site, a minor plot plan for outdoor/on-site signage shall be submitted to the Redevelopment Agency for comment and review.

80.PLANNING. 31 USE - SCHOOL MITIGATION RECOMMND

Impacts to the Jurupa Unified School District shall be mitigated in accordance with California State law.

80.PLANNING. 42 USE - FEE BALANCE RECOMMND

Prior to issuance of building permits for Plot Plan No. 18875, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

80.PLANNING. 43 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated March 27, 2001, summarized as follows:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 43 USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

80.PLANNING. 44 USE - TITLE 24 BLD EFF STNDARD

RECOMMND

Construction of all nonresidential buildings or structures shall exceed the energy standards of the 2008 Building Efficiency Standards as set forth in the 2008 California Energy Code (Title 24, Part 6 of the California Code of Regulations) by a minimum of five percent (5%) in aggregate. Submission of a Title 24 worksheet with building plans for each implementing development project shall be required by the Department of Building and Safety in order to obtain a building permit and set the condition to MET status. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations for the implementing development project. Compliance is determined by comparing the energy use of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 6, Article 1, Section 10-109.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 45

USE - LC LANDSCAPE PLOT PLAN

RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:

- 1)Landscape and irrigation working drawings "stamped" by a California certified landscape architect;
- 2)Weather based controllers and necessary components to eliminate water waste;
- 3)A copy of the "stamped" approved grading plans; and,
- 4)Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1)Identification of all common/open space areas;
- 2)Natural open space areas and those regulated/conserved by the prevailing MSHCP;
- 3)Shading plans for projects that include parking lots/areas;
- 4)The use of canopy trees (24" box or greater) within the parking areas;
- 5)Landscaping plans for slopes exceeding 3 feet in height;
- 6)Landscaping and irrigation plans associated with entry monuments. All monument locations and dimensions shall be provided on the plan; and/or,
- 7)If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

- 1)Landscaping plans for areas within the road right-of-way shall be submitted for review and approval by the Transportation Department only. The Planning Department

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 45 USE - LC LANDSCAPE PLOT PLAN (cont.)

RECOMMND

shall not approve landscape plans within the Road Right-of-Way.

)When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.

80.PLANNING. 46 USE - LC LANDSCAPE SECURITIES

RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be completed and submitted to Building and Safety for processing and review in conjunction with County Counsel. Upon determination of compliance, the Department of Building and Safety shall clear this condition.

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 46 USE - LC LANDSCAPE SECURITIES (cont.) RECOMMND

planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.

TRANS DEPARTMENT

80.TRANS. 4 USE - R & B B D RECOMMND

Prior to the issuance of a building permit, the project proponent shall pay fees in accordance with Zone A of the Mira Loma Road and Bridge Benefit District. All fees are based upon the fee schedule in effect at the time of issuance of the permit.

The project gross acreage is 5.99 acres.

80.TRANS. 7 USE - MAP.CORNER CUT-BACK NOTAPPLY

The project proponent shall apply corner cut-backs per the 2nd, 3rd and 5th District Guidelines.

80.TRANS. 10 USE - TS/DESIGN RECOMMND

The project proponent shall be responsible for the design of traffic signals at the intersections of:

Etiwanda Avenue (NS) at Inland Avenue (EW)

with no fee credit given for Traffic Signal Mitigation fees.

Or as approved by the Transportation Department

Traffic Signal Interconnect shall be installed as approved by the Transportation Department.

Installation of the signals shall be per 90.TRANS.14.

80.TRANS. 11 USE - TS/GEOMETRICS 1 RECOMMND

The intersection of Etiwanda Avenue at Hopkins Street shall be improved to provide the following geometrics:

Northbound: One left turn lane, two through lanes, one shared through/right turn lane

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 11 USE - TS/GEOMETRICS 1 (cont.) RECOMMND

Southbound: One left turn lane, two through lanes, one shared through/right turn lane

Eastbound: One left turn lane, one shared through/right turn lane

Westbound: One left turn lane, one shared through/right turn lane

The intersection of De Forest Circle at Hopkins Street shall be improved to provide the following geometrics:

Northbound: One left turn lane, one shared through/right turn lane

Southbound: One left turn lane, one shared through/right turn lane

Eastbound: One shared left turn/through/right turn lane

Westbound: One shared left turn/through/right turn lane

or as approved by the Transportation Department.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

80.TRANS. 12 USE - TRAFFIC SIGNAL RECOMMND

The project proponent shall comply in accordance with traffic signal requirements within public road rights-of-way, in accordance with Ordinance 461. Traffic signals shall be installed at the intersection(s) of Etiwanda Avenue and Inland Avenue. Assurance of traffic signal maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated.

80.TRANS. 13 USE - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to the issuance of a building permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 13 USE - ANNEX L&LMD/OTHER DIST (cont.)

RECOMMND

Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

- (1) Landscaping along Hopkins Street and De Forest Circle.
- (2) Traffic signals per 90.TRANS.14 condition.
- (3) Street sweeping.

80.TRANS. 14 USE - LANDSCAPING

RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within Hopkins Street and DeForest Circle and submitted to the Transportation Department. Landscaping plans shall be submitted on standard County plan sheet format (24" x 36"). Landscaping plans shall be submitted with the street improvement plans.

90. PRIOR TO BLDG FINAL INSPECTION

BS GRADE DEPARTMENT

90.BS GRADE. 1 USE*G4.3PAVING INSPECTIONS

RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN

RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

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90. PRIOR TO BLDG FINAL INSPECTION

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact a Hazardous Materials Specialist, Hazardous Materials Management Division, at (951) 358-5055 for any additional requirements.

FIRE DEPARTMENT

90.FIRE. 1 USE-#45-FIRE LANES RECOMMND

The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#12A-SPRINKLER SYSTEM RECOMMND

Install a complete fire sprinkler system per NFPA 13 1999 edition in all buildings requiring a fire flow of 1500 GPM or greater. Sprinkler system(s) with pipe sizes in excess of 4" in diameter will require the project structural engineer to certify (wet signature) the stability of the building system for seismic and gravity loads to support the sprinkler system. All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to the front, within 50 feet of a hydrant, and a minimum of 25 feet from the building(s). A statement that the building(s) will be automatically fire sprinkled must be included on the title page of the building plans.

Applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System. Monitoring system shall monitor the fire sprinkler system(s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact fire department for guideline handout

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90. PRIOR TO BLDG FINAL INSPECTION

90.FIRE. 3

USE-#27-EXTINGUISHERS

RECOMMND

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

FLOOD RI DEPARTMENT

90.FLOOD RI. 1

XXU BMP - MAINT & INSPECT

RECOMMND

The permit holder shall contain provisions for all structural BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMP's within the project boundaries. A copy of all necessary documentation shall be submitted to the District for review and approval prior to the issuance of occupancy permits.

90.FLOOD RI. 2

USE BMP - EDUCATION

RECOMMND

The developer shall distribute environmental awareness education materials on general good housekeeping practices that contribute to protection of stormwater quality to all initial users. The developer may obtain NPDES Public Educational Program materials from the District's NPDES Section by either the District's website www.floodcontrol.co.riverside.ca.us, e-mail fcnpdes@co.riverside.ca.us, or the toll free number 1-800-506-2555. Please provide Project number, number of units and location of development. Note that there is a five-day minimum processing period requested for all orders.

The developer must provide to the District's PLAN CHECK Department a notarized affidavit stating that the distribution of educational materials to the tenants is assured prior to the issuance of occupancy permits.

PLANNING DEPARTMENT

90.PLANNING. 6

USE - PARKING PAVING MATERIAL

RECOMMND

A minimum of ninety-six (96) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 6 USE - PARKING PAVING MATERIAL (cont.) RECOMMND

otherwise approved by the Planning Department. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

90.PLANNING. 7 USE - ACCESSIBLE PARKING RECOMMND

A minimum of four (4) accessible parking spaces for persons with disabilities shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

90.PLANNING. 9 USE - LOADING SPACES RECOMMND

A minimum of eighteen (18) loading spaces shall be provided in accordance with Section 18.12.a.(2)f(3).b. of Ordinance 348, and as shown on APPROVED EXHIBIT A. The loading spaces shall be surfaced with six (6) inches of concrete over a suitable base and shall not be less than 10 feet wide by 35 feet long, with 14 feet vertical clearance.

90.PLANNING. 12 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 12 USE - ROOF EQUIPMENT SHIELDING (cont.) RECOMMND
approval.

90.PLANNING. 14 USE - INSTALL BIKE RACKS RECOMMND

A bicycle rack with a minimum of six (6) spaces shall be provided in convenient locations to facilitate bicycle access to the project area as shown on APPROVED EXHIBIT A. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans. All bicycle racks shall be weather-protected.

90.PLANNING. 15 USE - UTILITIES UNDERGROUND RECOMMND

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

90.PLANNING. 19 USE - CURBS ALONG PLANTERS RECOMMND

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

90.PLANNING. 20 USE - TRASH ENCLOSURES RECOMMND

One (1) trash enclosure which is adequate to enclose a minimum of two (2) bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 20 USE - TRASH ENCLOSURES (cont.) RECOMMND

with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

90.PLANNING. 25 USE - REMOVE OUTDOOR ADVERTISE RECOMMND

All existing outdoor advertising displays, signs or billboards shall be removed.

90.PLANNING. 26 USE - WALL & FENCE LOCATIONS RECOMMND

Wall and/or fence locations shall be in conformance with the approved fencing plan.

90.PLANNING. 27 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated November 6, 2003, summarized as follows:

1. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

2. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

90.PLANNING. 28 USE - CONDITION COMPLIANCE RECOMMND

The Department of Building and Safety shall verify that the Development Standards of this approval and all other preceding conditions have been complied with prior to any use allowed by this permit.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 29 USE - EXTENDED TRUCK IDLING RECOMMND

Sign(s) stating that "EXTENDED IDLING TRUCK ENGINES IS NOT PERMITTED" shall be located at the entrance to the warehouse facility and at the truck parking area as shown on APPROVED EXHIBIT A. The sign(s) at the entrance to facility shall not be less than twenty four inches square and will provide directions to truck parking spaces with electrical hookups.

The hookups will provide power for refrigerated trailers that need to be parked on-sight for more than 5 minutes.

90.PLANNING. 33 USE - ORD 810 O S FEE (2) RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 18875 is calculated to be 5.00 net acres. In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 34 USE - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 34 USE - ORD NO. 659 (DIF) (cont.) RECOMMND

development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 18875 has been calculated to be 5.00 net acres.

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 35 USE - MITIGATION MONITORING RECOMMND

The permit holder shall prepare and submit a written report to the Riverside County Planning Department demonstrating compliance with all remaining conditions of approval and mitigation measures of this permit and EIR No. 450.

The Planning Director may require inspection or other monitoring to ensure such compliance.

90.PLANNING. 36 USE - LC LNDSCP INSPECT DEPOST RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 37 USE - LC COMPLY W/ LNDSCP/ IRR RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 37 USE - LC COMPLY W/ LNDSCP/ IRR (cont.) RECOMMND

Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. Upon determination of compliance, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 1 USE - IMPROVEMENTS NOTAPPLY

Hopkins Street and De Forest Circle are County maintained roads and shall be improved with 34 feet of asphalt concrete pavement within a 48 foot part-width dedicated right-of-way in accordance with County Standatd No. 111.

Note: 6' wide curb adjacent sidewalk will be onstructed along the frontage of this site on both streets.

90.TRANS. 2 USE - IMP PLANS NOTAPPLY

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County.

90.TRANS. 9 USE - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

90.TRANS. 14 USE - TS/INSTALLATION INEFFECT

The project proponent shall be responsible for the construction and installation of traffic signals at the following locations:

Etiwanda Avenue (NS) at Inland Avenue (EW)

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 14 USE - TS/INSTALLATION (cont.) INEFFECT

with no fee credit given for Traffic Signal Mitigation fees.

Or as approved by the Transportation Department

Traffic Signal Interconnect shall be installed as approved by the Transportation Department.

90.TRANS. 15 USE- EXISTING CURB & GUTTER RECOMMND

On existing curb and gutter, new driveways, closure of existing driveways, sidewalks and/or drainage devices within County right-of-way, including sewer and water laterals on De Forest Circle and Hopkins Street shall be constructed within the dedicated right-of-way in accordance with County Draft Standards No. 207A and 401, Ordinance 461. Such construction shall be shown on existing street improvement plans and approved and permitted by the Transportation Department. Process a plan revision through the Plan Check Section per Section I, Part E, page 10 of the "Policies and Guidelines" available on the Internet at:

www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guide_lines.html. If you have questions, please call the Plan Check Section at (951) 955-6527.

NOTE: 1. A 6' wide curb-face sidewalk will be constructed along the frontages of Hopkins Street and De Forest Circle. See Plan and Profile file number 869-FF.

2. Driveway shall be constructed in accordance with County Standard No. 207A.

90.TRANS. 16 USE - ST DESIGN/IMP CONCEPT RECOMMND

The street design and improvement concept of this project shall be coordinated with plan and profile file number 869-FF.

90.TRANS. 17 USE - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 17 USE - ANNEX L&LMD/OTHER DIST (cont.) RECOMMND

any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859. Said annexation should include the following:

- (1) Landscaping along Hopkins Street and De Forest Circle.
- (2) Traffic signals per 90.TRANS.14 condition.
- (3) Street sweeping.

90.TRANS. 18 USE - LANDSCAPING COMM/IND RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved within Hopkins Street and De Forest Circle.

Assurance of continuous maintenance is required by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division; or if desired the developer may file an application for annexation into Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767.

90.TRANS. 19 USE - SIGN & STRIIPING RECOMMND

A signing and striping plan is required for this project. The project proponent shall be responsible for any additional paving and/or striping removal caused by the striping plan. Traffic signing and striping shall be performed by County forces with all incurred costs borne by the applicant, unless otherwise approved by the County Traffic Engineer.

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10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space, 13,200 square feet of office space, 42,948 square feet of landscaping area (15%) and 243 parking spaces on a 6.83 gross (6.42 net) acre site with a floor area ratio of 0.33 (Light Industrial requires a 0.25-0.60 floor area ratio).

The project site is located in the Community of Glen Avon of the Jurupa Area Plan in Western Riverside County; more specifically, northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street.

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY) its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Plot Plan No. 18876. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Plot Plan No. 18876 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Site Plan for Plot Plan No. 18876 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBITS B & C = Project Elevations and Floor Plans (Sheets 1-6) for Plot Plan No. 18876 Amended No. 4, dated July 12, 2010.

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10. GENERAL CONDITIONS

10. EVERY. 3 USE - DEFINITIONS (cont.) RECOMMND

APPROVED EXHIBIT G = Conceptual Grading Plan for Plot Plan No. 18876 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT L = Preliminary Landscaping Plans for Plot Plan No. 18876 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT M = Project Colors and Materials (Sheets 1-2) for Plot Plan No. 18876 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT P = Photometric Plan for Plot Plan No. 18876 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT S = Sign Program (Sheets 1-5) for Plot Plan No. 18876 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT W = Wall Plan for Plot Plan No. 18876 Amended No. 4, dated July 12, 2010.

10. EVERY. 4 USE - 90 DAYS TO PROTEST RECOMMND

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 USE - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Department Grading Division conditions of approval.

10.BS GRADE. 3 USE - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

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10. GENERAL CONDITIONS

10.BS GRADE. 4 USE - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

10.BS GRADE. 5 USE - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 6 USE-G2.3SLOPE EROS CL PLAN RECOMMND

Erosion control - landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47).

10.BS GRADE. 7 USE - 2:1 MAX SLOPE RATIO RECOMMND

Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 10 USE - MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

10.BS GRADE. 12 USE - SLOPE SETBACKS RECOMMND

Observe slope setbacks from buildings & property lines per the California Building Code as amended by Ordinance 457.

10.BS GRADE. 19 USE-G4.3PAVING INSPECTIONS RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

FIRE DEPARTMENT

10.FIRE. 1 USE-#01A - SHELL/FPE/COMM. RECOMMND

THESE CONDITIONS ARE FOR A SHELL BUILDING ONLY. Shell building will receive a shell final only. No Certificate of Occupancy (human occupant and/or materials) will be issued until the building occupant has been

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10. GENERAL CONDITIONS

10.FIRE. 1 USE-#01A - SHELL/FPE/COMM. (cont.) RECOMMND

identified with their occupancy classification and have been conditioned by Riverside County Fire Department. Occupant or tenant identification is imperative for oderly and prompt processing. Upon identification of the occupant or tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit. Failure to provide a comprehensive data analysis and/or technical information acceptable to the fire department may result in project delays.

A complete commodity listing disclosing type, quantity, level of hazard and potential for "Reactivity" must be provided within ___ days. The foregoing is necessary to properly occupancy classify the building(s). Failure to provide comprehensive data and/or highly technical information, will result in project delay and requirement for a complete Fire Protection Study for review.

10.FIRE. 2 USE-#50-BLUE DOT REFLECTOR RECOMMND

Blue retroreflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 3 USE-#23-MIN REQ FIRE FLOW RECOMMND

Minimum required fire flow shall be 1750 GPM for a 2 hour duration at 20 PSI residual operating pressure, which must be available before any combustibile material is placed on the job site. Fire flow is based on type IIIN construction per the 2001 CBC and Building(s) having a fire sprinkler system.

10.FIRE. 5 USE-#84-TANK PERMITS RECOMMND

Applicant or Developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permits, from the Riverside County Fire Department and Environmental Health Departments. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tanks(s) shall meet the following standard: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact

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10. GENERAL CONDITIONS

10.FIRE. 5 USE-#84-TANK PERMITS (cont.) RECOMMND

Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans.

10.FIRE. 6 USE-#89-RAPID HAZMAT BOX RECOMMND

Rapid entry Hazardous Material data and key storage cabinet shall be installed on the outside of the building. Plans shall be submitted to the Riverside County Fire Department for approval prior to installation.

10.FIRE. 7 USE-#25-GATE ENTRANCES RECOMMND

ny gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38 foot turning radius shall be used.

10.FIRE. 8 USE-#88A-AUTO/MAN GATES RECOMMND

Gate(s) shall be automatic or manual operated, minimum 24 feet in width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. (current plan check deposit base fee is \$126.00)

10.FIRE. 9 USE-#31-ON/OFF NOT LOOPED HYD RECOMMND

A combination of on-site and off-site super fire hydrant(s) (6"x4"x 2-2-1/2"), will be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways. The required fire flow shall be available from any adjacent hydrants(s) in the system.

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10. GENERAL CONDITIONS

FLOOD RI DEPARTMENT

10.FLOOD RI. 1

USE FLOOD HAZARD REPORT

RECOMMND

Plot Plan 18876 is a proposal to construct a speculative warehouse building on 6.41-acre parcel in the Mira Loma area. The project site is located on the east side of Etiwanda Avenue, just north of the 60 FWY. This project is being concurrently processed with PP 18875, PP 18877 and PP 18879.

The site is Parcel 37 of underlying Parcel Map 26365 for the Mira Loma Commerce Center. The site has been mass graded and the street improvements have been completed under the parcel map. The underlying parcel map also constructed a storm drain (Line A) within De Forest Circle right of way. The storm drain outlets to the District's San Sevaine Channel. The hydrology for the underlying parcel map shows this site to drain to Line A. An exhibit received by the District August 14, 2007 shows the site graded to the south west corner where a catch basin on Etiwanda Avenue and existing Line D on a south side picks up the onsite flows as well as surface flows from the street and outlets to Line "A" on De Forest Circle. Existing Line D parallels the south property line to a junction with the De Forest Circle storm drain. Line D was only designed to convey runoff emanating from the roadway surface for Etiwanda Avenue and Philadelphia Avenue; it is unlikely to have capacity for flows from this site. The developer shall either prove that Line "D" has capacity to accept the onsite flows or propose an alternate storm drain to convey the onsite flows to Line "A".

The District has reviewed the preliminary WQMP dated December 2006, the developer is proposing filters to mitigate for water quality that is acceptable to the District.

10.FLOOD RI. 2

USE DRAIN ONSITE TO LINE A

RECOMMND

All onsite flows from the project area shall be collected and conveyed to Line A in De Forest Circle.

10.FLOOD RI. 4

USE WQMP ESTABL MAINT ENTITY

RECOMMND

This project proposes BMP facilities that will require maintenance by public agency or commercial property owner association. To ensure that the public is not unduly

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10. GENERAL CONDITIONS

10.FLOOD RI. 4 USE WQMP ESTABL MAINT ENTITY (cont.)

RECOMMND

burdened with future costs, prior to final approval or recordation of this case, the District will require an acceptable financial mechanism be implemented to provide for maintenance of treatment control BMPs in perpetuity. This may consist of a mechanism to assess individual benefiting property owners, or other means approved by the District. The site's treatment control BMPs must be shown on the project's improvement plans - either the street plans, grading plans, or landscaping plans. The type of improvement plans that will show the BMPs will depend on the selected maintenance entity.

10.FLOOD RI. 5 XXU SUBMIT FINAL WQMP >PRELIM

RECOMMND

In compliance with Santa Ana Region and San Diego Region Regional Water Quality Control Board Orders, and Beginning January 1, 2005, projects submitted within the western region of the unincorporated area of Riverside County for discretionary approval will be required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. The WQMP requirements will vary depending on the project's geographic location (Santa Ana, Santa Margarita or Whitewater River watersheds). The WQMP provides detailed guidelines and templates to assist the developer in completing the necessary studies. These documents are available on-line at: www.floodcontrol.co.riverside.ca.us under Programs and Services, Stormwater Quality.

To comply with the WQMP a developer must submit a "Project Specific" WQMP. This report is intended to a) identify potential post-project pollutants and hydrologic impacts associated with the development; b) identify proposed mitigation measures (BMPs) for identified impacts including site design, source control and treatment control post-development BMPs; and c) identify sustainable funding and maintenance mechanisms for the aforementioned BMPs. A template for this report is included as 'exhibit A' in the WQMP. A final Project Specific WQMP must be approved by the District prior to issuance of building or grading permits.

Projects requiring Project Specific WQMPs are required to submit a PRELIMINARY Project Specific WQMP along with the land-use application package. The format of the

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10. GENERAL CONDITIONS

10.FLOOD RI. 5 XXU SUBMIT FINAL WQMP >PRELIM (cont.) RECOMMND

PRELIMINARY report shall mimic the format/template of the final report but can be less detailed. For example, points a, b & c above must be covered, rough calculations supporting sizing must be included, and footprint/locations for the BMPs must be identified on the tentative exhibit. Detailed drawings will not be required. This preliminary project specific WQMP must be approved by the District prior to issuance of recommended conditions of approval.

The developer has submitted a report that minimally meets the criteria for a preliminary project specific WQMP. The report will need significant revisions to meet the requirements of a final project specific WQMP. Also, it should be noted that if 401 certification is necessary for the project, the Water Quality Control Board may require additional water quality measures.

PLANNING DEPARTMENT

10.PLANNING. 1 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

10.PLANNING. 2 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 3 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

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10. GENERAL CONDITIONS

10.PLANNING. 4 USE - COLORS & MATERIALS RECOMMND

Building colors and materials shall be in substantial conformance with those shown on APPROVED EXHIBIT M.

10.PLANNING. 7 USE - BASIS FOR PARKING RECOMMND

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b), Industrial uses: If number of workers cannot be determined: 1 space per 250 square feet of office area, and PLUS 1 space per 1,000 square feet of storage area.

The project is proposing 13,200 square feet of office area and 83,810 square feet of storage area with a total building area of 97,010 square feet that requires 137 parking spaces. The project is providing a total of 243 parking spaces.

10.PLANNING. 8 USE - LIMIT ON SIGNAGE RECOMMND

Signage for this project shall be limited to the sign program shown on APPROVED EXHIBIT S. Any additional signage shall be approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

10.PLANNING. 9 USE - NO OUTDOOR ADVERTISING RECOMMND

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

10.PLANNING. 17 USE - RECLAIMED WATER RECOMMND

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

10.PLANNING. 19 USE - NO RESIDENT OCCUPANCY RECOMMND

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

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10. GENERAL CONDITIONS

10.PLANNING. 20 USE - MAINTAIN LICENSING

RECOMMND

At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the South Coast Air Quality Management District (SCAQMD), or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

10.PLANNING. 21 USE - EXTERIOR NOISE LEVELS

RECOMMND

The following conditions shall be applied to the project based on the information provided by the acoustical consultant:

1. Facility-related noise, as projected to any portion of any surrounding property containing a "sensitive receiver, habitable dwelling, hospital, school, library or nursing home", must not exceed the following worst-case noise levels 45 dB(A) - 10 minute noise equivalent level ("leq"), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard) and 65 dB (A) - 10 minute leq, between 7:00 a.m. and 10:00 p. m. (daytime standard).

2. Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be under taken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

Each Plot Plan is to provide a noise report that provides daily and hourly number of trucks, operating hours, dBA 10 minute Leq levels with worse case scenarios, noise readings from similar operations and distances to the nearest sensitive receivers for the below recommendations to apply or be modified.

3. The proposed 6-foot high separation wall between project parcels adjacent to existing residential uses should be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.

4. A 12-foot high perimeter barrier shall be required if nocturnal (10 p.m. to 7 a.m.) loading dock material handling activities are conducted within 300 feet of any

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10. GENERAL CONDITIONS

10.PLANNING. 21 USE - EXTERIOR NOISE LEVELS (cont.) RECOMMND

residence. If nocturnal trucking activities are conducted simultaneously of the warehouse/loading dock, the 12-foot-high barrier shall be required if such combined activities occur within 600 feet of an existing home.

5. No nocturnal loading / unloading shall occur with 100 feet of any residence for Plot Plans 18876 and 18877. No combined trucking movements and unloading /loading shall occur within 200 feet of any residence from 10 p.m. to 7 a.m.

6. Our Department must receive, review and approve an acoustical report addressing the noise that might be produced from each specific tenant / plot plan. The Office of Industrial Hygiene will determine which businesses will be required to have an acoustical report.

7. The applicant shall pay review fees (prior to pulling your building permits) to the Department of Public Health for all time spent in review of this project. Fees will be assessed at the Department's hourly rate for Industrial Hygienists.

10.PLANNING. 22 USE - NOISE MONITORING REPORTS RECOMMND

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

10.PLANNING. 25 USE - CAUSES FOR REVOCATION RECOMMND

In the event the use hereby permitted under this permit, a) is found to be in violation of the terms and conditions of this permit,

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10. GENERAL CONDITIONS

10.PLANNING. 25 USE - CAUSES FOR REVOCATION (cont.) RECOMMND

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

10.PLANNING. 26 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 28 USE - IND OCCUPANT CHANGE RECOMMND

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

10.PLANNING. 32 USE - ELECTRICAL HOOK-UPS RECOMMND

Tenant(s) receiving shipping container refrigerated units shall provide electrical hook-ups at all dock door positions as a part of the tenant improvement project for the building. The use of truck engines or auxiliary generators to power refrigerated shipping container units for more than 5 minutes is not allowed.

10.PLANNING. 33 USE - ORD 810 O S FEE (1) RECOMMND

In accordance with Riverside County Ordinance No. 810, to assist in providing revenue to acquire and preserve open space and habitat, an Interim Open Space Mitigation Fee shall be paid for each development project or portion of an expanded development project to be constructed in Western Riverside County. The amount of the fee for commercial or industrial development shall be calculated on the basis of "Project Area," which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development.

Any area identified as "NO USE PROPOSED" on the APPROVED EXHIBIT shall not be included in the Project Area.

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10. GENERAL CONDITIONS

10.PLANNING. 34 USE - 2ND DIST LS GUIDELINES RECOMMND

The permit holder shall comply with the intent of the "DESIGN AND LANDSCAPE GUIDELINES FOR DEVELOPMENT IN THE SECOND SUPERVISORIAL DISTRICT (Revised)", approved by the Board of Supervisors, September 15, 1998, and revised October 23, 1998 to APPROVED EXHIBITS B, L, and M.

Note: In the event of a conflict between the Design Guidelines and Approved Landscape Plans, the Approved Plans shall take precedence.

10.PLANNING. 35 USE - BUSINESS LICENSING RECOMMND

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department at www.rctlma.org.buslic.

10.PLANNING. 36 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 12, 2007, summarized as follows:

The Riverside County Waste Management Department (Department) has reviewed the proposed project. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade,

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10. GENERAL CONDITIONS

10.PLANNING. 36

USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

3. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

4. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

5. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

6. Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite

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10. GENERAL CONDITIONS

10.PLANNING. 36 USE - WASTE MGMT CLEARANCE (cont.) (cont.) RECOMMND

composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

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

Any questions, please contact Ryan Ross, Planner from the Riverside County Waste Management Department Phone (951) 486-3351

10.PLANNING. 37 USE - ARB SIGN FOR IDLING RECOMMND

Signs stating that "The driver of a diesel-fueled motor vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds is prohibited from idling the vehicle's primary engine for more than five (5) minutes at any location and may not operate a diesel fueled auxiliary power system (APS) for more than 5 minutes at any location within 100 feet of a restricted area (residences). The minimum penalty for an idling violation is \$300.00. To report a violation please contact 1800-END-SMOG" Signs shall be placed at every other loading dock and not be less than twenty four inches square.

10.PLANNING. 38 USE - LAND DIVISION REQUIRED RECOMMND

Prior to the sale of any individual structure as shown on APPROVED EXHIBIT A, a land division shall be recorded in accordance with verside County Ordinance No. 460, and any other pertinent ordinance.

10.PLANNING. 52 USE - GEO01827 RECOMMND

County Geologic Report (GEO) No. 1827, submitted for this project (PP18876, PM35536), was prepared by Norcal Engineering and is entitled: "Geotechnical Engineering Investigation, Proposed Industrial Development, Northeast Corner of Etiwanda Avenue and Iberia Street, Mira Loma, California", dated March 30, 2007. In addition, Norcal Engineering prepared the following responses:

1."Geotechnical Evaluation of Potential Faulting, Proposed Industrial Development, Three Nearby Sites, Mira Loma, California, 3. Northeast Corner of Etiwanda Avenue and

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10. GENERAL CONDITIONS

10.PLANNING. 52

USE - GEO01827 (cont.)

RECOMMND

Iberia Street, Riverside County Case #PP18876", prepared by Andrew Stone, Engineering Geology and dated July 6, 2007.

2."Response to County Geologic Report Review Sheet - Proposed Industrial Development - Located at the Northeast Corner of Etiwanda Avenue and Iberia Street, Mira Loma, in the County of Riverside, California" dated August 15, 2007.

3."Response to County Geotechnical Report Review Sheet - Proposed Industrial Development - Located at the Northwest Corner of Etiwanda Avenue and Iberia Street, Mira Loma, in the County of Riverside, California" dated August 15, 2007.

These additional reports are now included as part of GEO No. 1827.

GEO No 1827 concluded:

1.Research that indicates groundwater at the site is greater than 100 feet below the existing ground surface and the potential for groundwater rise is considered very low. This, combined with the relative high density of the subsurface soils below the loose surficial soils which will be reworked, indicates a low potential for this site to be affected by seismically induced liquefaction.

2.Based on aerial photography review, literature research and site mapping, no active faults are known or were found to traverse or trend toward the site, thus the potential for damage due to surface fault rupture is considered to be very low.

3.The potential for this site to be affected by secondary seismic hazards such as seismically induced settlement, flooding, seiche/tsunami and seismically induced landsliding or slope failure is also considered to be low. There is a high potential for this site to be affected by strong seismic shaking during the lifetime of the proposed development.

GEO No 1827 recommended:

1.All vegetation, trash piles, pavements and other debris should be removed from the proposed grading areas. All strippings and debris should be removed from the site in

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10. GENERAL CONDITIONS

10.PLANNING. 52

USE - GEO01827 (cont.) (cont.)

RECOMMND

order to preclude their incorporation in the proposed fills.

2.The existing site soils beneath the proposed building area should be removed to a minimum depth of 24 inches below the bottom of the proposed footings. These removals should extend at least five feet laterally beyond the footing lines. Subsequent to acceptance of the over-excavation bottoms, the exposed surface should be scarified to a depth of 12 inches, brought to near optimum moisture content and compacted to at least 90% of the maximum dry density as determined by ASTM D-1557 prior to placing any fill.

3.The excavated soils may be used as compacted fill provided they are cleaned of debris, vegetation and any other deleterious materials. The fill soils should be moisture conditioned to near optimum moisture content, spread in thin lifts and uniformly compacted to at least 90% of the maximum dry density as determined by ASTM D-1557. Compaction and moisture content should be verified by field density testing.

4.Although this site appears to have a low potential to be affected by surface fault rupture, the site is located within a seismically active area of Southern California and should be expected to experience strong seismic shaking during the lifetime of the proposed improvements. All structures should be designed according to the latest provisions of the most recent edition of the Uniform Building Code for a site located in UBC Seismic Zone 4, located 17 km from a UBC Type A seismic source and overlying a UBC Type Sd soil. The site should be expected to experience a peak horizontal ground acceleration of about 0.40 g with a 10% probability of exceedence in 50 years from an earthquake on the Cucamonga fault zone located approximately 10 miles away..

GEO No. 1827 satisfies the requirement for a Geologic/Seismic Study for Planning /CEQA purposes. GEO No. 1827 is hereby accepted for Planning purposes. This approval is not intended, and should not be misconstrued as approval for grading permit. Engineering and other building code parameters will be reviewed and additional comments and/or conditions may be imposed by the Building and Safety Department upon application for grading and/or

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10. GENERAL CONDITIONS

10.PLANNING. 52 USE - GEO01827 (cont.) (cont.) (cont.) RECOMMND
building permits.

10.PLANNING. 53 GEN - IF HUMAN REMAINS FOUND RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 54 GEN - INADVERTANT ARCHAEO FIND RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the

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10. GENERAL CONDITIONS

10.PLANNING. 54 GEN - INADVERTANT ARCHAEO FIND (cont.) RECOMMND

discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 55 USE - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

1)Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;

2)Ensure all landscaping is provided with California Friendly landscaping and a weather based irrigation controller(s) as defined by County Ordinance No. 859;

3)Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,

4)Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

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

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10. GENERAL CONDITIONS

10.PLANNING. 55 USE - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

1)Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

2)Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.

3)Ensure that all landscaping is healthy, free of weeds, disease and pests.

10.PLANNING. 56 USE - SHERIFF CLEARANCE RECOMMND

A clearance letter from Riverside County Sheriff shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 13, 2007.

10.PLANNING. 57 USE - OFF-SITE CIRCULATION RECOMMND

There shall be no trucks serving the project site from unnecessarily traversing through residential neighborhoods.

10.PLANNING. 58 USE - NO OFF-SITE REPAIR RECOMMND

There shall be no trucks serving the project site from using residential areas and repairing vehicles on any streets.

10.PLANNING. 59 USE - ON-SITE TRUCK IDLING RECOMMND

The developer/owner of the project shall reduce all truck idling time (including off-road equipment used during construction or operation) to a maximum of three (3) minutes within the site.

10.PLANNING. 60 USE - EDUCATION PROGRAM RECOMMND

The developer/owner shall include in the tenant lease an education program to inform truck drivers of the health effects of diesel particulate and importance of reducing their idling time. A copy of the tenant lease shall be provided to the County prior to issuance of a business license and occupancy of the lease space.

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10. GENERAL CONDITIONS

10.PLANNING. 61 USE - STREET SWEEPERS RECOMMND

Street sweepers shall be contracted and used during Project construction on the Project site in accordance with SCAQMD Rule 1186.1 for Less-Polluting Sweepers.

10.PLANNING. 62 USE - SCAQMD FUNDING PROGRAMS RECOMMND

The developer shall require future tenants to apply in good faith for funding for the replacement or retrofit of trucks, and shall actually utilize any received funding for the implementation of the replacement or retrofit of trucks, through programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>).

10.PLANNING. 63 USE - SIX INCHES OF FREEBOARD RECOMMND

All trucks hauling dirt, sand, soil, or other loose materials shall maintain at least six inches of freeboard space from the top of the container.

10.PLANNING. 64 USE - PREFERENTIAL PARKING RECOMMND

Preferential parking shall be provided for EV, hybrid, and CNG vehicles.

10.PLANNING. 65 USE - LEED CERTIFIED BUILDING RECOMMND

The project shall comply with the requirements for a LEED Certified building, in accordance with the edition of the USGBC New Construction (NC) Reference Manual in effect at time of project registration. The building(s) and facilities shall be maintained in the condition that awarded LEED certification.

TRANS DEPARTMENT

10.TRANS. 2 USE - NO ADD'L ON-SITE R-O-W RECOMMND

No additional on-site right-of-way shall be required on Etiwanda Avenue and De Forest Circle since adequate right-of-way exists.

10.TRANS. 4 USE - NO ADD'L ROAD IMPRVMENTS RECOMMND

No additional road improvements will be required at this time along Etiwanda Avenue due to existing improvements.

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10. GENERAL CONDITIONS

10.TRANS. 6 USE - STD INTRO 3(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 8 USE - TS/EXEMPT RECOMMND

The Transportation Department has not required a traffic study for the subject project. The Transportation Department has determined that the project is exempt from traffic study requirements.

10.TRANS. 9 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site:
<http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 1 USE - EXPIRATION DATE-PP RECOMMND

This approval shall be used within two (2) years of approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within a two (2) year period which is thereafter diligently pursued to completion or of the actual occupancy of existing buildings or land under the terms of the authorized use.

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 1 USE - EXPIRATION DATE-PP (cont.) RECOMMND

Prior to the expiration of the two year period, the permittee may request a one (1) year extension of time request in which to use this plot plan. A maximum of three one-year extension of time requests shall be permitted. Should the time period established by any of the extension of time requests lapse, or should all three one-year extensions be obtained and no substantial construction or use of this plot plan be initiated within five (5) years of the effective date of the issuance of this plot plan, this plot plan shall become null and void.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G2.1 GRADING BONDS RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 2 USE-G2.3SLOPE EROS CL PLAN RECOMMND

Erosion control - landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457, see form 284-47.

60.BS GRADE. 3 USE-G2.4GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit.

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 3 USE-G2.4GEOTECH/SOILS RPTS (cont.) RECOMMND
GEOLOGIC REPORTS.

60.BS GRADE. 4 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

60.BS GRADE. 6 USE-G2.14OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

60.BS GRADE. 9 USE-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 9 USE-G1.4 NPDES/SWPPP (cont.) RECOMMND

project (or subdivision) shall comply with them.

60.BS GRADE. 10 USE IMPORT/EXPORT RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety department. If an Environmental Assessment, prior to issuing a grading permit, did not previously approve either location, a Grading Environmental Assessment shall be submitted to the Planning Director and the Environmental Programs Director for review and comment and to the Building and Safety Department Director for approval. Additionally, if the movement of import/export occurs using county roads, review and approval of the haul routes by the Transportation Department will be required.

60.BS GRADE. 11 USE NPDES Supplement "A" RECOMMND

In order to insure compliance with supplement "A" - New Development Guidelines for Santa Ana, Santa Margarita and Whitewater Drainage Management Plan, all Specific Land Use cases (plot plans, conditional use cases, & public use permits) shall provide, as part of their conceptual grading and drainage exhibit, for the control of impervious areas graded to drain to a BMP filtration system. Direct drainage from impervious areas to the street or a storm drain facility shall be avoided.

EPD DEPARTMENT

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR RECOMMND

Pursuant to Objective 6 and Objective 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR (cont.) RECOMMND

Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. 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 alternatively, a grading permit may be issued once the species has been actively relocated.

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

FLOOD RI DEPARTMENT

60.FLOOD RI. 1 USE-SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans shall receive District approval prior to issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

60.FLOOD RI. 3 USE SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

60.FLOOD RI. 4 USE ENCROACHMENT PERMIT REQ RECOMMND

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

PLANNING DEPARTMENT

60.PLANNING. 2 USE - PLNTLOGST RETAINED (1) RECOMMND

Prior to issuance of grading permits, a qualified paleontologist shall be retained by the developer for

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 2 USE - PLNTLOGST RETAINED (1) (cont.) RECOMMND

consultation and comment on the proposed grading with respect to potential paleontological impacts. Should the paleontologist find the potential is high for impact to significant resources, a pre-grade meeting between the paleontologist and the excavation and grading contractor shall be arranged. When necessary, the paleontologist or representative shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of fossils. The developer shall submit the name, telephone number and address of the retained paleontologist to the Planning Department.

The paleontologist shall submit in writing to the Planning Department the results of the initial consultation and the details of the fossil recovery plan if recovery was deemed necessary. The written results shall be submitted prior to issuance of grading permit.

60.PLANNING. 12 USE - FEE STATUS RECOMMND

Prior to the issuance of grading permits for Plot Plan No. 18876, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

60.PLANNING. 21 USE - PARCEL MERGR REQD (1) RECOMMND

Prior to the issuance of a grading permit, a Certificate of Parcel Merger shall be reviewed and approved by the Planning Department. The Parcel Merger shall merge Assessor Parcel Nos. 156-360-020 and 156-360-021. The permit holder shall submit proof of recordation of the parcel merger to the Planning Department within 6 (six) months of Planning Department approval. The proposed parcel shall comply with the development standards of the Industrial Park (IP) zone.

60.PLANNING. 22 USE - GRADING PLAN REVIEW RECOMMND

The permit holder shall submit an application for a grading plan check to be submitted to the County T.L.M.A - Land Use Division for review by the County Planning Department. Said grading plan shall be in conformance with the APPROVED EXHIBITS of this plot plan, in compliance with County Ordinance No. 457, and the conditions of approval.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 23 USE - PLANNING DEPT REVIEW RECOMMND

As part of the plan check review of the proposed grading plan for the subject property, the Department of Building and Safety - Grading Division shall submit a copy of the proposed grading plan, along with the applicable Log/Permit Numbers for reference, to the county Planning Department to be reviewed for compliance with the approved site plan.

TRANS DEPARTMENT

60.TRANS. 1 USE-SBMT/APPVD GRADG PLAN/TRAN RECOMMND

When you submit a grading plan to the Department of Building and Safety, a copy of the grading plan shall be submitted and approved by the Transportation Department prior to a grading permit issuance.

Submit required grading plan to the Transportation Department, Plan Check Section, 8th Floor, 4080 Lemon Street, Riverside, CA.

60.TRANS. 2 USE - REVISE STREET IMP PLAN RECOMMND

Prior to the submittal of the required street improvement plan per condition of approval 90.TRANS.16, obtain the existing street improvement plan and profile No. 869-FF and show the revision of the plan.

Please process a plan revision through the Plan Check Section per Section I, Part "E", page 10 of the "Improvement Plan Check - Policies and Guidelines" manual available on the Internet at:
www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guidelines.html

If you have any questions, please call the Plan Check Section at (951) 955-6527.

60.TRANS. 3 USE - OBTAIN L&LMD APPLICATION RECOMMND

Obtain an application from the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, to submit application for required annexation per condition of approval 80.TRANS.5 and 90.TRANS.18.

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

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80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT RECOMMND

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

E HEALTH DEPARTMENT

80.E HEALTH. 1 USE - WATER WILL SERVE RECOMMND

A "Will-Serve" letter is required from the appropriate water agency.

80.E HEALTH. 2 USE - FOOD PLANS REQD RECOMMND

A total of 3 complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with current State and Local regulations.

80.E HEALTH. 3 USE - LEA CLEARANCE RECOMMND

Clearance from the Environmental Resources Management Division LEA

80.E HEALTH. 4 USE - PERC TEST REQD RECOMMND

satisfactory detailed soils percolation test in accordance with the procedures outlined in the Riverside County Waste Disposal Booklet entitled "Waste Disposal for Individual Homes, Commercial and Industrial".

FIRE DEPARTMENT

80.FIRE. 1 USE-#17A-BLDG PLAN CHECK \$ RECOMMND

Building Plan check deposit base fee of \$1,056.00, shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

80.FIRE. 2 USE-#4-WATER PLANS RECOMMND

The applicant or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed

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80. PRIOR TO BLDG PRMT ISSUANCE

80.FIRE. 2 USE-#4-WATER PLANS (cont.) RECOMMND

10 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements.

Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

FLOOD RI DEPARTMENT

80.FLOOD RI. 1 USE-SUBMIT PLANS RECOMMND

A copy of the mprovement plans, grading plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans shall receive District approval prior to issuance of building permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

80.FLOOD RI. 2 USE SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

PLANNING DEPARTMENT

80.PLANNING. 3 USE - CONFORM TO ELEVATIONS RECOMMND

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBITS B and M.

In addition, architectural enhancements shall be provided to enhance views along Etiwanda Avenue.

The west elevation shall include a pop-up center, similar to the raised parapet on the southerly side of the western elevation. This portion shall maintain the same architectural elements as the building front entry, and storefront glazing shall be applied where appropriate.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 3 USE - CONFORM TO ELEVATIONS (cont.) RECOMMND

The southwest corner shall also maintain the same architectural elements as the building front entry. This includes the application of storefront glazing where appropriate.

80.PLANNING. 4 USE - CONFORM TO FLOOR PLANS RECOMMND

Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT C.

80.PLANNING. 5 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

80.PLANNING. 12 USE - PLANS SHOWING BIKE RACKS RECOMMND

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval. A minimum of six spaces shall be provided.

80.PLANNING. 21 USE - LIGHTING PLANS RECOMMND

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan. All parking and outdoor lighting shall be in substantial conformance with that shown on APPROVED EXHIBIT P.

80.PLANNING. 22 USE - SCHOOL MITIGATION RECOMMND

Impacts to the Jurupa Unified School District shall be mitigated in accordance with California State law.

80.PLANNING. 23 USE - FEE STATUS RECOMMND

Prior to issuance of building permits for Plot Plan No. 18876, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 24 USE - WASTE MGMT CLEARANCE

RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 12, 2007, summarized as follows:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

80.PLANNING. 25 USE - TITLE 24 BLD EFF STNDARD

RECOMMND

Construction of all nonresidential buildings or structures shall exceed the energy standards of the 2008 Building Efficiency Standards as set forth in the 2008 California Energy Code (Title 24, Part 6 of the California Code of Regulations) by a minimum of five percent (5%) in aggregate. Submission of a Title 24 worksheet with building plans for each implementing development project shall be required by the Department of Building and Safety in order

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 25 USE - TITLE 24 BLD EFF STNDARD (cont.) RECOMMND

to obtain a building permit and set the condition to MET status. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations for the implementing development project. Compliance is determined by comparing the energy use of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 6, Article 1, Section 10-109.

80.PLANNING. 26 USE - PARCEL MERGR REQD (2) RECOMMND

Prior to the issuance of a building permit, a Certificate of Parcel Merger shall be reviewed and approved by the Planning Department. The Parcel Merger shall merge Assessor Parcel Nos. 156-360-020 and 156-360-021. The permit holder shall submit proof of recordation of the parcel merger to the Planning department within six (6) months of Planning Department approval. The proposed parcel shall comply with the development standard of the Industrial Park (IP) zone.

This condition shall be considered MET if Condition Of Approval No. 60.PLANNING.21 is satisfied.

80.PLANNING. 27 USE - LC LANDSCAPE PLOT PLAN RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:
1)Landscape and irrigation working drawings "stamped" by a California certified landscape architect;

2)Weather based controllers and necessary components to eliminate water waste;

3)A copy of the "stamped" approved grading plans; and,

4)Emphasis on native and drought tolerant species.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 27

USE - LC LANDSCAPE PLOT PLAN (cont.)

RECOMMND

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP;
- 3) Shading plans for projects that include parking lots/areas;
- 4) The use of canopy trees (24" box or greater) within the parking areas;
- 5) Landscaping plans for slopes exceeding 3 feet in height;
- 6) Landscaping and irrigation plans associated with entry monuments. All monument locations and dimensions shall be provided on the plan; and/or,
- 7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

1) Landscaping plans for areas within the road right-of-way shall be submitted for review and approval by the Transportation Department only. The Planning Department shall not approve landscape plans within the Road Right-of-Way.

) When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 27 USE - LC LANDSCAPE PLOT PLAN (cont.) (cont.) RECOMMND

condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.

80.PLANNING. 28 USE - LC LANDSCAPE SECURITIES RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be completed and submitted to Building and Safety for processing and review in conjunction with County Counsel. Upon determination of compliance, the Department of Building and Safety shall clear this condition.

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.

TRANS DEPARTMENT

80.TRANS. 4 USE - R & B B D RECOMMND

Prior to the issuance of a building permit, the project proponent shall pay fees in accordance with Zone A of the Mira Loma Road and Bridge Benefit District. All fees are based upon the fee schedule in effect at the time of issuance of the permit.

The project gross acreage is 6.83 acres.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 5 USE - ANNEX L&LMD/OTHER DIST

RECOMMND

Prior to the issuance of a building permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

- (1) Landscaping along De Forest Circle.
- (2) Street sweeping.

80.TRANS. 6 USE - LANDSCAPING

RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within De Forest Circle and submitted to the Transportation Department. Landscaping plans shall be submitted on standard County plan sheet format (24" x 36"). Landscaping plans shall be submitted with the street improvement plans.

90. PRIOR TO BLDG FINAL INSPECTION

BS GRADE DEPARTMENT

90.BS GRADE. 1 USE*G4.3PAVING INSPECTIONS

RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN

RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200

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90. PRIOR TO BLDG FINAL INSPECTION

90.E HEALTH. 1 USE - HAZMAT BUS PLAN (cont.) RECOMMND

 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

 If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

 Contact a Hazardous Materials Specialist, Hazardous Materials Management Division, at (951) 358-5055 for any additional requirements.

FIRE DEPARTMENT

90.FIRE. 1 USE-#45-FIRE LANES RECOMMND

 The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#12A-SPRINKLER SYSTEM RECOMMND

 Install a complete fire sprinkler system per NFPA 13 1999 edition in all buildings requiring a fire flow of 1500 GPM or greater. Sprinkler system(s) with pipe sizes in excess of 4" in diameter will require the project structural engineer to certify (wet signature) the stability of the building system for seismic and gravity loads to support the sprinkler system. All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to the front, within 50 feet of a hydrant, and a minimum of 25 feet from the building(s). A statement that the building(s) will be automatically fire sprinkled must be included on the title page of the building plans.

 Applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System. Monitoring system shall monitor the fire sprinkler system(s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for

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90. PRIOR TO BLDG FINAL INSPECTION

90.FIRE. 2 USE-#12A-SPRINKLER SYSTEM (cont.) RECOMMND

approval prior to installation. Contact fire department for guideline handout

90.FIRE. 3 USE-#27-EXTINGUISHERS RECOMMND

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

FLOOD RI DEPARTMENT

90.FLOOD RI. 1 XXU BMP - MAINT & INSPECT RECOMMND

The permit holder shall contain provisions for all structural BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMP's within the project boundaries. A copy of all necessary documentation shall be submitted to the District for review and approval prior to the issuance of occupancy permits.

90.FLOOD RI. 2 USE BMP - EDUCATION RECOMMND

The developer shall distribute environmental awareness education materials on general good housekeeping practices that contribute to protection of stormwater quality to all initial users. The developer may obtain NPDES Public Educational Program materials from the District's NPDES Section by either the District's website www.floodcontrol.co.riverside.ca.us, e-mail fcnpdes@co.riverside.ca.us, or the toll free number 1-800-506-2555. Please provide Project number, number of units and location of development. Note that there is a five-day minimum processing period requested for all orders.

The developer must provide to the District's PLAN CHECK Department a notarized affidavit stating that the distribution of educational materials to the tenants is assured prior to the issuance of occupancy permits.

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90. PRIOR TO BLDG FINAL INSPECTION

90.FLOOD RI. 3 USE IMPLEMENT WQMP

RECOMMND

All structural BMPs described in the project-specific WQMP shall be constructed and installed in conformance with approved plans and specifications. It shall be demonstrated that the applicant is prepared to implement all non-structural BMPs described in the approved project specific WQMP and that copies of the approved project-specific WQMP are available for the future owners/occupants. The District will not release occupancy permits for any portion of the project exceeding 80% of the project area prior to the completion of these tasks.

PLANNING DEPARTMENT

90.PLANNING. 3 USE - PARKING PAVING MATERIAL

RECOMMND

A minimum of two hundred forty-three (243) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

90.PLANNING. 4 USE - ACCESSIBLE PARKING

RECOMMND

A minimum of thirteen (13) accessible parking spaces for persons with disabilities shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense."

In addition to the above requirements, the surface of each

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 4 USE - ACCESSIBLE PARKING (cont.) RECOMMND

parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

90.PLANNING. 8 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

90.PLANNING. 10 USE - INSTALL BIKE RACKS RECOMMND

A bicycle rack with a minimum of six (6) spaces shall be provided in convenient locations to facilitate bicycle access to the project area as shown on APPROVED EXHIBIT A. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans. All bicycle racks shall be weather-protected.

90.PLANNING. 11 USE - UTILITIES UNDERGROUND RECOMMND

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

90.PLANNING. 12 USE - CURBS ALONG PLANTERS RECOMMND

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

90.PLANNING. 16 USE - TRASH ENCLOSURES RECOMMND

Six (6) trash enclosures which are adequate to enclose a minimum of two (2) bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosures shall be a minimum of six (6) feet in height and shall be made with

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 16 USE - TRASH ENCLOSURES (cont.) RECOMMND

masonry block with landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

90.PLANNING. 21 USE - REMOVE OUTDOOR ADVERTISE RECOMMND

All existing outdoor advertising displays, signs or billboards shall be removed.

90.PLANNING. 22 USE - WALL & FENCE LOCATIONS RECOMMND

Wall and/or fence locations shall be in conformance with APPROVED EXHIBITS A and W.

90.PLANNING. 23 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 12, 2007, summarized as follows:

1. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

2. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 27 USE - CONDITION COMPLIANCE RECOMMND

The Department of Building and Safety shall verify that the Development Standards of this approval and all other preceding conditions have been complied with prior to any use allowed by this permit.

90.PLANNING. 28 USE - EXTENDED TRUCK IDLING RECOMMND

Sign(s) stating that "EXTENDED IDLING TRUCK ENGINES IS NOT PERMITTED" shall be located at the entrance to the facility and at the truck parking area. The sign(s) at the entrance to facility shall not be less than twenty four inches square and will provide directions to truck parking spaces with electrical hookups. The hookups will provide power for refrigerated trailers that need to be parked on-sight for more than 5 minutes.

90.PLANNING. 30 USE - ORD 810 O S FEE (2) RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 18876 is calculated to be 6.42 net acres. In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 31 USE - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 31 USE - ORD NO. 659 (DIF) (cont.) RECOMMND

cummulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 18876 has been calculated to be 6.42 net acres.

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsquent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 32 USE - MITIGATION MONITORING RECOMMND

The permit holder shall prepare and submit a written report to the Riverside County Planning Department demonstrating compliance with all remaining conditions of approval and mitigation measures of this permit and EIR No. 450.

The Planning Director may require inspection or other monitoring to ensure such compliance.

90.PLANNING. 33 USE - LC LNDS CP INSPECT DEPOST RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 34 USE - LC COMPLY W/ LNDSCP/ IRR RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. Upon determination of compliance, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 9 USE - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

90.TRANS. 16 USE- EXISTING CURB & GUTTER RECOMMND

On existing curb and gutter, new driveways, closure of existing driveways, sidewalks and/or drainage devices within County right-of-way, including sewer and water laterals on De Forest Circle shall be constructed within the dedicated right-of-way in accordance with County Draft Standards No. 207A and 401, Ordinance 461. Such construction shall be shown on existing street improvement plans and approved and permitted by the Transportation Department. Process a plan revision through the Plan Check Section per Section I, Part E, page 10 of the "Policies and Guidelines" available on the Internet at: www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guidelines.html. If you have questions, please call the Plan Check Section at (951) 955-6527.

NOTE: 1. A 6' wide curb-face sidewalk will be constructed along the frontage of De Forest Circle. See plan and profile file number 869-FF.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 16 USE- EXISTING CURB & GUTTER (cont.) RECOMMND

2. A driveway shall be constructed in accordance with County Standard No. 207A.

90.TRANS. 17 USE - ST DESIGN/IMP CONCEPT RECOMMND

The street design and improvement concept of this project shall be coordinated with plan and profile file number 869-FF.

90.TRANS. 18 USE - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859. Said annexation should include the following:

- (1) Landscaping along De Forest Circle.
- (2) Street sweeping.

90.TRANS. 19 USE - LANDSCAPING COMM/IND RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved within DeForest Circle.

Assurance of continuous maintenance is required by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division; or if desired the developer may file an application for annexation into Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 20

USE - SIGNING & STRIPING

RECOMMND

A signing and striping plan is required for this project. The project proponent shall be responsible for any additional paving and/or striping removal caused by the striping plan. Traffic signing and striping shall be performed by County forces with all incurred costs borne by the applicant, unless otherwise approved by the County Traffic Engineer.

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10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is to develop eight (8) industrial buildings with a total building area of 144,594 square feet with 92,094 square feet of storage space, 52,500 square feet of office space, 122,307 square feet of landscaping area (22%) and 444 parking spaces on a 12.75 gross (10.23 net) acre site with a floor area ratio of 0.26 (Light Industrial requires a 0.25-0.60 floor area ratio).

The project site is located in the Community of Glen Avon of the Jurupa Area Plan in Western Riverside County; more specifically, northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street.

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY) its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Plot Plan No. 18877. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Plot Plan No. 18877 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Site Plan for Plot Plan No. 18877 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBITS B & C = Project Elevations and Floor Plans (Sheets 1-10) for Plot Plan No. 18877 Amended No. 4, dated July 12, 2010.

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10. GENERAL CONDITIONS

10. EVERY. 3 USE - DEFINITIONS (cont.) RECOMMND

APPROVED EXHIBIT G = Conceptual Grading Plan for Plot Plan No. 18877 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT L = Preliminary Landscaping Plans (Sheets 1-2) for Plot Plan No. 18877 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT M = Project Colors and Materials (Sheets 1-2) for Plot Plan No. 18877 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT P = Photometric Plan for Plot Plan No. 18877 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT S = Sign Program (Sheets 1-8) for Plot Plan No. 18877 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT W = Wall Plan for Plot Plan No. 18877 Amended No. 4, dated July 12, 2010.

10. EVERY. 4 USE - 90 DAYS TO PROTEST RECOMMND

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 USE - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Department Grading Division conditions of approval.

10.BS GRADE. 2 USE* NPDES Supplement "A" RECOMMND

In order to insure compliance with Supplement A - New Development Guidelines for the Santa Ana, Santa Margarita and Whitewater Drainage Management Plan, all specific land use cases (Plot Plans, Conditional Use Permits, & Public Use Permits) and subdivisions (Tracts and Parcel maps)

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10. GENERAL CONDITIONS

10.BS GRADE. 2 USE* NPDES Supplement "A" (cont.) RECOMMND

shall provide, as a part of their grading and drainage plan, the control of impervious runoff. This shall include impervious areas graded to drain to a BMP filtration system. Direct drainage from impervious areas to the street or a storm drain facility shall be avoided.

10.BS GRADE. 3 USE - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 USE - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

10.BS GRADE. 5 USE - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 7 USE - 2:1 MAX SLOPE RATIO RECOMMND

Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 10 USE - MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

10.BS GRADE. 19 USE-G4.3PAVING INSPECTIONS RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

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10. GENERAL CONDITIONS

FIRE DEPARTMENT

10.FIRE. 1 USE-#01A - SHELL/FPE/COMM.

RECOMMND

THESE CONDITIONS ARE FOR A SHELL BUILDING ONLY. Shell building will receive a shell final only. No Certificate of Occupancy (human occupant and/or materials) will be issued until the building occupant has been identified with their occupancy classification and have been conditioned by Riverside County Fire Department. Occupant or tenant identification is imperative for oderly and prompt processing. Upon identification of the occupant or tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit. Failure to provide a comprehensive data analysis and/or technical information acceptable to the fire department may result in project delays.

10.FIRE. 2 USE-#04-HIGH PILE/RACK STORAGE

RECOMMND

A separate permit may be required for high-pile storage and/or racks. Sprinkler plans and/or sprinkler review must be submitted by a licensed sprinkler contractor with storage and/or rack plans to Riverside County Fire Department for review and approval of the 2007 CFC compliance. Complete Article 81 information re: all commodities stored, rack dimensions, placement in building, sprinkler densities, etc. must be provided with suppression system for racks and/or high-pile storage review. A complete listing of commodities, classified using CFC 2007 Edition and NFPA 13, 2002 Edition guidelines by a licensed Fire Protection Engineer (or other consultant approved by this jurisdiction).

10.FIRE. 3 USE-#50-BLUE DOT REFLECTOR

RECOMMND

Blue retroreflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 4 USE-#23-MIN REQ FIRE FLOW

RECOMMND

Minimum required fire flow shall be 2125 GPM for a 2 hour duration at 20 PSI residual operating pressure, which must be available before any combustibile material is placed on

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10. GENERAL CONDITIONS

10.FIRE. 4 USE-#23-MIN REQ FIRE FLOW (cont.) RECOMMND

the job site. Fire flow is based on type IIIB construction per the 2007 CBC and Building(s) having a fire sprinkler system.

10.FIRE. 5 USE-#31-ON/OFF NOT LOOPED HYD RECOMMND

A combination of on-site and off-site super fire hydrant(s) (6"x4"x 2-2-1/2"), will be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways. The required fire flow shall be available from any adjacent hydrants(s) in the system.

10.FIRE. 6 USE-#84-TANK PERMITS RECOMMND

Applicant or Developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permits, from the Riverside County Fire Department and Environmental Health Departments. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tanks(s) shall meet the following standard: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans.

10.FIRE. 7 USE-#89-RAPID HAZMAT BOX RECOMMND

Rapid entry Hazardous Material data and key storage cabinet shall be installed on the outside of the building. Plans shall be submitted to the Riverside County Fire Department for approval prior to installation.

10.FIRE. 8 USE-#25-GATE ENTRANCES RECOMMND

ny gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38 foot turning radius shall be used.

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10. GENERAL CONDITIONS

10.FIRE. 9 USE-#88A-AUTO/MAN GATES RECOMMND

Gate(s) shall be automatic operated, minimum 20 feet in width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD REPORT RECOMMND

Plot Plan 18877 is a proposal to construct a speculative warehouse building on 11.4-acre parcel in the Mira Loma area. The project site is located on the east side of Etiwanda Avenue, just north of the 60 FWY. This project is being concurrently processed with PP 18876, and PP 18879.

The site is Parcels 38 and 39 of underlying Parcel Map 26365 for the Mira Loma Commerce Center. The site has been mass graded and the street improvements have been completed under the parcel map. The underlying parcel map constructed a storm drain (Line A) within De Forest Circle right of way that outlets to the District's San Sevaine Channel. The underlying map also constructed a storm drain (Line C) beginning at the cul-de-sac of Nobel Court that outlets to a concrete channel that parallels the north side of the 60 FWY and connects to the District's Day Creek Channel. The hydrology for the underlying parcel map and existing grading shows Parcel 38 (6.2-acres) to drain to Line A and Parcel 39 (6.9 acres) to drain to Line C.

The District has reviewed this proposal and the preliminary Water Quality Management Plan (WQMP) received on June 7, 2007 and is acceptable to the District.

The tentative exhibit shows bio swales on east and south side of the site and storm filters to mitigate for water quality.

10.FLOOD RI. 5 XXU SUBMIT FINAL WQMP >PRELIM RECOMMND

In compliance with Santa Ana Region and San Diego Region Regional Water Quality Control Board Orders, and Beginning January 1, 2005, projects submitted within the western

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10. GENERAL CONDITIONS

10.FLOOD RI. 5

XXU SUBMIT FINAL WQMP >PRELIM (cont.)

RECOMMND

region of the unincorporated area of Riverside County for discretionary approval will be required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. The WQMP requirements will vary depending on the project's geographic location (Santa Ana, Santa Margarita or Whitewater River watersheds). The WQMP provides detailed guidelines and templates to assist the developer in completing the necessary studies. These documents are available on-line at: www.floodcontrol.co.riverside.ca.us under Programs and Services, Stormwater Quality.

To comply with the WQMP a developer must submit a "Project Specific" WQMP. This report is intended to a) identify potential post-project pollutants and hydrologic impacts associated with the development; b) identify proposed mitigation measures (BMPs) for identified impacts including site design, source control and treatment control post-development BMPs; and c) identify sustainable funding and maintenance mechanisms for the aforementioned BMPs. A template for this report is included as 'exhibit A' in the WQMP. A final Project Specific WQMP must be approved by the District prior to issuance of building or grading permits.

Projects requiring Project Specific WQMPs are required to submit a PRELIMINARY Project Specific WQMP along with the land-use application package. The format of the PRELIMINARY report shall mimic the format/template of the final report but can be less detailed. For example, points a, b & c above must be covered, rough calculations supporting sizing must be included, and footprint/locations for the BMPs must be identified on the tentative exhibit. Detailed drawings will not be required. This preliminary project specific WQMP must be approved by the District prior to issuance of recommended conditions of approval.

The developer has submitted a report that minimally meets the criteria for a preliminary project specific WQMP. The report will need significant revisions to meet the requirements of a final project specific WQMP. Also, it should be noted that if 401 certification is necessary for the project, the Water Quality Control Board may require additional water quality measures.

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10. GENERAL CONDITIONS

10.FLOOD RI. 6 USE WQMP ESTABL MAINT ENTITY RECOMMND

This project proposes BMP facilities that will require maintenance by public agency or commercial property owner association. To ensure that the public is not unduly burdened with future costs, prior to final approval or recordation of this case, the District will require an acceptable financial mechanism be implemented to provide for maintenance of treatment control BMPs in perpetuity. This may consist of a mechanism to assess individual benefiting property owners, or other means approved by the District. The site's treatment control BMPs must be shown on the project's improvement plans - either the street plans, grading plans, or landscaping plans. The type of improvement plans that will show the BMPs will depend on the selected maintenance entity.

PLANNING DEPARTMENT

10.PLANNING. 1 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

10.PLANNING. 2 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 3 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

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10. GENERAL CONDITIONS

10.PLANNING. 4 USE - COLORS & MATERIALS RECOMMND

Building colors and materials shall be in substantial conformance with those shown on APPROVED EXHIBIT M.

10.PLANNING. 7 USE - BASIS FOR PARKING RECOMMND

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b), Industrial uses: If number of workers cannot be determined: 1 space per 250 square feet of office area, and PLUS 1 space per 1,000 square feet of storage area.

The project is proposing 52,500 square feet of office area and 92,094 square feet of storage area with a total building area of 144,594 square feet that requires 302 parking spaces. The project is providing a total of 444 parking spaces.

10.PLANNING. 8 USE - LIMIT ON SIGNAGE RECOMMND

Signage for this project shall be limited to the sign program shown on APPROVED EXHIBIT S. Any additional signage shall be approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

10.PLANNING. 9 USE - NO OUTDOOR ADVERTISING RECOMMND

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

10.PLANNING. 17 USE - RECLAIMED WATER RECOMMND

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

10.PLANNING. 19 USE - NO RESIDENT OCCUPANCY_ RECOMMND

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

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10. GENERAL CONDITIONS

10.PLANNING. 20 USE - MAINTAIN LICENSING

RECOMMND

At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the South Coast Air Quality Management District (SCAQMD), or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

10.PLANNING. 21 USE - EXTERIOR NOISE LEVELS

RECOMMND

The following conditions shall be applied to the project based on the information provided by the acoustical consultant:

1. Facility-related noise, as projected to any portion of any surrounding property containing a "sensitive receiver, habitable dwelling, hospital, school, library or nursing home", must not exceed the following worst-case noise levels 45 dB(A) - 10 minute noise equivalent level ("leq"), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard) and 65 dB (A) - 10 minute leq, between 7:00 a.m. and 10:00 p. m. (daytime standard).

2. Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be under taken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

Each Plot Plan is to provide a noise report that provides daily and hourly number of trucks, operating hours, dBA 10 minute Leq levels with worse case scenarios, noise readings from similar operations and distances to the nearest sensitive receivers for the below recommendations to apply or be modified.

3. The proposed 6-foot high separation wall between project parcels adjacent to existing residential uses should be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.

4. A 12-foot high perimeter barrier shall be required if nocturnal (10 p.m. to 7 a.m.) loading dock material handling activities are conducted within 300 feet of any

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10. GENERAL CONDITIONS

10.PLANNING. 21 USE - EXTERIOR NOISE LEVELS (cont.)

RECOMMND

residence. If nocturnal trucking activities are conducted simultaneously of the warehouse/loading dock, the 12-foot-high barrier shall be required if such combined activities occur within 600 feet of an existing home.

5. No nocturnal loading / unloading shall occur with 100 feet of any residence for Plot Plans 18876 and 18877. No combined trucking movements and unloading /loading shall occur within 200 feet of any residence from 10 p.m. to 7 a.m.

6. Our Department must receive, review and approve an acoustical report addressing the noise that might be produced from each specific tenant / plot plan. The Office of Industrial Hygiene will determine which businesses will be required to have an acoustical report.

7. The applicant shall pay review fees (prior to pulling your building permits) to the Department of Public Health for all time spent in review of this project. Fees will be assessed at the Department's hourly rate for Industrial Hygienists.

10.PLANNING. 22 USE - NOISE MONITORING REPORTS

RECOMMND

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

10.PLANNING. 25 USE - CAUSES FOR REVOCATION

RECOMMND

In the event the use hereby permitted under this permit,
a) is found to be in violation of the terms and conditions of this permit,

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10. GENERAL CONDITIONS

10.PLANNING. 25 USE - CAUSES FOR REVOCATION (cont.) RECOMMND

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

10.PLANNING. 26 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 28 USE - IND OCCUPANT CHANGE RECOMMND

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

10.PLANNING. 29 USE - ELECTRICAL HOOK-UPS RECOMMND

Tenant(s) receiving shipping container refrigerated units shall provide electrical hook-ups at all dock door positions as a part of the tenant improvement project for the building. The use of truck engines or auxiliary generators to power refrigerated shipping container units for more than 5 minutes is not allowed.

10.PLANNING. 33 USE - ORD 810 O S FEE (1) RECOMMND

In accordance with Riverside County Ordinance No. 810, to assist in providing revenue to acquire and preserve open space and habitat, an Interim Open Space Mitigation Fee shall be paid for each development project or portion of an expanded development project to be constructed in Western Riverside County. The amount of the fee for commercial or industrial development shall be calculated on the basis of "Project Area," which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development.

Any area identified as "NO USE PROPOSED" on the APPROVED EXHIBIT shall not be included in the Project Area.

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10. GENERAL CONDITIONS

10.PLANNING. 47 USE - LAND DIVISION REQUIRED RECOMMND

Prior to the sale of any individual structure as shown on APPROVED EXHIBIT A, a land division shall be recorded in accordance with Riverside County Ordinance No. 460, and any other pertinent ordinance.

10.PLANNING. 48 USE - 2ND DIST LS GUIDELINES RECOMMND

The permit holder shall comply with the intent of the "DESIGN AND LANDSCAPE GUIDELINES FOR DEVELOPMENT IN THE SECOND SUPERVISORIAL DISTRICT (Revised)", approved by the Board of Supervisors, September 15, 1998, and revised October 23, 1998 to APPROVED EXHIBITS B, L, and M.

Note: In the event of a conflict between the Design Guidelines and Approved Landscape Plans, the Approved Plans shall take precedence.

10.PLANNING. 49 USE - BUSINESS LICENSING RECOMMND

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department at www.rctlma.org.buslic.

10.PLANNING. 50 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 14, 2007, summarized as follows:

The Riverside County Waste Management Department (Department) has reviewed the proposed project. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the

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10. GENERAL CONDITIONS

10.PLANNING. 50

USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

3. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

4. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

5. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in

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10. GENERAL CONDITIONS

10.PLANNING. 50 USE - WASTE MGMT CLEARANCE (cont.) (cont.) RECOMMND

accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

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

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

Any questions, please contact Sung Key Ma, Planner from the Riverside County Waste Management Department Phone (951) 486-3283.

10.PLANNING. 51 USE - ARB SIGN FOR IDLING RECOMMND

Signs stating that "The driver of a diesel-fueled motor vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds is prohibited from idling the vehicle's primary engine for more than five (5) minutes at any location and may not operate a diesel fueled auxiliary power system (APS) for more than 5 minutes at any location within 100 feet of a restricted area (residences). The minimum penalty for an idling violation is \$300.00. To report a violation please contact 1800-END-SMOG" Signs shall be placed at every other loading dock and not be less than twenty four inches square.

10.PLANNING. 52 USE - GEO01826 RECOMMND

County Geologic Report (GEO) No. 1826, submitted for this project (PP18877, PM35535), was prepared by Norcal Engineering and is entitled: "Geotechnical Engineering Investigation, Proposed Industrial Development, Northwest Corner of De Forest Circle and Nobel Court, Mira Loma, California", dated March 30, 2007. In addition, Norcal Engineering prepared the following responses:

1."Geotechnical Evaluation of Potential Faulting, Proposed Industrial Development, Three Nearby Sites, Mira Loma, California, 1. Northwest Corner of De Forest Circle and

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10. GENERAL CONDITIONS

10.PLANNING. 52 USE - GEO01826 (cont.)

RECOMMND

Nobel Court, Riverside County Case #PP18877", prepared by Andrew Stone, Engineering Geology and dated July 6, 2007.

2."Response to County Geologic Report Review Sheet - Proposed Industrial Development - Located at the Northwest Corner of De Forest Circle and Nobel Court, Mira Loma, in the County of Riverside, California" dated August 15, 2007.

3."Response to County Geotechnical Report Review Sheet - Proposed Industrial Development - Located at the Northwest Corner of De Forest Circle and Nobel Court, Mira Loma, in the County of Riverside, California" dated August 15, 2007.

These additional reports are now included as part of GEO No. 1826.

GEO No 1826 concluded:

1.Research that indicates groundwater at the site is greater than 100 feet below the existing ground surface and the potential for groundwater rise is considered very low. This, combined with the relative high density of the subsurface soils below the loose surficial soils which will be reworked, indicates a low potential for this site to be affected by seismically induced liquefaction.

2.Based on aerial photography review, literature research and site mapping, no active faults are known or were found to traverse or trend toward the site, thus the potential for damage due to surface fault rupture is considered to be very low.

3.The potential for this site to be affected by secondary seismic hazards such as seismically induced settlement, flooding, seiche/tsunami and seismically induced landsliding or slope failure is also considered to be low. There is a high potential for this site to be affected by strong seismic shaking during the lifetime of the proposed development.

GEO No 1826 recommended:

1.All vegetation, trash piles, pavements and other debris should be removed from the proposed grading areas. All strippings and debris should be removed from the site in

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10. GENERAL CONDITIONS

10. PLANNING. 52 USE - GEO01826 (cont.) (cont.)

RECOMMEND

order to preclude their incorporation in the proposed fills.

2. The existing site soils beneath the proposed building area should be removed to a minimum depth of 24 inches below the bottom of the proposed footings. These removals should extend at least five feet laterally beyond the footing lines. Subsequent to acceptance of the over-excavation bottoms, the exposed surface should be scarified to a depth of 12 inches, brought to near optimum moisture content and compacted to at least 90% of the maximum dry density as determined by ASTM D-1557 prior to placing any fill.

3. The excavated soils may be used as compacted fill provided they are cleaned of debris, vegetation and any other deleterious materials. The fill soils should be moisture conditioned to near optimum moisture content, spread in thin lifts and uniformly compacted to at least 90% of the maximum dry density as determined by ASTM D-1557. Compaction and moisture content should be verified by field density testing.

4. Although this site appears to have a low potential to be affected by surface fault rupture, the site is located within a seismically active area of Southern California and should be expected to experience strong seismic shaking during the lifetime of the proposed improvements. All structures should be designed according to the latest provisions of the most recent edition of the Uniform Building Code for a site located in UBC Seismic Zone 4, located 17 km from a UBC Type A seismic source and overlying a UBC Type Sd soil. The site should be expected to experience a peak horizontal ground acceleration of about 0.40 g with a 10% probability of exceedence in 50 years from an earthquake on the Cucamonga fault zone located approximately 10 miles away..

GEO No. 1826 satisfies the requirement for a Geologic/Seismic Study for Planning /CEQA purposes. GEO No. 1826 is hereby accepted for Planning purposes. This approval is not intended, and should not be misconstrued as approval for grading permit. Engineering and other building code parameters will be reviewed and additional comments and/or conditions may be imposed by the Building and Safety Department upon application for grading and/or

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10. GENERAL CONDITIONS

10.PLANNING. 52 USE - GEO01826 (cont.) (cont.) (cont.) RECOMMND
building permits.

10.PLANNING. 53 USE - IF HUMAN REMAINS FOUND RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 54 USE - INADVERTANT ARCHAEO FIND RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to it sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the

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10. GENERAL CONDITIONS

10.PLANNING. 54 USE - INADVERTANT ARCHAEO FIND (cont.) RECOMMND

discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 55 USE - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

1)Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;

2)Ensure all landscaping is provided with California Friendly landscaping and a weather based irrigation controller(s) as defined by County Ordinance No. 859;

3)Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,

4)Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

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

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10. GENERAL CONDITIONS

10.PLANNING. 55 USE - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

1)Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

2)Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.

3)Ensure that all landscaping is healthy, free of weeds, disease and pests.

10.PLANNING. 56 USE - SHERIFF CLEARANCE RECOMMND

A clearance letter from Riverside County Sheriff shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 13, 2007.

10.PLANNING. 57 USE - OFF-SITE CIRCULATION RECOMMND

There shall be no trucks serving the project site from unnecessarily traversing through residential neighborhoods.

10.PLANNING. 58 USE - NO OFF-SITE REPAIR RECOMMND

There shall be no trucks serving the project site from using residential areas and repairing vehicles on any streets.

10.PLANNING. 59 USE - ON-SITE TRUCK IDLING RECOMMND

The developer/owner of the project shall reduce all truck idling time (including off-road equipment used during construction or operation) to a maximum of three (3) minutes within the site.

10.PLANNING. 60 USE - EDUCATION PROGRAM RECOMMND

The developer/owner shall include in the tenant lease an education program to inform truck drivers of the health effects of diesel particulate and importance of reducing their idling time. A copy of the tenant lease shall be provided to the County prior to issuance of a business license and occupancy of the lease space.

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10. GENERAL CONDITIONS

10.PLANNING. 61 USE - STREET SWEEPERS RECOMMND

Street sweepers shall be contracted and used during Project construction on the Project site in accordance with SCAQMD Rule 1186.1 for Less-Polluting Sweepers.

10.PLANNING. 62 USE - SCAQMD FUNDING PROGRAMS RECOMMND

The developer shall require future tenants to apply in good faith for funding for the replacement or retrofit of trucks, and shall actually utilize any received funding for the implementation of the replacement or retrofit of trucks, through programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>).

10.PLANNING. 63 USE - SIX INCHES OF FREEBOARD RECOMMND

All trucks hauling dirt, sand, soil, or other loose materials shall maintain at least six inches of freeboard space from the top of the container.

10.PLANNING. 64 USE - PREFERENTIAL PARKING RECOMMND

Preferential parking shall be provided for EV, hybrid, and CNG vehicles.

10.PLANNING. 65 USE - LEED CERTIFIED BUILDING RECOMMND

The project shall comply with the requirements for a LEED Certified building, in accordance with the edition of the USGBC New Construction (NC) Reference Manual in effect at time of project registration. The building(s) and facilities shall be maintained in the condition that awarded LEED certification.

TRANS DEPARTMENT

10.TRANS. 2 USE - NO ADD'L ON-SITE R-O-W RECOMMND

No additional on-site right-of-way shall be required on De Forest Circle and Noble Court since adequate right-of-way exists, per PM 173/36-41.

10.TRANS. 6 USE - STD INTRO 3(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide

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10.TRANS. 6 USE - STD INTRO 3(ORD 460/461) (cont.) RECOMMND

all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 8 USE - TS/CONDITIONS 2 RECOMMND

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

The Comprehensive General Plan circulation policies require a minimum of Level of Service 'C', except that Level of Service 'D' may be allowed in community development areas at intersections of any combination of secondary highways, major highways, arterials, urban arterials, expressways or state highways and ramp intersections.

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

Dulles Drive at: Philadelphia Avenue

Etiwanda Avenue at: Philadelphia Avenue

Etiwanda Avenue at: Inland Avenue

Etiwanda Avenue at: Hopkins Street

Etiwanda Avenue at: Space Center/Iberia Street

Etiwanda Avenue at: SR-60 Westbound Off-Ramp

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10. GENERAL CONDITIONS

10.TRANS. 8 USE - TS/CONDITIONS 2 (cont.) RECOMMND

Etiwanda Avenue at: SR-60 Eastbound Off-Ramp

Etiwanda Avenue at: San Sevaine Way

Etiwanda Avenue at: Van Buren Boulevard

Van Buren/Mission Boulevard at SR-60 Eastbound Off-Ramp

Van Buren/Mission Boulevard at SR-60 Westbound Off-Ramp

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

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

10.TRANS. 9 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 1 USE - EXPIRATION DATE-PP RECOMMND

This approval shall be used within two (2) years of approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within a two (2) year period which is thereafter diligently pursued to completion or of the actual occupancy of existing buildings or land under the terms of the authorized use.

Prior to the expiration of the two year period, the permittee may request a one (1) year extension of time request in which to use this plot plan. A maximum of three one-year extension of time requests shall be permitted. Should the time period established by any of the extension

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 1 USE - EXPIRATION DATE-PP (cont.) RECOMMND

of time requests lapse, or should all three one-year extensions be obtained and no substantial construction or use of this plot plan be initiated within five (5) years of the effective date of the issuance of this plot plan, this plot plan shall become null and void.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G2.1 GRADING BONDS RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 2 USE-G2.2 IMPORT / EXPORT RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety Department. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the Building and Safety Department Director for approval.

60.BS GRADE. 4 USE-G2.4GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit.

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 5 USE-G2.7DRNAGE DESIGN Q100

RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

60.BS GRADE. 7 USE-G2.14OFFSITE GDG ONUS

RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

60.BS GRADE. 10 USE-G1.4 NPDES/SWPPP

RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

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60. PRIOR TO GRADING PRMT ISSUANCE

EPD DEPARTMENT

60.EPD. 1

EPD - 30 DAY BURROWING OWL SUR

RECOMMND

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

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

FLOOD RI DEPARTMENT

60.FLOOD RI. 2

USE SUBMIT PLANS MINOR REVIEW

RECOMMND

The scope of the District review will be limited to verification that this proposal has met its obligation under the County's municipal stormwater permit. A copy of the BMP improvement plans along with any necessary documentation shall be submitted to the Districts Plan Check Section for review. A copy of the improvement and grading plans shall be included for reference. The plans must receive the District's approval prior to issuance of permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.FLOOD RI. 3 USE SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

60.FLOOD RI. 4 USE ENCROACHMENT PERMIT REQ RECOMMND

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

PLANNING DEPARTMENT

60.PLANNING. 2 USE - PLNTLOGST RETAINED (1) RECOMMND

Prior to issuance of grading permits, a qualified paleontologist shall be retained by the developer for consultation and comment on the proposed grading with respect to potential paleontological impacts. Should the paleontologist find the potential is high for impact to significant resources, a pre-grade meeting between the paleontologist and the excavation and grading contractor shall be arranged. When necessary, the paleontologist or representative shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of fossils. The developer shall submit the name, telephone number and address of the retained paleontologist to the Planning Department.

The paleontologist shall submit in writing to the Planning Department the results of the initial consultation and the details of the fossil recovery plan if recovery was deemed necessary. The written results shall be submitted prior to issuance of grading permit.

60.PLANNING. 5 USE - LOT LINE ADJUSTMENT REQ RECOMMND

The permit holder shall file an application for Lot Line Adjustment with the County Planning Department, for review and approval, in accordance with County Ordinance No. 460, Section 20.1. The Lot Line Adjustment application shall relocate the common lot line between Assessor Parcel Nos. 156-360-027 and 156-360-028, as indicated on approved Exhibit A. The proposed parcels shall comply with the development standards of the Industrial Park (I-P) zone. The Planning Department shall approve the lot line

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 5 USE - LOT LINE ADJUSTMENT REQ (cont.) RECOMMND

adjustment and the permit holder shall thereafter provide proof of recordation of the notice of lot line adjustment and new owner deed(s) to the Planning Department.

60.PLANNING. 12 USE - FEE STATUS RECOMMND

Prior to the issuance of grading permits for Plot Plan No. 18877, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

60.PLANNING. 13 USE - GRADING PLAN REVIEW RECOMMND

The permit holder shall submit an application for a grading plan check to be submitted to the County T.L.M.A - Land Use Division for review by the County Planning Department. Said grading plan shall be in conformance with the APPROVED EXHIBITS of this plot plan, in compliance with County Ordinance No. 457, and the conditions of approval.

60.PLANNING. 14 USE - PLANNING DEPT REVIEW RECOMMND

As part of the plan check review of the proposed grading plan for the subject property, the Department of Building and Safety - Grading Division shall submit a copy of the proposed grading plan, along with the applicable Log/Permit Numbers for reference, to the county Planning Department to be reviewed for compliance with the approved site plan.

TRANS DEPARTMENT

60.TRANS. 1 USE-SBMT/APPVD GRADG PLAN/TRAN RECOMMND

When you submit a grading plan to the Department of Building and Safety, a copy of the grading plan shall be submitted and approved by the Transportation Department prior to a grading permit issuance.

Submit required grading plan to the Transportation Department, Plan Check Section, 8th Floor, 4080 Lemon Street, Riverside, CA.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.TRANS. 2 USE - REVISE STREET IMP PLAN RECOMMND

Prior to the submittal of the required street improvement plan per condition of approval 90.TRANS.19, obtain the existing street improvement plan and profile No. 869-FF and show the revision of the plan.

Please process a plan revision through the Plan Check Section per Section I, Part "E", page 10 of the "Improvement Plan Check - Policies and Guidelines" manual available on the Internet at:
www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guidelines.html
If you have any questions, please call the Plan Check Section at (951) 955-6527.

60.TRANS. 3 USE - OBTAIN L&LMD APPLICATION RECOMMND

Obtain an application from the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, to submit application for required annexation per condition of approval 80.TRANS.13 and 90.TRANS.21.

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

80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1 USE* RECOMMEND CONDITION NOTAPPLY

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

80.BS GRADE. 2 USE-G3.1NO B/PMT W/O G/PMT RECOMMND

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

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80. PRIOR TO BLDG PRMT ISSUANCE

E HEALTH DEPARTMENT

80.E HEALTH. 1 USE - WATER WILL SERVE RECOMMND

A "Will-Serve" letter is required from the appropriate water agency.

80.E HEALTH. 2 USE - FOOD PLANS REQD RECOMMND

A total of 3 complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with current State and Local regulations.

80.E HEALTH. 3 USE - LEA CLEARANCE RECOMMND

Clearance from the Environmental Resources Management Division LEA

FIRE DEPARTMENT

80.FIRE. 1 USE-#17A-BLDG PLAN CHECK \$ RECOMMND

Building Plan check deposit base fee of \$1,056.00, shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

80.FIRE. 2 USE-#4-WATER PLANS RECOMMND

The applicant or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements.

Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

FLOOD RI DEPARTMENT

80.FLOOD RI. 2 USE SUBMIT PLANS MINOR REVIEW RECOMMND

The scope of the District review will be limited to verification that this proposal has met its obligation under the County's municipal stormwater permit. A copy of

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80. PRIOR TO BLDG PRMT ISSUANCE

80.FLOOD RI. 2 USE SUBMIT PLANS MINOR REVIEW (cont.) RECOMMND

the BMP improvement plans along with any necessary documentation shall be submitted to the Districts Plan Check Section for review. A copy of the improvement and grading plans shall be included for reference. The plans must receive the District's approval prior to issuance of permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

80.FLOOD RI. 3 USE SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

PLANNING DEPARTMENT

80.PLANNING. 3 USE - CONFORM TO ELEVATIONS RECOMMND

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBITS B and M.

80.PLANNING. 4 USE - CONFORM TO FLOOR PLANS_ RECOMMND

Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT C.

80.PLANNING. 5 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

80.PLANNING. 6 USE - PLANS SHOWING BIKE RACKS RECOMMND

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval. A minimum of six spaces shall be provided.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 17 USE - LIGHTING PLANS RECOMMND

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan. All parking and outdoor lighting shall be in substantial conformance with that shown on APPROVED EXHIBIT P.

80.PLANNING. 18 USE - SCHOOL MITIGATION RECOMMND

Impacts to the Jurupa Unified School District shall be mitigated in accordance with California State law.

80.PLANNING. 28 USE - FEE STATUS RECOMMND

Prior to issuance of building permits for Plot Plan No. 18877, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

80.PLANNING. 29 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 14, 2007, summarized as follows:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 29 USE - WASTE MGMT CLEARANCE (cont.) RECOMMND

Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

80.PLANNING. 30 USE - TITLE 24 BLD EFF STNDARD RECOMMND

Construction of all nonresidential buildings or structures shall exceed the energy standards of the 2008 Building Efficiency Standards as set forth in the 2008 California Energy Code (Title 24, Part 6 of the California Code of Regulations) by a minimum of five percent (5%) in aggregate. Submission of a Title 24 worksheet with building plans for each implementing development project shall be required by the Department of Building and Safety in order to obtain a building permit and set the condition to MET status. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations for the implementing development project. Compliance is determined by comparing the energy use of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 6, Article 1, Section 10-109.

80.PLANNING. 31 USE - LOT LINE ADJUST REQD (2) RECOMMND

The permit holder shall file an application for Lot Line Adjustment with the County Planning Department, for review and approval, in accordance with County Ordinance No. 460, Section 20.1. The Lot Line Adjustment application shall relocate the common lot line between Assessor Parcel Nos. 156-360-027 and 156-360-028, as indicated on approved Exhibit A. The proposed parcels shall comply with the development standards of the Industrial Park (I-P) zone. The Planning Department shall approve the lot line

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 31 USE - LOT LINE ADJUST REQD (2) (cont.) RECOMMND

adjustment and the permit holder shall thereafter provide proof of recordation of the notice of lot line adjustment and new owner deed(s) to the Planning Department.

This condition shall be considered MET if Condition Of Approval No. 60.PLANNING.05 is satisfied.

80.PLANNING. 32 USE - LC LANDSCAPE PLOT PLAN RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:

1)Landscape and irrigation working drawings "stamped" by a California certified landscape architect;

2)Weather based controllers and necessary components to eliminate water waste;

3)A copy of the "stamped" approved grading plans; and,

4)Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1)Identification of all common/open space areas;

2)Natural open space areas and those regulated/conserved by the prevailing MSHCP;

3)Shading plans for projects that include parking lots/areas;

4)The use of canopy trees (24" box or greater) within the parking areas;

5)Landscaping plans for slopes exceeding 3 feet in height;

6)Landscaping and irrigation plans associated with entry monuments. All monument locations and dimensions shall be

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 32 USE - LC LANDSCAPE PLOT PLAN (cont.)

RECOMMND

provided on the plan; and/or,

7)If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

1)Landscaping plans for areas within the road right-of-way shall be submitted for review and approval by the Transportation Department only. The Planning Department shall not approve landscape plans within the Road Right-of-Way.

)When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.

80.PLANNING. 33 USE - LC LANDSCAPE SECURITIES

RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be completed and submitted to Building and Safety for processing and review in conjunction with County Counsel. Upon determination of compliance, the Department of

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 33 USE - LC LANDSCAPE SECURITIES (cont.) RECOMMND

Building and Safety shall clear this condition.

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.

80.PLANNING. 34 USE - OPEN SPACE/PARK LAND RECOMMND

Prior to the issuance of a building permit, the applicant/permittee or any successor-in-interest shall submit written proof to the Riverside County Planning Department that the Jurupa Area Recreation and Park District, or equivalent agency as provided by law has approved and signed an agreement relating to Community Facilities District "CFD" fees and maintenance on the dedication of approximately 1.18 acres of land to be added to the existing green belted linear park located along the western border of PP18877. See letter from Jurupa Area Recreation and Park District, dated October 4, 2010 for reference.

TRANS DEPARTMENT

80.TRANS. 10 USE - R & B B D RECOMMND

Prior to the issuance of a building permit, the project proponent shall pay fees in accordance with Zone A of the Mira Loma Road fee schedule in effect at the time of issuance of the permit.

The project gross acreage is 12.75 acres.

80.TRANS. 11 USE - TS/DESIGN RECOMMND

The project proponent shall be responsible for the design of traffic signals at the intersections of:

Etiwanda Avenue (NS) at Inland Avenue (EW)

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 11 USE - TS/DESIGN (cont.) RECOMMND

with no fee credit given for Traffic Signal Mitigation fees.

Or as approved by the Transportation Department

Traffic Signal Interconnect shall be installed as approved by the Transportation Department.

Installation of the signals shall be per 90.TRANS.14.

80.TRANS. 12 USE - TS/GEOMETRICS 1 RECOMMND

The intersection of Etiwanda Avenue at Hopkins Street shall be improved to provide the following geometrics:

Northbound: One left turn lane, two through lanes, one shared through/right turn lane

Southbound: One left turn lane, two through lanes, one shared through/right turn lane

Eastbound: One left turn lane, one shared through/right turn lane

Westbound: One left turn lane, one shared through/right turn lane

The intersection of De Forest Circle at Hopkins Street shall be improved to provide the following geometrics:

Northbound: One left turn lane, one shared through/right turn lane

Southbound: One left turn lane, one shared through/right turn lane

Eastbound: One shared left turn/through/right turn lane

Westbound: One shared left turn/through/right turn lane

or as approved by the Transportation Department.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 13 USE - ANNEX L&LMD/OTHER DIST

RECOMMND

Prior to the issuance of a building permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

- (1) Landscaping along De Forest Circle and Nobel Court.
- (2) Traffic signals per 90.TRANS.14 condition.
- (3) Street sweeping.

80.TRANS. 14 USE - LANDSCAPING

RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within De Forest Circle and Nobel Court and submitted to the Transportation Department. Landscaping plans shall be submitted on standard County plan sheet format (24" x 36"). Landscaping plans shall be submitted with the street improvement plans.

90. PRIOR TO BLDG FINAL INSPECTION

BS GRADE DEPARTMENT

90.BS GRADE. 1 USE*G4.3PAVING INSPECTIONS

RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

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90. PRIOR TO BLDG FINAL INSPECTION

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact a Hazardous Materials Specialist, Hazardous Materials Management Division, at (951) 358-5055 for any additional requirements.

FIRE DEPARTMENT

90.FIRE. 1 USE-#45-FIRE LANES RECOMMND

The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#12A-SPRINKLER SYSTEM RECOMMND

Install a complete fire sprinkler system per NFPA 13 2002 edition in all buildings requiring a fire flow of 1500 GPM or greater. Sprinkler system(s) with pipe sizes in excess of 4" in diameter will require the project structural engineer to certify (wet signature) the stability of the building system for seismic and gravity loads to support the sprinkler system. All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to the front, within 50 feet of a hydrant, and a minimum of 25 feet from the building(s). A statement that the building(s) will be automatically fire sprinkled must be included on the title page of the building plans.

Applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System.

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90. PRIOR TO BLDG FINAL INSPECTION

90.FIRE. 2 USE-#12A-SPRINKLER SYSTEM (cont.) RECOMMND

Monitoring system shall monitor the fire sprinkler system(s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact fire department for guideline handout

90.FIRE. 3 USE-#27-EXTINGUISHERS RECOMMND

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

FLOOD RI DEPARTMENT

90.FLOOD RI. 2 USE BMP - EDUCATION RECOMMND

The developer shall distribute environmental awareness education materials on general good housekeeping practices that contribute to protection of stormwater quality to all initial users. The developer may obtain NPDES Public Educational Program materials from the District's NPDES Section by either the District's website www.floodcontrol.co.riverside.ca.us, e-mail fcnpdes@co.riverside.ca.us, or the toll free number 1-800-506-2555. Please provide Project number, number of units and location of development. Note that there is a five-day minimum processing period requested for all orders.

The developer must provide to the District's PLAN CHECK Department a notarized affidavit stating that the distribution of educational materials to the tenants is assured prior to the issuance of occupancy permits.

90.FLOOD RI. 3 USE IMPLEMENT WQMP RECOMMND

All structural BMPs described in the project-specific WQMP shall be constructed and installed in conformance with approved plans and specifications. It shall be demonstrated that the applicant is prepared to implement all non-structural BMPs described in the approved project specific WQMP and that copies of the approved project-specific WQMP are available for the future

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90.FLOOD RI. 3 USE IMPLEMENT WQMP (cont.)

RECOMMND

owners/occupants. The District will not release occupancy permits for any portion of the project exceeding 80% of the project area prior to the completion of these tasks.

PLANNING DEPARTMENT

90.PLANNING. 3 USE - PARKING PAVING MATERIAL

RECOMMND

A minimum of four hundred forty-four (444) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

90.PLANNING. 4 USE - ACCESSIBLE PARKING

RECOMMND

A minimum of sixteen (16) accessible parking spaces for persons with disabilities shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

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90.PLANNING. 8 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

90.PLANNING. 10 USE - INSTALL BIKE RACKS RECOMMND

A bicycle rack with a minimum of six (6) spaces shall be provided in convenient locations to facilitate bicycle access to the project area as shown on APPROVED EXHIBIT L. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans. All bicycle racks shall be weather-protected.

90.PLANNING. 11 USE - UTILITIES UNDERGROUND RECOMMND

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

90.PLANNING. 12 USE - CURBS ALONG PLANTERS RECOMMND

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

90.PLANNING. 16 USE - TRASH ENCLOSURES RECOMMND

Eight (8) trash enclosures which are adequate to enclose a minimum of two (2) bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block with landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided

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90.PLANNING. 16 USE - TRASH ENCLOSURES (cont.) RECOMMND

for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

90.PLANNING. 21 USE - REMOVE OUTDOOR ADVERTISE RECOMMND

All existing outdoor advertising displays, signs or billboards shall be removed.

90.PLANNING. 22 USE - WALL & FENCE LOCATIONS RECOMMND

Wall and/or fence locations shall be in conformance with APPROVED EXHIBITS A and W.

90.PLANNING. 23 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 14, 2007, summarized as follows:

1. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

2. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

90.PLANNING. 27 USE - CONDITION COMPLIANCE RECOMMND

The Department of Building and Safety shall verify that the Development Standards of this approval and all other preceding conditions have been complied with prior to any use allowed by this permit.

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90.PLANNING. 28 USE - EXTENDED TRUCK IDLING RECOMMND

Sign(s) stating that "EXTENDED IDLING TRUCK ENGINES IS NOT PERMITTED" shall be located at the entrance to the facility and at the truck parking area. The sign(s) at the entrance to facility shall not be less than twenty four inches square and will provide directions to truck parking spaces with electrical hookups. The hookups will provide power for refrigerated trailers that need to be parked on-sight for more than 5 minutes.

90.PLANNING. 30 USE - ORD 810 O S FEE (2) RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 18877 is calculated to be 10.23 net acres. In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 31 USE - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the

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90.PLANNING. 31 USE - ORD NO. 659 (DIF) (cont.) RECOMMND

"Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 18877 has been calculated to be 10.23 net acres.

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 32 USE - MITIGATION MONITORING RECOMMND

The permit holder shall prepare and submit a written report to the Riverside County Planning Department demonstrating compliance with all remaining conditions of approval and mitigation measures of this permit and EIR No. 450.

The Planning Director may require inspection or other monitoring to ensure such compliance.

90.PLANNING. 33 USE - LC LNDSCP INSPECT DEPOST RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 34 USE - LC COMPLY W/ LNDSCP/ IRR RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning Department will ensure that all landscaping is healthy,

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90.PLANNING. 34 USE - LC COMPLY W/ LNDSCP/ IRR (cont.) RECOMMND

free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. Upon determination of compliance, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 9 USE - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

90.TRANS. 14 USE - TS/INSTALLATION RECOMMND

The project proponent shall be responsible for the construction and installation of traffic signals at the following locations:

Etiwanda Avenue (NS) at Inland Avenue (EW)

with no fee credit given for Traffic Signal Mitigation fees.

Or as approved by the Transportation Department

Traffic Signal Interconnect shall be installed as approved by the Transportation Department.

90.TRANS. 19 USE- EXISTING CURB & GUTTER RECOMMND

On existing curb and gutter, new driveways, closure of existing driveways, sidewalks and/or drainage devices within County right-of-way, including sewer and water laterals on De Forest Circle and Nobel Court shall be constructed within the dedicated right-of-way in accordance with County Draft Standards No. 207A and 401, Ordinance 461. Such construction shall be shown on existing street improvement plans and approved and permitted by the Transportation Department. Process a plan

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90.TRANS. 19 USE- EXISTING CURB & GUTTER (cont.) RECOMMND

revision through the Plan Check Section per Section I, Part E, page 10 of the "Policies and Guidelines" available on the Internet at:

www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guide_lines.html. If you have questions, please call the Plan Check Section at (951) 955-6527.

NOTE: 1. A 6' wide curb-face sidewalk will be constructed along the frontage of De Forest Circle and Nobel Court. See plan and profile file number 869-FF.

2. Driveway(s) shall be constructed in accordance with County Standard No. 207A.

90.TRANS. 20 USE - ST DESIGN/IMP CONCEPT RECOMMND

The street design and improvement concept of this project shall be coordinated with P/P 869-FF.

90.TRANS. 21 USE - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859. Said annexation should include the following:

- (1) Landscaping along De Forest Circle and Nobel Court.
- (2) Traffic signals per 90.TRANS.14 condition.
- (3) Street sweeping.

90.TRANS. 22 USE - LANDSCAPING COMM/IND RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved within De Forest Circle and Nobel Court.

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90.TRANS. 22 USE - LANDSCAPING COMM/IND (cont.)

RECOMMND

Assurance of continuous maintenance is required by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division; or if desired the developer may file an application for annexation into Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767.

90.TRANS. 23 USE - SIGNING & STRIPING

RECOMMND

A signing and striping plan is required for this project. The project proponent shall be responsible for any additional paving and/or striping removal caused by the striping plan. Traffic signing and striping shall be performed by County forces with all incurred costs borne by the applicant, unless otherwise approved by the County Traffic Engineer.

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10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is to develop a 155,480 square foot industrial building with 145,480 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 53,941 square feet of landscaping area (16%), 131 parking spaces, 30 trailer parking spaces and 25 loading docks on a 7.99 gross (net) acre site with a floor area ratio of 0.45 (Light Industrial requires a 0.25-0.60 floor area ratio).

The project site is located in the Community of Glen Avon of the Jurupa Area Plan in Western Riverside County; more specifically, northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street.

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY) its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Plot Plan No. 18879. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Plot Plan No. 18879 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Site Plan for Plot Plan No. 18879 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT B = Project Elevations for Plot Plan No. 18879 Amended No. 4, dated July 12, 2010.

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10. GENERAL CONDITIONS

10. EVERY. 3 USE - DEFINITIONS (cont.) RECOMMND

APPROVED EXHIBIT C = Project Floor Plans for Plot Plan No. 18879 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT G = Conceptual Grading Plan for Plot Plan No. 18879 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT L = Preliminary Landscaping Plans (Sheets 1-3) for Plot Plan No. 18879 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT L-1 = Preliminary Landscaping Color Plant Palette Booklet (Sheets 1-17) for Plot Plan No. 18879 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT M = Project Colors and Materials (Sheets 1-2) for Plot Plan No. 18879 Amended No. 4, dated July 12, 2010.

APPROVED EXHIBIT P = Photometric Plan for Plot Plan No. 18879 Amended No. 4, dated July 12, 2010.

10. EVERY. 4 USE - 90 DAYS TO PROTEST RECOMMND

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 USE - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Department Grading Division conditions of approval.

10.BS GRADE. 2 USE* NPDES SUPPLEMENT "A" RECOMMND

In order to insure compliance with Supplement A - New Development Guidelines for the Santa Ana, Santa Margarita and Whitewater Drainage Management Plan, all specific land use cases (Plot Plans, Conditional Use Permits, & Public

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10. GENERAL CONDITIONS

10.BS GRADE. 2 USE* NPDES SUPPLEMENT "A" (cont.) RECOMMND

Use Permits) and subdivisions (Tracts and Parcel maps) shall provide, as a part of their grading and drainage plan, the control of impervious runoff. This shall include impervious areas graded to drain to a BMP filtration system. Direct drainage from impervious areas to the street or a storm drain facility shall be avoided.

10.BS GRADE. 3 USE - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 USE - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

10.BS GRADE. 5 USE - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 10 USE - MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

10.BS GRADE. 14 USE - OFFST. PAVED PKG RECOMMND

All offstreet parking areas which are conditioned to be paved shall conform to Ordinance 457 base and paving design and inspection requirements.

FIRE DEPARTMENT

10.FIRE. 2 USE-#01A - SHELL RECOMMND

THESE CONDITIONS ARE FOR A SHELL BUILDING ONLY.
Shell building will receive a shell final only. No Certificate of Occupancy (human occupant and/or materials)

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10. GENERAL CONDITIONS

10.FIRE. 2 USE-#01A - SHELL (cont.) RECOMMND

will be issued until the building occupant has been identified with their occupancy classification and have been conditioned by Riverside County Fire Department. Occupant or tenant identification is imperative for orderly and prompt processing. Upon identification of the occupant or tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit. Failure to provide a comprehensive data analysis and/or technical information acceptable to the fire department may result in project delays.

10.FIRE. 3 USE-#04-HIGH PILE/RACK STORAGE RECOMMND

A separate permit may be required for high-pile storage and/or racks. Sprinkler plans and/or sprinkler review must be submitted by a licensed sprinkler contractor with storage and/or rack plans to Riverside County Fire Department for review and approval of the 2001 cfc Article 81 compliance. Complete Article 81 information re: all commodities stored, rack dimensions, placement in building, sprinkler densities, etc. must be provided with suppression system for racks and/or high-pile storage review. A complete listing of commodities, classified using CFC Article 81, 2001 Edition and NFPA 13, 1999 Edition guidelines by a licensed Fire Protection Engineer (or other consultant approved by this jurisdiction).

10.FIRE. 4 USE-#50-BLUE DOT REFLECTOR RECOMMND

Blue retroreflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 5 USE-#23-MIN REQ FIRE FLOW RECOMMND

Minimum required fire flow shall be 4000 GPM for a 4 hour duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site. Fire flow is based on type IIIN construction per the 2001 CBC and Building(s) having a fire sprinkler system.

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10.FIRE. 6 USE-#19-ON/OFF LOOPED HYD RECOMMND

A combination of on-site and off-site super fire hydrants, on a looped system (6"x4"x 2-2 1/2"), will be located not less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways. The required fire flow shall be available from any adjacent hydrants(s) in the system.

10.FIRE. 7 USE-#84-TANK PERMITS RECOMMND

Applicant or Developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permits, from the Riverside County Fire Department and Environmental Health Departments. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tanks(s) shall meet the following standard: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans.

10.FIRE. 8 USE-#89-RAPID HAZMAT BOX RECOMMND

Rapid entry Hazardous Material data and key storage cabinet shall be installed on the outside of the building. Plans shall be submitted to the Riverside County Fire Department for approval prior to installation.

10.FIRE. 9 USE-#25-GATE ENTRANCES RECOMMND

ny gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38 foot turning radius shall be used.

10.FIRE. 10 USE-#88A-AUTO/MAN GATES RECOMMND

Gate(s) shall be automatic or manual operated, minimum 24 feet in width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall

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10. GENERAL CONDITIONS

10.FIRE. 10 USE-#88A-AUTO/MAN GATES (cont.) RECOMMND

be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. (current plan check deposit base fee is \$126.00)

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD REPORT RECOMMND

Plot Plan 18879 is a proposal to construct a speculative warehouse building on 8-acre parcel in the Mira Loma area. The project site is located on the east side of Etiwanda Avenue, just north of the 60 FWY. This project is being concurrently processed with PP 18875, PP 18876 and PP 18877.

The site is Parcel 41 and a small portion of Parcel 40 of underlying Parcel Map 26365 for the Mira Loma Commerce Center. The site has been mass graded and the street improvements have been completed under the parcel map. The underlying map also constructed a storm drain (Line C) beginning at the cul-de-sac of Nobel Court that outlets to a concrete channel that parallels the north side of the 60 FWY and connects to the District's Day Creek Channel. The hydrology for the underlying parcel map shows this site to drain to Line C. The tentative map shows that the site is graded to drain to southeast corner of the property into a concrete channel that parallels the north side of the 60 FWY and connects to the District's Day Creek Channel. The District finds this to be an acceptable alternative.

Except for nuisance nature local runoff that may traverse portions of the property, the project is considered free from ordinary storm flood hazard. However, a storm of unusual magnitude could cause some damage. New construction should comply with all applicable ordinances.

Impervious areas shall be graded or constructed to drain to a filtration BMP or equally effective alternative. The District has received preliminary WQMP dated December 2006.

The applicant has proposed mechanical filters to mitigate impacts to water quality. Additionally a turf management plan shall be provided. Due to potential pathogen pollutants from the trash enclosures the following features shall be incorporated into the design of the enclosures:

1. The dumpster shall be covered.

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10. GENERAL CONDITIONS

10.FLOOD RI. 1 USE FLOOD HAZARD REPORT (cont.) RECOMMND

2. Dumpster pads will be constructed with a raised surface (at least 2" - 3") to prevent run-on from the surrounding paved area.

3. No storm drain grates or inlets shall be constructed within the dumpster pad.

4. Water Spigot or supply will not be installed unless a sanitary waste line is also installed. The sewer utility must approve all waste connections in the dumpster pad area.

10.FLOOD RI. 2 USE SUBMIT FINAL WQMP =PRELIM RECOMMND

In compliance with Santa Ana Region and San Diego Region Regional Water Quality Control Board Orders, and Beginning January 1, 2005, projects submitted within the western region of the unincorporated area of Riverside County for discretionary approval will be required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. The WQMP requirements will vary depending on the project's geographic location (Santa Ana, Santa Margarita or Whitewater River watersheds). The WQMP provides detailed guidelines and templates to assist the developer in completing the necessary studies. These documents are available on-line at: www.floodcontrol.co.riverside.ca.us under Programs and Services, Stormwater Quality.

To comply with the WQMP a developer must submit a "Project Specific" WQMP. This report is intended to a) identify potential post-project pollutants and hydrologic impacts associated with the development; b) identify proposed mitigation measures (BMPs) for identified impacts including site design, source control and treatment control post-development BMPs; and c) identify sustainable funding and maintenance mechanisms for the aforementioned BMPs. A template for this report is included as 'exhibit A' in the WQMP.

The developer has submitted a report that meets the criteria for a Preliminary Project Specific WQMP. The report will need to be revised to meet the requirements of a Final Project Specific WQMP. Also, it should be noted that if 401 certification is necessary for the project, the Water Quality Control Board may require additional water quality measures.

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10.FLOOD RI. 3 USE WQMP ESTABL MAINT ENTITY RECOMMND

This project proposes BMP facilities that will require maintenance by a public agency or homeowner's association. To ensure that the public is not unduly burdened with future costs, prior to final approval or recordation of this case, the District will require an acceptable financial mechanism be implemented to provide for maintenance of treatment control BMPs in perpetuity. This may consist of a mechanism to assess individual benefiting property owners, or other means approved by the District. The site's treatment control BMPs must be shown on the project's improvement plans - either the street plans, grading plans, or landscaping plans. The type of improvement plans that will show the BMPs will depend on the selected maintenance entity.

PLANNING DEPARTMENT

10.PLANNING. 1 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

10.PLANNING. 2 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 3 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

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10. GENERAL CONDITIONS

10.PLANNING. 4 USE - COLORS & MATERIALS RECOMMND

Building colors and materials shall be in substantial conformance with those shown on APPROVED EXHIBIT M.

10.PLANNING. 7 USE - BASIS FOR PARKING RECOMMND

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b), Industrial uses: If number of workers cannot be determined: 1 space per 250 square feet of office area, and Warehouses: 1 space per 2,000 square feet of gross floor area.

The project is proposing 10,000 square feet of office and mezzanine area, and 145,480 square feet of storage/warehouse area with a total building area of 155,480 square feet that requires 113 parking spaces. The project is providing a total of 131 parking spaces.

10.PLANNING. 8 USE - PERMIT SIGNS SEPARATELY RECOMMND

No signs are approved pursuant to this project approval. Prior to the installation of any on-site advertising or directional signs, a signing plan shall be submitted to and approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

10.PLANNING. 9 USE - NO OUTDOOR ADVERTISING RECOMMND

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

10.PLANNING. 17 USE - RECLAIMED WATER RECOMMND

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

10.PLANNING. 19 USE - NO RESIDENT OCCUPANCY RECOMMND

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

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10. GENERAL CONDITIONS

10.PLANNING. 20 USE - MAINTAIN LICENSING RECOMMND

At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the South Coast Air Quality Management District (SCAQMD), or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

10.PLANNING. 21 USE - EXTERIOR NOISE LEVELS RECOMMND

The following conditions shall be applied to the project based on the information provided by the acoustical consultant:

1. Facility-related noise, as projected to any portion of any surrounding property containing a "sensitive receiver, habitable dwelling, hospital, school, library or nursing home", must not exceed the following worst-case noise levels 45 dB(A) - 10 minute noise equivalent level ("leq"), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard) and 65 dB (A) - 10 minute leq, between 7:00 a.m. and 10:00 p. m. (daytime standard).

2. Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be under taken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

Each Plot Plan is to provide a noise report that provides daily and hourly number of trucks, operating hours, dBA 10 minute Leq levels with worse case scenarios, noise readings from similar operations and distances to the nearest sensitive receivers for the below recommendations to apply or be modified.

3. The proposed 6-foot high separation wall between project parcels adjacent to existing residential uses should be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.

4. A 12-foot high perimeter barrier shall be required if nocturnal (10 p.m. to 7 a.m.) loading dock material handling activities are conducted within 300 feet of any

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10. GENERAL CONDITIONS

10.PLANNING. 21 USE - EXTERIOR NOISE LEVELS (cont.)

RECOMMND

residence. If nocturnal trucking activities are conducted simultaneously of the warehouse/loading dock, the 12-foot-high barrier shall be required if such combined activities occur within 600 feet of an existing home.

5. No nocturnal loading / unloading shall occur with 100 feet of any residence for Plot Plans 18876 and 18877. No combined trucking movements and unloading /loading shall occur within 200 feet of any residence from 10 p.m. to 7 a.m.

6. Our Department must receive, review and approve an acoustical report addressing the noise that might be produced from each specific tenant / plot plan. The Office of Industrial Hygiene will determine which businesses will be required to have an acoustical report.

7. The applicant shall pay review fees (prior to pulling your building permits) to the Department of Public Health for all time spent in review of this project. Fees will be assessed at the Department's hourly rate for Industrial Hygienists.

10.PLANNING. 22 USE - NOISE MONITORING REPORTS

RECOMMND

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

10.PLANNING. 25 USE - CAUSES FOR REVOCATION

RECOMMND

In the event the use hereby permitted under this permit,
a) is found to be in violation of the terms and conditions of this permit,

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10. GENERAL CONDITIONS

10.PLANNING. 25 USE - CAUSES FOR REVOCATION (cont.) RECOMMND

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

10.PLANNING. 26 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 28 USE - IND OCCUPANT CHANGE RECOMMND

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

10.PLANNING. 29 USE - ELECTRICAL HOOK-UPS RECOMMND

Tenant(s) receiving shipping container refrigerated units shall provide electrical hook-ups at all dock door positions as a part of the tenant improvement project for the building. The use of truck engines or auxiliary generators to power refrigerated shipping container units for more than 5 minutes is not allowed.

10.PLANNING. 33 USE - ORD 810 O S FEE (1) RECOMMND

In accordance with Riverside County Ordinance No. 810, to assist in providing revenue to acquire and preserve open space and habitat, an Interim Open Space Mitigation Fee shall be paid for each development project or portion of an expanded development project to be constructed in Western Riverside County. The amount of the fee for commercial or industrial development shall be calculated on the basis of "Project Area," which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development.

Any area identified as "NO USE PROPOSED" on the APPROVED EXHIBIT shall not be included in the Project Area.

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10.PLANNING. 34 USE - 2ND DIST LS GUIDELINES RECOMMND

The permit holder shall comply with the intent of the "DESIGN AND LANDSCAPE GUIDELINES FOR DEVELOPMENT IN THE SECOND SUPERVISORIAL DISTRICT (Revised)", approved by the Board of Supervisors, September 15, 1998, and revised October 23, 1998 to APPROVED EXHIBITS B, L, and M.

Note: In the event of a conflict between the Design Guidelines and Approved Landscape Plans, the Approved Plans shall take precedence.

10.PLANNING. 35 USE - BUSINESS LICENSING RECOMMND

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department at www.rctlma.org.buslic.

10.PLANNING. 36 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 20, 2007, summarized as follows:

The Riverside County Waste Management Department (Department) has reviewed the proposed project. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade,

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10. GENERAL CONDITIONS

10.PLANNING. 36 USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

3. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

4. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

5. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

6. Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite

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10. GENERAL CONDITIONS

10.PLANNING. 36 USE - WASTE MGMT CLEARANCE (cont.) (cont.) RECOMMND

composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

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

Any questions, please contact Ryan Ross, Planner from the Riverside County Waste Management Department Phone (951) 486-3351

10.PLANNING. 37 USE - ARB SIGN FOR IDLING RECOMMND

Signs stating that "The driver of a diesel-fueled motor vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds is prohibited from idling the vehicle's primary engine for more than five (5) minutes at any location and may not operate a diesel fueled auxiliary power system (APS) for more than 5 minutes at any location within 100 feet of a restricted area (residences). The minimum penalty for an idling violation is \$300.00. To report a violation please contact 1800-END-SMOG" Signs shall be placed at every other loading dock and not be less than twenty four inches square.

10.PLANNING. 50 USE - GEO 1825 RECOMMND

County Geologic Report (GEO) No. 1825, submitted for this project (PP18879), was prepared by Norcal Engineering and is entitled: "Geotechnical Engineering Investigation, Proposed Industrial Development, Southwest Corner of De Forest Circle and Nobel Court, Mira Loma, California", dated March 30, 2007. In addition, Norcal Engineering prepared the following responses:

1."Geotechnical Evaluation of Potential Faulting, Proposed Industrial Development, Three Nearby Sites, Mira Loma, California, 2. Southwest Corner of De Forest Circle and Nobel Court, Riverside County Case #PP18879"prepared by Andrew Stone, Engineering Geology and dated July 6, 2007.

2."Response to County Geologic Report Review Sheet - Proposed Industrial Development - Located at the Southwest Corner of De Forest Circle and Nobel Court, Mira Loma, in the County of Riverside, California" dated August 15, 2007.

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10. GENERAL CONDITIONS

10.PLANNING. 50 USE - GEO 1825 (cont.)

RECOMMND

3."Response to County Geotechnical Report Review Sheet - Proposed Industrial Development - Located at the Southwest Corner of De Forest Circle and Nobel Court, Mira Loma, in the County of Riverside, California" dated August 15, 2007.

These additional reports are now included as part of GEO No. 1825.

GEO No 1825 concluded:

1.Research that indicates groundwater at the site is greater than 100 feet below the existing ground surface and the potential for groundwater rise is considered very low. This, combined with the relative high density of the subsurface soils below the loose surficial soils which will be reworked, indicates a low potential for this site to be affected by seismically induced liquefaction.

2.Based on aerial photography review, literature research and site mapping, no active faults are known or were found to traverse or trend toward the site, thus the potential for damage due to surface fault rupture is considered to be very low.

3.The potential for this site to be affected by secondary seismic hazards such as seismically induced settlement, flooding, seiche/tsunami and seismically induced landsliding or slope failure is also considered to be low. There is a high potential for this site to be affected by strong seismic shaking during the lifetime of the proposed development.

GEO No 1825 recommended:

1.All vegetation, trash piles, pavements and other debris should be removed from the proposed grading areas. All strippings and debris should be removed from the site in order to preclude their incorporation in the proposed fills.

2.The existing site soils beneath the proposed building area should be removed to a minimum depth of 24 inches below the bottom of the proposed footings. These removals should extend at least five feet laterally beyond the

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10. GENERAL CONDITIONS

10.PLANNING. 50 USE - GEO 1825 (cont.) (cont.)

RECOMMND

footing lines. Subsequent to acceptance of the over-excavation bottoms, the exposed surface should be scarified to a depth of 12 inches, brought to near optimum moisture content and compacted to at least 90% of the maximum dry density as determined by ASTM D-1557 prior to placing any fill.

3.The excavated soils may be used as compacted fill provided they are cleaned of debris, vegetation and any other deleterious materials. The fill soils should be moisture conditioned to near optimum moisture content, spread in thin lifts and uniformly compacted to at least 90% of the maximum dry density as determined by ASTM D-1557. Compaction and moisture content should be verified by field density testing.

4.Although this site appears to have a low potential to be affected by surface fault rupture, the site is located within a seismically active area of Southern California and should be expected to experience strong seismic shaking during the lifetime of the proposed improvements. All structures should be designed according to the latest provisions of the most recent edition of the Uniform Building Code for a site located in UBC Seismic Zone 4, located 17 km from a UBC Type A seismic source and overlying a UBC Type Sd soil. The site should be expected to experience a peak horizontal ground acceleration of about 0.40 g with a 10% probability of exceedence in 50 years from an earthquake on the Cucamonga fault zone located approximately 10 miles away..

GEO No. 1825 satisfies the requirement for a Geologic/Seismic Study for Planning /CEQA purposes. GEO No. 1825 is hereby accepted for Planning purposes. This approval is not intended, and should not be misconstrued as approval for grading permit. Engineering and other building code parameters will be reviewed and additional comments and/or conditions may be imposed by the Building and Safety Department upon application for grading and/or building permits.

10.PLANNING. 51 USE - IF HUMAN REMAINS FOUND

RECOMMND

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

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10. GENERAL CONDITIONS

10.PLANNING. 51 USE - IF HUMAN REMAINS FOUND (cont.)

RECOMMND

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 52 USE - INADVERTANT ARCHAEO FIND

RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find.

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10. GENERAL CONDITIONS

10.PLANNING. 52 USE - INADVERTANT ARCHAEO FIND (cont.) RECOMMND

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 53 USE - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

1)Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;

2)Ensure all landscaping is provided with California Friendly landscaping and a weather based irrigation controller(s) as defined by County Ordinance No. 859;

3)Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,

4)Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

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

1)Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

2)Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.

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10. GENERAL CONDITIONS

10.PLANNING. 53 USE - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

3)Ensure that all landscaping is healthy, free of weeds, disease and pests.

10.PLANNING. 54 USE - SHERIFF CLEARANCE RECOMMND

A clearance letter from Riverside County Sheriff shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 13, 2007.

10.PLANNING. 55 USE - OFF-SITE CIRCULATION RECOMMND

There shall be no trucks serving the project site from unnecessarily traversing through residential neighborhoods.

10.PLANNING. 56 USE - NO OFF-SITE REPAIR RECOMMND

There shall be no trucks serving the project site from using residential areas and repairing vehicles on any streets.

10.PLANNING. 57 USE - ON-SITE TRUCK IDLING RECOMMND

The developer/owner of the project shall reduce all truck idling time (including off-road equipment used during construction or operation) to a maximum of three (3) minutes within the site.

10.PLANNING. 58 USE - EDUCATION PROGRAM RECOMMND

The developer/owner shall include in the tenant lease an education program to inform truck drivers of the health effects of diesel particulate and importance of reducing their idling time. A copy of the tenant lease shall be provided to the County prior to issuance of a business license and occupancy of the lease space.

10.PLANNING. 59 USE - STREET SWEEPERS RECOMMND

Street sweepers shall be contracted and used during Project construction on the Project site in accordance with SCAQMD Rule 1186.1 for Less-Polluting Sweepers.

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10. GENERAL CONDITIONS

10.PLANNING. 60 USE - SCAQMD FUNDING PROGRAMS RECOMMND

The developer shall require future tenants to apply in good faith for funding for the replacement or retrofit of trucks, and shall actually utilize any received funding for the implementation of the replacement or retrofit of trucks, through programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>).

10.PLANNING. 61 USE - SIX INCHES OF FREEBOARD RECOMMND

All trucks hauling dirt, sand, soil, or other loose materials shall maintain at least six inches of freeboard space from the top of the container.

10.PLANNING. 62 USE - PREFERENTIAL PARKING RECOMMND

Preferential parking shall be provided for EV, hybrid, and CNG vehicles.

10.PLANNING. 63 USE - LEED CERTIFIED BUILDING RECOMMND

The project shall comply with the requirements for a LEED Certified building, in accordance with the edition of the USGBC New Construction (NC) Reference Manual in effect at time of project registration. The building(s) and facilities shall be maintained in the condition that awarded LEED certification.

TRANS DEPARTMENT

10.TRANS. 2 USE - NO ADD'L ON-SITE R-O-W RECOMMND

No additional on-site right-of-way required on De Forest Circle and Nobel Court since adequate right-of-way exists.

10.TRANS. 6 USE - STD INTRO 3(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or

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10. GENERAL CONDITIONS

10.TRANS. 6 USE - STD INTRO 3(ORD 460/461) (cont.) RECOMMND

unacceptability may require the exhibit to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 8 USE - TS/EXEMPT RECOMMND

The Transportation Department has not required a traffic study for the subject project. The Transportation Department has determined that the project is exempt from traffic study requirements.

10.TRANS. 9 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 1 USE - EXPIRATION DATE-PP RECOMMND

This approval shall be used within two (2) years of approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within a two (2) year period which is thereafter diligently pursued to completion or of the actual occupancy of existing buildings or land under the terms of the authorized use.

Prior to the expiration of the two year period, the permittee may request a one (1) year extension of time request in which to use this plot plan. A maximum of three one-year extension of time requests shall be permitted. Should the time period established by any of the extension of time requests lapse, or should all three one-year extensions be obtained and no substantial construction or use of this plot plan be initiated within five (5) years of

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 1 USE - EXPIRATION DATE-PP (cont.) RECOMMND

the effective date of the issuance of this plot plan, this plot plan shall become null and void.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G2.1 GRADING BONDS RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 2 USE-G2.2 IMPORT / EXPORT RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety Department. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the Building and Safety Department Director for approval.

60.BS GRADE. 4 USE-G2.4GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit.

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 5 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

60.BS GRADE. 7 USE-G2.14OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

60.BS GRADE. 10 USE-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

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60. PRIOR TO GRADING PRMT ISSUANCE

EPD DEPARTMENT

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR

RECOMMND

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

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

FLOOD RI DEPARTMENT

60.FLOOD RI. 3 USE MITCHARGE

RECOMMND

The County Board of Supervisors has adopted the Day Creek Area Drainage Plan (ADP) for the purpose of collecting drainage fees. This project may require earlier construction of downstream ADP facilities. To mitigate this effect, the District recommends that this project be required to pay a flood mitigation fee. The mitigation fee should be based upon the fee structures set for land divisions having comparable anticipated impermeable surface areas.

Plot Plan 18879 is located within the limits of the Day Creek Area Drainage Plan for which drainage fees have been adopted to help mitigate the impacts of this development. The mitigation charge for this proposal shall

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60. PRIOR TO GRADING PRMT ISSUANCE

60.FLOOD RI. 3 USE MITCHARGE (cont.) RECOMMND

equal the prevailing Area Drainage Plan fee rate multiplied by the area of the new development. This new development has a total of 7.99 acres subject to the fee. The charge is payable to the Flood Control District by cashier's check or money order only, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits.

60.FLOOD RI. 4 USE SUBMIT PLANS MINOR REVIEW RECOMMND

The scope of the District review will be limited to verification that this proposal has met its obligation under the County's municipal stormwater permit. A copy of the BMP improvement plans along with any necessary documentation shall be submitted to the Districts Plan Check Section for review. A copy of the improvement and grading plans shall be included for reference. The plans must receive the District's approval prior to issuance of permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

60.FLOOD RI. 5 USE SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

PLANNING DEPARTMENT

60.PLANNING. 2 USE - PLNTLOGST RETAINED (1) RECOMMND

Prior to issuance of grading permits, a qualified paleontologist shall be retained by the developer for consultation and comment on the proposed grading with respect to potential paleontological impacts. Should the paleontologist find the potential is high for impact to significant resources, a pre-grade meeting between the paleontologist and the excavation and grading contractor shall be arranged. When necessary, the paleontologist or representative shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of fossils. The developer shall submit the name, telephone number and address of the retained paleontologist to the Planning Department.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 2 USE - PLNTLOGST RETAINED (1) (cont.) RECOMMND

The paleontologist shall submit in writing to the Planning Department the results of the initial consultation and the details of the fossil recovery plan if recovery was deemed necessary. The written results shall be submitted prior to issuance of grading permit.

60.PLANNING. 12 USE - FEE STATUS RECOMMND

Prior to the issuance of grading permits for Plot Plan No. 18879, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

60.PLANNING. 18 USE - PARCEL MERGR REQD (1) RECOMMND

Prior to the issuance of a grading permit, a Certificate of Parcel Merger shall be reviewed and aproved by the Planning Department. The Parcel Merger shall merge Assessor Parcel Nos. 156-360-020 and 156-360-021. The permit holder shall submit proof of recordation of the parcel merger to the Planning Department within 6 (six) months of Planning Department approval. The proposed parcel shall comply with the development standards of the Industrial Park (IP) zone.

60.PLANNING. 19 USE - GRADING PLAN REVIEW RECOMMND

The permit holder shall submit an application for a grading plan check to be submitted to the County T.L.M.A - Land Use Division for review by the County Planning Department. Said grading plan shall be in conformance with the APPROVED EXHIBITS of this plot plan, in compliance with County Ordinance No. 457, and the conditions of approval.

60.PLANNING. 20 USE - PLANNING DEPT REVIEW RECOMMND

As part of the plan check review of the proposed grading plan for the subject property, the Department of Building and Safety - Grading Division shall submit a copy of the proposed grading plan, along with the applicable Log/Permit Numbers for reference, to the ounty Planning Department to be reviewed for compliance with the approved site plan.

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60. PRIOR TO GRADING PRMT ISSUANCE

TRANS DEPARTMENT

60.TRANS. 1 USE-SBMT/APPVD GRADG PLAN/TRAN RECOMMND

When you submit a grading plan to the Department of Building and Safety, a copy of the grading plan shall be submitted and approved by the Transportation Department prior to a grading permit issuance.

Submit required grading plan to the Transportation Department, Plan Check Section, 8th Floor, 4080 Lemon Street, Riverside, CA.

60.TRANS. 2 USE - REVISE STREET IMP PLAN RECOMMND

Prior to the submittal of the required street improvement plan per condition of approval 90.TRANS.16, obtain the existing street improvement plan and profile No. 869-FF and show the revision of the plan.

Please process a plan revision through the Plan Check Section per Section I, Part "E", page 10 of the "Improvement Plan Check - Policies and Guidelines" manual available on the Internet at:
www.tlma.co.riverside.ca.us/trans/land_dev_plan_check_guidelines.html
If you have any questions, please call the Plan Check Section at (951) 955-6527.

60.TRANS. 3 USE - OBTAIN L&LMD APPLICATION RECOMMND

Obtain an application from the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, to submit application for required annexation per condition of approval 80.TRANS.5 and 90.TRANS.18.

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

80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT RECOMMND

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

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80. PRIOR TO BLDG PRMT ISSUANCE

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT (cont.) RECOMMND
Safety Department.

E HEALTH DEPARTMENT

80.E HEALTH. 1 USE - WATER WILL SERVE RECOMMND
A "Will-Serve" letter is required from the appropriate water agency.

80.E HEALTH. 2 USE - FOOD PLANS REQD RECOMMND
A total of 3 complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with current State and Local regulations.

80.E HEALTH. 3 USE - LEA CLEARANCE RECOMMND
Clearance from the Environmental Resources Management Division LEA

80.E HEALTH. 4 USE - PERC TEST REQD RECOMMND
satisfactory detailed soils percolation test in accordance with the procedures outlined in the Riverside County Waste Disposal Booklet entitled "Waste Disposal for Individual Homes, Commercial and Industrial".

FIRE DEPARTMENT

80.FIRE. 1 USE-#17A-BLDG PLAN CHECK \$ RECOMMND
Building Plan check deposit base fee of \$1,056.00, shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

80.FIRE. 2 USE-#4-WATER PLANS RECOMMND
The applicant or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements.
Plans shall be signed and approved by a registered civil engineer and the local water company with the following

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80. PRIOR TO BLDG PRMT ISSUANCE

80.FIRE. 2 USE-#4-WATER PLANS (cont.)

RECOMMND

certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

FLOOD RI DEPARTMENT

80.FLOOD RI. 1 USE MITCHARGE

RECOMMND

The County Board of Supervisors has adopted the Day Creek Area Drainage Plan (ADP) for the purpose of collecting drainage fees. This project may require earlier construction of downstream ADP facilities. to mitigate this effect, the District recommends that this project be required to pay a flood mitigation fee. The mitigation fee should be based upon the fee structures set for land divisions having comparable anticipated impermeable surface areas.

Plot Plan 18879 is located within the limits of the Day Creek Area Drainage Plan for which drainage fees have been adopted to help mitigate the impacts of this development. The mitigation charge for this proposal shall equal the prevailing Area Drainage Plan fee rate multiplied by the area of the new development. This new development has a total of 7.99 acres subject to the fee. The charge is payable to the Flood Control District by cashier's check or money order only, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits.

80.FLOOD RI. 2 USE SUBMIT PLANS MINOR REVIEW

RECOMMND

The scope of the District review will be limited to verification that this proposal has met its obligation under the County's municipal stormwater permit. A copy of the BMP improvement plans along with any necessary documentation shall be submitted to the Districts Plan Check Section for review. A copy of the improvement and grading plans shall be included for reference. The plans must receive the District's approval prior to issuance of permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.FLOOD RI. 3 USE SUBMIT FINAL WQMP RECOMMND

A copy of the project specific WQMP shall be submitted to the District for review and approval.

PLANNING DEPARTMENT

80.PLANNING. 3 USE - CONFORM TO ELEVATIONS RECOMMND

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBITS B and M.

80.PLANNING. 4 USE - CONFORM TO FLOOR PLANS RECOMMND

Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT C.

80.PLANNING. 5 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

80.PLANNING. 10 USE - FENCING PLAN REQUIRED RECOMMND

A fencing plan shall be submitted to and approved by the Planning Department. The Fencing Plan shall show all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable.

All wall and fence locations shall substantially conform to APPROVED EXHIBIT A.

No chain-link fencing is permitted.

In the event the project is located adjacent to existing residential uses, proposed separation walls between project parcel(s) and existing residential uses shall be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 12 USE - PLANS SHOWING BIKE RACKS RECOMMND

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval. A minimum of six spaces shall be provided.

80.PLANNING. 13 USE - EDA/RDA CLEARANCE RECOMMND

Prior to the installation of any signage on the project site, a minor plot plan for outdoor/on-site signage shall be submitted to the Redevelopment Agency for comment and review.

80.PLANNING. 17 USE - LIGHTING PLANS RECOMMND

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan. All parking and outdoor lighting shall be in substantial conformance with that shown on APPROVED EXHIBIT P.

80.PLANNING. 18 USE - SCHOOL MITIGATION RECOMMND

Impacts to the Jurupa Unified School District shall be mitigated in accordance with California State law.

80.PLANNING. 23 USE - FEE STATUS RECOMMND

Prior to issuance of building permits for Plot Plan No. 18879, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

80.PLANNING. 24 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 20, 2007, summarized as follows:

1. Prior to issuance of a building permit for EACH building, the applicant shall submit three (3) copies of a

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 24 USE - WASTE MGMT CLEARANCE (cont.)

RECOMMND

Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

2. Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.

80.PLANNING. 25 USE - TITLE 24 BLD EFF STNDARD

RECOMMND

Construction of all nonresidential buildings or structures shall exceed the energy standards of the 2008 Building Efficiency Standards as set forth in the 2008 California Energy Code (Title 24, Part 6 of the California Code of Regulations) by a minimum of five percent (5%) in aggregate. Submission of a Title 24 worksheet with building plans for each implementing development project shall be required by the Department of Building and Safety in order to obtain a building permit and set the condition to MET status. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations for the implementing development project. Compliance is determined by comparing the energy use of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 25 USE - TITLE 24 BLD EFF STNDARD (cont.) RECOMMND

Commission in accordance with Title 24, Part 6, Article 1, Section 10-109.

80.PLANNING. 26 USE - PARCEL MERGR REQD (2) RECOMMND

Prior to the issuance of a building permit, a Certificate of Parcel Merger shall be reviewed and approved by the Planning Department. The Parcel Merger shall merge Assessor Parcel Nos. 156-360-020 and 156-360-021. The permit holder shall submit proof of recordation of the parcel merger to the Planning department within six (6) months of Planning Department approval. The proposed parcel shall comply with the development standard of the Industrial Park (IP) zone.

This condition shall be considered MET if Condition Of Approval No. 60.PLANNING.18 is satisfied.

80.PLANNING. 27 USE - LC LANDSCAPE PLOT PLAN RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:

- 1)Landscape and irrigation working drawings "stamped" by a California certified landscape architect;
- 2)Weather based controllers and necessary components to eliminate water waste;
- 3)A copy of the "stamped" approved grading plans; and,
- 4)Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1)Identification of all common/open space areas;
- 2)Natural open space areas and those regulated/conserved by the prevailing MSHCP;

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 27 USE - LC LANDSCAPE PLOT PLAN (cont.)

RECOMMND

3)Shading plans for projects that include parking lots/areas;

4)The use of canopy trees (24" box or greater) within the parking areas;

5)Landscaping plans for slopes exceeding 3 feet in height;

6)Landscaping and irrigation plans associated with entry monuments. All monument locations and dimensions shall be provided on the plan; and/or,

7)If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

1)Landscaping plans for areas within the road right-of-way shall be submitted for review and approval by the Transportation Department only. The Planning Department shall not approve landscape plans within the Road Right-of-Way.

)When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.

80.PLANNING. 28 USE - LC LANDSCAPE SECURITIES

RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 28 USE - LC LANDSCAPE SECURITIES (cont.) RECOMMND

elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be completed and submitted to Building and Safety for processing and review in conjunction with County Counsel. Upon determination of compliance, the Department of Building and Safety shall clear this condition.

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.

TRANS DEPARTMENT

80.TRANS. 4 USE - R & B B D RECOMMND

Prior to the issuance of a building permit, the project proponent shall pay fees in accordance with Zone A of the Mira Loma Road and Bridge Benefit District. All fees are based upon the fee schedule in effect at the time of issuance of the permit.

The project gross acreage is 7.99 acres.

80.TRANS. 5 USE - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to the issuance of a building permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 5 USE - ANNEX L&LMD/OTHER DIST (cont.) RECOMMND

'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

- (1) Landscaping along De Forest Circle and Nobel Court.
- (2) Street sweeping.

80.TRANS. 6 USE - LANDSCAPING RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within De Forest Circle and Nobel Court and submitted to the Transportation Department. Landscaping plans shall be submitted on standard County plan sheet format (24" x 36"). Landscaping plans shall be submitted with the street improvement plans.

90. PRIOR TO BLDG FINAL INSPECTION

BS GRADE DEPARTMENT

90.BS GRADE. 1 USE*G4.3PAVING INSPECTIONS RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

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90. PRIOR TO BLDG FINAL INSPECTION

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact a Hazardous Materials Specialist, Hazardous Materials Management Division, at (951) 358-5055 for any additional requirements.

FIRE DEPARTMENT

90.FIRE. 1 USE-#45-FIRE LANES RECOMMND

The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#12A-SPRINKLER SYSTEM RECOMMND

Install a complete fire sprinkler system per NFPA 13 1999 edition in all buildings requiring a fire flow of 1500 GPM or greater. Sprinkler system(s) with pipe sizes in excess of 4" in diameter will require the project structural engineer to certify (wet signature) the stability of the building system for seismic and gravity loads to support the sprinkler system. All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to the front, within 50 feet of a hydrant, and a minimum of 25 feet from the building(s). A statement that the building(s) will be automatically fire sprinkled must be included on the title page of the building plans.

Applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System. Monitoring system shall monitor the fire sprinkler system(s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact fire department for guideline handout

90.FIRE. 3 USE-#27-EXTINGUISHERS RECOMMND

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

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90. PRIOR TO BLDG FINAL INSPECTION

FLOOD RI DEPARTMENT

90.FLOOD RI. 2 USE BMP - EDUCATION

RECOMMND

The developer shall distribute environmental awareness education materials on general good housekeeping practices that contribute to protection of stormwater quality to all initial users. The developer may obtain NPDES Public Educational Program materials from the District's NPDES Section by either the District's website www.floodcontrol.co.riverside.ca.us, e-mail fcnpdes@co.riverside.ca.us, or the toll free number 1-800-506-2555. Please provide Project number, number of units and location of development. Note that there is a five-day minimum processing period requested for all orders.

The developer must provide to the District's PLAN CHECK Department a notarized affidavit stating that the distribution of educational materials to the tenants is assured prior to the issuance of occupancy permits.

90.FLOOD RI. 3 USE IMPLEMENT WQMP

RECOMMND

All structural BMPs described in the project-specific WQMP shall be constructed and installed in conformance with approved plans and specifications. It shall be demonstrated that the applicant is prepared to implement all non-structural BMPs described in the approved project specific WQMP and that copies of the approved project-specific WQMP are available for the future owners/occupants. The District will not release occupancy permits for any portion of the project exceeding 80% of the project area prior to the completion of these tasks.

PLANNING DEPARTMENT

90.PLANNING. 3 USE - PARKING PAVING MATERIAL

RECOMMND

A minimum of one hundred thirty-one (131) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 4 USE - ACCESSIBLE PARKING RECOMMND

A minimum of six (6) accessible parking spaces for persons with disabilities shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

90.PLANNING. 6 USE - LOADING SPACES RECOMMND

A minimum of twenty-five (25) loading spaces shall be provided in accordance with Section 18.12.a.(2)f(3).b. of Ordinance 348, and as shown on APPROVED EXHIBIT A. The loading spaces shall be surfaced with six (6) inches of concrete over a suitable base and shall not be less than 10 feet wide by 35 feet long, with 14 feet vertical clearance.

90.PLANNING. 8 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

90.PLANNING. 10 USE - INSTALL BIKE RACKS RECOMMND

A bicycle rack with a minimum of six (6) spaces shall be provided in convenient locations to facilitate bicycle

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 10 USE - INSTALL BIKE RACKS (cont.) RECOMMND

access to the project area as shown on APPROVED EXHIBIT L. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans. All bicycle racks shall be weather-protected.

90.PLANNING. 11 USE - UTILITIES UNDERGROUND RECOMMND

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

90.PLANNING. 12 USE - CURBS ALONG PLANTERS RECOMMND

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

90.PLANNING. 16 USE - TRASH ENCLOSURES RECOMMND

One (1) trash enclosure which is adequate to enclose a minimum of two (2) bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block with landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 21 USE - REMOVE OUTDOOR ADVERTISE RECOMMND

All existing outdoor advertising displays, signs or billboards shall be removed.

90.PLANNING. 22 USE - WALL & FENCE LOCATIONS RECOMMND

Wall and/or fence locations shall be in conformance with the approved fencing plan.

90.PLANNING. 23 USE - WASTE MGMT CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated June 20, 2007, summarized as follows:

1. Prior to final building inspection for EACH building, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

2. Prior to issuance of an occupancy permit, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

90.PLANNING. 27 USE - CONDITION COMPLIANCE RECOMMND

The Department of Building and Safety shall verify that the Development Standards of this approval and all other preceding conditions have been complied with prior to any use allowed by this permit.

90.PLANNING. 28 USE - EXTENDED TRUCK IDLING RECOMMND

Sign(s) stating that "EXTENDED IDLING TRUCK ENGINES IS NOT PERMITTED" shall be located at the entrance to the facility and at the truck parking area. The sign(s) at the entrance to facility shall not be less than twenty four inches square and will provide directions to truck parking spaces with electrical hookups. The hookups will provide power for

PLOT PLAN:TRANSMITTED Case #: PP18879

Parcel: 156-360-041

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 28 USE - EXTENDED TRUCK IDLING (cont.) RECOMMND

refrigerated trailers that need to be parked on-sight for more than 5 minutes.

90.PLANNING. 30 USE - ORD 810 O S FEE (2) RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 18879 is calculated to be 7.99 net acres. In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 31 USE - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 18879 has been calculated to be 7.99 net acres.

PLOT PLAN:TRANSMITTED Case #: PP18879

Parcel: 156-360-041

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 31 USE - ORD NO. 659 (DIF) (cont.) RECOMMND

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 32 USE - MITIGATION MONITORING RECOMMND

The permit holder shall prepare and submit a written report to the Riverside County Planning Department demonstrating compliance with all remaining conditions of approval and mitigation measures of this permit and EIR No. 450.

The Planning Director may require inspection or other monitoring to ensure such compliance.

90.PLANNING. 33 USE - LC LNDSCP INSPECT DEPOST RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 34 USE - LC COMPLY W/ LNDSCP/ IRR RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of

PLOT PLAN:TRANSMITTED Case #: PP18879

Parcel: 156-360-041

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 34 USE - LC COMPLY W/ LNDSCP/ IRR (cont.) RECOMMND

Completion. Upon determination of compliance, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 9 USE - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

90.TRANS. 16 USE- EXISTING CURB & GUTTER RECOMMND

On existing curb and gutter, new driveways, closure of existing driveways, sidewalks and/or drainage devices within County right-of-way, including sewer and water laterals on De Forest Circle and Nobel Court shall be constructed within the dedicated right-of-way in accordance with County Draft Standards No. 207 and 401, Ordinance 461. Such construction shall be shown on existing street improvement plans and approved and permitted by the Transportation Department. Process a plan revision through the Plan Check Section per Section I, Part E, page 10 of the "Policies and Guidelines" available on the Internet at:
www.tlma.co.riverside,ca.us/trans/land_dev_plan_check_guide_lines.html. If you have questions, please call the Plan Check Section at (951) 955-6527.

NOTE: 1. A 6' wide curb-face sidewalk will be constructed along the frontage of De Forest Circle and Nobel Court. See plan and profile file No. 869-FF.

2. Driveway shall be constructed in accordance with County Standard No. 207A.

90.TRANS. 17 USE - ST DESIGN/IMP CONCEPT RECOMMND

The street design and improvement concept of this project shall be coordinated with P/P 869-FF.

PLOT PLAN:TRANSMITTED Case #: PP18879

Parcel: 156-360-041

90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 18 USE - ANNEX L&LMD/OTHER DIST

RECOMMND

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859. Said annexation should include the following:

- (1) Landscaping along De Forest Circle and Nobel Court.
- (2) Street sweeping.

90.TRANS. 19 USE - LANDSCAPING COMM/IND

RECOMMND

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved within De Forest Circle and Nobel Court.

Assurance of continuous maintenance is required by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division; or if desired the developer may file an application for annexation into Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767.

90.TRANS. 20 USE - SIGNING & STRIPING

RECOMMND

A signing and striping plan is required for this project. The project proponent shall be responsible for any additional paving and/or striping removal caused by the striping plan. Traffic signing and striping shall be performed by County forces with all incurred costs borne by the applicant, unless otherwise approved by the County Traffic Engineer.

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA)
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: **March 21, 2001**

TO: Transportation (3)	Western Municipal Water Dist.
Environmental Health	Caltrans #8
Flood Control District	So. Cal Edison
Fire Department	So. Cal Gas
Building & Safety - Grading	Verizon
Building & Safety - Charles Ray	C.A. Dept. of Fish & Game
County Parks & Open Space	U.S. Fish and Wildlife Services
Riverside Co. Waste	U.S. Postal Service/S.B.
Sheriff's Dept.	EIC(Attachment A)
Commissioner Snell	Center for Community & Environmental Justice
Supervisor Tavaglione	West End Resource Conservation Dist.
CSA # 152	

PLOT PLAN NO. 16979 - EA No. 38240 - Applicant: Ernst & Adda Educational Trust - Engineer/Rep.: William Simpson Associates - Second Supervisorial District - Prado Mira-Loma Zoning Area - Located The site is located east of De Forest Circle, west of San Sevaine Channel and north of 60 freeway. - 10.75 acres - M-M, I-P (CZ 6286) Zone - **REQUEST:** This is an application to construct a 205,589 concrete tilt-up industrial building. - Schedule - APN: 156-160-018 - Related Cases: PM 28653, CZ 5904, COC 4710, PP 15152, CZ 6286, OPP 00326 (1ST LDC)

Please review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **April 5, 2001** by the Land Development Committee. All County LDC Agencies and Departments, please have draft conditions in the Sierra System by the LDC date. If you cannot clear the exhibit, please have LDC corrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing. All other agencies, please have your comments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. Your comments/recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this item, please do not hesitate to contact, **Kathleen Utter** , Project Planner, at **(909) 955-1888**.

COMMENTS:

DATE: SIGNATURE:
PLEASE PRINT NAME AND TITLE:
TELEPHONE:

If you do not use this letter for your response, please indicate the project planner's name. Thank you.

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: April 10, 2002

Transportation (4)
Environmental Health
Flood Control District
Fire Department
Building & Safety - Grading
Building & Safety- Mark Berg
Riv. Co. Sheriff's Dept.
Riv. Co. Waste
Supervisor Tavaglione
Commissioner Snell
Union for River Greenbelt-Ray Johnson

Jurupa Unified School Dist.
Jurupa Recreation and Parks Dist.
Jurupa Community Services Dist.
So. Calif. Edison Co.
So. Calif. Gas Co.
Pacific Bell
Caltrans Dist. #8
U.S. Postal Service/S.B.
Calif. Dept. of Fish and Game
Center for Community Action & Env. Justice

PLOT PLAN NO. 17788 - EA No. 38633 - Applicant: Millard Refrigerated Services - Engineer/Rep.: KCT Consultants, Inc. - Second Supervisorial District - District Zoning Prado-Mira Loma - Located east of Etiwanda Avenue, south of Philadelphia Avenue - 20.48 acres - M-M zone - **REQUEST:** This is an application to construct a 426,000+ square foot refrigerated warehouse. The project will be constructed in one phase. There will be just over 11,000 square feet of office space on two floors. The project will have parking for 322 private vehicles and 102,765 square feet of landscaping. - Schedule: N/A - APN: 156-360-014 - Related Cases: PP 15767, (1st LDC)

Please review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **May 2, 2002**, by the Land Development Committee. All County LDC Agencies and Departments, please have draft conditions in the Land Management System by the LDC date. If you cannot clear the exhibit, please have LDC corrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing. All other agencies, please have your comments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. Your comments/ recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this item, please do not hesitate to contact, **Michael Freitas**, Project Planner, at **(909) 955-3258**.

COMMENTS:

DATE: SIGNATURE:
PLEASE PRINT NAME AND TITLE:
TELEPHONE:

If you do not use this letter for your response, please indicate the project planner's name. Thank you.

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: **October 23, 2003**

Transportation (4)	Riverside Transit Agency
Environmental Health	Jurupa Rec & Park Dist.
Flood Control District	Jurupa Unified School Dist.
Fire Department	Jurupa Community Services Dist.
Building & Safety - Grading	Western municipal Water
Building & Safety - John Vasquez	So. Calif. Edison
Regional Parks & Open Space	So. Cal Gas
Geologist	SBC
Biologist	CA Dept of Fish and Game
EDA	Caltrans#8
Riv. Co. Sheriff	U.S. Fish & Wildlife Service
Riv. Co. Waste	U.S. Postal Service/S.B.
Supervisor Tavaglione	EIC(Attachment "A")
Commissioner Snell	Center for Community Action & Environmental Justice

PLOT PLAN NO.18875 - EA No. 39221 - Applicant: Obayashi Corporation - Engineer/Rep.: KCT Consultants, Inc. - Second Supervisorial District - Prado-Mira Loma Zoning District - Located on the southwest corner of Hopkins Street and Deforest Cir. - 5 acres - M-M (Manufacturing Medium) zone - **REQUEST:** Plot Plan No. 18875 proposes the construction of a speculative warehouse facility with 93,350 square foot building, and an additional 10,860 square feet of office space. The project has 39,595 square feet of landscaping and 93 parking spaces. - Schedule: n/a - APN: 156-360-015 - Related Cases: EIR 450, (1st LDC)

Please review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **November 13, 2003**, by the Land Development Committee. All County LDC Agencies and Departments, please have draft conditions in the Land Management System by the LDC date. If you cannot clear the exhibit, please have LDC corrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing. All other agencies, please have your comments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. Your comments/ recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this item, please do not hesitate to contact, **Larry Ross**, Project Planner, at **(909) 955-2046**.

COMMENTS:

DATE: SIGNATURE:
PLEASE PRINT NAME AND TITLE:
TELEPHONE:

If you do not use this letter for your response, please indicate the project planner's name. Thank you.

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: **October 23, 2003**

Transportation (4)
Environmental Health
Flood Control District
Fire Department
Building & Safety - Grading
Building & Safety - John Vasquez
Regional Parks & Open Space
Geologist
Biologist
EDA
Riv. Co. Sheriff
Riv. Co. Waste
Supervisor Tavaglione
Commissioner Snell

Riverside Transit Agency
Jurupa Rec & Park Dist.
Jurupa Unified School Dist.
Jurupa Community Services Dist.
Western municipal Water
So. Calif. Edison
So. Cal Gas
SBC
CA Dept of Fish and Game
Caltrans#8
U.S. Fish & Wildlife Service
U.S. Postal Service/S.B.
EIC(Attachment "A")
Center for Community Action & Environmental
Justice

PLOT PLAN NO.18876 - EA No. 39222 - Applicant: Obayashi Corporation - Engineer/Rep.: KCT Consultants, Inc. - Second Supervisorial District - Prado-Mira Loma Zoning District - Located on the west side of Deforest Circle, on the east side of Etiwanda Ave. - 6.41 acres - I-P (Industrial Park) zone - **REQUEST:** Plot Plan No. 18876 proposes the construction of a speculative warehouse facility with 126,800 square foot building, and an additional 10,000 square feet of office space. The project has 48,374 square feet of landscaping and 136 parking places. - Schedule: n/a - APN: 156-360-020, 021 - Related Cases: EIR 450, (1st LDC)

Please review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **November 13, 2003**, by the Land Development Committee. All County LDC Agencies and Departments, please have draft conditions in the Land Management System by the LDC date. If you cannot clear the exhibit, please have LDC corrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing. All other agencies, please have your comments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. Your comments/ recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this item, please do not hesitate to contact, **Larry Ross**, Project Planner, at **(909) 955-2046**.

COMMENTS:

DATE: SIGNATURE:
PLEASE PRINT NAME AND TITLE:
TELEPHONE:

If you do not use this letter for your response, please indicate the project planner's name. Thank you.

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: **October 23, 2003**

Transportation (4)
Environmental Health
Flood Control District
Fire Department
Building & Safety - Grading
Building & Safety - John Vasquez
Regional Parks & Open Space
Geologist
Biologist
EDA
Riv. Co. Sheriff
Riv. Co. Waste
Supervisor Tavaglione
Commissioner Snell

Riverside Transit Agency
Jurupa Rec & Park Dist.
Jurupa Unified School Dist.
Jurupa Community Services Dist.
Western municipal Water
So. Calif. Edison
So. Cal Gas
SBC
CA Dept of Fish and Game
Caltrans#8
U.S. Fish & Wildlife Service
U.S. Postal Service/S.B.
EIC(Attachment "A")
Center for Community Action & Environmental
Justice

PLOT PLAN NO.18877 - EA No. 39223 - Applicant: Obayashi Corporation - Engineer/Rep.: KCT Consultants, Inc. - Second Supervisorial District - Prado-Mira Loma Zoning District - Located on the south side of Deforest Circle, north of Nobel Ct. - 11.4 acres - I-P (Industrial Park) zone - **REQUEST:** Plot Plan No. 18877 proposes the construction of a speculative warehouse facility with 221,870 square foot building, and an additional 10,000 square feet of office space. The project has 71,625 square feet of landscaping and 198 parking places. - Schedule: n/a - APN: 156-360-027, 028 - Related Cases: EIR 450, (1st LDC)

Please review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **November 13, 2003**, by the Land Development Committee. All County LDC Agencies and Departments, please have draft conditions in the Land Management System by the LDC date. If you cannot clear the exhibit, please have LDC corrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing. All other agencies, please have your comments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. Your comments/ recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this item, please do not hesitate to contact, **Larry Ross**, Project Planner, at **(909) 955-2046**.

COMMENTS:

DATE: SIGNATURE:
PLEASE PRINT NAME AND TITLE:
TELEPHONE:

If you do not use this letter for your response, please indicate the project planner's name. Thank you.

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: October 23, 2003

Transportation (4)
Environmental Health
Flood Control District
Fire Department
Building & Safety - Grading
Building & Safety - John Vasquez
Regional Parks & Open Space
Geologist
Biologist
EDA
Riv. Co. Sheriff
Riv. Co. Waste
Supervisor Tavaglione
Commissioner Snell

Riverside Transit Agency
Jurupa Rec & Park Dist.
Jurupa Unified School Dist.
Jurupa Community Services Dist.
Western municipal Water
So. Calif. Edison
So. Cal Gas
SBC
CA Dept of Fish and Game
Caltrans#8
U.S. Fish & Wildlife Service
U.S. Postal Service/S.B.
EIC(Attachment "A")
Center for Community Action & Environmental
Justice

PLOT PLAN NO.18879 - EA No. 39225 - Applicant: Obayashi Corporation - Engineer/Rep.: KCT Consultants, Inc. - Second Supervisorial District - Prado-Mira Loma Zoning District - Located on the west side of Deforest Circle, south of Nobel Ct. - 8 acres - I-P (Industrial Park) zone - **REQUEST:** Plot Plan No. 18879 proposes the construction of a speculative warehouse facility with 156,150 square foot building, and an additional 10,000 square feet of office space. The project has 62,740 square feet of landscaping and 121 parking places. - Schedule: n/a - APN: 156-360-031, 041 - Related Cases: EIR 450, (1st LDC)

Please review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **November 13, 2003**, by the Land Development Committee. All County LDC Agencies and Departments, please have draft conditions in the Land Management System by the LDC date. If you cannot clear the exhibit, please have LDC corrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing. All other agencies, please have your comments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. Your comments/ recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this item, please do not hesitate to contact, **Larry Ross**, Project Planner, at (909) 955-2046.

COMMENTS:

DATE: SIGNATURE:
PLEASE PRINT NAME AND TITLE:
TELEPHONE:

If you do not use this letter for your response, please indicate the project planner's name. Thank you.

Johnson & Sedlack

ATTORNEYS at LAW

Raymond W. Johnson, Esq. AICP
Abigail A. Broedling, Esq.
Kimberly Foy, Esq.
Sarah Krejca, Esq.
Carl T. Sedlack, Esq. Retired

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Abby.JSLaw@gmail.com
Kim.JSLaw@gmail.com
Sarah.JSLaw@gmail.com
Telephone: 951-506-9925
Facsimile: 951-506-9725

FAX COVER SHEET

DATE: November 30, 2010

TO: **PLANNING COMMISSION**
COMPANY: **COUNTY OF RIVERSIDE**
DEPARTMENT: **PLANNING DEPARTMENT**
FAX: (951) 955-1811

FROM: RAYMOND W. JOHNSON, ESQ. AICP
PHONE: 951-506-9925
FAX: 951-506-9725

RE: **MIRA LOMA COMMERCE CENTER**

CASE NUMBER:

Number of pages including cover sheet: 76

Urgent For Review Please Comment Please Reply Please Recycle

COMMENTS:

Comment letter and exhibits (in part) re Appeal of Adoption of Planning Commission Resolution No. 2010-06 for the Mira Loma Commerce Center, for review by the Planning Commission December 1, 2010 Public Hearing, Agenda Item No. 4.5. Additional exhibits to be sent via email.

This facsimile communication is for intended recipient only and is confidential and protected by attorney/client privilege. If you are not the intended recipient, please advise the sender immediately. Unauthorized use or distribution is prohibited and may be unlawful.

Johnson Sedlack

ATTORNEYS AT LAW

Raymond W. Johnson, Esq. AICP 26785 Camino Seco, Temecula CA 92590 E-mail: EsqAICP@Wildblue.net
Carl T. Sedlack, Esq., *Retired*
Abigail A. Broedling, Esq. Abby.JSLaw@Gmail.com
Kimberly Foy, Esq. Kim.JSLaw@Gmail.com
Sarah Krejca, Esq. Sarah.JSLaw@Gmail.com

Telephone: 951-506-9925
Facsimile: 951-506-9725

November 30, 2010

Riverside County Planning Department
4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside, CA 92502
Fax: (951) 955-1811

**RE: Planning Commission, December 1, 2010 Public Hearing – Agenda Item No. 4.5 --
Appeal of Adoption of Planning Commission Resolution No. 2010-06, Certification of
Environmental Impact Report No. 450 for the Mira Loma Commerce Center, State
Clearinghouse No. 2002121128.**

Greetings:

This firm represents the Center for Community Action and Environmental Justice and submits these comments on their behalf in support of the appeal filed October 28, 2010. This is an appeal of the Planning Director's October 18, 2010 decision regarding adoption of Resolution No. 2010-006, certification of the Final Environmental Impact Report ("Final EIR") No. 450 for the Mira Loma Commerce Center (SCH# 2002121128), approval of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877, 18879 and all associated environmental documents and approvals for the Mira Loma Commerce Center. The Planning Commission is scheduled to conduct a hearing on this appeal on December 1, 2010.

The Mira Loma Commerce Center is a proposal to construct and operate twenty four (24) industrial buildings on 65.05 acres for a total building area of 1,128,237 square feet. The Project would include 1,427 parking spaces, 30 trailer parking spaces and 123 loading docks. The Project site is located in the Community of Glen Avon of the Jurupa Area Plan in Western Riverside County, north of State Highway 80, south of Philadelphia Avenue, east of Etiwanda Avenue and west of Grapevine Street. The Project site is currently vacant and abuts the residential communities of Mira Loma Village and Country Village. Those Plot Plans closest to the residential Mira Loma Village and Country Village are zoned Industrial Park (I-P), while the other three (3) Plot Plans are zoned Manufacturing-Medium (M-M). Future uses of the development are currently unknown. The Project site consists of Assessor's Parcel Numbers 156-360-014, -015, -020, -021, -027, -028, -031, -032 and -041. The Final EIR concludes that the Project will result in significant and unavoidable impacts to/resulting from air quality, noise, and transportation and traffic.

As discussed in previous comment letters submitted by the Center for Community Action and Environmental Justice on May 28, 2009 and June 11, 2010, the EIR is inadequate as it fails to comply with the requirements of the California Environmental Quality Act (CEQA). Specifically, the EIR fails to adequately analyze impacts pertaining to air quality, greenhouse gas emissions, and traffic; fails to analyze and adopt all feasible mitigation measures; fails to comply with the County of Riverside General Plan; and fails to consider adequate project alternatives. In addition to those comments previously submitted, the following comments are being submitted in support of the application for appeal.

COMMENTS ON PLANNING DIRECTOR'S ADOPTION OF RESOLUTION NO. 2010-006 AND CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT (EIR) NO. 450:

General Comments:

CEQA was adopted as a disclosure and transparency document. The theory is that by providing a document that adequately describes the environmental consequences of a project to decision makers and the public, the decision makers will make a rational decision based upon the true environmental consequences of the project and if they do not, the electorate can hold them accountable for their decisions. The core of this statutory structure is the adequacy of the document as an informational document.

Unfortunately, the **Final EIR for this Project fails as an informational document.** The Final EIR also misleads decision makers and the public as to the extent and severity of the Project's environmental impacts. As the California Supreme Court has stated, "an EIR may not ignore the regional impacts of a project proposal, including those impacts that occur outside of its borders; on the contrary, a regional perspective is required."¹ CEQA requires that when an EIR identifies one or more significant environmental effects of a project, the public agency must make written findings for each of those effects. These findings must be supported by substantial evidence. Here, the Final EIR fails to comply with these CEQA requirements. The Final EIR is often conclusory, and does not provide the analysis or examination required by CEQA to inform the public and decision makers of the analytical pathway taken from facts to conclusions. Additionally, the findings required in the Final EIR **are not supported by substantial evidence** and the Final EIR fails as an informational document by conducting impact analyses based on unreasonably low estimates.

Moreover, CEQA requires that where feasible mitigation exists which can substantially lessen the environmental impacts of a project, **all feasible mitigation must be adopted.** In this way CEQA goes beyond its informational role to require that projects substantively lessen their negative effects on the environment. It is critical to proper drafting of an EIR that all feasible mitigation measures be required of a project. Moreover, all mitigation measures required in the EIR must be fully enforceable and certain to occur. This has not been done with this Project. This Project fails to ensure that all feasible mitigation will occur with this Project. This is unacceptable.

¹ *Board of Supervisors of the County of Santa Barbara v. Wallover, Inc.* (1990) 52 Cal. 3d 553 (citing *Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263,283; CEQA Guidelines §§ 15125, 15206.)

Aesthetics:

All feasible mitigation measures were not adopted in the EIR. In order to avoid significant affects associated with light from the Project, the following mitigation measures must also be adopted:

1. Site lighting shall be compatible with "Dark Sky" specifications.
2. Utilize low pressure sodium fixtures for exterior lighting including parking lots.

Air Quality:

Construction

Although the Project will result in significant and unavoidable direct and cumulative air quality impacts from construction and abuts the residential communities of Country Village (a senior community) and Mira Loma Village, the EIR fails to adopt all feasible mitigation. This is unacceptable. The Project will result in the emission of ROG and NOx above the South Coast Air Quality Management District (SCAQMD) recommended daily regional thresholds and the emission of PM10 and PM2.5 above the SCAQMD recommended localized thresholds during construction. Therefore, a number of changes to the current mitigation measures should be implemented in order to provide increased levels of mitigation.

The County decided not to incorporate several mitigation measures which were considered in the DEIR, finding that implementation would be infeasible. The County reasoned that Proposed Mitigation Measure (MM) Air 3, to provide on-site services to minimize truck traffic such as: meal or cafeteria service, ATMs, convenience stores, is infeasible since the Project is in an industrially zoned area, does not include parking requirements for commercial/service facilities, and is plainly, just not needed since there are similar facilities on Etiwanda Avenue. Yet, in light of this reasoning, County could still provide ATMs onsite and allow for a meal van to come onsite during operating hours. These measures would not require any zone changes or change in parking requirements. Additionally, these measures would greatly decrease the vehicle miles traveled in order to get to the commercial facility on Etiwanda Avenue. Additionally, in the alternative, the Project should be required to provide shuttle service for employees and construction workers to the commercial facility on Etiwanda Avenue. These are feasible mitigation measures which the County has failed to properly adopt.

MM Air 2 should be modified so as to require that construction vehicles *and delivery vehicles* be prohibited from idling for a period in excess of *three (3)* minutes, rather than the current five (5) minutes. Similarly, MM Air 3b should be modified so that on-street traffic will have idling times of *three (3)* minutes, rather than the current five (5) minutes. MM Air 3b should also require in addition to "[r]equiring all trucks hauling dirt, sand, soil, or other loose materials" be covered, that at least six (6) inches of freeboard space from the top of the container be maintained. Also, when sweeping streets at the end of the day, reclaimed water shall be used.

Additionally, the following mitigation measures should be adopted:

1. All roadways, driveways, sidewalks, etc. should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
2. All roads on construction sites shall be paved.
3. Limit fugitive dust sources to 20 percent opacity.
4. A dust control plan shall be required for earthmoving operations.
5. The contractor or builder shall designate a person or persons to monitor the dust control program and order increased watering, as necessary, to prevent transport of dust offsite.
6. Implement activity management techniques including a) development of a comprehensive construction management plan designed to minimize the number of large construction equipment operating during any given time period; b) limitation of the length of construction work-day period; and c) phasing of construction activity.*
7. Extend grading period sufficiently to reduce air quality impacts below a level of significance.
8. Require high pressure injectors on diesel construction equipment.*
9. Restrict truck operation to "clean" trucks, such as a 2007 or newer model year or 2010 compliant vehicles.*
10. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*
11. Utilize only CARB certified equipment for construction activities.*
12. Restrict engine size of construction equipment to the minimum practical size.*
13. Use electric construction equipment where technically feasible.*
14. Substitute gasoline-powered for diesel-powered construction equipment.*
15. Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.
16. Install catalytic converters on gasoline-powered equipment.*
17. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
18. Reroute construction trucks away from congested streets and sensitive receptor areas.*
19. Configure construction parking to minimize traffic interference.*
20. Prior to the issuance of a grading and building permit, the applicant shall submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other inducements.*
21. Minimize construction worker trips by requiring carpooling, when feasible, and providing lunch onsite.*
22. Provide shuttle service to food service establishments/commercial areas.*
23. Provide shuttle service to transit stations/multimodal centers.*

Operational:

As stated in the previous comment letter, the air quality analysis does not reflect the true air quality impacts of the Project as it uses an unjustifiably short trip length. As the SCAQMD has suggested, given the nature of this Project, the fact that the development consists of more than 1.1 million acres of industrial buildings, with 123 loading docks and 30 trailer parking spaces, and that the primary business in the Inland Empire is from the Ports of Los Angeles and Long Beach, it is expected that the Project will be used by trucks travelling to and from these Ports. Additionally, this Project meets the low threshold of "reasonable expectat[ions]" that the freight moves from the port areas as detailed in the 2008 Reasonable Transportation Plan of the Inland Empire. Yet, the Air Quality Analysis fails to analyze for this impact, instead using an average trip length of 8.9 miles, clearly not accounting for the fact that the distance from the Project site to the Ports is approximately 50 to 60 miles in one direction. Even though, as County noted, the Project will not consist completely of warehouse space, it will make up 847,773 square feet, more than 75% of the Project space. Additionally, particularly since the future occupants are unidentified at this time, the County has failed to support with evidence in the EIR, that trip lengths associated with this Project will be significantly lower than that projected for other warehouse distribution centers where an average trip length of 40 miles has been used. By greatly underestimating the projected trip lengths, failing to provide any substantive authority for why such a short trip length was used or why only trips to the Ontario Airport will be part of the Project, the analysis in the EIR regarding operational air quality impacts is flawed and misleading. Nothing provided in the EIR assures that trip lengths will be as minimal as suggested. Therefore, the EIR fails as an informational document and should not have been certified by the Planning Director.

Additionally, all feasible mitigation measures were not adopted. Although the Project will result in significant and unavoidable direct and cumulative air quality impacts from construction, abuts the residential communities of Country Village (a senior community) and Mira Loma Village, and **fails to meet SCAQMD's recommended 300 meter (1000 feet) setback**, the EIR fails to adopt all feasible mitigation. This is unacceptable. The Project will result in the emission of ROG, NOx and CO above SCAQMD's daily thresholds in both winter and summer. Therefore, a number of changes to the current mitigation measures should be implemented in order to provide increased levels of mitigation.

MM Air 4 should be modified so as to require that signs be posted at Project exits indicating the proper route to take in order to avoid residential areas and schools.

MM Air 5 should also include the following: "Trucks incapable of utilizing the electrical hookup for powering refrigeration units shall be prohibited from accessing the site. All leasing documents shall include these requirements and provide that violation of those provisions will constitute a material breach of the lease that will result in the termination of the lease. Because of the fact that these lease terms are designed to benefit the public, the public shall be considered to be a third party beneficiary with standing to enforce the requirements of the lease."*

As in MM Air 2 and MM Air 3, MM Air 7 should be modified so as to require that all vehicles be prohibited from idling for a period in excess of *three (3)* minutes, rather than the current five (5) minutes.

Additionally, the following mitigation measures should be adopted:

1. The operator of the primary facilities (buildings of 400,000 s.f. or more) shall become SmartWay Partner.*
2. The operator of the primary facilities (buildings of 400,000 s.f. or more) shall incorporate requirements or incentives sufficient to achieve at least 20% per year (as a percentage of previous percentage, not total trips) increase in percentage of long haul trips carried by SmartWay carriers until it reaches a minimum of 90% of all long haul trips carried by SmartWay 1.0 or greater carriers. Results, including backup data shall be reported to the Planning Department semi-annually.*
3. The operator of the primary facilities (buildings of 400,000 s.f. or more) shall incorporate requirements or incentives sufficient to achieve a 15% per year (as a percentage of previous percentage, not total trips) increase in percentage of consolidator trips carried by SmartWay carriers until it reaches a minimum of 85% of all consolidator trips carried by SmartWay 1.0 or greater carriers. Results, including backup data shall be reported to the Planning Department semi-annually.*
4. All fleet vehicles shall conform to 2010 air quality standards or better. Results, including backup data shall be reported to the Planning Department semi-annually.*
5. Install catalytic converters on gasoline-powered equipment.*
6. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
7. Require each user to establish a carpool/vanpool program.*
8. Provide on-site child care or contribute to off-site child care within walking distance.*
9. Provide preferential parking for carpool/vanpool vehicles.*
10. Provide secure, weather-protected bicycle parking for employees.*
11. Provide direct safe, direct bicycle access to adjacent bicycle routes.*
12. Provide showers and lockers for employees bicycling or walking to work.*
13. Short-term bicycle parking for retail customers and other non-commute trips.*
14. Provide shuttle service to food service establishments/commercial areas.*
15. Provide shuttle service to transit stations/multimodal centers.*
16. Implement parking fee for single-occupancy vehicle commuters.*
17. Implement parking cash-out program for non-driving employees.*
18. Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.*
19. Implement a compressed workweek schedule.*
20. Provide electrical vehicle ("EV") and compressed natural gas ("CNG") vehicles in vehicle fleets.*
21. Install EV charging facilities for a minimum of 10% of all parking spaces.*
22. Install a CNG fueling facility.*
23. Provide preferential parking locations for EVs and CNG vehicles.*
24. Utilize electrical equipment for landscape maintenance.*

25. Utilize only CARB certified equipment for construction activities.*
26. All forklifts shall be electric or natural gas powered.*
27. Provide subsidies or incentives to employees who use public transit or carpooling, including preferential parking.*
28. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.*
29. Utilize low pressure sodium fixtures for exterior lighting including parking lots.
30. Utilize electric yard trucks.*
31. All buildings shall be constructed to LEED Platinum standards.*
32. The operator shall meet SmartWay 1.25 ratings.*
33. The operator shall use only freight companies that meet SmartWay 1.25 ratings.*
34. The developer shall install photovoltaic solar systems sufficient to offset all electrical usage.*
35. The developer shall install photovoltaic solar systems sufficient to offset all vehicular emissions.*
36. The operator shall purchase only green/renewable power.*
37. Install solar water heater systems to generate all of the Project's hot water requirements.*
38. Implement home-based telecommunicating program when feasible.

Greenhouse Gas/Climate Change:

The arguments discussed above regarding the low trip length used in the Air Quality Analysis, also apply to the section on greenhouse gases. Impacts to climate change will be significant and must be mitigated. Those mitigation measures listed above, which contain an asterisk (*) also serve to mitigate for climate change impacts and should be implemented.

Biological Resources

The Project will result in a cumulatively significant impact at the General Plan level by resulting in "the direct mortality of individuals of listed, proposed or candidate species or the loss of habitat occupied by such species." Even with implementation of RCIP General Plan EIR mitigation measures, impacts will remain significant. Therefore, the following mitigation measure should be required:

1. Require off-site mitigation within Riverside County in order to preserve similar type and amount of habitat.

Cultural Resources

In order to further insure that unique cultural resources are not impacted by Project construction, changes to the adopted mitigation measures must be made. In violation of CEQA, MM Cultural 1 (3) is vague and must instead provide that grading and further ground disturbance shall not resume within *100 feet* of the discovery of cultural resources until an agreement has been reached:

MM Cultural 3 is also vague and should require, in order to ensure that paleontological resources are not harmed, that if paleontological resources are uncovered,

construction/development activities “shall be moved to other parts of the project site” *at least 500 feet away.*

Hydrology and Water Quality:

The Project site will reduce the area of pervious surface within the Chino III groundwater subbasin by between 75 to 90 percent on individual plot plan sites, effectively decreasing the potential for groundwater recharge. The County concludes that “[d]ue to the small size of the Project in relation to the total size of the groundwater subbasins, there will not be a substantial effect upon groundwater recharge within the groundwater subbasin and the proposed Project should not interfere with the groundwater table.” Therefore, the County concludes that there will not be a significant effect on hydrology. County has based this conclusion of insignificance on an uncertain inference. This is improper particularly since this analysis fails to account for the cumulative effects that other projects will have on decreased groundwater recharge and the fact that southern California has and is expected to continue to have decreased water supply. Additionally, the County states that “the Project may contribute new sources of polluted runoff.”

Therefore, the County must adopt the following mitigation measure:

1. Pavement and impermeable surfaces must be reduced to the greatest extent feasible. Where paving is necessary, permeable paving alternatives must be utilized such that infiltration happens passively through the site.

This mitigation measure will help mitigate for the Project’s substantial effects upon groundwater recharge, and will also help achieve decreased amounts of polluted runoff.

Utilities:

As a portion of the projected build-out of the RCIP General Plan, this Project will contribute to the significant cumulative impact on existing solid waste services. The County provided several mitigation measures to mitigate for this effect. Yet, some of these mitigation measures, as currently written, are ineffective and unenforceable as they merely require that recycling containers and solid waste dumpsters be placed at the Project site. There is nothing contained within these mitigation measures, particularly Mitigation Measure Utilities 1 and 2, that ensure or require that the future occupants and employees will actually recycle. Therefore, these mitigation measures should require within contracts with future occupants, measures to ensure that all recyclable materials resulting from operation of the Project actually be recycled.

Noise:

The Project will result in significant noise impacts. Noise levels due to construction at the Project site are expected to reach up to 85 dBA at the nearest sensitive receptors, consisting of occupied residences. This is well in excess of the daytime exterior noise standards of 55 dBA for residential land uses allowable under Riverside County Ordinance (RCO) No. 847, Section 4, Table 1. Yet, the County concludes that merely through the Project’s compliance with RCO No. 847, Section 2, that construction-related noise impacts will be less than significant. This is a completely faulty analysis and conclusion. The mere fact that the

excess construction noise will be restricted to daytime hours **does not mitigate the fact that noise levels of 85 dBA will be in excess of the County's noise ordinance and experienced by nearby residents during *daytime* hours.** The fact that the ordinance establishes time frames does not eliminate or lessen the environmental impact it merely means that the impacts are not subject to criminal sanctions. Thus, reliance on MM Noise 1 which merely limits construction activities "within one-quarter mile of occupied residences" to the daytime hours set forth in RCO No. 457, Section 1.G.1, (recently amended to RCO No. 457.102, Section 1.F.1) does nothing to mitigate these substantial effects.

The following additional mitigation measures should be adopted in order to reduce construction noise impacts to below a level of significance:

1. Provide temporary noise barriers during project construction regardless of whether there will be nocturnal trucking activities.
2. During project construction, the developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of 3 minutes.
3. When technically feasible, utilize only electrical construction equipment.

The County states that "[d]aytime operational noise is not considered a source of significant impact if a barrier shields the *visibility* of the loading activity from any ground-floor observers. (Resolution No. 2010-06, pg. 103.) This is merely not true. Further, the Project will have significant cumulative noise impacts due to the already existing noisy environment. Yet, only mitigation measures pertaining to nighttime operations have been adopted.

The following additional mitigation measures should be adopted in order to reduce operational noise impacts (project-level and cumulative) to below a level of significance:

1. Provide a permanent noise barrier sufficient to reduce daytime noise levels to below the County mandated 55 dBA daytime exterior noise level for residential land uses at the nearest sensitive receptors.
2. Require the use of rubberized asphalt for construction of all roadways and parking lots.
3. All trucks, tractors and forklifts shall be operated with proper operating and well maintained mufflers.
4. Maintain quality pavement conditions that are free of bumps to minimize truck noise.
5. Require all trucks to turn off engines when not in use or prohibit idling in excess of 3 minutes.

Traffic and Transportation:

As the EIR concludes, even after mitigation, the Project's cumulative traffic impacts will remain significant. Additionally, as previously discussed in the air quality section above, the impacts to traffic and transportation will be even greater than estimated in the EIR as the traffic analysis uses an unjustifiably short trip length.

As the Resolution states, although development fees will be paid, "the actual construction of the required off-site improvements" is uncertain and therefore cumulative traffic impacts

may not be mitigated to below a level of significance. Yet, the Project fails to adopt all feasible mitigation measures and those measures that were adopted are uncertain and not fully enforceable.

In order to ensure that MM Trans 6 is fully enforceable, it should read as follows:
“[s]igning/striping shall be implemented in conjunction with detailed construction plans for the Project site.”


MM Trans 7 should also require that “If the timing of the final phase of the project precedes the planned off-site improvements that will be implemented through payment of the aforementioned fees, the project shall be required to construct interim improvements to provide adequate capacity until the ultimate improvements are completed.”

The following mitigation measures, if not previously adopted in the air quality section, should also be adopted:

1. Provide preferential parking for carpool/vanpool vehicles.
2. Provide secure, weather-protected bicycle parking for employees.
3. Provide direct, safe bicycle access to adjacent bicycle routes.
4. Provide showers and lockers for employees bicycling or walking to work.
5. Provide shuttle service to food service establishments/commercial areas.
6. Provide shuttle service to transit stations/multimodal centers.
7. Implement parking fee for single-occupancy vehicle commuters.
8. Implement parking cash-out program for non-driving employees.
9. Improve traffic flow by signal synchronization.

Thank you for your consideration.

Sincerely,


Raymond W. Johnson, Esq., AICP
JOHNSON & SEDLACK

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(951) 506-9925
(951) 506-9725 Fax
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Johnson & Sedlack, an Environmental Law firm representing plaintiff environmental groups in environmental law litigation, primarily CEQA.

City Planning:

Current Planning

- Two years principal planner, Lenexa, Kansas (consulting)
- Two and one half years principal planner, Lee's Summit, Missouri
- One year North Desert Regional Team, San Bernardino County
- Twenty-five years subdivision design: residential, commercial and industrial
- Twenty-five years as applicants representative in various jurisdictions in: Missouri, Texas, Florida, Georgia, Illinois, Wisconsin, Kansas and California
- Twelve years as applicants representative in the telecommunications field

General Plan

- Developed a policy oriented Comprehensive Plan for the City of Lenexa, Kansas.
- Updated Comprehensive Plan for the City of Lee's Summit, Missouri.
- Created innovative zoning ordinance for Lenexa, Kansas.
- Developed Draft Hillside Development Standards, San Bernardino County, CA.
- Developed Draft Grading Standards, San Bernardino County.
- Developed Draft Fiscal Impact Analysis, San Bernardino County

Environmental Analysis

- Two years, Environmental Team, San Bernardino County
 - Review and supervision of preparation of EIR's and joint EIR/EIS's
 - Preparation of Negative Declarations
 - Environmental review of proposed projects
- Eighteen years as an environmental consultant reviewing environmental documentation for plaintiffs in CEQA and NEPA litigation

Representation:

- Represented various clients in litigation primarily in the fields of Environmental and Election law. Clients include:
 - Sierra Club
 - San Bernardino Valley Audubon Society
 - Sea & Sage Audubon Society

- o San Bernardino County Audubon Society
- o Center for Community Action and Environmental Justice
- o Endangered Habitats League
- o Rural Canyons Conservation Fund
- o California Native Plant Society
- o California Oak Foundation
- o Citizens for Responsible Growth in San Marcos
- o Union for a River Greenbelt Environment
- o Citizens to Enforce CEQA
- o Friends of Riverside's Hills
- o De Luz 2000
- o Save Walker Basin
- o Elsinore Murrieta Anza Resource Conservation District

Education:

- B. A. Economics and Political Science, Kansas State University 1970
- Masters of Community and Regional Planning, Kansas State University, 1974
- Additional graduate studies in Economics at the University of Missouri at Kansas City
- J.D. University of La Verne. 1997 Member, Law Review, Deans List, Class Valedictorian, Member Law Review, Published, Journal of Juvenile Law

Professional Associations:

- o Member, American Planning Association
- o Member, American Institute of Certified Planners
- o Member, Association of Environmental Professionals

Johnson & Sedlack, Attorneys at Law

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Temecula, CA 92590
(951) 506-9925

12/97- Present

Principal in the environmental law firm of Johnson & Sedlack. Primary areas of practice are environmental and election law. Have provided representation to the Sierra Club, Audubon Society, AT&T Wireless, Endangered Habitats League, Center for Community Action and Environmental Justice, California Native Plant Society and numerous local environmental groups. Primary practice is writ of mandate under the California Environmental Quality Act.

Planning-Environmental Solutions

26785 Camino Seco
Temecula, CA 92590
(909) 506-9825

8/94- Present

Served as applicant's representative for planning issues to the telecommunications industry. Secured government entitlements for cell sites. Provided applicant's representative services to private developers of residential projects. Provided design services for private residential development projects. Provided project management of all technical consultants on private developments including traffic, geotechnical, survey, engineering, environmental, hydrogeological, hydrologic, landscape architectural, golf course design and fire consultants.

San Bernardino County Planning Department

Environmental Team

385 N. Arrowhead

San Bernardino, CA 92415

(909) 387-4099

6/91-8/94

Responsible for coordination of production of EIR's and joint EIR/EIS's for numerous projects in the county. Prepared environmental documents for numerous projects within the county. Prepared environmental determinations and environmental review for projects within the county.

San Bernardino County Planning Department

General Plan Team

385 N. Arrowhead

San Bernardino, CA 92415

(909) 387-4099

6/91-6/92

Created draft grading ordinance, hillside development standards, water efficient landscaping ordinance, multi-family development standards, revised planned development section and fiscal impact analysis. Completed land use plans and general plan amendment for approximately 250 square miles. Prepared proposal for specific plan for the Oak Hills community.

San Bernardino County Planning Department

North Desert Regional Planning Team

15505 Civic

Victorville, CA

(619) 243-8245

6/90-6/91

Worked on regional team. Reviewed general plan amendments, tentative tracts, parcel maps and conditional use permits. Prepared CEQA documents for projects.

Broadmoor Associates/Johnson Consulting

229 NW Blue Parkway

Lee's Summit, MO 64063

(816) 525-6640

2/86-6/90

Sold and leased commercial and industrial properties. Designed and developed an executive office park and an industrial park in Lee's Summit, Mo. Designed two additional industrial parks and residential subdivisions. Prepared study to determine target industries for the industrial parks. Prepared applications for tax increment financing district and grants under Economic Development Action Grant program. Prepared input/output analysis of proposed race track. Provided conceptual design of 800 acre mixed use development.

Shepherd Realty Co.

Lee's Summit, MO

6/84-2-86

Sold and leased commercial and industrial properties. Performed investment analysis on properties. Provided planning consulting in subdivision design and rezoning.

Contemporary Concepts Inc.

Lee's Summit, MO

9/78-5/84

Owner

Designed and developed residential subdivision in Lee's Summit, Mo. Supervised all construction trades involved in the development process and the building of homes.

Environmental Design Association

Lee's Summit, Mo.

Project Coordinator

6/77-9/78

Was responsible for site design and preliminary building design for retirement villages in Missouri, Texas and Florida. Was responsible for preparing feasibility studies of possible conversion projects. Was in charge of working with local governments on zoning issues and any problems that might arise with projects. Coordinated work of local architects on projects. Worked with marketing staff regarding design changes needed or contemplated.

City of Lee's Summit, MO

220 SW Main

Lee's Summit, MO 64063

Community Development Director

4/75-6/77

Supervised Community Development Dept. staff. Responsible for preparation of departmental budget and C.D.B.G. budget. Administered Community Development Block Grant program. Developed initial Downtown redevelopment plan with funding from block grant funds. Served as a member of the Lee's Summit Economic Development Committee and provided staff support to them. Prepared study of available industrial sites within the City of Lee's Summit. In charge of all planning and zoning matters for the city including comprehensive plan.

Howard Needles Tammen & Bergendoff

9200 Ward Parkway

Kansas City, MO 64114

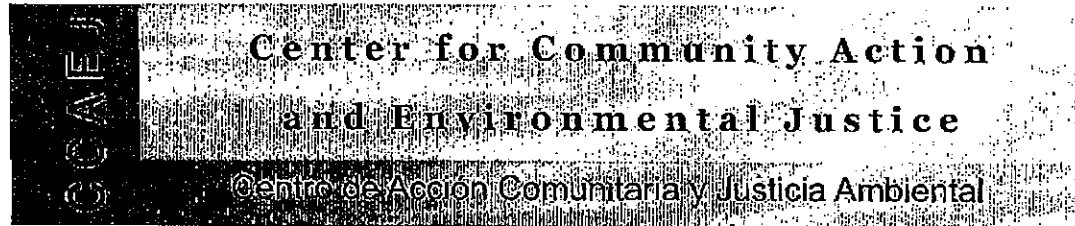
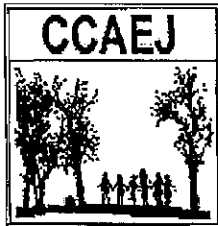
(816) 333-4800

Economist/Planner

5/73-4/75

Responsible for conducting economic and planning studies for Public and private sector clients. Consulting City Planner for Lenexa, KS.

Conducted environmental impact study on maintaining varying channel depth of the Columbia River including an input/output analysis. Environmental impact studies of dredging the Mississippi River. Worked on the Johnson County Industrial Airport industrial park master plan including a study on the demand for industrial land and the development of target industries based upon location analysis. Worked on various airport master plans. Developed policy oriented comprehensive plan for the City of Lenexa, KS. Developed innovative zoning ordinance heavily dependent upon performance standards for the City of Lenexa, KS.



Penny Newman
Executive Director

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May 28, 2009

County of Riverside
Transportation and Land Management Agency
Planning Department

Attention Planning Commission
Draft Environmental Impact Report No. 450 (DEIR No. 450)

Project No. and Name: Plot Plan 16979, Plot Plan 17788, Plot Plan 18875, Plot Plan 18876,
Plot Plan 18877, Plot Plan 18879

From: Center for Community Action and Environmental Justice
Rachel Lopez
rachel.l@ccaej.org

Comments regarding the Project "Mira Loma Commerce Center"
CCA EJ is in Opposition of the project known as the Mira Commerce Center DEIR No. 450

Air Quality Impacts

This project exceeds the significant thresholds for cancer risk due to diesel exhaust, contributes to exceedance of air quality standards and cumulative cancer risk due to diesel exhaust. While looking at the mitigation measures suggested throughout the project and looking at the conclusion that even with the suggested mitigation the project significantly impacts the adjacent community. We find it unconscionable that this project is before the Planning Commissioners again after 4 years clearly demonstrates **Environmental Racism** at its best.

While there is indication that there have been changes to the size of some of the warehouses however the fact remains that the buildings will still be adjacent to homes which still poses a significant and unacceptable risk level from exposure to diesel exhaust. There are no specific set backs of the proposed warehouses from the homes to mitigate the impacts to visually impair and obstruct these homes.

There is a study conducted by the SCAQMD entitled "Mira Loma Specific Air Management Project" 2002 as presented by Mike Nazemi before the Mira Loma Community Committee. August 29th 2002, recommended a set back of 500 meters (1500 feet) between a diesel source and sensitive receptors.

The ARB and SCAQMD recommends a 1000 foot set back (buffer) for roadways (trucks) Truck Stops, Cold Storage and other diesel sources. CAL-EPA and the Air Resources Board in their Air Quality and Land Use Handbook recommend a separation of 1,000 feet would substantially reduce diesel exposure to sensitive receptors. The Regional Air Quality Task Force for Riverside County in their Guidelines for Siting Warehouses has recommended a 1,000 foot set

back (buffer) between diesel sources and sensitive receptors to address adverse air quality issues in the Inland Region. This practice has been followed as in a settlement between March Business Park and CCAEJ, the business Park committed to removing all warehouses near homes (1500 feet) recognizing the health impacts upon sensitive receptors from close proximity to diesel sources. Riverside County has recognized the need for providing a set back in two warehouse projects in the Mira Loma area.

The project if approved as specified in the Draft Environmental Impact Report NO. 450 will exceed significance thresholds for cancer risk due to diesel exhaust. Cumulatively significant –contributes to exceedance of air quality standards and cumulative cancer risk due to diesel exhaust.

This project is located in an area where the existing background Diesel Particulate Matter concentrations currently cause sensitive receptors in the project vicinity to be exposed to cancer risks from Diesel Particulate Matter of greater than 10 in one million. Therefore, the project's contribution to this pre-existing problem is considered a significant cumulative impact.

Noise

The residents of Mira Loma Village are currently impacted by the increase in noise and the high volume of traffic on Etiwanda, Highway 60, the UP rail line and the warehouse operations to the east directly behind the homes. The addition of six more mega warehouses with additional truck traffic and refrigeration units will adversely affect the cumulative noise levels in the community. The noise impacts indicate that there is no mitigation feasible that would reduce or eliminate noise impacts and the project would have to request overriding considerations which is unacceptable to residents in close proximity to designated projects.

Increase in Truck Traffic

The additional 6 mega warehouses in an area that is already congested will only add additional truck traffic and health impacts to an area with a pre-existing cancer risk greater than 10 in 1 million thus it is contributing a significant cumulative impact which cannot be mitigated and any suggestion as to approval by overriding consideration is not acceptable.

Conclusion:

The Center for Community Action and Environmental Justice has found this project cannot be mitigated. With the pre-existing air quality impacts to the area there is no way to mitigate this project and protect the residents of Mira Loma Village who are at the greatest risk of impacts. The EIR also indicates the project violates the SCAQMD thresholds contributing to a cumulatively considerable net increase of criteria pollutants. The close proximity to two other communities such as Country Village Retirement community which is also at high risk and considered sensitive receptors and Rancho Mira Loma should be an indicator to the Planning Commissioners that this project is not acceptable in the proposed area.

Studies:

Recent health studies conducted in our communities clearly show that our communities are heavily impacted by diesel emissions indicate that our local communities are being impacted by diesel emission that are literally killing us and local officials continue to conduct business as usual without considering the harm it is doing to our families especially our children. This project will clearly put Mira Loma Village in a crisis mode due to the increase of diesel emissions as stated in the EIR that it exceeds the significant threshold for cancer as well as exceeding the cumulative cancer risk due to diesel exhaust. This project cannot go forward.

CCAIEJ would like to be on record as supporting

Alternative 1- No Project

Alternative 2 - Di Tommaso Property Alternative Site

Alternative 3 – March JPA Meridian Specific Plan Alternative Site

Rachel Lopez

Center for Community Action and Environmental Justice

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951-360-8451

**CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
NATURAL RESOURCES DEFENSE COUNCIL**

June 11, 2010

Mr. Jeffrey Childers, Project Planner
County of Riverside
4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside, CA 92502-1409
Email: jchilder@rctlma.org

**RE: JOINT COMMENTS ON RECIRCULATED ENVIRONMENTAL IMPACT
REPORT FOR MIRA LOMA COMMERCE CENTER (SCH# 2002121128)**

Dear Mr. Childers:

On behalf of the Center for Community Action and Environmental Justice and the Natural Resources Defense Council, we write to provide comments on the Recirculated Environmental Impact Report for the Mira Loma Commerce Center ("EIR"). We request that these comments and the attachments be included in the record for this project. After careful review, we have concluded that the EIR fails in many respects to comply with the requirements of the California Environmental Quality Act ("CEQA"). As described below, the EIR is inadequate because it fails to carry out CEQA's mandates. It does not accurately identify or analyze the significant environmental impacts that would result from the implementation of this major Project in close proximity to sensitive sites, and it fails to provide sufficient mitigation for such impacts as it does identify. The Project also fails to analyze and adopt all feasible mitigation measures as mandated by CEQA. The Project also fails to comply with the County of Riverside's General Plan, which would make certification of this EIR a per se violation of CEQA. Finally, it fails to consider alternatives that effectively protect the environment.

**I. The Proposed Project will have an Indelible Impact on
Adjacent Communities and the Region in General.**

The health impacts and regional air quality impacts from freight activities are well documented. Of all listed Toxic Air Contaminants identified by the California Air Resources Board ("CARB"), diesel particulate matter ("DPM") is known to present the greatest health risks to Californians.¹ Dozens of studies have shown adverse impacts from DPM and Oxides of Nitrogen ("NO_x") including respiratory disease, cardiovascular mortality, cancer, and reproductive effects as well as an increase in regional smog and water contamination. CARB has determined that

¹ CARB, *Emissions Reduction Plan for Ports and Goods Movement in California*, 7 (2006)(hereinafter "ERP").

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diesel exhaust is responsible for over 70% of the risk from breathing our air statewide and in the South Coast Air Basin ("SCAB").² Further, the South Coast Air Quality Management District ("SCAQMD") in the Multiple Air Toxics Exposure Study III ("MATES III") "indicate[ed] that diesel exhaust is the major contributor to air toxics risk, accounting on average for about 84% of the total" risk from breathing air toxics.³

CARB recently revised its analysis of annual impacts from PM2.5 pollution. Previously, CARB estimated that statewide, 2,400 premature deaths annually are linked to goods movement, mostly from particulate pollution and 50% of these deaths are in the SCAB.⁴ Now, as the chart below demonstrates, CARB estimates that there are 3,700 premature deaths statewide associated with PM2.5 from Goods Movement activities.⁵

Table 6: Annual premature deaths associated with PM2.5 from Goods Movement activities¹

Pollutant	Low	Mean	High
Primary Diesel PM	600	2,000	3,500
Secondary Diesel PM (Nitrates)	480	1,600	2,800
Secondary Diesel PM (Organic Aerosols)	15	49	85
Other Primary PM2.5 ²	12	39	68
Statewide Total³	1,100	3,700	6,500

¹For the year 2005, these estimates do not include the contributions from particle sulfate formed from SO_x emissions, which is being addressed with several ongoing emissions, measurement, and modeling studies. Results listed are based on the previous emission inventories used in the Goods Movement Emission Reduction Plan in April of 2006 but with the new PM2.5-mortality relationship of 10 percent per 10 µg/m³ increase in PM2.5 exposures; these values may change if emissions inventories are updated.

²PM2.5 includes tire wear, brake wear, and particles from boilers, which are not covered under primary diesel PM.

³Totals do not add up due to rounding.

² ERP, at 7.

³ SCAQMD, Multiple Air Toxics Exposure Study for the South Coast Air Basin-III, at ES-3 (September, 2008) available at <http://www.aqmd.gov/prdas/matesIII/Final/Document/ab-MATESIIIExecutiveSummary-Final92008.pdf> (hereinafter "MATES III").

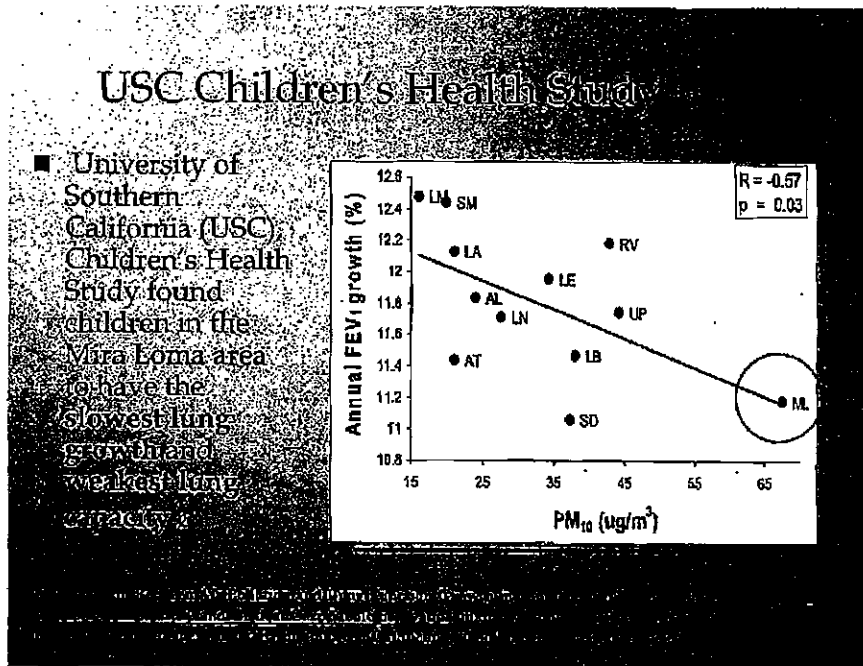
⁴ ERP, What's New-1 at 4.

⁵ CARB, *Methodology for Estimating Premature Deaths Associated with Long-Term Exposures to Fine Airborne Particulate Matter in California Draft Staff Report*, (May 22, 2008).

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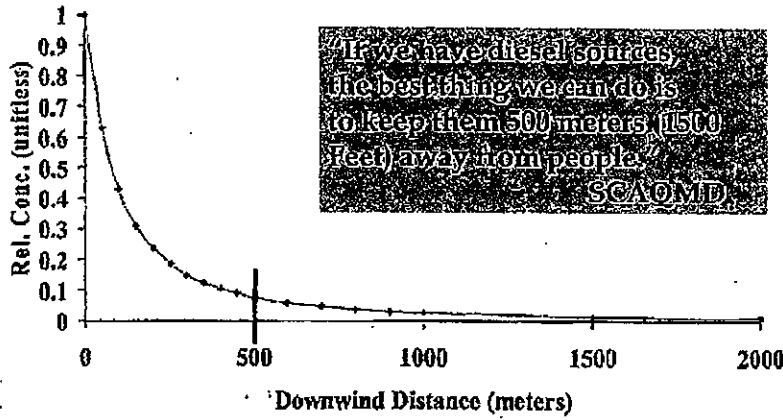
Residents in Inland Empire communities will undoubtedly face additional impacts due to the increased pollution from this project. For sensitive populations, such as children and the elderly, and for those who live and work in close proximity to these major sources of diesel exhaust, the risk will be even higher.

In recent years, environmental health researchers have firmly established the linkage between air pollution exposure and a range of negative health outcomes, including slowed lung growth rates in children (Gaudeman et al Cohort C, Cohort D papers), exacerbation of existing respiratory disease (McConnell et al EHP bronchitis/asthmatic paper), increased absences from school due to respiratory illness (Gilliland et al CHS absences paper), and increased mortality. The following charts display the troubling findings of the impacts of air pollution on health of residents in the Inland Empire, including our most vulnerable populations, children.

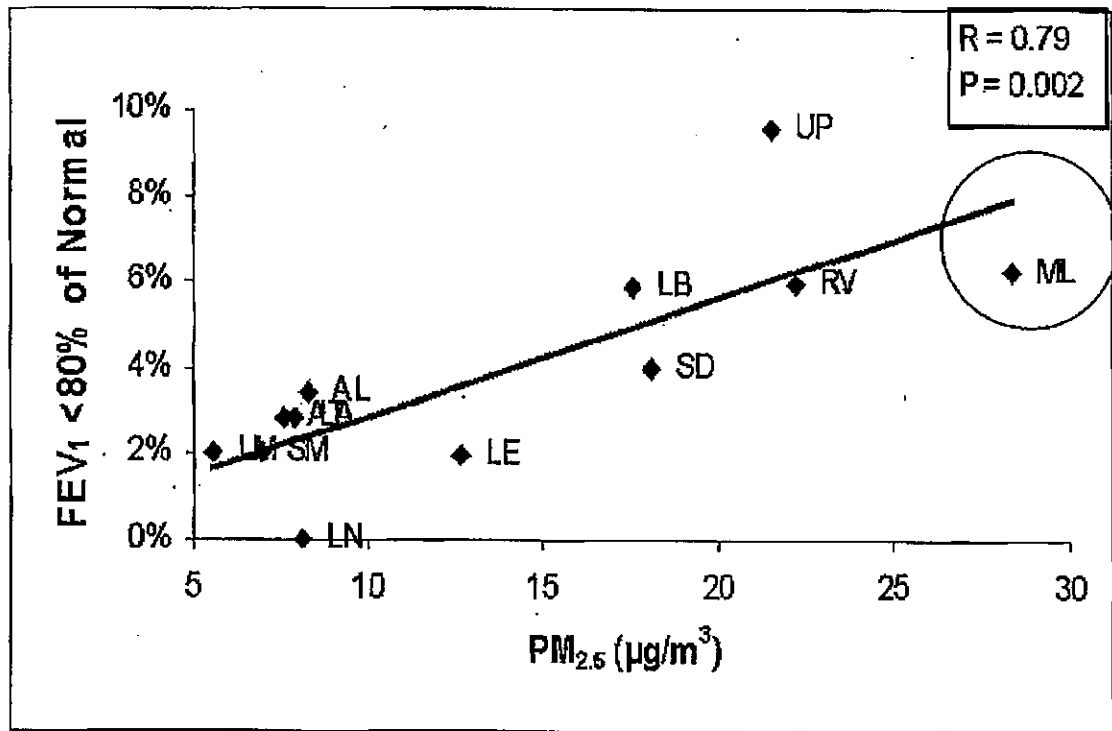


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Sensitivity of Concentrations to Downwind Distance



SCAQMD, Mira Loma Specific Air Management Project, 2002. Presentation by Mike Nazem before the Mira Loma Community Committee, August 29, 2002.



South Coast Air Quality Management District, "Multiple Air Toxics Exposure Study in the South Coast Air Basin" (MATES II Study), March 2000.

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In addition to the large impacts on residents and workers closest to the sources of emissions, distribution center operations pose a particularly acute threat to regional air quality. The South Coast Air Basin ("SCAB"), where the project area is located, consistently ranks near the top of the lists for the nation's filthiest air quality. Freight transport, including the operations culminating in the Inland Empire, greatly contributes to the persistent failure of the SCAB to meet clean air standards established by the Environmental Protection Agency. Without all feasible mitigation, the SCAB could fail to achieve the federal annual PM_{2.5} standard by 2014. This project proposes to add additional pollution that would not have occurred if the project was not built. Against this backdrop, there are several deficiencies in the EIR that must be addressed.

II. The Revised EIR Fails to Adequately Analyze Air Quality and Traffic Impacts.

The South Coast Air Quality Management District critiqued the air quality analysis in the EIR on several grounds. We have similar concerns that the Air Quality analysis was designed to mask the true impacts of this project. The air quality analysis uses an unduly narrow trip length that is unrealistic given the type of project proposed for this facility. The primary business in the Inland Empire is from the Ports of Los Angeles and Long Beach, which is much further than the 8.9 miles used for the EIR analysis.⁶

By excluding large portions of the truck trips, the EIR severely understates the Project's traffic impacts and associated air quality impacts. The California Supreme Court has emphasized that "an EIR may not ignore the regional impacts of a project approval, including those impacts that occur outside of its borders; on the contrary, a regional perspective is required."⁷ An EIR must analyze environmental impacts over the entire area where one might reasonably expect these impacts to occur.⁸ This principle stems directly from the requirement that an EIR analyze all significant or potentially significant environmental impacts.⁹ An EIR cannot analyze all such environmental impacts

⁶ See generally, SCAG, 2008 Regional Transportation Plan, Goods Movement Report, at 13, available at http://www.scag.ca.gov/rtp2008/pdfs/finalrtp/reports/fGoods_Movement.pdf ("Most port truck cargo movements associated with intermodal yards, transload facilities, and warehouses are primarily related to import containers from the SPB ports") [Attached as Exhibit A].

⁷ *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 575.

⁸ See *Kings County Farm Bureau*, 221 Cal. App. 3d at 721-23.

⁹ See Pub. Res. Code §§ 21061, 21068; see also *Citizens to Preserve the Ojai v. County of Ventura* (1986) 176 Cal. App. 3d 421, 432-33 (finding "an absolute

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if its study area does not include the geographical area over which these impacts will occur. Here, the fact that trucks will travel to and from the ports is not only corroborated by the South Coast Air Quality Management District, but also meets the low threshold of "reasonable expectat[ions]" that the freight moves from the port areas as detailed in the 2008 Regional Transportation Plan to the Inland Empire.

III. The Revised EIR Includes an Improper Greenhouse Gas Emissions Analysis.

The deficiencies with the air quality analysis also taints the greenhouse gas analysis for this project. The curtailed trip analysis dramatically underestimated the emissions of greenhouse gasses associated with this project.

IV. The Mitigation Measures Fail to Comply with CEQA.

Mitigation of a project's significant impacts is one of the "most important" functions of CEQA.¹⁰ Under CEQA, feasible mitigation measures must be adopted that will avoid or substantially lessen significant environmental effects.¹¹

I. The Construction Mitigation Measures Must be Improved.

The mitigation measures for construction are vague. We recommend that the construction mitigation comply with the following requirements:

Construction Equipment

Equipment¹² greater than 25 horsepower must:

- (1) Meet current emission standards¹³ and

failure to comply [with CEQA]" where information relevant to project's impacts was omitted).

¹⁰ *Sierra Club v. Gilroy City Council*, 222 Cal.App.3d 30, 41 (1990).

¹¹ Pub. Res. Code § 21002.

¹² Equipment refers to vehicles such as excavators, backhoes, bulldozers propelled by an off-road diesel internal combustion engine.

¹³ These standards are described in Division 3 Chapter 9, Article 4, Section 2423(b)(1)(A) of Title 13 of the California Code of Regulations, as amended. An explanation of current and past engine standards can also be accessed at <http://www.dieselnet.com/standards/>. Currently all new equipment are meeting the US EPA Tier II standards and most equipment also meets Tier III standards (all 100HP to 750HP equipment). Note that Tier IV standards would automatically meet the BACT requirement.

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- (2) Be equipped with Best Available Control Technology (BACT)¹⁴ for emissions reductions of PM and NOx, *or*
- (3) Use an alternative fuel.

Diesel Trucks

On-road trucks used at construction sites, such as dump trucks, must:

- (1) Meet current emission standards, *or*
- (2) Be equipped with BACT¹⁵ for emissions reductions of PM and NOx, *and*
- (3) Any trucks hauling materials such as debris or fill, must be fully covered while operating off-site (i.e. in transit to or from the site).

Generators

Where access to the power grid is limited, on-site generators must:

- (1) Meet the equivalent current off-road standards for NOx, *and*
- (2) Meet a 0.01 gram per brake-horsepower-hour standard for PM, *or*
- (3) Be equipped with Best Available Control Technology (BACT) for emissions reductions of PM.

Special Precautions Near Sensitive Sites

All equipment operating on construction sites within 1,000 feet of a sensitive receptor site (such as schools, daycares, playgrounds and hospitals)¹⁶ would either:

- (1) Meet US EPA Tier IV emission standards *or*
- (2) Install ARB Verified "Level 3" controls (85% or better PM reductions), and
- (3) Notify each of those sites of the project, in writing, at least 30 days before construction activities begin.¹⁷

ii. The Project's Operational Mitigation Measures Must be Made Enforceable and Augmented.

¹⁴ Here BACT refers to the "Most effective verified diesel emission control strategy" (VDECS) which is a device, system or strategy that is verified pursuant to Division 3 Chapter 14 of Title 13 of the California Code of Regulations to achieve the highest level of pollution control from an off-road vehicle.

¹⁵ Here BACT also refers to most effective VDECS as defined by the California Air Resources Board (CARB).

¹⁶ Sensitive sites are defined and described in the CARB Air Quality and Land Use Planning Guidelines, 2005; <http://www.arb.ca.gov/ch/landuse.htm>.

¹⁷ Notification shall include the name of the project, location, extent (acreage, number of pieces of equipment operating and duration), any special considerations (such as contaminated waste removal or other hazards), and contact information for a community liaison who can answer any questions.

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Given the significant environmental impacts to air quality associated with this project, the EIR should require additional mitigation. For heavy duty trucks, the Ports of Los Angeles and Long Beach recently adopted a program that will require only 2007 EPA compliant trucks to perform port drayage service by 2012. This program is expected to reduce port truck emissions by at least 80%.¹⁸ These types of requirements should be imposed for this project.

In addition to the vagueness of the existing mitigation measures, the EIR also fails to consider and adopt additional feasible mitigation. We recommend that the operational mitigation comply with the following requirements:

Diesel Trucks

On-road trucks serving a facility, must:

- A. If a facility is served by a centrally controlled fleet, trucks should
 - (1) Be electrified to the extent feasible, *and*
 - (2) Meet current US EPA emission standards.
- B. All independently operated trucks shall meet the following standards, enforced by gate personnel.
 - (1) Meet current US EPA emission standards, *or*
 - (2) Be equipped with BACT¹⁹ for emissions reductions of PM and NOx, *and*

Equipment

Equipment²⁰ greater than 25 horsepower must:

- (1) Meet current US EPA emission standards²¹ *and*
- (2) Be equipped with Best Available Control Technology (BACT)²² for emissions reductions of PM and NOx, *or*

¹⁸ Port of Los Angeles, Press Release, http://www.portoflosangeles.org/newsroom/2008_releases/news_061708ctp.asp

¹⁹ Here BACT also refers to most effective VDECS as defined by the California Air Resources Board (CARB), for example, a particulate filter for PM and selective catalytic reduction for NOx.

²⁰ Equipment refers to vehicles such as yard tractors, forklifts, or other vehicles propelled by an off-road diesel or spark ignition internal combustion engine.

²¹ These standards are described in Division 3 Chapter 9, Article 4, Section 2423(b)(1)(A) of Title 13 of the California Code of Regulations, as amended. An explanation of current and past engine standards can also be accessed at <http://www.dieselnet.com/standards/>. Currently all new equipment are meeting the US EPA Tier II standards and most equipment also meets Tier III standards (all 100HP to 750HP equipment). Note that Tier IV standards would automatically meet the BACT requirement.

²² Here BACT would apply to diesel equipment and refers to the "Most effective verified diesel emission control strategy" (VDECS) which is a device, system or strategy that is verified pursuant to Division 3 Chapter 14 of Title 13 of the

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- (3) Use an alternative fuel.²³

Refrigeration Units

Each warehousing facility must include the following if it is used for any refrigerated cargo:

- (1) Provide ample space for refrigerated cargo to be kept cool without the use of transportation refrigeration units or other temporary or inefficient refrigeration means;
- (2) All loading docks must be equipped to provide electrical hook-ups for refrigerated cargo;
- (3) All trucks transporting refrigerated cargo must be equipped with the ability to connect to electrical power from the loading docks; *and*
- (4) On-board refrigeration units on all trucks may not be employed when a vehicle is not in use *and* must meet current US EPA standards.

Recommendations to Limit Global Warming Pollution from Warehousing:

- (1) Prohibit all non-essential idling of vehicles and equipment onsite.
- (2) All vehicles and equipment should be the most efficient models available; heavy-duty trucks should be US EPA SmartWay certified.²⁴
- (3) Use the lowest carbon fuels possible (such as biodiesel or other alternative fuels).
- (4) Electrify operations to the extent possible. All generators, forklifts and equipment that can be electrified, should be.
- (5) All constructed buildings should meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ including the use of locally sourced materials where possible.²⁵

iii. The Project Should Include Mitigation Measures for Sensitive Populations.

California Code of Regulations to achieve the highest level of pollution control from an off-road vehicle.

²³ This could include natural gas or biodiesel, which is a fuel comprised of mono-alkyl esters of long chain fatty acids derived from vegetable oils or animal fats, meeting the requirements of ASTM D 6751. However, biodiesel must be proven to be sourced from sustainable feedstocks including waste grease, fats or oil and under certain circumstances, farmed oils that can be proven to be sustainable.

²⁴ SmartWay is a USEPA partnership with transport companies to reduce fuel use and pollution through improved efficiency. See <http://www.epa.gov/smartway/transport/index.htm>

²⁵ For information on LEED standards, see the U.S. Green Building Council: <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>

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To avoid injury to public health, the project must mitigate its impacts through the reduction of emissions to as near zero as possible, and this comment letter offers numerous measures that should be used in pursuing that goal. Given that increases in pollution are likely even after these measures are implemented and given the lasting effects of baseline pollution, further mitigation is needed to address the extraordinary impact of freight related emissions on the respiratory health of communities in the vicinity of this project.

Many residents of freight movement communities and workers at distribution centers have already suffered irreparable long term damage to their lungs – as noted earlier, diminished lung function in children generates lifelong health effects. The ports should fund the establishment of one or several medical facilities dedicated to the respiratory and general health of the people most affected by distribution center emissions – those living in the neighborhoods closest to the major distribution centers, including this project area, and workers at the distribution centers.

Many of the goods movement adjacent neighborhoods in Riverside and along the I-60 and other routes are heavily populated with low and moderate income families unable to afford health insurance. Similarly, while some workers in the Inland Empire's logistics industry earn relatively high wages with good benefits, thousands of others earn low wages with few or no benefits.

Thus, funding for clinics should be sufficient not only to construct appropriate facilities, but also include adequate support for operations so that two classes of patients – residents of the identified freight movement adjacent communities and distribution center workers can access the facility without out of pocket cost regardless of insurance status.

Finally, the Project should include installation of air filtration system to protect residents from harmful levels of air pollution. The Port of Los Angeles agreed through the TraPac MOU to fund filtration systems in school in the vicinity of that project, and this Project should also include this type of mitigation. Moreover, the Port of Long Beach also developed a school filtration program related to its Middle Harbor Redevelopment Project.

V. The Revised EIR is Inconsistent with the County of Riverside's General Plan.

The County of Riverside General Plan includes the following provisions related to sensitive receptors—

Sensitive Receptors

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Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e. children, elderly and the sick) and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities. The intent of the following policies is to reduce the negative impacts of poor air quality on the County's sensitive receptors.

Policies:

AQ 2.1 The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible. (AI 114)

AQ 2.2 Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible. (AI 114)

AQ 2.3 Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution. (AI 114).²⁶

The project violates many of the relevant provisions relating to sensitive populations. As the EIR mentions, three of the proposed plot developments are located within 25 meters of the nearest sensitive receptor.²⁷ The EIR also mentions that another plot is within 50 meters of a sensitive receptor.²⁸ First, this location for these large industrial sources of pollution violates Policy AQ 2.1 because of their proximity to the senior community of Country Village and Mira Loma Village. Second, this project violates AQ 2.2 because as currently designed the project includes no "barriers and/or distance from emissions sources." Moreover, the EIR fails to provide a credible analysis of why these measures may not be "possible." Third, the project does not include any of the "pollution control measures" to trap or control pollution required by AQ 2.3. Despite these clear inconsistencies, the EIR determines that the Project will be compatible "with existing and planned surrounding land uses or inconsistent with the land use designations and policies of the Riverside County General Plan (including those of any applicable Specific Plan)."²⁹ This approach of ignoring general plan provisions and the associated inconsistencies amounts to a CEQA violation, which renders the EIR invalid as a lawful document to allow decision-makers to make an informed decision.

²⁶ County of Riverside 2003 General Plan, Chapter 9, available at http://www.tlma.co.riverside.ca.us/genplan/content/gp/chapter09.html#TOC3_2.

²⁷ EIR, at 4.3-44.

²⁸ *Id.*

²⁹ EIR, at 4.9-20.

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This failure to comply with General Plan requirements necessitates a revision to the EIR and the project. For example, the County has rejected the siting of warehouse development in the past because of these considerations.

Moreover, the discussion of land use impacts in the EIR conveniently ignores the impacts to the low income minority community of Mira Loma Village. This occurs despite the fact that EIR used as a significance threshold whether the proposed project will "disrupt or divide the physical arrangement of an established community (including a low income or minority community.)"³⁰ Here, adding more than 8,000 trips per day in the community area will certainly disrupt the community of Mira Loma Village, which has been an established community since the 1930s. This failure to appropriately catalogue the land use impacts similarly means the EIR is deficient, and this flaw must be cured in future iterations of the EIR.

VI. The DEIR/S Does Not Adequately Discuss Alternatives to the Proposed Project.

The analysis of alternatives to the proposed project lies at "[t]he core of an EIR."³¹ In this analysis, the EIR must consider a reasonable range of alternatives that would avoid or substantially lessen this impact while feasibly attaining most of the Project's basic objectives.³² If the EIR refuses to consider a reasonable range of alternatives or fails to support its analysis with substantial evidence, the purposes of CEQA are subverted and the EIR is legally inadequate.³³ If a feasible alternative exists that will meet the project's objectives while reducing or avoiding its significant environmental impacts, the project may not be approved.³⁴

An adequate alternatives analysis is a crucial component of complying with CEQA. Further, CEQA contains a clear mandate that the alternatives must be explored in depth and with the same level of detail as the proposed action. The analysis of the alternatives throughout the document fails in this respect.

A reasonable range of alternatives must include proposals that "offer substantial environmental advantages" over the proposed project.³⁵ In the present case, the

³⁰ EIR, at 4.9-3.

³¹ *Citizens of Goleta Valley II*, 52 Cal. 3d at 564; see also Pub. Res. Code § 21002.1(a) ("The purpose of an environmental impact report is . . . to identify alternatives to the project . . .").

³² See § 21100(b)(4); CEQA Guidelines § 15126.6(a).

³³ *San Joaquin Raptor*, 27 Cal. App. 4th at 735-38; *Kings County Farm Bureau*, 221 Cal. App. 3d at 736-37.

³⁴ Pub. Res. Code § 21002.

³⁵ See *Citizens of Goleta Valley*, 52 Cal. 3d at 565-66.

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EIR fails to examine an alternative that would utilize the ample open warehouse space that currently exists in Mira Loma to accommodate the additional freight desired by the County.³⁶ Colliers International estimates that approximately 14.4% of the warehouse space in Mira Loma is vacant.³⁷ The EIR fails to analyze whether this vacant space could be used instead of building new facilities that would expose several communities to additional toxic exposure.

VII. The EIR Contains No Environmental Justice Analysis Despite Critical Environmental Justice Impacts.

It is no secret that freight operations implicate several environmental justice concerns. Accordingly, we find the lack of any reference to environmental justice impacts deeply disturbing. This lack of information renders the EIR an inadequate informational tool to help the County weigh the benefits against the environmental degradation and health impacts that will result from this project.

VIII. A Revised Draft EIR Must Be Prepared and Recirculated.

Because of the inadequacies discussed above, the County's EIR cannot form the basis of a lawful EIR. CEQA requires preparation and recirculation of a supplemental draft "[w]hen significant new information is added to an environmental impact report" after public review and comment on the earlier draft EIR.³⁸ The opportunity for meaningful public review of significant new information is essential "to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom."³⁹ An agency cannot simply release a draft report "that hedges on important environmental issues while deferring a more detailed analysis to the final [EIR] that is insulated from public review."⁴⁰

In order to cure the panoply of EIR defects identified in this letter, the County must obtain substantial new information to adequately assess the proposed Project's environmental impacts, and to identify effective mitigation and alternatives capable of alleviating the Project's significant impacts. This new information will clearly necessitate recirculation. CEQA requires that the public

³⁶ See generally, Colliers International, West Inland Empire Market Report (First Quarter 2010). [Attached as Exhibit B].

³⁷ *Id.* at 3.

³⁸ Pub. Resources Code § 21092.1.

³⁹ *Sutter Sensible Planning, Inc. v. Sutter County Board of Supervisors*, 122 Cal. App. 3d 813, 822 (1981); *City of San Jose v. Great Oaks Water Co.*, 192 Cal. App. 3d 1005, 1017 (1987).


⁴⁰ *Mountain Lion Coalition v. California Fish and Game Comm'n*, 214 Cal.App.3d 1043, 1052 (1989).

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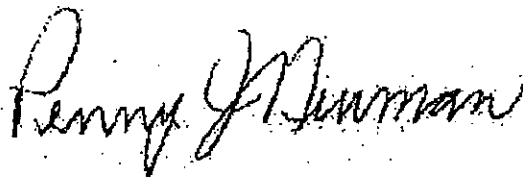
have a meaningful opportunity to review and comment upon this significant new information in the form of a recirculated draft supplemental EIR.

We appreciate your consideration of our comments. Please feel free to contact us if you have any questions.

Sincerely,



Adriano L. Martinez
Project Attorney
Natural Resources Defense Council



Penny Newman
Executive Director
Center for Community Action and Environmental Justice

ATTACHED LITERATURE

- (1) 2008 Regional Transportation Plan, Goods Movement Report
- (2) Colliers International, West Inland Empire Market Report (First Quarter 2010)

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

THE HEALTH EFFECTS OF AIR POLLUTION ON CHILDREN

Fall 2000

Michael T. Kleinman, Ph.D.
Professor, Department of Community and Environmental Medicine
University of California, Irvine.

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Introduction

Air pollution has many effects on the health of both adults and children. The purpose of this article will be to examine what is known about how air pollution affects health, especially children's.

Over the past several years the incidence of a number of diseases has increased greatly. Asthma is perhaps the most important disease with an increasing incidence, but other diseases, such as allergic reactions, bronchitis and respiratory infections also have been increasing. The cause of these increases may be due at least in part to the effects of air pollution. This review will address the following questions:

1. Why are children more susceptible to the effects of air pollution than adults?
2. Which air pollutants have the greatest impact on the health of children and adults?
3. What can be done to reduce the effects of air pollution on children's health?

Why are Children More Susceptible to Air Pollution Than Adults?

In many health effects research studies, children are considered as if they were small adults. This is not really true. There are many differences between children and adults in the ways that they respond to air pollution. For example, children take in more air per unit body weight at a given level of exertion than do adults. When a child is exercising at maximum levels, such as during a soccer game or other sports event, they may take in 20 percent to 50 percent more air -- and more air pollution -- than would an adult in comparable activity.

Another important difference is that children do not necessarily respond to air pollution in the same way as adults. Adults exposed to low levels of the pollutant ozone will experience symptoms such as coughing, soreness in their chests, sore throats, and sometimes headaches. Children, on the other hand, may not feel the same symptoms, or at least they do not acknowledge them when asked by researchers. It is currently not known if children actually do not feel the symptoms or if they ignore them while preoccupied with play activities.

This probably does not mean that children are less sensitive to air pollution than adults. There are several good studies that show children to have losses in lung functions even when they don't cough or feel discomfort. This is important because symptoms are often warning signals and can be used to trigger protective behavior. Children may not perceive these warning signals and might not reduce their activities on smoggy days.

Children also spend more time outside than adults. The average adult, except for those who work mostly outdoors, spends most of their time indoors -- at home, work, or even at the gym. Children spend more time outside, and are often outdoors during periods when air pollution is at its highest.

The typical adult spends 85 percent to 95 percent of their time indoors, while children may spend less than 80 percent of their time indoors. Children may also exert themselves harder than adults when playing outside.

Perhaps the most important difference between adults and children is that children are growing and developing. Along with their increased body size, children's lungs are growing and changing, too.

The Lung's Important Role in Health

The lung is an extremely complex organ. While most organs in your body are made up of a few different types of cells, the lung contains more than 40 different kinds of cells. Each of these cells is important to health and maintaining the body's fitness.

Air pollution can change the cells in the lung by damaging those that are most susceptible. If the cells that are damaged are important in the development of new functional parts of the lung, then the lung may not achieve its full growth and function as a child matures to adulthood. Although very little research has been conducted to address this extremely important issue, this review will discuss the information that is available.

USC Children's Health Study

Recent results from the Children's Health Study, conducted by investigators at the University of Southern California, suggest that children with asthma are at much greater risk of increased asthma symptoms when they live in communities with higher levels of ozone and particles and participate in three or more competitive sports. Having said all this, the purpose of this review is not to discourage children or adults from normal daily activities and outdoor exercise. Exercise has very important, beneficial outcomes. Appropriate exercise and prudent exposures of children and adults should be encouraged even in an environment that may always contain some amount of air pollution.

Which Air Pollutants Have the Greatest Impact on the Health of Children and Adults?

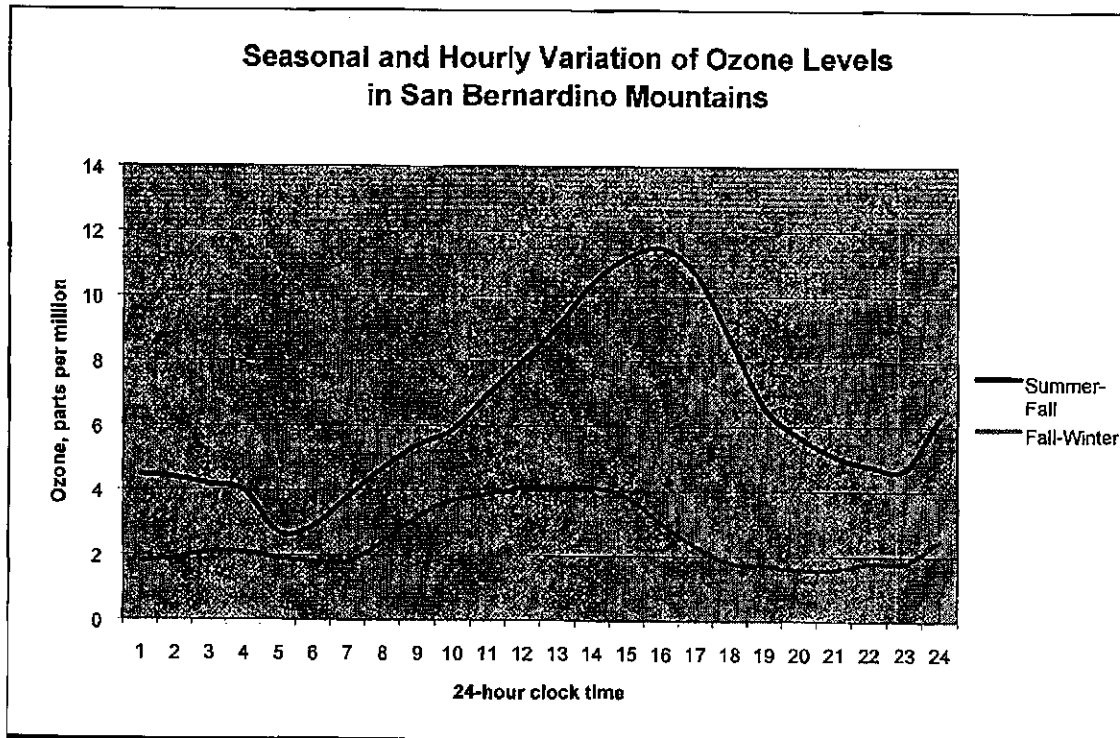
Ozone

Ozone is one of the most important air pollutants affecting human health in regions like Southern California.

Ozone (O₃) is a molecule built of three atoms of oxygen linked together in a very energetic combination. When ozone comes into contact with a surface it rapidly releases this extra force in the form of chemical energy. When this happens in biological systems, such as the respiratory tract, this energy can cause damage to sensitive tissues in the upper and lower airways.

Ozone formation

Because ozone forms as a product of solar energy and photochemical reactions of pollutants, it is not surprising that the highest concentrations of ozone in the atmosphere occur when sunlight is most intense. Thus, ozone generally reaches peak levels during the middle of the day in the summer months. These types of air pollution patterns are called diurnal and seasonal variations. The following graph shows that ozone levels in the San Bernardino Mountains are highest in the summer and fall, and peak in the late afternoon.



Ozone Air Quality Standards

Federal and state agencies have set air quality standards for ozone. An ozone level greater than 0.08 parts per million (ppm) averaged over eight hours is considered unhealthy. This level has been set because both laboratory and community studies have demonstrated measurable effects of ozone at or above that threshold.

The effects of ozone on people include:

- irritation of the nose and throat;
- increased mucus production and tendency to cough;
- eye irritation and headaches for some; and
- during severe episodes, chest pain and difficulty taking a deep breath without coughing.

How Ozone Damages Lungs

What happens when you breathe air that is contaminated with ozone? Like oxygen, ozone is soluble in the fluids that line the respiratory tract. Therefore some ozone can penetrate into the gas-exchange, or alveolar, region of the deep lung.

The following photos show how ozone affects the sensitive tissue in the deep lung. The pictures are from the lungs of rats exposed to ozone in a laboratory under carefully controlled conditions. The human lung is similar --although not identical -- to the rat's lung in terms of the types of cells and the overall structure of the alveolar region.



Figure 1

Figure 1 shows a magnified view of the structure of the normal gas-exchange region of the lung. It is called the gas-exchange region because oxygen inhaled from the air is transferred to the hemoglobin in blood in small blood vessels located inside the thin walls separating the alveolar air spaces.

At the same time, carbon dioxide, produced by normal metabolism and dissolved in the blood, is excreted into the air and expired when you breathe out.

The walls of a normal alveolus are very thin. There are only two layers of cells and a thin interstitial matrix separating the air in the alveolar space, or lumen, from the fluid inside the blood vessels. The cells that line the healthy alveoli are mostly very broad and very thin, and are called Type I lung cells or Type I pneumocytes. This provides a very large surface area across which gases can be efficiently transported.

Figure 2 shows the effects of breathing 0.2 ppm ozone for 4 hours. In Southern California air pollution levels can approach 0.2 ppm -- a Stage 1 ozone alert -- during the smoggiest summer days. The photo shows evidence of additional cells, called macrophages, and some material that may be fragments of ozone-injured alveolar wall cells inside the alveolar space.

Macrophages are immune system cells that respond to the injury of the delicate cells that line the alveolar lumen. These macrophages play important roles in protecting the lungs from inhaled bacteria,

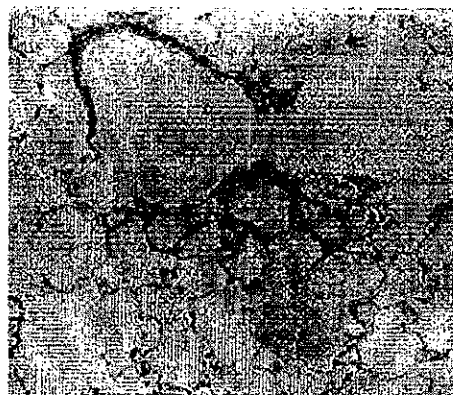


Figure 2

fungi and viruses, and are also important in helping to repair lung tissue injury caused by inhaled pollutants.

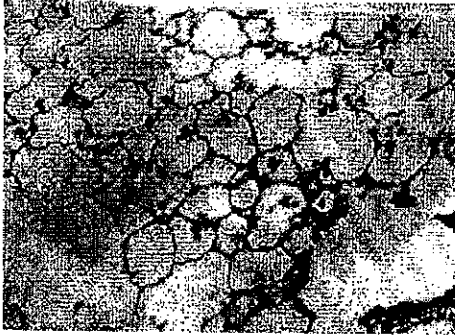


Figure 3

Figure 3 shows more extensive damage following exposure a higher concentration of ozone, 0.6 ppm. The alveolar walls are thicker and there is evidence of cells infiltrating within the walls. There are more macrophages in the alveolar spaces and the thin, Type I cells have been damaged and replaced with thicker Type II, almost cube-shaped cells that are more resistant to the toxic effects of ozone. All of these changes occurred within 48 hours after exposure. If exposure continues for more than three days, the evidence of cell injury seems to be reduced, except for the continuing presence of the Type II cells.

Is Ozone-Related Lung Damage Permanent?

People actually report that the symptoms they feel when first exposed to ozone seem to go away, even though their exposure continues.

Following ozone injury, if the lung is not exposed to ozone for approximately five to seven days, it can for the most part repair itself provided the injury is not too extensive. However, long-term studies with laboratory animals have shown that there may be residual and in some cases permanent damage. This damage might be thought of as accelerated aging of the lung. Thus, frequent exposures to ozone can cause transient damage. The lung's defenses can repair most but probably not all of that damage within a relatively short time in most healthy individuals.

Research and Air Quality Standards

Health scientists probably know more about the effects of ozone on human health than about any other pollutants. This is because ozone is pervasive in the environment. Also there are excellent methods of measuring ozone so the pollutant can be studied using epidemiological methods. The findings of these epidemiological studies can be verified using well-controlled laboratory studies with human volunteers and laboratory animals. Thousands of scientific papers on the health effects of ozone have been published and these have been critically reviewed in documents that provide the scientific basis for National and State Ambient Air Quality Standards. (Ambient refers to outdoor air.)

These so-called Criteria Documents are important because they are extensively reviewed by scientists, public agencies, industry representatives, environmental groups such as the American Lung Association and the Natural Resources Defense Council,

and the public. National and state ambient air quality standards set the goals for healthy air quality in Southern California and across the country.

Based upon the most recent studies, it is now apparent that ozone plays an important role in causing acute health effects, such as heightening asthma symptoms and developing bronchitis symptoms.

The role of ozone in producing long-term or chronic effects is less clear, at least from the available epidemiological studies. However, laboratory animal studies suggest that there can be long-term consequences.

How to Reduce Ozone Exposure

The U.S. Environmental Protection Agency (EPA) has recommended that ozone should not exceed 0.08 ppm averaged over an 8-hr period. When ozone exceeds this level, active children and adults, those with respiratory disease such as asthma, and other people with unusual susceptibility to ozone should limit prolonged outdoor exposure.

Incidentally, personal tobacco smoking during periods of high ozone exposure doubled the risk of asthmatic individuals needing to go to the emergency room for treatment of asthma symptoms.

Carbon Monoxide

Carbon monoxide (CO), a colorless, odorless gas, is a byproduct of combustion.

When inhaled, carbon monoxide reacts very rapidly with hemoglobin in the blood, preventing uptake and transport of oxygen. Because carbon monoxide readily and firmly attaches to hemoglobin, it stays in the blood for a relatively long time. Thus, during an exposure carbon monoxide concentrations in blood can rise in a matter of minutes, then stay high for hours.

Who is Most Sensitive to the Health Effects of Carbon Monoxide?

Most of the health effects directly associated with carbon monoxide are most likely due to decreases in oxygen delivery to vital organs such as the heart and the brain.

People with heart disease may be especially sensitive to the effects of carbon monoxide. In addition, people with lung diseases that limit efficient use of inhaled oxygen, such as asthma and emphysema, may also be susceptible. Even in people without heart or lung diseases, reduced delivery of oxygen to skeletal muscles, especially during exercise, can reduce the ability to perform strenuous work.

At high levels of carbon monoxide exposure, impaired delivery of oxygen to the central nervous system can reduce the ability to respond quickly to external stimuli. After exposures that convert 5 percent to 10 percent of the circulating hemoglobin to carboxyhemoglobin (COHb), people's ability to recognize and react to flashes of light in a test system are reduced. At 10 percent to 30 percent carboxyhemoglobin, nausea,

headaches, unconsciousness, and sometimes death can result. The severity of symptoms increases with the concentration of carboxyhemoglobin.

Air Quality Standards for Carbon Monoxide

Both the EPA and the State of California have set air quality standards for carbon monoxide based on the results of epidemiological and laboratory findings. Ambient levels of carbon monoxide should not exceed 9 ppm, when averaged over an 8-hour interval, and should not exceed 20 ppm in any one-hour period. (The USEPA has a slightly higher 1-hour standard of 35 ppm).

Sources of Carbon Monoxide

The major sources of carbon monoxide pollution are automotive exhaust and emissions from large industrial combustion sources such as electrical power plants. Because these sources produce many contaminants in addition to carbon monoxide -- such as fine particles and nitrogen oxides -- it is often difficult to isolate the health effects of ambient carbon monoxide from those of other pollutants.

In addition to carbon monoxide generated outside, there are also important indoor sources of the pollutant. The most important of these are combustion sources such as gas ovens, gas burners, water heaters, and heating systems. However, in most cases emissions from well-maintained and vented gas appliances are small.

Tobacco smoking is a more significant source of carbon monoxide. Tobacco smoke can contain very high concentrations of carbon monoxide (1,000 ppm to 50,000 ppm). Carbon monoxide levels in the homes of children whose relatives smoke tobacco products can be higher than the carbon monoxide levels outdoors.

Health Effects of Carbon Monoxide

There are hundreds of cases per year of deaths or severe illness due to carbon monoxide poisoning from faulty appliances, indoor emissions of automobile exhaust and industrial exposures. These cases show that carbon monoxide poisoning causes symptoms very similar to those of the flu. In fact, the true number of cases is not really known because many people may have been poisoned slightly and thought that they were just fighting off a cold or the flu. Thus it is very important to make sure that home appliances are well-maintained and that all combustion sources are properly vented to the outdoors.

Epidemiological studies have shown significant association between several health effects and carbon monoxide, although as mentioned earlier it is difficult to completely isolate carbon monoxide's effects from those of other air pollutants.

For example, asthmatic children in Taiwan who were exposed to high levels of traffic-related air pollution -- using carbon monoxide and nitrogen dioxide as marker compounds-- reported more respiratory symptoms than children with lower exposures.

A study of physician office visits in London showed associations between air pollution and doctor visits for asthma and other lower respiratory disease. For children, levels of nitrogen dioxide, carbon monoxide, and sulfur dioxide were associated with increased numbers of medical consultations. However, in adults, the only consistent association was with levels of airborne particles. This suggests that children and adults might respond differently to pollution exposures.

Prenatal Effects of Carbon Monoxide

Carbon monoxide may also have prenatal effects. Pregnant women who were exposed to high levels of ambient carbon monoxide (5 ppm to 6 ppm) were at increased risk of having low birth-weight babies. It has long been known that women who smoke cigarettes during pregnancy have low birth-weight babies, but this is the first study of similar findings in women exposed to environmental carbon monoxide.

Babies exposed to carbon monoxide during the maturation of their organs may suffer permanent changes to those organs. Studies using newborn rats showed that carbon monoxide exposure could cause changes in the heart muscle tissue. This in turn could increase the severity of effects of artery constrictions when they became adults. Other animal studies have shown that long-term carbon monoxide exposure can contribute to a disease called ventricular hypertrophy, in which the cells of the heart's ventricle chambers are enlarged and possibly weakened.

Airborne Particles

Particles, including nitrates, sulfates, carbon¹ and acid aerosols² are a complex group of pollutants.

Unlike ozone, which has a specific chemical composition, airborne particles vary in size and composition depending on time and location. Although the components of particles may have common sources, the types and amounts of particles collected at any one time and location may be unique.

To add to the problem, gaseous pollutants including ozone, sulfur dioxide, nitrogen dioxide and carbon monoxide often are present in the atmosphere at the same time as are particles. It is not always possible to clearly differentiate between the health effects of the gases, the particles, and possibly the combination of particles and gases. This complexity presents a tremendous challenge to the scientific community and to public in trying to understand how inhaled particles affect human health.

The Challenge of Measuring Particle Pollution

Precisely measuring particulate pollution is more difficult and labor intensive than measuring gaseous pollutants such as ozone. For this reason, particle concentrations are not measured on a daily basis in most communities. Frequently, they are measured once every six days.

¹ Both elemental and organic. Elemental carbon is pure carbon from combustion sources, including diesel particulate. Organic carbon is a semi-volatile hydrocarbon from combustion and some evaporative sources.

² Aerosol is the scientific term used to describe particles suspended in a fluid, such as air.

Particle samples are collected on filters that are then weighed. Particle concentrations are reported in terms of micrograms of particles per cubic meter ($\mu\text{g}/\text{m}^3$) of collected air.

Originally, the particle samples were relatively indiscriminate with respect to particle size and often contained very large particles. These large particles contributed a great deal to the weighed particle mass, but might not have been very important with respect to lung health. This is because most of the particles were too large to penetrate through the nasal and head airways to reach the lung. A more health-related sample was needed.

After a great deal of scientific consideration it was decided that particulate matter with aerodynamic diameters³ less than or equal to 10 microns (μm) should be collected. Ambient air quality standards were developed for this material, which is called PM_{10} .

Sources of Particle Pollution

Researchers noted that the sources of relatively large-size particles (greater than 3 microns in aerodynamic diameter) were quite distinct from the sources of particles less than 1 micron in diameter.

The larger, so-called "coarse" particles are mostly produced by mechanical processes, such as automobile tire wear on the road, industrial cutting, grinding and pulverizing processes and re-suspension of particles from the ground or other surfaces by wind and human activities. The chemical composition of coarse particles may be somewhat similar to the chemical composition of soil in that area, along with industrial compounds from activities such as mining or smelting operations. The coarse fraction of urban aerosols also contains bits of plants, molds, spores and some bacteria. Thus the characteristics of the coarse particles may vary greatly in different communities.

In contrast, the smaller or so-called "fine" particles in the urban aerosol come from combustion sources, such as power plants, automobile, truck, bus and other vehicle exhaust or from the reactions that transform some of the pollutant gases into solid or liquid particles. These distinctions may be important because the current air pollution health effects literature suggests, although not with certainty, that for some key health effects the fine particles are more important than the coarse particles. These findings have led EPA to propose a new nationwide $\text{PM}_{2.5}$ standard that would reduce exposure to particles that are 2.5 microns or less in diameter.

Historic Air Pollution Disasters

Epidemiological studies have consistently associated adverse health effects with exposures to particulate air pollution. Early studies implicated particulate and sulfur dioxide pollution in the acute illnesses and premature deaths associated with extremely

³ Aerodynamic diameter is used to define particles' size. Particle deposition on a surface, or in the lung, depends on the particle's aerodynamic and diffusion characteristics. A particle's aerodynamic characteristics depend on its density, shape, actual size, and velocity while its diffusion characteristics are functions of its size and the density of the air in which it is suspended.

severe pollution episodes in Donora, Penn., London, and New York in the 1940s, 1950s, and 1960s. The particle levels in a four-week pollution disaster in London in 1955 were more than 50 times higher than the California standard.⁴ Twenty percent of that aerosol was composed of acid sulfates -- probably sulfuric acid. The number of people hospitalized for lung or heart-related diseases was extraordinarily high, but more importantly there were more than 4,000 premature, or "excess," deaths in the London population.

Fortunately, major efforts by government agencies, the public, and industries have made it very unlikely there will ever be a similar episode in modern urban communities. However, the lessons learned from these disasters are still relevant. Despite the fact that our levels of airborne particles are much lower than those that occurred during the disasters, EPA estimates that there are still more than 6,000 excess deaths in the United States that could be associated with inhaled particles.

Health Effects of Particulate Pollution

Current ambient levels of PM₁₀ -- 30 to 150 micrograms per cubic meter -- are associated with increases in the numbers of people that die daily from heart or lung failure. Most of these deaths are among the elderly. However there is a strong body of evidence that some children are also adversely affected by particulate matter.

The American Thoracic Society's Environmental and Occupational Health Assembly reviewed current health effects literature. They report that daily fluctuations in PM₁₀ levels have been related to:

- acute respiratory hospital admissions in children;
- school and kindergarten absences;
- decreases in peak lung air flow rates in normal children; and
- increased medication use in children and adults with asthma.

The USC Children's Health Study suggests that children with asthma living in a community with high particle concentrations may have suppressed lung growth. After children moved into cleaner cities their lung growth returned to the normal rate, but they did not recover the lost potential growth, according to John Peters, the study's principle investigator.

It is difficult to positively assign a quantitative risk associated with particulate matter because nearly all studies of its health effects find other pollutants present that may account for some of the effects.

Part of the problem is due to the nature of the data being collected. The levels of particulate matter vary during the course of the day and peak values can be quite high. Few studies have evaluated the effect of these short-term "spikes." However, at least one epidemiological study of children with asthma suggested that changes in symptoms

⁴ The California standard for particulate matter (PM₁₀) is 50 micrograms per cubic meter averaged over 24 hours

and lung function correlate more strongly with 1-hour peaks than with 24-hour average concentrations.

Other studies, primarily with laboratory animals, suggest that the chemical composition⁵ and surface areas of the particles may be more important than particle mass. Scientists are continuing to study the health effects of particles and are developing better methods for measuring the important constituents. It may be possible in the near future to more accurately assess the effects of inhaled particles on human health.

Nitrogen Oxides

Nitrogen oxides are produced during most combustion processes. Mobile sources and power plants are the major contributors in Southern California.

About 80 percent of the immediately released nitrogen oxide is in the form nitric oxide (NO). Small amounts of nitrous oxide (N₂O) are also produced. Nitrous oxide is a "greenhouse" gas that is suspected of playing an important role in global warming.

Nitric oxide reacts with oxygen in the air to produce nitrogen dioxide (NO₂). Further oxidation during the day causes the nitrogen dioxide to form nitric acid and nitrate particles. In the dark, nitrogen dioxide can react with ozone and form a very reactive free radical. The free radical then can react with organic compounds in the air to form nitrogenated organic compounds, some of which have been shown to be mutagenic and carcinogenic.

Health Effects of Nitrogen Dioxide

Nitrogen dioxide is the most important nitrogen oxide compound with respect to acute adverse health effects. Under most chemical conditions it is an oxidant, as is ozone. However, it takes about 10 times more nitrogen dioxide than ozone to cause significant lung irritation and inflammation.

Nitrogen dioxide differs from ozone in that it suppresses the immune system to a much greater degree. As discussed below, some epidemiological studies have shown that children exposed to high levels of ambient nitrogen dioxide may be at increased risk of respiratory infections. Studies with laboratory animals have indeed shown that if mice are exposed first to nitrogen dioxide and later to bacteria at a level that would not infect a healthy control animal, their normal lung defense mechanisms are suppressed and the bacteria are able to infect the host.

⁵ The idea that all particles are equally toxic is not scientifically justified. There are many good examples that can be taken from studies of particles in the workplace. For example, certain types of particles that contain quartz -- a natural mineral composed of silicon dioxide but with a specific crystal structure -- are very potent lung irritants. Repeated exposures to this material can lead to a serious, permanent lung disease called lung fibrosis. Other mineral particles that are fibrous, such as specific forms of asbestos, can cause lung cancer. Other particles such as titanium dioxide do not seem to cause occupational diseases.

Average levels of nitrogen dioxide in the United States range from 0.02 to 0.04 ppm. Levels in major urban areas in Southern California may be higher, but the region has not exceeded the federal standard⁶ for nitrogen dioxide since 1991.

During the 1970s, one of the first studies relating respiratory illnesses and changes in lung function to ambient nitrogen dioxide concentrations reported that children living in areas with high nitrogen dioxide concentrations had greater incidences of lung-related illness than children living in areas with lower concentrations. Since then, other epidemiological studies have suggested that children with asthma are more likely than children without asthma to have reduced lung function and symptoms of respiratory irritation, such as cough and sore throat, when outdoor average nitrogen dioxide concentrations exceed about 0.02 ppm.

Some studies also have suggested that children younger than five years old may be more severely affected by nitrogen dioxide than older children. Several epidemiological studies have suggested that for children, the most important effect of ambient exposure to nitrogen dioxide might be increased susceptibility to respiratory infections and increased severity of responses to inhaled allergens.

Although many epidemiological studies show significant associations between outdoor nitrogen dioxide concentrations and adverse health outcomes, some studies do not corroborate these effects. In part, this is because it is often difficult to fully account for the influences of indoor sources of nitrogen dioxide.

Improvements in Nitrogen Dioxide Measurements

More recent studies have used special devices, called passive dosimeters, that can be worn by children to collect nitrogen dioxide for later analysis. These measurements give epidemiologists the ability to better assess a child's total nitrogen dioxide exposure over the course of the day. These studies show that there can be a great deal of individual variation in exposures, even for children living in the same communities. Thus, it is not surprising that epidemiological studies that do not estimate a nitrogen dioxide dose may reach different conclusions.

However, laboratory studies involving controlled exposures of human volunteers and laboratory animals have demonstrated plausible effects of nitrogen dioxide on human health. For example, if one exposes rats or other animals to nitrogen dioxide, and then examines their respiratory tract tissues, it is very evident that the pollutant can cause short-term injury similar to that seen after ozone exposure.

Long-term exposures to high concentrations of nitrogen dioxide can produce chronic damage to respiratory tract tissue that resembles the lung disease emphysema.

The pollutant's suppression of immune system functions reduces the ability of the host to fight off bacterial and viral infections. Human volunteers who inhaled weakened

⁶ 0.053 ppm as an annual average

influenza virus after being exposed to nitrogen dioxide in laboratories were more susceptible to the infection than a control group that did not inhale nitrogen dioxide.

Other studies show that nitrogen dioxide decreases the body's ability to generate antibodies when challenged by pathogens, and may reduce the ability of the respiratory system to remove foreign particles such as bacteria and viruses from the lung.

Lead

People can be exposed to lead (Pb) through air, food and water. Lead is a toxic heavy metal that causes nerve damage and impairs the body's ability to make hemoglobin, leading to a form of anemia.

Sources of Lead Pollution

Large amounts of lead were emitted to the atmosphere when it was used as a gasoline additive.⁷ The emitted lead could be inhaled. In addition, lead fallout from the air caused widespread contamination of soil, plants, food products, and water.

Lead is often measured in children's blood as an index of environmental exposure. Even low levels⁸ of lead in the blood of children aged 6 to 7 are linked to measurable changes in intelligence quotient and certain perceptual-motor skills. Higher levels of lead exposure can also result in kidney damage and may be related to high blood pressure in adults.

Sulfur Oxides

Most manmade emissions of the gas sulfur dioxide (SO₂) come primarily from the combustion of fossil fuels such as coal, oil, and diesel fuel.

Most of the sulfur in fossil fuel is converted sulfur dioxide, but a small amount is also converted to sulfuric acid. In the atmosphere, gaseous sulfur dioxide can also be converted to sulfuric acid and sulfate-containing particles. Thus, atmospheric concentrations of sulfur dioxide are often highly associated with acidic particles, sulfuric acid particles and sulfate particle concentrations.

The current National Ambient Air Quality Standards for sulfur dioxide are 18 micrograms per cubic meter averaged annually, and 365 micrograms per cubic meter averaged over 24 hours. Southern California does not exceed the national air quality standard because its industries primarily burn low-sulfur fuels such as natural gas. Much of the sulfur oxide air pollution in Southern California is likely to be associated with diesel emissions.

⁷ Lead in the form of tetraethyl lead was added to gasoline in the United States in large amounts from the 1950s until it was banned in the mid-1970s.

⁸ 10 to 30 micrograms per 100 milliliters

Sulfur dioxide is a very water-soluble gas and therefore most of the sulfur dioxide that is inhaled is absorbed in the upper respiratory tract and does not reach the lung's airways. However, the small amount of sulfur dioxide that does penetrate into the airways can provoke important health effects, primarily in individuals with asthma.

For those with asthma, even relatively short-term, low-level exposures to sulfur dioxide can result in airway constriction leading to difficulty in breathing and possibly contribute to the severity of an asthmatic attack.

A number of epidemiological studies have shown associations between ambient sulfur dioxide and rates of mortality (death) and morbidity (illness). However, because sulfur dioxide is often strongly correlated with fine particles and especially sulfate-containing particles, it is difficult to separate the effects of sulfur dioxide from those of the particle compounds.

A study in France found an increase of 2.9 visits to the emergency room for every 20 micrograms per cubic meter increase in atmospheric sulfur dioxide. The results pertained to days when the average sulfur dioxide levels were above 68 micrograms per cubic meter but below the U.S. health standard.

In London, asthma and other lower respiratory diseases in children were most significantly associated with exposures to nitrogen dioxide, carbon monoxide, and sulfur dioxide. In adults the only consistent association was with particulate matter.

Hospital admissions for children with asthma may increase by 20 percent following acute exposure to ozone peaks and possibly with sulfur dioxide. Chronic exposure to increased levels of fine particles, sulfur dioxide, and nitrogen dioxide may be associated with up to threefold increase in nonspecific respiratory symptoms. Thus, recent literature suggests that sulfur dioxide affects adults and children differently and that chronic and acute effects may also be different.

Diesel Emissions

Diesel fuel is burned to power buses, trucks, road-building equipment, trains, boats and ships and electricity-generating equipment. When diesel fuel is burned, the exhaust includes both particles and gases. Diesel emissions are important constituents of ambient air pollution.

What's in Diesel?

Diesel particles consist mainly of elemental carbon and other carbon-containing compounds. Hundreds of compounds have been identified as constituents of diesel particles. These include polycyclic aromatic hydrocarbons (PAHs) and other compounds that have been associated with tumor formation and cancer. In 1998, the California Air Resources Board designated diesel particulate a cancer-causing toxic air contaminant.

Diesel particles are microscopic. More than 90 percent of them are less than 1 micron in diameter. Due to their minute size, diesel particles can penetrate deeply into the lung. There is evidence that once in the lung, diesel particles may stay there for a long time.

In addition to particles, diesel exhaust contains several gaseous compounds including carbon monoxide, nitrogen oxides, sulfur dioxide and organic vapors, for example formaldehyde and 1,3-butadiene. Formaldehyde and 1,3-butadiene have been classified as toxic and hazardous air pollutants. Both have been shown to cause tumors in animal studies and there is evidence that exposure to high levels of 1,3-butadiene can cause cancer in humans.

AQMD's recent landmark research project, the Multiple Air Toxics Exposure Study II, found that diesel particulate is responsible for about 70 percent of the total cancer risk from all toxic air pollution in the greater Los Angeles metropolitan area.

Diesel emissions may also be a problem for asthmatics. Some studies suggest that children with asthma who live near roadways with high amounts of diesel truck traffic have more asthma attacks and use more asthma medication.

Some human volunteers, exposed to diesel exhaust in carefully controlled laboratory studies, reported symptoms such as eye and throat irritation, coughing, phlegm production, difficulty breathing, headache, lightheadedness, nausea and perception of unpleasant odors. Another laboratory study, in which volunteers were exposed to relatively high levels of diesel particles for about an hour, showed that such exposures could cause lung inflammation.

Thus current epidemiological and laboratory evidence suggests that at typical urban concentrations, diesel exhaust may contribute significantly to the health effects of air pollution.

What Can Be Done to Reduce the Effects of Air Pollution on Children's Health?

After reviewing the literature on how children's exposures differ from those of adults, it is evident that:

- children are outdoors more hours per day than most adults;
- they exert themselves to a greater degree while they are outside than most adults;
- and
- they participate in more organized activities than adults.

There are definite health benefits to having children participate in outdoor activities. However, scientific evidence also suggests that air pollution exposures can injure children's lungs and other organs.

Air quality information in the form of health reports and air quality advisories are now a regular part of life in California. One logical step is to reduce strenuous activities during pollution episodes and try to take advantage of those hours when airborne pollutant levels are lower.

At the public level there is a long-standing commitment to improve air quality. When you look at the air pollution levels in California today you can see that a great deal of progress has been made. There has been a cost for this progress. For instance, some products are more expensive. In return, the lower levels of pollutant exposure compared to 20 years ago should decrease the adverse effect of air pollution on the long-term health of our developing children.

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Attorney General

State of California
DEPARTMENT OF JUSTICE



The California Environmental Quality Act
Addressing Global Warming Impacts at the Local Agency Level

Under the California Environmental Quality Act (CEQA), local agencies have a very important role to play in California's fight against global warming – one of the most serious environmental effects facing the State today. Where local agencies undertake projects directly, they can and should design sustainable projects from the start, incorporating global warming related considerations into their projects at the earliest feasible time. Further, local agencies can encourage well-designed, sustainable private projects by analyzing and disclosing to the public the environmental benefits of such projects in any required environmental documents. And where projects as proposed will have significant global warming related effects, local agencies can require feasible changes or alternatives, and impose enforceable, verifiable, feasible mitigation measures to substantially lessen those effects. By the sum of their decisions, local agencies will help to move the State away from "business as usual" and toward a low-carbon future.

This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project. As appropriate, the measures can be included as design features of a project, required as changes to the project, or imposed as mitigation (whether undertaken directly by the project proponent or funded by mitigation fees). The measures set forth in this package are examples; the list is not intended to be exhaustive. Moreover, the measures cited may not be appropriate for every project. The decision of whether to approve a project – as proposed or with required changes or mitigation – is for the local agency, exercising its informed judgment in compliance with the law and balancing a variety of public objectives.

The first section of this document lists examples of measures that could be applied to a diverse range of projects where the lead agency determines that the project under consideration will have significant global warming related effects. In general, a given measure should not be considered in isolation, but as part of a larger set of measures that, working together, will reduce greenhouse gas emissions and the effects of global warming.

The second section of this document lists examples of potential greenhouse gas reduction measures in the general plan context. This section is included both to suggest how the measures set forth in the first section could be incorporated into a general plan, as well as to identify measures that are general plan specific. The measures in the second section may also be appropriate for inclusion in larger scale plans, including regional plans (e.g., blueprint plans) and in specific plans. Including these types of measures at the larger planning level, as appropriate, will help to ensure more sustainable project-specific development.

The third section provides links to sources of information on global warming impacts and emission reduction measures. The list is not complete, but may be a helpful start for local agencies seeking more information to carry out their CEQA obligations as they relate to global warming.

The endnotes set forth just some of the many examples of exemplary emission reduction measures already being implemented by local governments and agencies, utilities, private industry, and others. As these examples evidence, California at every level of government is taking up the challenge, devising new and innovative solutions, and leading the charge in the fight against global warming.

(1) Generally Applicable Measures

Energy Efficiency¹

- Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.²
- Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.
- Install light colored “cool” roofs, cool pavements, and strategically placed shade trees.³
- Provide information on energy management services for large energy users.⁴
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems.⁵
- Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting.⁶
- Limit the hours of operation of outdoor lighting.
- Use solar heating, automatic covers, and efficient pumps and motors for pools and spas.⁷
- Provide education on energy efficiency.⁸

Renewable Energy

- Install solar and wind power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning. Educate consumers about existing incentives.⁹
- Install solar panels on carports and over parking areas.¹⁰
- Use combined heat and power in appropriate applications.¹¹

Water Conservation and Efficiency¹²

- Create water-efficient landscapes.¹³
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Use reclaimed water for landscape irrigation in new developments and on public property. Install the infrastructure to deliver and use reclaimed water.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances.
- Use graywater. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines.) For example, install dual plumbing in all new development allowing graywater to be used for landscape irrigation.¹⁴
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-

site can drastically reduce the need for energy-intensive imported water at the site.)¹⁵

- Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.
- Provide education about water conservation and available programs and incentives.¹⁶

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Recover by-product methane to generate electricity.¹⁷
- Provide education and publicity about reducing waste and available recycling services.¹⁸

Land Use Measures

- Include mixed-use, infill, and higher density in development projects to support the reduction of vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods.¹⁹
- Educate the public about the benefits of well-designed, higher density development.²⁰
- Incorporate public transit into project design.
- Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.
- Develop “brownfields” and other underused or defunct properties near existing public transportation and jobs.
- Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.²¹

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles, including delivery and construction vehicles.
- Use low or zero-emission vehicles, including construction vehicles.
- Promote ride sharing programs *e.g.*, by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Create car sharing programs. Accommodations for such programs include providing parking spaces for the car share vehicles at convenient locations accessible by public transportation.²²
- Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems.²³
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (*e.g.*, electric vehicle charging facilities and conveniently located alternative fueling

stations).

- Increase the cost of driving and parking private vehicles by, *e.g.*, imposing tolls and parking fees.
- Build or fund a transportation center where various public transportation modes intersect.
- Provide shuttle service to public transit.
- Provide public transit incentives such as free or low-cost monthly transit passes.
- Promote “least polluting” ways to connect people and goods to their destinations.²⁴
- Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.
- Incorporate bicycle-friendly intersections into street design.
- For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, *e.g.*, locked bicycle storage or covered or indoor bicycle parking.
- Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.²⁵
- Work with the school district to restore or expand school bus services.
- Institute a telecommute work program. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences.
- Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation.

Off-Site Mitigation

If, after analyzing and requiring all reasonable and feasible on-site mitigation measures for avoiding or reducing greenhouse gas-related impacts, the lead agency determines that additional mitigation is required, the agency may consider additional off-site mitigation. The project proponent could, for example, fund off-site mitigation projects (*e.g.*, alternative energy projects, or energy or water audits for existing projects) that will reduce carbon emissions, conduct an audit of its other existing operations and agree to retrofit, or purchase carbon “credits” from another entity that will undertake mitigation.

The topic of offsets can be complicated, and a full discussion is outside the scope of this summary document. Issues that the lead agency should consider include:

- The location of the off-site mitigation. (If the off-site mitigation is far from the project, any additional, non-climate related benefits of the mitigation will be lost to the local community.)
- Whether the emissions reductions from off-site mitigation can be quantified and verified.
- Whether the mitigation ratio should be greater than 1:1 to reflect any uncertainty about the effectiveness of the offset.

(2) **General Plan Measures**²⁶

Global warming measures may be reflected in a general plan as goals, policies, or programs; in land use designations; or as additional mitigation measures identified during the CEQA review process. Many of the measures listed above may be appropriate for inclusion in a general plan. In addition, a non-exhaustive list of measures specific to the general plan context follows. The examples are listed under required general plan elements. A given example may, however, be appropriate for inclusion in more than one element, or in a different element than listed. Global warming measures may, alternatively, be included in an optional Climate Change or Energy element.

Conservation Element²⁷

- **Climate Action Plan or Policy**: Include a comprehensive climate change action plan that requires a baseline inventory of greenhouse gas emissions from all sources by a date certain; greenhouse gas emissions reduction targets and deadlines; and enforceable greenhouse gas emissions reduction measures.²⁸ (Note: If the Climate Action Plan complies with the requirements of Section 15064(h)(3) of the CEQA Guidelines, it may allow for the streamlining of individual projects that comply with the plan's requirements.)
- **Climate Action Plan Implementation Program**: Include mechanisms to ensure regular review of progress toward the emission reduction targets established by the Climate Action Plan, report progress to the public and responsible officials, and revise the plan as appropriate, using principles of adaptive management. Allocate funding to implement the plan. Fund staff to oversee implementation of the plan.
- Strengthen local building codes for new construction and renovation to require a higher level of energy efficiency.²⁹
- Require that all new government buildings, and all major renovations and additions, meet identified green building standards.³⁰
- Adopt a "Green Building Program" to require or encourage green building practices and materials.³¹ The program could be implemented through, *e.g.*, a set of green building ordinances.
- Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight. Orientation should optimize opportunities for on-site solar generation.
- Provide permitting-related and other incentives for energy efficient building projects, *e.g.*, by giving green projects priority in plan review, processing and field inspection services.³²
- Conduct energy efficiency audits of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization.³³ Offer financial incentives for adoption of identified efficiency measures.³⁴
- Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization, for low income residents.
- Target local funds, including redevelopment and Community Development Block Grant resources, to assist affordable housing developers in incorporating energy efficient designs and features.

- Provide innovative, low-interest financing for energy efficiency and alternative energy projects. For example, allow property owners to pay for energy efficiency improvements and solar system installation through long-term assessments on individual property tax bills.³⁵
- Fund incentives to encourage the use of energy efficient vehicles, equipment and lighting.³⁶ Provide financial incentives for adoption of identified efficiency measures.
- Require environmentally responsible government purchasing.³⁷ Require or give preference to products that reduce or eliminate indirect greenhouse gas emissions, *e.g.*, by giving preference to recycled products over those made from virgin materials.³⁸
- Require that government contractors take action to minimize greenhouse gas emissions, *e.g.*, by using low or zero-emission vehicles and equipment.
- Adopt a “heat island” mitigation plan that requires cool roofs, cool pavements, and strategically placed shade trees.³⁹ (Darker colored roofs, pavement, and lack of trees may cause temperatures in urban environments to increase by as much as 6-8 degrees Fahrenheit as compared to surrounding areas.⁴⁰) Adopt a program of building permit enforcement for re-roofing to ensure compliance with existing state building requirements for cool roofs on non-residential buildings.
- Adopt a comprehensive water conservation strategy. The strategy may include, but not be limited to, imposing restrictions on the time of watering, requiring water-efficient irrigation equipment, and requiring new construction to offset demand so that there is no net increase in water use.⁴¹
- Adopt water conservation pricing, *e.g.*, tiered rate structures, to encourage efficient water use.⁴²
- Adopt water-efficient landscape ordinances.⁴³
- Strengthen local building codes for new construction and implement a program to renovate existing buildings to require a higher level of water efficiency.
- Adopt energy and water efficiency retrofit ordinances that require upgrades as a condition of issuing permits for renovations or additions, and on the sale of residences and buildings.⁴⁴
- Provide individualized water audits to identify conservation opportunities.⁴⁵ Provide financial incentives for adopting identified efficiency measures.
- Provide water audits for large landscape accounts. Provide financial incentives for efficient irrigation controls and other efficiency measures.
- Require water efficiency training and certification for irrigation designers and installers, and property managers.⁴⁶
- Implement or expand city or county-wide recycling and composting programs for residents and businesses. Require commercial and industrial recycling.
- Extend the types of recycling services offered (*e.g.*, to include food and green waste recycling).
- Establish methane recovery in local landfills and wastewater treatment plants to generate electricity.⁴⁷
- Implement Community Choice Aggregation (CCA) for renewable electricity generation. (CCA allows cities and counties, or groups of them, to aggregate the electric loads of customers within

their jurisdictions for purposes of procuring electrical services. CCA allows the community to choose what resources will serve their loads and can significantly increase renewable energy.)⁴⁸

- Preserve existing conservation areas (*e.g.*, forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) that provide carbon sequestration benefits.
- Establish a mitigation program for development of conservation areas. Impose mitigation fees on development of such lands and use funds generated to protect existing, or create replacement, conservation areas.
- Provide public education and information about options for reducing greenhouse gas emissions through responsible purchasing, conservation, and recycling.

Land Use Element⁴⁹

- Adopt land use designations to carry out policies designed to reduce greenhouse gas emissions, *e.g.*, policies to minimize or reduce vehicle miles traveled, encourage development near existing public transportation corridors, encourage alternative modes of transportation, and promote infill, mixed use, and higher density development.
- Identify and facilitate the development of land uses not already present in local districts – such as supermarkets, parks and recreation fields, and schools in neighborhoods; or residential uses in business districts – to reduce vehicle miles traveled and allow bicycling and walking to these destinations.
- Create neighborhood commercial districts.
- Require bike lanes and bicycle/pedestrian paths.
- Prohibit projects that impede bicycle and walking access, *e.g.*, large parking areas that cannot be crossed by non-motorized vehicles, and new residential communities that block through access on existing or potential bicycle and pedestrian routes.
- Site schools to increase the potential for students to walk and bike to school.
- Enact policies to limit or discourage low density development that segregates employment, services, and residential areas.⁵⁰
- Where there are growth boundaries, adopt policies providing certainty for infill development.⁵¹
- Require best management practices in agriculture and animal operations to reduce emissions, conserve energy and water, and utilize alternative energy sources, including biogas, wind and solar.

Circulation Element⁵²

- In conjunction with measures that encourage public transit, ride sharing, bicycling and walking, implement circulation improvements that reduce vehicle idling. For example, coordinate controlled intersections so that traffic passes more efficiently through congested areas.⁵³
- Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking. Before funding transportation improvements that increase vehicle miles

traveled, consider alternatives such as increasing public transit or improving bicycle or pedestrian travel routes.

- Give funding preference to investment in public transit over investment in infrastructure for private automobile traffic.⁵⁴
- Include safe and convenient bicycle and pedestrian access in all transportation improvement projects. Ensure that non-motorized transportation systems are connected and not interrupted by impassable barriers, such as freeways⁵⁵ and include amenities such as secure bicycle parking.
- Provide adequate and affordable public transportation choices including expanded bus routes and service and other transit choices such as shuttles, light rail, and rail where feasible.
- Assess transportation impact fees on new development in order to maintain and increase public transit service.⁵⁶
- Provide public transit incentives, including free and reduced fare areas.⁵⁷
- Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation.⁵⁸ For example, reduce parking for private vehicles while increasing options for alternative transportation; eliminate minimum parking requirements for new buildings; “unbundle” parking (require that parking is paid for separately and is not included in rent for residential or commercial space); and set appropriate pricing for parking.
- Develop school transit plans to substantially reduce automobile trips to, and congestion surrounding, schools. (According to some estimates, parents driving their children to school account for 20-25% of the morning commute.) Plans may address, *e.g.*, necessary infrastructure improvements and potential funding sources; replacing older diesel buses with low or zero-emission vehicles; mitigation fees to expand school bus service; and Safe Routes to School programs⁵⁹ and other formal efforts to increase walking and biking by students.
- Create financing programs for the purchase or lease of vehicles used in employer ride sharing programs.
- Enter into partnerships to create and expand polluting vehicle buy-back programs to include vehicles with high greenhouse gas emissions.
- Provide public education and information about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (*e.g.*, keeping tires inflated); low or zero-emission vehicles; and car and ride sharing.

Housing Element⁶⁰

- Improve the jobs-housing balance and promote a range of affordable housing choices near jobs, services and transit.
- Concentrate mixed use, and medium to higher density residential development in areas near jobs, transit routes, schools, shopping areas and recreation.
- Increase density in single family residential areas located near transit routes or commercial areas. For example, promote duplexes in residential areas and increased height limits of multi-unit buildings on main arterial streets, under specified conditions.

- Encourage transit-oriented developments.⁶¹
- Impose minimum residential densities in areas designated for transit-oriented, mixed use development to ensure higher density in these areas.
- Designate mixed use areas where housing is one of the required uses.
- In areas designated for mixed use, adopt incentives for the concurrent development of different land uses (e.g., retail with residential).
- Promote infill, mixed use, and higher density development by, for example, reducing developer fees,⁶² providing fast-track permit processing; reducing processing fees; funding infrastructure loans; and giving preference for infrastructure improvements in these areas.

Open Space Element⁶³

- Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas and other open space that provide carbon sequestration benefits.
- Establish a mitigation program for development of those types of open space that provide carbon sequestration benefits. Require like-kind replacement for, or impose mitigation fees on development of such lands. Use funds generated to protect existing, or create replacement, open space.
- Allow alternative energy projects in areas zoned for open space where consistent with other uses and values.
- Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance, e.g., requiring that trees larger than a specified diameter that are removed to accommodate development must be replaced at a set ratio.
- Connect parks and publicly accessible open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.

Safety Element⁶⁴

- Address expected effects of climate change that may impact public safety, including increased risk of wildfires, flooding and sea level rise, salt water intrusion; and health effects of increased heat and ozone, through appropriate policies and programs.
- Adopt programs for the purchase, transfer or extinguishment of development rights in high risk areas.
- Monitor the impacts of climate change. Use adaptive management to develop new strategies, and modify existing strategies, to respond to the impacts of climate change.

Energy Element

Many of the goals, policies, or programs set forth above may be contained in an optional energy element. The resources set forth below may be useful to local agencies in developing an energy element or an energy conservation plan.

- The Local Government Commission produced a detailed report in 2002 entitled *General Plan Policy Options for Energy Efficiency in New and Existing Development*. The document sets forth energy saving policies suitable for inclusion in general plans. Policies range from

exceeding State minimum building efficiency standards, to retrofitting buildings to reduce energy consumption, to implementing energy conservation strategies for roofs, pavement and landscaping. The report also contains suggested general plan language. The report is available here: http://www.redwoodenergy.org/uploads/Energy_Element_Report.pdf.

- The California Energy Commission summarizes the energy-related efforts of Humboldt County, City of Pleasanton, City of Pasadena, City and County of San Francisco, the Los Angeles area, City of Chula Vista, the San Diego region, City of San Diego, City and County of San Luis Obispo, and City of Santa Monica, in the 2006 Integrated Energy Policy Report at pp. 82-87, available here: <http://www.energy.ca.gov/2006publications/CEC-100-2006-001/CEC-100-2006-001-CMF.PDF>.
- In 2006, the Association of Monterey Bay Area Governments published a regional energy plan, available here: http://www.ambag.org/EnergyWatch/regional_plan.html. Part 1 describes the plan's goals and course of action. Part 2 describes actions that local agencies already have taken and identifies the most cost-effective measures in each sector. The appendices list existing energy programs that may provide support and funding for energy efficiency projects, suggest language for energy-related provisions to be included in general plans, and list and give brief explanations of more than one hundred energy-saving measures.
- The California Local Energy Efficiency Program (CALeep) has available on its website, <http://www.caleep.com/default.htm>, various resources and documents, including an energy "Workbook." The Workbook lays out a process for instituting local energy efficiency programs based in part on information developed in six California pilot projects (Inland Empire Utilities Agency, City of Oakland, San Joaquin Valley, Sonoma County, South Bay Cities Council of Governments, and Ventura County Regional Energy Alliance). The Workbook is designed to be used by local officials to initiate, plan, organize, implement, and assess energy efficiency activities at the local and regional level.

(3) Resources About Global Warming and Local Action

The following web sites and organizations provide general information about mitigating global warming impacts at the local level. These sites represent only a small fraction of the available resources. Local agencies are encouraged to conduct their own research in order to obtain the most current and relevant materials.

- The U.S. Conference of Mayors' Climate Protection Agreement contains valuable information for the many local agencies that are joining the fight against global warming. The Agreement is available here: http://www.coolcities.us/resources/bestPracticeGuides/USM_ClimateActionHB.pdf. Over one hundred and twenty California cities have joined the "Cool Cities" campaign, which means they have signed the U.S. Mayor's Climate Protection Agreement and are taking concrete steps toward addressing global warming. These steps include preparing a city-wide greenhouse gas emissions inventory and creating and implementing a local Climate Action Plan. Additional resources, including various cities' Climate Action Plans, are located at the Cool Cities website: <http://www.coolcities.us/resources.php>.
- In July 2007, Alameda County became one of twelve charter members of the "Cool Counties" initiative. Participating counties sign a Climate Stabilization Declaration, which is available at the website for King County (Washington State): <http://www.metrokc.gov/exec/news/2007/0716dec.aspx>. Participating counties agree to work

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with local, state, and federal governments and other leaders to reduce county geographical greenhouse gas emissions to 80% below current levels by 2050 by developing a greenhouse gas emissions inventory and regional reduction plan. Current member counties are recruiting new members and are committed to sharing information. Cool Counties contact information is available at: <http://www.kingcounty.gov/exec/coolcounties/Joinus.aspx>.

- Local Governments for Sustainability, a program of International Cities for Local Environmental Initiatives (ICLEI), has initiated a campaign called Cities for Climate Protection (CCP). The membership program is designed to empower local governments worldwide to take action on climate change. Many California cities have joined ICLEI. More information is available at the organization's website: <http://www.iclei.org/>.
- The Institute for Local Government (ILG), an affiliate of the California State Association of Counties and the League of California Cities, has instituted a program called the California Climate Action Network (CaliforniaCAN!). The program provides information about the latest climate action resources and case studies. More information is available at the CaliforniaCAN! website: <http://www.cacities.org/index.jsp?displaytype=§ion=climate&zone=ilsg>.

ILG's detailed list of climate change "best practices" for local agencies is available at http://www.cacities.org/index.jsp?displaytype=§ion=climate&zone=ilsg&sub_sec=climate_local.

ILG maintains a list of local agencies that have Climate Action Plans. The list is available here: <http://www.cacities.org/index.jsp?zone=ilsg&previewStory=27035>. According to ILG, the list includes Marin County and the cities of Arcata, Berkeley, Los Angeles, Palo Alto, San Diego, and San Francisco. Many additional local governments are in the process of conducting greenhouse gas inventories.

- The non-profit group Natural Capitalism Solutions (NCS) has developed an on-line Climate Protection Manual for Cities. NCS states that its mission is "to educate senior decision-makers in business, government and civil society about the principles of sustainability." The manual is available at <http://www.climatemanual.org/Cities/index.htm>.
- The Local Government Commission provides many planning-related resources for local agencies at its website: <http://www.lgc.org/>.

In cooperation with U.S. EPA, LGC has produced a booklet discussing the benefits of density and providing case studies of well-designed, higher density projects throughout the nation. *Creating Great Neighborhoods: Density in Your Community* (2003) is available here: http://www.lgc.org/freepub/PDF/Land_Use/reports/density_manual.pdf.

- The Pew Center on Global Climate Change was established in 1998 as a non-profit, non-partisan and independent organization. The Center's mission is to provide credible information, straight answers, and innovative solutions in the effort to address global climate change. See <http://www.pewclimate.org>. The Pew Center has published a series of reports called Climate Change 101. These reports provide a reliable and understandable introduction to climate change. They cover climate science and impacts, technological solutions, business solutions, international action, recent action in the U.S. states, and action taken by local governments. The Climate Change 101 reports are available at http://www.pewclimate.org/global-warming-basics/climate_change_101.

- The Climate Group, www.theclimategroup.org, is a non-profit organization founded by a group of companies, governments and activists to “accelerate international action on global warming with a new, strong focus on practical solutions.” Its website contains a searchable database of about fifty case studies of actions that private companies, local and state governments, and the United Kingdom, have taken to reduce GHG emissions. Case studies include examples from California. The database, which can be searched by topic, is available at http://theclimategroup.org/index.php/reducing_emissions/case_studies.
- U.S. EPA maintains a list of examples of codes that support “smart growth” development, available here: <http://www.epa.gov/piedpage/codeexamples.htm>. Examples include transit-oriented development in Pleasant Hill and Palo Alto, rowhouse design guidelines from Mountain View, and street design standards from San Diego.
- In November 2007, U.S. EPA issued a report entitled “Measuring the Air Quality and Transportation Impacts of Infill Development.” This report summarizes three regional infill development scenarios in Denver, Colorado; Boston, Massachusetts; and Charlotte, North Carolina. The analysis shows how standard transportation forecasting models currently used by metropolitan planning organizations can be modified to capture at least some of the transportation and air quality benefits of brownfield and infill development. In all scenarios, more compact and transit oriented development was projected to substantially reduce vehicle miles traveled. As the agency found, “The results of this analysis suggest that strong support for infill development can be one of the most effective transportation and emission-reduction investments a region can pursue.” The report is available at http://www.epa.gov/smartgrowth/impacts_infill.htm.
- The Urban Land Institute (ULI) is a nonprofit research and education organization providing leadership in responsible land use and sustainability. In 2007, ULI produced a report entitled, “Growing Cooler: The Evidence on Urban Development and Climate Change,” which reviews existing research on the relationship between urban development, travel, and greenhouse gases emitted by motor vehicles. It further discusses the emissions reductions that can be expected from compact development and how to make compact development happen. “Growing Cooler” is available at <http://www.uli.org/growingcooler>.
- The California Department of Housing and Community Development, <http://www.hcd.ca.gov/>, has many useful resources on its website related to housing policy and housing elements and specific recommendations for creating higher density and affordable communities. See <http://www.hcd.ca.gov/hpd/hrc/plan/he/>.
- The California Transportation Commission (CTC) recently made recommendations for changes to regional transportation guidelines to address climate change issues. Among other things, the CTC recommends various policies, strategies and performance standards that a regional transportation agency should consider including in a greenhouse reduction plan. These or analogous measures could be included in other types of planning documents or local climate action plans. The recommendation document, and Attachment A, entitled Smart Growth/Land Use Regional Transportation Plan Guidelines Amendments, are located at http://www.dot.ca.gov/hq/transprog/ctcbooks/2008/0108/12_4.4.pdf.
- The California Energy Commission’s Public Interest Energy Research (PIER) Program supports energy research, development and demonstration projects designed to bring environmentally

safe, affordable and reliable energy services and products to the marketplace. On its website, <http://www.energy.ca.gov/pier/>, PIER makes available a number of reports and papers related to energy efficiency, alternative energy, and climate change.

- The Governor's Office of Planning and Research (OPR) provides valuable resources for lead agencies related to CEQA and global warming at <http://opr.ca.gov/index.php?a=ceqa/index.html>. Among the materials available are a list of environmental documents addressing climate change and greenhouse gas emissions and a list of local plans and policies addressing climate change. In addition, OPR's The California Planners' Book of Lists 2008, which includes the results of surveys of local agencies on matters related to global warming, is available at <http://www.opr.ca.gov/index.php?a=planning/publications.html#pubs-C>.
- The California Air Pollution Control Officers Association has prepared a white paper entitled "CEQA and Climate Change" (January 2008). The document includes a list of mitigation measures and information about their relative efficacy and cost. The document is available at <http://www.capcoa.org/ceqa/?docID=ceqa>.
- The Attorney General's global warming website includes a section on CEQA. See <http://ag.ca.gov/globalwarming/ceqa.php>. The site includes all of the Attorney General's public comment letters that address CEQA and global warming.

(4) **Endnotes**

1. Energy efficiency leads the mitigation list because it promises significant greenhouse gas reductions through measures that are cost-effective for the individual residential and commercial energy consumer.
2. Leadership in Energy and Environmental Design (LEED) administers a Green Building Ratings program that provides benchmarks for the design, construction, and operation of high-performance green buildings. More information about the LEED ratings system is available at <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>. Build it Green is a non-profit, membership organization that promotes green building practices in California. The organization offers a point-based, green building rating system for various types of projects. See <http://www.builditgreen.org/guidelines-rating-systems>. Lawrence Berkeley National Laboratories' Building Technologies Department is working to develop coherent and innovative building construction and design techniques. Information and publications on energy efficient buildings are available at the Department's website at <http://btech.lbl.gov>. The California Department of Housing and Community Development has created an extensive Green Building & Sustainability Resources handbook with links to green building resources, available at http://www.hcd.ca.gov/hpd/green_build.pdf.
3. For more information, see Lawrence Berkeley National Laboratories, Heat Island Group at <http://eetd.lbl.gov/HeatIsland/>.
4. See California Energy Commission, "How to Hire an Energy Services Company" (2000) at http://www.energy.ca.gov/reports/efficiency_handbooks/400-00-001D.PDF.
5. Energy Star is a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy that certifies energy efficient products and provides guidelines for energy efficient practices for homes and businesses. More information about Energy Star-certified products is available at <http://www.energystar.gov/>. The Electronic Product Environmental Assessment Tool (EPEAT) is a system that ranks computer products based on their conformance to a set of environmental criteria, including energy efficiency. More information about EPEAT is available at <http://www.epeat.net/AboutEPEAT.aspx>.
6. LED lighting is substantially more energy efficient than conventional lighting and can save money. See http://www.energy.ca.gov/efficiency/partnership/case_studies/TechAsstCity.pdf (noting that installing LED traffic signals saved the City of Westlake about \$34,000 per year). As of 2005, only about a quarter of California's cities and counties were using 100% LEDs in traffic signals. See California Energy Commission (CEC), Light Emitting Diode Traffic Signal Survey (2005) at p. 15, available at <http://www.energy.ca.gov/2005publications/CEC-400-2005-003/CEC-400-2005-003.PDF>. The CEC's Energy Partnership Program can help local governments take advantage of energy saving technology, including, but not limited to, LED traffic signals. See <http://www.energy.ca.gov/efficiency/partnership/>.
7. See Palm Desert Energy Partnership at <http://www.sce.com/rebatesandsavings/palmdesert>. The City, in partnership with Southern California Edison, provides incentives and rebates for efficient equipment. See Southern California Edison, Pool Pump and Motor Replacement Rebate Program at http://www.sce.com/RebatesandSavings/Residential/_Pool/PoolPumpandMotor/.

8. Many cities and counties provide energy efficiency education. See, for example, the City of Stockton's Energy Efficiency website at <http://www.stocktongov.com/energysaving/index.cfm>. See also "Green County San Bernardino," <http://www.greencountysb.com/> at pp. 4-6. Private projects may also provide education. For example, a homeowners' association could provide information and energy audits to its members on a regular basis.
9. See <http://www.gosolarcalifornia.ca.gov/documents/CEC-300-2007-008-CMF.PDF>. At the direction of Governor Schwarzenegger, the California Public Utilities Commission (CPUC) approved the California Solar Initiative on January 12, 2006. The initiative creates a \$3.3 billion, ten-year program to install solar panels on one million roofs in the State. See <http://www.gosolarcalifornia.ca.gov/nshp/index.html>.
10. For example, Alameda County has installed two solar tracking carports, each generating 250 kilowatts. By 2005, the County had installed eight photovoltaic systems totaling over 2.3 megawatts. The County is able to meet 6 percent of its electricity needs through solar power. See <http://www.acgov.org/gsa/Alameda%20County%20-%20Solar%20Case%20Study.pdf>.
11. Many commercial, industrial, and campus-type facilities (such as hospitals, universities and prisons) use fuel to produce steam and heat for their own operations and processes. Unless captured, much of this heat is wasted. Combined heat and power (CHP) captures waste heat and re-uses it, e.g., for residential or commercial space heating or to generate electricity. See U.S. EPA, Catalog of CHP Technologies at http://www.epa.gov/chp/documents/catalog_of_%20chp_tech_entire.pdf. The average efficiency of fossil-fueled power plants in the United States is 33 percent. By using waste heat recovery technology, CHP systems typically achieve total system efficiencies of 60 to 80 percent. CHP can also substantially reduce emissions of carbon dioxide. <http://www.epa.gov/chp/basic/efficiency.html>. Currently, CHP in California has a capacity of over 9 million kilowatts. See list of California CHP facilities at <http://www.eea-inc.com/chpdata/States/CA.html>.
12. The California Energy Commission has found that the State's water-related energy use – which includes the conveyance, storage, treatment, distribution, wastewater collection, treatment, and discharge – consumes about 19 percent of the State's electricity, 30 percent of its natural gas, and 88 billion gallons of diesel fuel every year. See <http://www.energy.ca.gov/2007publications/CEC-999-2007-008/CEC-999-2007-008.PDF>. Accordingly, reducing water use and improving water efficiency can help reduce energy use and associated greenhouse gas emissions.
13. The Water Conservation in Landscaping Act of 2006 (AB 1881) requires the Department of Water Resources (DWR), not later than January 1, 2009, to update the Model Water Efficient Landscape Ordinance. The draft of the entire updated Model Water Efficient Landscape Ordinance will be made available to the public. See <http://www.owue.water.ca.gov/landscape/ord/updatedOrd.cfm>.
14. See Graywater Guide, Department of Water Resources, Office of Water Use Efficiency and Transfers at http://www.owue.water.ca.gov/docs/graywater_guide_book.pdf. See also The Ahwahnee Water Principles, Principle 6, at http://www.lgc.org/ahwahnee/h2o_principles.html. The Ahwahnee Water Principles have been adopted by City of Willits, Town of Windsor, Menlo Park, Morgan Hill, Palo Alto, Petaluma, Port Hueneme, Richmond, Rohnert Park, Rolling Hills Estates, San Luis Obispo, Santa Paula, Santa Rosa, City of Sunnyvale, City of Ukiah, Ventura, Marin County, Marin Municipal Water District, and Ventura County.

15. See Office of Environmental Health Hazard Assessment and the California Water and Land Use Partnership, Low Impact Development, at <http://www.coastal.ca.gov/nps/lid-factsheet.pdf>.
16. See, for example, the City of Santa Cruz, Water Conservation Office at <http://www.ci.santa-cruz.ca.us/wt/wtcon/index.html>; Santa Clara Valley Water District, Water Conservation at <http://www.valleywater.org/conservation/index.shtm>; and Metropolitan Water District and the Family of Southern California Water Agencies, Be Water Wise at <http://www.bewaterwise.com>. Private projects may provide or fund similar education.
17. See Public Interest Energy Research Program, Dairy Power Production Program, Dairy Methane Digester System, 90-Day Evaluation Report, Eden Vale Dairy (Dec. 2006) at <http://www.energy.ca.gov/2006publications/CEC-500-2006-083/CEC-500-2006-083.PDF>. See also discussion in the general plan section, below, relating to wastewater treatment plants and landfills.
18. Many cities and counties provide information on waste reduction and recycling. See, for example, the Butte County Guide to Recycling at <http://www.recyclebutte.net>. The California Integrated Waste Management Board's website contains numerous publications on recycling and waste reduction that may be helpful in devising an education project. See <http://www.ciwmb.ca.gov/Publications/default.asp?cat=13>. Private projects may also provide education directly, or fund education.
19. See U.S. EPA, Our Built and Natural Environments, A Technical Review of the Interactions between Land Use, Transportation, and Environmental Quality (Jan. 2001) at pp. 46-48 <http://www.epa.gov/dced/pdf/built.pdf>.
20. See California Department of Housing and Community Development, Myths and Facts About Affordable and High Density Housing (2002), available at <http://www.hcd.ca.gov/hpd/mythsnfacts.pdf>.
21. Palo Alto's Green Ribbon Task Force Report on Climate Protection recommends pedestrian and bicycle-only streets under its proposed actions. See <http://www.city.palo-alto.ca.us/civica/filebank/blobdload.asp?BlobID=7478>.
22. There are a number of car sharing programs operating in California, including City CarShare <http://www.citycarshare.org/>, Zip Car <http://www.zipcar.com/> and Flexcar <http://www.flexcar.com/>.
23. The City of Lincoln has a NEV program. See <http://www.lincolnev.com/index.html>.
24. Promoting "least polluting" methods of moving people and goods is part of a larger, integrated "sustainable streets" strategy now being explored at U.C. Davis's Sustainable Transportation Center. Resources and links are available at the Center's website. See <http://stc.ucdavis.edu/outreach/ssp.php>.
25. See, for example, Marin County's Safe Routes to Schools program at <http://www.saferoutestoschools.org/>.
26. For information on the general plan process, see Governor's Office of Planning and Research, General Plan Guidelines (1998), available at <http://ceres.ca.gov/planning/genplan/gpg.pdf>.

27. The Conservation Element addresses the conservation, development, and use of natural resources including water, forests, soils, rivers, and mineral deposits. Measures proposed for the Conservation Element may alternatively be appropriate for other elements. In practice, there may be substantial overlap in the global warming mitigation measures appropriate for the Conservation and Open Space Elements.
28. See the Attorney General's settlement agreement with the County of San Bernardino, available at http://ag.ca.gov/cms_pdfs/press/2007-08-21_San_Bernardino_settlement_agreement.pdf. See also Marin County Greenhouse Gas Reduction Plan (Oct. 2006) at http://www.co.marin.ca.us/depts/CD/main/pdf/final_ghg_red_plan.pdf; Marin Countywide Plan (Nov. 6, 2007) at http://www.co.marin.ca.us/depts/CD/main/fm/cwpdocs/CWP_CD2.pdf; Draft Conservation Element, General Plan, City of San Diego at <http://www.sandiego.gov/planning/genplan/pdf/generalplan/cc070918.pdf>.
29. Public Resources Code Section 25402.1(h)2 and Section 10-106 of the Building Energy Efficiency Standards establish a process that allows local adoption of energy standards that are more stringent than the statewide Standards. More information is available at the California Energy Commission's website. See http://www.energy.ca.gov/title24/2005standards/ordinances_exceeding_2005_building_standards.html.
30. See, e.g., LEED at <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>; see also Build it Green at <http://www.builditgreen.org/guidelines-rating-systems>.
31. The City of Santa Monica, for example, has instituted a Green Building Program. See <http://www.greenbuildings.santa-monica.org/>. The City of Pasadena also has a green building ordinance that applies to public and private buildings. See <http://www.ci.pasadena.ca.us/permitcenter/greencity/building/gbprogram.asp> and http://ordlink.com/codes/pasadena/index.htm?Search_Code=Begin+Searching+Municipal+Code at Title 14. The City of San Francisco is considering adopting green building performance requirements that would apply to public and private buildings. See <http://www.sfenvironment.org/downloads/library/gbtfrrreleasev1.3.pdf>.
32. See, e.g., "Green County San Bernardino," <http://www.greencountysb.com/>. As part of its program, the County is waiving permit fees for alternative energy systems and efficient heating and air conditioning systems. See <http://www.greencountysb.com/> at p. 3. For a representative list of incentives for green building offered in California and throughout the nation, see U.S. Green Building Council, Summary of Government LEED Incentives (updated quarterly) at <https://www.usgbc.org/ShowFile.aspx?DocumentID=2021>.
33. For example, Riverside Public Utilities offers free comprehensive energy audits to its business customers. See <http://www.riversideca.gov/utilities/busi-technicalassistance.asp>.
34. Under Southern California Gas Company's Energy Efficiency Program for Commercial/Industrial Large Business Customers, participants are eligible to receive an incentive based on 50% of the equipment cost, or \$0.50 per therm saved, whichever is lower, up to a maximum amount of \$1,000,000 per customer, per year. Eligible projects require an energy savings of at least 200,000 therms per year. See <http://www.socalgas.com/business/efficiency/grants/>.

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35. The City of Berkeley is in the process of instituting a “Sustainable Energy Financing District.” According to the City, “The financing mechanism is loosely based on existing ‘underground utility districts’ where the City serves as the financing agent for a neighborhood when they move utility poles and wires underground. In this case, individual property owners would contract directly with qualified private solar installers and contractors for energy efficiency and solar projects on their building. The City provides the funding for the project from a bond or loan fund that it repays through assessments on participating property owners’ tax bills for 20 years.” See <http://www.cityofberkeley.info/Mayor/PR/pressrelease2007-1023.htm>.

The California Energy Commission’s Public Interest Energy Research Program estimates that the technical potential for rooftop applications of photovoltaic systems in the State is about 40 gigawatts in 2006, rising to 68 gigawatts in 2016. See Public Interest Energy Research Program, California Rooftop Photovoltaic (PV) Resource Assessment and Growth Potential by County (2007), available at <http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-500-2007-048>.

36. As described in its Climate Action Plan, the City of San Francisco uses a combination of incentives and technical assistance to reduce lighting energy use in small businesses such as grocery stores, small retail outlets, and restaurants. The program offers free energy audits and coordinated lighting retrofit installation. In addition, the City offers residents the opportunity to turn in their incandescent lamps for coupons to buy fluorescent units. See San Francisco’s Climate Action Plan, available at <http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>.
37. Among other strategies for reducing its greenhouse gas emissions, Yolo County has adopted purchasing policies for computers and electrical equipment. <http://www.yolocounty.org/docs/press/GreenhouseGas.htm>.
38. See, for example, Los Angeles County Green Purchasing Policy, June 2007 at <http://www.responsiblepurchasing.org/UserFiles/File/General/Los%20Angeles%20County,%20Green%20Purchasing%20Policy,%20June%202007.pdf>. The policy requires County agencies to purchase products that minimize environmental impacts, including greenhouse gas emissions.
39. Some local agencies have implemented a cool surfaces programs in conjunction with measures to address storm water runoff and water quality. See, for example, The City of Irvine’s Sustainable Travelways/Green Streets program at http://www.cityofirvine.org/depts/redevelopment/sustainable_travelways.asp; The City of Los Angeles’s Green Streets LA program at http://water.lgc.org/water-workshops/la-workshop/Green_Streets_Daniels.pdf/view; see also The Chicago Green Alley Handbook at http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/GreenAlleyHandbook_Jan.pdf.
40. See the website for Lawrence Berkeley National Laboratory’s Urban Heat Island Group at <http://eetd.lbl.gov/HeatIsland/LEARN/> and U.S. EPA’s Heat Island website at www.epa.gov/heatisland/. To learn about the effectiveness of various heat island mitigation strategies, see the Mitigation Impact Screening Tool, available at <http://www.epa.gov/heatisld/resources/tools.html>.

41. For example, the City of Lompoc has a policy to “require new development to offset new water demand with savings from existing water users, as long as savings are available.” See <http://www.ci.lompoc.ca.us/departments/comdev/pdf07/RESRCMGMT.pdf>.
42. The Irvine Ranch Water District in Southern California, for example, uses a five-tiered rate structure that rewards conservation. The water district has a baseline charge for necessary water use. Water use that exceeds the baseline amount costs incrementally more money. While “low volume” water use costs \$.082 per hundred cubic feet (ccf), “wasteful” water use costs \$7.84 per ccf. See http://www.irwd.com/AboutIRWD/rates_residential.php. Marin County has included tiered billing rates as part of its general plan program to conserve water. See Marin County Countywide Plan, page 3-204, PFS-2.q, available at http://www.co.marin.ca.us/depts/CD/main/fm/cwpcodes/CWP_CD2.pdf.
43. See the City of Fresno’s Watering Regulations and Ordinances at <http://www.fresno.gov/Government/DepartmentDirectory/PublicUtilities/Watermanagement/Conservation/WaterRegulation/WateringRegulationsandRestrictions.htm>.
44. See, e.g., the City of San Diego’s plumbing retrofit ordinance at <http://www.sandiego.gov/water/conservation/selling.shtml>.
45. The City of Roseville offers free water conservation audits through house calls and on-line surveys. See http://www.roseville.ca.us/eu/water_utility/water_conservation/for_home/programs_n_rebates.asp.
46. See Landscape Performance Certification Program, Municipal Water District of Orange County at http://waterprograms.com/wb/30_Landscapers/LC_01.htm.
47. For example, San Diego’s Metropolitan Wastewater Department (SDMWD) installed eight digesters at one of its wastewater treatment plants. Digesters use heat and bacteria to break down the organic solids removed from the wastewater to create methane, which can be captured and used for energy. The methane generated by SDMWD’s digesters runs two engines that supply enough energy for all of the plant’s needs, and the plant sells the extra energy to the local grid. See <http://www.sandiego.gov/mwwd/facilities/ptloma.shtml>. In addition, the California Air Resources Board approved the Landfill Methane Capture Strategy as an early action measure. <http://www.arb.ca.gov/cc/ccea/landfills/landfills.htm>. Numerous landfills in California, such as the Puente Hills Landfill in Los Angeles County (http://www.lacsd.org/about/solid_waste_facilities/puente_hills/clean_fuels_program.asp), the Scholl Canyon Landfill in the City of Glendale (<http://www.glendalewaterandpower.com/Renewable%20Energy%20Development.asp>), and the Yolo Landfill in Yolo County, are using captured methane to generate power and reduce the need for other more carbon-intensive energy sources.
48. On April 30, 2007, the Public Utilities Commission authorized a CCA application by the Kings River Conservation District on behalf of San Joaquin Valley Power Authority (SJVPA). SJVPA's Implementation Plan and general CCA program information are available at www.communitychoice.info. See also <http://www.co.marin.ca.us/depts/CD/main/comdex/advance/Sustainability/Energy/cca/CCA.cfm>. (County of Marin); and http://sfwater.org/mto_main.cfm/MC_ID/12/MSD_ID/138/MTO_ID/237 (San Francisco Public Utilities Commission). See also Public Interest Energy Research, Community Choice

Aggregation (fact sheet) (2007), available at
<http://www.energy.ca.gov/publications/displayOneReport.php?pubNum=CEC-500-2006-082>.

49. The Land Use Element designates the type, intensity, and general distribution of uses of land for housing, business, industry, open-space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.
50. Samples of local legislation to reduce sprawl are set forth in the U.S. Conference of Mayors' Climate Action Handbook. See
http://www.iclei.org/documents/USA/documents/CCP/Climate_Action_Handbook-0906.pdf.
51. For a list and maps related to urban growth boundaries in California, see Urban Growth Boundaries and Urban Line Limits, Association of Bay Area Governments (2006) at
<http://www.abag.ca.gov/jointpolicy/Urban%20Growth%20Boundaries%20and%20Urban%20Limit%20Lines.pdf>.
52. The Circulation Element works with the Land Use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.
53. See Orange County Transportation Authority, Signal Synchronization at
<http://www.octa.net/signals.aspx>. Measures such as signal synchronization that improve traffic flow must be paired with other measures that encourage public transit, bicycling and walking so that improved flow does not merely encourage additional use of private vehicles.
54. San Francisco's "Transit First" Policy is listed in its Climate Action Plan, available at
<http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>. The City's policy gives priority to public transit investments and provides public transit street capacity and discourages increases in automobile traffic. This policy has resulted in increased transit service to meet the needs generated by new development.
55. The City of La Mesa has a Sidewalk Master Plan and an associated map that the City uses to prioritize funding. As the City states, "The most important concept for sidewalks is connectivity. For people to want to use a sidewalk, it must conveniently connect them to their intended destination." See
<http://www.ci.la-mesa.ca.us/index.asp?NID=699>.
56. San Francisco assesses a Downtown Transportation Impact Fee on new office construction and commercial office space renovation within a designated district. The fee is discussed in the City's Climate Action plan, available at
<http://www.sfenvironment.org/downloads/library/climateactionplan.pdf>.
57. For example, Seattle, Washington maintains a public transportation "ride free" zone in its downtown from 6:00 a.m. to 7:00 p.m. daily. See
http://transit.metrokc.gov/tops/accessible/paccessible_map.html#fare.
58. See, e.g., Reforming Parking Policies to Support Smart Growth, Metropolitan Transportation Commission (June 2007) at

http://www.mtc.ca.gov/planning/smart_growth/parking_seminar/Toolbox-Handbook.pdf; see also the City of Ventura's Downtown Parking and Mobility Plan, available at http://www.cityofventura.net/depts/comm_dev/resources/mobility_parking_plan.pdf, and its Downtown Parking Management Program, available at http://www.cityofventura.net/depts/comm_dev/downtownplan/chapters/5_programs_implementation.pdf.

59. See Safe Routes to School Toolkit, National Highway Traffic Safety Administration (2002) at www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002; see also www.saferoutestoschools.org (Marin County).
60. The Housing Element assesses current and projected housing needs. In addition, it sets policies for providing adequate housing and includes action programs for that purpose.
61. The U.S. Conference of Mayors cites Sacramento's Transit Village Redevelopment as a model of transit-oriented development. More information about this project is available at <http://www.cityofsacramento.org/planning/projects/65th-street-village/>. The Metropolitan Transportation Commission (MTC) has developed policies and funding programs to foster transit-oriented development. More information is available at MTC's website: http://www.mtc.ca.gov/planning/smart_growth/#/tod. The California Department of Transportation maintains a searchable database of 21 transit-oriented developments at <http://transitorienteddevelopment.dot.ca.gov/miscellaneous/NewHome.jsp>.
62. The City of Berkeley has endorsed the strategy of reducing developer fees or granting property tax credits for mixed-use developments in its Resource Conservation and Global Warming Abatement Plan. City of Berkeley's Resource Conservation and Global Warming Abatement Plan p. 25 at <http://www.baaqmd.gov/pln/GlobalWarming/BerkeleyClimateActionPlan.pdf>.
63. The Open Space Element details plans and measures for preserving open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and the identification of agricultural land. As discussed previously in these Endnotes, there may be substantial overlap in the measures appropriate for the Conservation and Open Space Elements.
64. The Safety Element establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and wildfire hazards.

CHAPTER 7 – HEAVY DUTY TRUCK MODEL

INTRODUCTION

The SCAG Year 2003 Regional Model incorporates a computerized truck model, which estimates trip generation, distribution, and traffic assignment for Heavy-Duty Trucks (HDT). According to the California Air Resources Board (CARB), a heavy-duty truck is defined as a truck with a gross vehicle weight of 8,500 pounds or more. The HDT Model is fully integrated with the SCAG Regional Transportation Model. It employs truck trip generation rates, and uses a network of regional highway facilities for truck traffic assignment. The truck traffic assignment process is integrated with the assignment process for light-and-medium duty vehicles in the Regional Model, so that the effects of congestion on truck route choice are represented. The integration of the trip assignment process for both models is necessary so that the effects of truck activity on light-and-medium duty vehicles in the traffic stream are also represented.

A primary objective is to improve the current internal trip generation model by re-estimating the truck trip production and attraction rates for certain land use/employment sectors. The re-estimation of trip productions and attractions will be at the new zone system (4109 internal TAZs).

The HDT Model is extensively documented in a separate report recently prepared for SCAG. The contents of this Chapter is limited to a brief overview of the Model, and a discussion of how the HDT Model was used to generate and distribute heavy-duty truck trips for the Year 2003 Model Validation Run. The assignment and Vehicle Miles Traveled (VMT) results for the HDT traffic component of the Model are presented in Chapter 8.

DESCRIPTION OF HEAVY DUTY TRUCK MODEL

The HDT Model is designed to develop forecasts of heavy-duty trucks in the following three Gross Vehicle Weight (GVW) categories:

- Light-Heavy Trucks: 8,500 to 14,000 pounds GVW
- Medium-Heavy Trucks: 14,000 to 33,000 pounds GVW
- Heavy-Heavy Trucks: over 33,000 pounds GVW

The Model is specifically designed to forecast truck movements in the Region for air quality conformity determinations. As such, it produces VMT estimates for the three truck weight classifications identified above. The HDT Model employs socioeconomic data by Traffic Analysis Zone (TAZ), with employment data broken down into further detail by North American Industry Classification System (NAICS) code to better estimate commodity flow demand that correspond to truck travel demand.

External truck trips, trips with a trip end outside of the SCAG Region were developed from estimated incoming and outgoing commodity flows. The internal ending points of those trips are allocated to TAZs within the SCAG Region. Truck trips "internal" to the Region are estimated from shipping and receiving daily truck trip generation rates corresponding to the number of employees in various employment sectors in each zone, and in certain cases, with the number of households in each zone. Special truck activity trip tables were developed for special truck trip generators, such as ports and airports. Truck specific time period factors, derived from California Weigh In Motion (WIM) truck data, were applied to allocate daily truck activity into the four model time periods (A.M. peak, Midday, P.M. peak, and Night). Trucks are converted into passenger car equivalents during the assignment phase. The trip assignment process simultaneously loads both heavy-duty trucks and light-and-medium duty autos/trucks so that all vehicle types are accounted for in the traffic stream.

Internal Truck Trip Generation Rates

As indicated in the previous section, the current model trip rates are retained for all the sectors. The internal model trip rates used in the interim version of the model are shown in Table 7-1.

Table 7-1

DAILY TRIP RATES FOR INTERNAL TRUCK TRIP GENERATION			
EMPLOYMENT CATEGORY	LIGHT HDV	MEDIUM HDV	HEAVY HDV
Households	0.0390	0.0087	0.0023
Agriculture/Mining/Construction	0.0513	0.0836	0.0569
Retail	0.0605	0.0962	0.0359
Government	0.0080	0.0022	0.0430
Manufacturing	0.0353	0.0575	0.0391
Transportation/Utility	0.2043	0.0457	0.1578
Wholesale	0.0393	0.0650	0.0633
Other	0.0091	0.0141	0.0030

Notes: Rates are per household or per employee in each category.

Truck Trip Generation and Distribution

The internal truck trip generation model uses a cross classification methodology using 1-digit employment categories by truck weight class. The internal truck trip generation summary is provided in Table 7-2.

The external truck trips are generated and distributed using a combination of commodity flow data at the county level and 2-digit employment data for allocating county data to

TAZs. External to external truck trips were developed based on observed traffic counts at the external stations and the commodity flow data.

Port related truck trips were developed by using Port of Long Beach's quick trip models for trip generation and the new gate surveys that provided the distribution information of these trips. Air cargo trip tables for Year 2003 were developed by another consultant with the proprietary RADAM model.

The average internal truck trip length in miles for all is 5.92 for Light, 13.06 for Medium, and 24.11 for Heavy.

Table 7-2

YEAR 2003 HEAVY-DUTY VEHICLE INTERNAL TRIP GENERATION BY COUNTY AND BY SECTOR

COUNTY	Light HDV	Medium HDV	Heavy HDV	TOTAL
Imperial	3,789	2,743	3,326	9,859
Los Angeles	247,792	161,873	198,060	607,724
Orange	77,059	59,087	68,905	205,051
Riverside*	39,890	28,049	24,796	92,735
San Bernardino*	43,858	27,401	31,772	103,032
Ventura	19,215	14,547	14,406	48,169
ALL COUNTIES	431,604	293,700	341,264	1,066,569

SECTOR	Light HDV	Medium HDV	Heavy HDV	TOTAL
Households	216,441	48,283	12,764	277,488
Ag/Mining/Const	24,667	40,199	27,360	92,226
Retail	48,273	76,757	28,644	153,674
Governments	1,861	512	10,004	12,377
Manufacturing	30,509	49,697	33,794	114,000
Transportation/Utility	69,363	15,516	53,575	138,454
Wholesale	0	0	161,775	161,775
Other	40,490	62,737	13,348	116,575
ALL SECTORS	431,604	293,700	341,264	1,066,569

Truck Trip Assignment

Truck specific time period factors, derived from California Weigh In Motion (WIM) truck data, were applied to allocate daily truck activity into the four model time periods (A.M. peak, Midday, P.M. peak, and Night). Trucks are converted into passenger car equivalents during the assignment phase.

The trip assignment process simultaneously loads both heavy-duty trucks and light-and-medium duty autos/trucks so that all vehicle types are accounted for in the traffic stream.

Truck PCE is estimated for each link by the product of a grade factor and a congestion factor. The grade factors range from 1.2 to 3.6 for Light, 1.5 to 4.5 for Medium, and 2.0 to 6.0 for Heavy HDV. The congestion factors range between 1.0 and 1.3.

The HDT model (developed using 1994 data) was carefully validated against a number of specific parameters including:

- The model estimated Year 2003 truck movements across 23 regional screenlines to within 5.8 percent of the corresponding truck traffic counts (all screenlines combined).
- All differences on individual screenlines were well within allowable tolerances established for regional modeling processes.
- Finally, Year 2003 daily truck VMT was estimated by the HDT Model. The estimate was compared to truck VMT estimates from other statistical sources as part of the model validation process. See Table 8-3.

The truck traffic assignment results are documented in the SCAG regional screenline summaries and in the assignment VMT summaries tabulated and presented in Chapter 8.

POST MODEL ADJUSTMENT OF THE SPEED OF THE HEAVY DUTY TRUCKS

The Year 2003 Model assumes shared lanes for both passenger cars and heavy-duty trucks (HDTs) except for HOV lanes, truck only lanes, and where trucks are prohibited such as the section of Pasadena Freeway north of downtown LA. Both passenger car and trucks are loaded on the same segment of the roadway irregardless of which lanes the HDTs can travel. Therefore, both HDTs and passenger cars would have the same model speed on the same roadway segment. In order to reflect slower speeds that most trucks are traveling, a post model adjustment of the speeds for the trucks was made using the available Freeway Performance Measurement System (PeMS) data. The hypothesis is that heavy-duty trucks travel slower than the passenger cars due to the following:

1. Heavy-duty trucks can only travel on the outside lanes. HDT's choice of travel is relatively limited.
2. The speeds on outside lanes are interfered and thus slowed by incoming and

outgoing vehicles.

3. The acceleration and deceleration of the HDT are much slower than the passenger vehicle.

A linear regression was developed through the analysis of the PeMS database to build the relationship between the speeds of vehicles traveling on the outer freeway lanes and the speeds of vehicles traveling on the inner freeway lanes. This analysis resulted in the following equation:

$$\text{HDT speed} = 0.31 + 0.9657 * \text{average freeway speed}$$

The regression R-Square value of the equation is 0.98 and the t statistics for the independent variable is 417.95.

There is no reliable data to derive the speeds of HDT's on arterials. For Year 2003 model, a similar equation is applied to adjust HDT speeds on arterials.

Mira Loma 12/1/2010

My name is Charles Lanathoua and I live in Mira Loma Village since 1974. I'm opposed to any more construction of warehouses in our neighborhood. We already have health problems caused by exhaust fumes from trucks and cars.

Kids in this area are known to have underdeveloped lungs, asthma, heart disease etc ..

The air we breathing in were analyzed the worst in the nation. Beside people getting sick and dying our trees in the backyards are dying to; we did not have that problem before this pollution we have from the traffic.

Patio furniture and cement floors have to be washed every other day at the houses adjacent to Etiwanda Ave, cloth lines are covered from the residue of diesel fumes; you can see it over the plants, bird feeders etc..

Please do not allow any more warehouses around our village.

Thank you.

Charles Lanathoua

A handwritten signature in cursive script that reads "Charles Lanathoua". The signature is written in black ink and is positioned below the printed name.

Hinojosa, Christian

From: Betty Anderson [bettysjam@earthlink.net]
Sent: Sunday, November 28, 2010 11:04 PM
To: Hinojosa, Christian
Cc: district2@rcbos.org
Subject: Agenda Item 4.5

Mr. Hinojosa,

Please add my objections to this proposed warehouse development. I will not be able to attend the Planning Commission meeting and want my objections entered into the record.

I believe Mira Loma has too many mega warehouses already, and many are currently vacant. Why does anyone think we need more? The Planning Commission members as well as the Board of Supervisors have heard my objections to the numerous mega warehouses many times already. Why do the residents of Mira Loma have to continue to suffer from the air quality and traffic issues caused by this type of development? The people of Mira Loma Village deserve better, as do the people of the Homestead Development and the Country Village Senior Apartment complex.

There is nothing that the developer of this project can say to justify this plan. This plan as it now stands should not go forward because of the additional harm it will cause Mira Loma.

Betty A. Anderson
Mira Loma

**Reply 1 to
Christian Hinojosa
Response, October 14,2010**

Reply to Hinojosa Response #1

Since 1990, (you say): I can understand an oversight but not to do anything about it now, seems unresponsive.

Your own "Staff Report" shows that you are erred if you are contending that all of the buildings have been modified as described. One **warehouse** is reported as having 51 loading docks.

Please allow me to remind you that the "Staff Report" states that this project will require a statement of overriding findings for "...impacts to Air Quality, Noise and Transportation and Traffic" from the Riverside Planning Director to go forward.

My comment #1 remains as written.
Thank you, Stephen Anderson

**Response to
Stephen Anderson
Comment letter dated: October 1, 2010**

Anderson Comment #1

This proposal abuts three special Mira Loma neighborhoods; Mira Loma Village, Homestead and Country Village. The first two are diverse ethnic residential communities, while the latter is a Senior Living Community. The last thing these communities need is more warehouses pollution, warehouse noise and traffic congestion stemming from warehouse trucking. The last thing Mira Loma needs is greater problems resulting from more Riverside County warehouse development.

Mira Loma already has a particulate air pollution problem that is the worst in the United States. These three special neighborhoods are already inundated and surrounded with Riverside County warehouse development.

What is the point of this proposal? Is Riverside County seeking to enforce its will at the expense of the health of the inhabitants of these residential communities?

If this proposal should go forward it should be relocated to Riverside, below the office window of Director Luna, where she will be able to monitor the pollution daily.

Response to Anderson Comment #1

The six plot plans which make up the proposed project are all located within the Mira Loma Commerce Center, an existing industrial park. The Mira Loma Commerce Center is comprised of approximately 288 acres of industrial park with warehouse, distribution, and manufacturing

uses. The Mira Loma Commerce Center (MLCC) was originally formed in 1990, when the County approved the manufacturing and industrial uses for the area. (Draft EIR, p. 3.0-1)

The proposed plot plans which abut the Mira Loma Village development have been modified whereby single industrial warehouses with large numbers of loading bays have been replaced with smaller individual buildings averaging 11,271 square feet in size. Additionally, the smaller buildings are not intended to be warehouses, and the exterior dock-high loading areas have been eliminated and replaced with interior ground-level loading areas. By redesigning some of the larger buildings into numerous smaller buildings the overall square footage decreased which in turn reduces the amount of traffic associated with the project. Smaller building size also discourages larger regional distribution facilities from operating provides a more suitable facility for smaller business park uses that are less truck-intensive. (Final EIR, p. 2.0-88)

A reduction in traffic also lends to decreased air quality emissions of criteria pollutants, diesel particulate matter, and greenhouse gases. Impacts related to air quality, noise, and traffic was thoroughly discussed in Draft EIR sections 4.3, 4.11, and 4.15, respectively. Impacts related to land use compatibility were also addressed in Draft EIR section 4.9.

Response to
Natural Resources Defense Council
Comment letter dated: October 4, 2010

NRDC Comment #1

On behalf of the the Natural Resources Defense Council, we write to provide additional comments on the Re-circulated Environmental Impact Report for the Mira Loma Commerce Center ("EIR"). At the outset, we note that this environmental review document is insufficient to form the basis for informed decision under the California Environmental Quality Act. These comments supplement the comments we made in our letter to you dated, June 11, 2010. We again request that these comments and the attachments be included in the record for this project.

We continue to maintain that, after further careful review, the EIR fails in many respects to comply with the requirements of the California Environmental Quality Act ("CEQA"). In addition to the issues we raised in our June letter, which is hereby incorporated by reference, the inadequacy of the EIR due to failure to carry out CEQA's mandates extends to the following issues: trip lengths used in the EIR calculations; mitigation measures; and the project's projected greenhouse gas impacts.

Response to NRDC Comment #1

Comment noted. These comments are included in the record for this Project as were the comments submitted June 11, 2010. Responses to the remaining comments in this letter describe how the EIR complies with CEQA.

Moreover, the commenter's conclusory statements above regarding the EIR are not supported by any evidence, much less substantial evidence. No explanation is provided regarding why the commenter believes that these conclusions are correct. In fact, the EIR includes a thorough, complete, and careful analysis of all potentially significant impacts resulting from the Project, and the EIR includes mitigation measures that would mitigate to the fullest extent feasible all of those potentially significant impacts. Additionally, the EIR includes a complete analysis of the Project's mobile source impacts and projected greenhouse gas impacts and provides conclusions based on those impacts. (See Draft EIR § & 4.3 and 6.0.) These commenter's conclusory statements do not require any further response. (See *Browning-Ferris Industries of California v. City of San Jose* (1986) 181 Cal.App.3d 852 [Where a general comment is made, a general response is sufficient.])

I. The Asserted Trip Lengths in the EIR are not supported by substantial evidence.

The EIR offers no substantive authority for the average trips lengths used in the URBEMIS calculations for emissions. Under §15151 of the CEQA Guidelines, "[A]n EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences." Here, the EIR states that "because the project's trips will primarily be localized, short-distance trips associated with business matters or warehouse trips to Ontario Airport – and not regional, long-distance trips associated with Port warehouse activities – the average trip lengths . . . are accurate."¹ However, the EIR also states "there are no building occupants identified."² If no occupants have been identified, then the specific type of business that will be conducted from the warehouses remains unknown. Only when the type of business is known can there be a specific understanding of whether the particular operation will require deliveries from Ontario Airport or the ports of Long Beach and/or Los Angeles. Without the actual trip starting points, the EIR cannot give sound emissions estimates that constitute true "environmental consequences." The EIR contains no accurate basis for assertions about trip length.

The EIR states that warehouses in the Mira Loma area of similar size tend to be occupied by businesses that use the Ontario Airport rather than the ports.³ However, the EIR contains no substantial evidence to support the assertion, such as market research or statistical analysis based on locally registered businesses. Under § 15384 of the CEQA Guidelines, "Substantial evidence" as used in these guidelines means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion." Section 15384 continues, "[s]ubstantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." In support of the given average trip lengths, the EIR states, "typically, the larger warehouses over 250,000 square feet accommodate goods that may come from the ports. Only one plot plan of this project is over 250,000 square feet."⁴ Without evidence with respect to what warehouses "typically" support, this is simply a conclusory statement unsupported by facts such as, again, market research or statistical analysis of local businesses that use warehouses. "The EIR must contain facts and analysis, not just the bare conclusions of a public agency."⁵ The EIR also fails to disclose that obtaining this market analysis would have been prohibitive. Moreover, the EIR fails to articulate how the one warehouse that it admits could support freight coming from the Ports was factored into the trip length used for the environmental review.

With projected emissions values generated from the URBEMIS regional average trip length values, the EIR has not been prepared with a "sufficient degree of analysis," with respect to projected emissions of potentially health-endangering compounds. As the URBEMIS user's manual says: "Trip lengths are one of the most important data elements used in calculating project emissions. Air districts or other agencies responsible environmental review should ensure that default trip length values used in their area have a sound basis."⁶ The EIR articulates no "sound basis" for the trip length value, it simply concludes that they are "accurate," as quoted above. Under §15151 of the CEQA Guidelines, "the courts have favored specificity and the use of detail in EIRs."⁷ In *Kings County Farm Bureau v. City of Hanford*, the court stated, "A legally adequate EIR . . . must contain sufficient detail to help ensure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug It must reflect the analytic route the agency traveled from evidence to action."⁸ Without substantial evidence and a sufficient degree of analysis, an "EIR does not comply with CEQA."⁹

Response to NRDC Comment #2

As stated in the attachment to the Director's Hearing Staff Report from October 4, 2010, Response to SCAQMD Comment # 2, provided below and in Final EIR p. 2.0-65), provides an explanation of why the analysis used the default urban trips lengths for Riverside County and why they are appropriate for this Project:

The comment correctly states the trip lengths utilized in the Air Quality Impact Analysis for this project. The values used are the default urban trip lengths listed in URBEMIS 2007 for Riverside County. As the western Riverside County is an urban environment, the urban setting was selected. The URBEMIS 2007 computer model, approved by both California Air Resources Board (CARB) and SCAQMD¹, was last updated in February 2008 and did not contain any updates to the average trip length assumptions used in the model demonstrating that they were still accurate. According to staff at SCAQMD², there are no published documents that describe how to adjust trip lengths for development projects. This is particularly the case when there are no building occupants identified. Suggested document to review for potential trip length information included the 2003 Fontana *Truck Trip Generation Study*, the *Mira Loma PM₁₀ Monitoring* report prepared by SCAQMD in 2001. Upon further review, these studies did not include information on trip lengths. Additional research was also conducted by the County, including review of documents from CARB, the Californian Department of Transportation (Caltrans), and regional metropolitan planning organizations, to determine reasonable assumptions for altering the default trip length.³ No methodology was found that could provide a more accurate trip length for speculative buildings. Regarding sources of trip lengths, URBEMIS 2007 *Software User's Guide*, prepared for the SCAQMD, "More detailed breakdowns may be available from the Regional Transportation Planning Agency in your

¹ <http://www.arb.ca.gov/planning/urbemis/urbemis2007/urbemis2007.htm>; <http://www.aqmd.gov/ceqa/models.html>

² Personal communication with James Koizumi on 8/27/09.

³ These documents included, as examples, the CARB's *Goods Movement Action Plan*, SCAG's *Goods Movement Truck Count Study*, SCAG's 2008 *Regional Transportation Plan*, Federal Highway Administration's *Heavy-Duty Truck Activity Data*, Caltrans' Traffic Data Branch, *Annual Average Daily Truck Traffic*, Maricopa Association of Governments' *MAG Internal Truck Travel Survey and Truck Model Development Study*, and document posted on both the websites for the Ports of Los Angeles and Long Beach at http://www.portoflosangeles.org/environment/studies_reports.asp and <http://www.polb.com/environment/air/emissions.asp>; <http://www.arb.ca.gov/gmp/gmp.htm>

area.” (User’s Guide Appendix C, p. C-6.) The Southern California Association of Governments (SCAG), the regional transportation agency for the South Coast Air Basin does not have any published data for altering trip lengths. The default trip length in URBEMIS was relied upon in the absence of published documentation.

While it is understandable that other warehouse projects in the region have chosen to use a 40-mile one-way trip length, it is not as applicable to the proposed project as described herein. The project consists of six separate plot plans, two of which are business/industrial park uses rather than warehouses. Businesses draw local, short-distance trips in comparison to warehouses and because the project includes businesses, the average trip lengths generated will be shorter than if the project was entirely warehousing. The remaining four plot plans are smaller scale warehouse uses ranging from 104,210 square feet to 426,212 square feet in size. Typically, the larger warehouses over 250,000 square feet accommodate goods that may come from the ports. Only one plot plan of this project is over 250,000 square feet and there are no plot plans with very large regional-type warehouses over one million square feet in size. The smaller size of the majority of the project’s plot plans makes them more suitable for local distribution facilities. It is also reasonable to assume that goods may be traveling to the project site from the Ontario Airport only five miles west of the project site.

Additionally, the *Subregional Freight Movement Truck Access Study* prepared by SCAG and the San Bernardino Association of Governments in 2004⁴ reported that heavy-duty truck trips to/ from the Ports and Western Riverside County were a total of approximately eight trips during three peak hours periods (AM, Midday, and PM) in 1999 and will decrease by 2030 to four trips during three peak hours periods. Peak hour traffic is a fraction of total daily traffic. The total daily Port traffic will increase by a proportional amount when compared to the peak hour estimates, regardless of the area analyzed. Therefore, the peak hour estimates can be used as an indicator of the percentages of Port-related truck traffic traveling to different areas within the region. The western Riverside County area receives the least amount of truck trips related to the Ports, second only to the Coachella Valley/Idyllwild which receives no truck trips. This is also the only area to decrease heavy-duty truck trips in 2030. This further justifies that the project area is not frequently served by the Ports.

Because the project’s trips will primarily be localized, short-distance trips associated with business matters or warehouse trips to Ontario Airport – and not regional, long-distance trips associated with Port warehouse activities – the average trip lengths used in the air quality analysis (which are URBEMIS default trip lengths) are accurate.

For these reasons, the mobile sources emissions were not recalculated as the trip lengths used in the Draft EIR are deemed appropriate.

Further, as stated in the letter submitted by SCAQMD on October 1, 2010, “The air quality analysis included consideration of AQMD staff written comments on the Draft EIR, and subsequent verbal comments. While the final air quality analysis may differ from AQMD recommended methodologies in some respects, the basic conclusions of the Final EIR would likely not change with further refinement to the air quality calculations. The lead agency

⁴ http://www.scag.ca.gov/goodsmove/pdf/SFM_Truck_Access_Study_0704.pdf

concludes that air quality impacts and health risks remain significant and unavoidable during construction and operation.”

No new environmental issues have been raised by this comment and no modification of the Draft EIR is required.

NRDC Comment #3

II. Proposed Mitigation Measures inadequately address projected environmental impacts

As detailed in the letter of June 11, 2010, a continuing omission in the mitigation measures is the failure to adopt all feasible mitigation measures as required by CEQA. For example, for both construction and for operations, all trucks should comply with the most recent EPA standards. Instead, the County proposes only to require that “the developer/successor-in-interest shall *provide occupants and businesses with information related to state programs to require 2007 or 2010 EPA compliant trucks.*” (emphasis added)¹⁰ Just as the ports of LA and Long Beach mandate such vehicles, so, too, can the county.¹¹

Furthermore, in the response to AQMD comment ten, the county states that the suggested mitigation measures – construction and implementation of a park & ride program and the provision of incentives to tenants to encourage the use of low sulphur fuel and particulate traps – are infeasible under § 21061.1.¹² Under that section, feasible means “capable of being accomplished in a successful manner within a reasonable period of time.”¹³ The refusal to enact the suggested mitigation measures results from the claim that because the future tenants are unknown, and thus so too the future businesses, there is no way to know the proper scale of a prospective park & ride facility; for the same reason, there is also no way to provide incentives because there's no way to calculate the cost.¹⁴ The county's response begs the question of what constitutes a “successful manner” and a “reasonable period of time.” The county cites no authority for either notion, so it appears that the county has decided arbitrarily. The decision based on its arbitrary declaration of infeasibility has resulted in an effective dismissal AQMD's recommendations, an outcome that disregards the health and safety concerns of the surrounding community as represented by AQMD, a state agency whose core competency and mission is to take “all necessary steps to protect public health from air pollution.”¹⁵

Response to NRDC Comment #3

The Director's Hearing Staff Report contained a thorough evaluation of all the mitigation measures recommended by NRDC. All feasible mitigation measures were incorporated in the Final EIR. Three existing mitigation measures were modified in response to recommendations by the NRDC (MM Air 3a, MM Air 3d, and MM Air 5) and one additional feasible mitigation measure was identified and incorporated (MM Air 3f).

Additionally, six new project conditions of approval were incorporated based on subsequent recommendations from SCAQMD. The SCAQMD also recommended evaluating the feasibility of the project requiring only 2010 emissions-compliant trucks serve the project site. The feasibility of these proposed measures were previously addressed in SCAQMD Response to Comment #13, which explained why these measures were incapable of being accomplished in a

successful manner and within a reasonable period of time. Specifically, SCAQMD Response to Comment #13 states:

Proposed Condition 29 and 30: These two measures require the developer to require only 2010 emissions-compliant trucks serve the project and that site enforcement staff shall be trained/certified in accordance with California Air Resources Board (CARB) guidelines to ensure compliance. The future building occupants are unknown at this time and a condition such as this makes the buildings less competitive in the market because potential tenants will search out other buildings (vacant or new) without this requirement to reduce costs. This is because very few tenants have truck fleets comprised of 100% brand new trucks or a truck fleet that has been 100% retrofitted to meet 2010-standards. According to an article posted by the Gerson Lehrman Group in August 2009 (Appendix C of the Final EIR), the price increases for 2010 compliant diesel trucks would be between \$8,000 and \$9,600. This does not include the price of a new engine or a new diesel truck (tractor). Accordingly, assuming that the number of daily trucks serving the project site is only 500 (a conservative estimate assuming some trucks make multiple trips per day since the Traffic Study estimated 736 trucks per day), the cost increase for 2010-compliant trucks would still range between \$4,000,000 and \$4,800,000 not including the cost of hiring CARB trained enforcement staff. This is assuming it would cost between \$8,000 and \$9,600 to repower existing truck engines within a tenant's fleet and does not account for the replacement of an entire engine to comply nor does it account for any replacement of an entire tractor (which can cost \$100,000). Given that the total construction costs for the project will be approximately, \$56,350,000⁵ (see Draft EIR Appendix L), the cost of 2010-compliant trucks represents no less than approximately 7 to 8.5 percent of the project's total construction cost. The recession and slow economic recovery also further hinder such cost prohibitive measures and make the project less competitive in the current market. Requiring that a project developer/owner or future tenant incur such costs to accommodate a single mitigation measure – particularly given that the percentage is actually likely to be higher once the costs of hiring CARB trained/verified enforcement staff is included – is infeasible.

Moreover, and as previously stated in response to the NRDC June 11, 2010 letter in response to the request for clean truck fleets:

This type of program is not feasible or applicable for this type of project where the building occupants are unknown and the various developers and/or County have no control over the truck fleets that may frequent the sites. If such a requirement were imposed, it would severely limit the number of potential building occupants which would significantly affect the economic viability of the Project. A tenant of a particular building may not even have control over the trucks used to transport goods to and from the facility. Specifically, in a competitive market like that which exists today, imposing measures that prohibit any tenant with even a single older truck from operating at the Project will likely result in the Project standing vacant. According to a 2004 study by the Bay Area Economic Forum, "Vacant buildings, along with their large parking lots, can attract litter, graffiti, and vandalism, as well as loiterers and homeless populations. A decaying building both worsens its own prospects for refurbishment and weakens the

⁵ As shown in Appendix L, the total one-time major fees of \$3,103,929 (Table 3-3) were added to the total estimated construction costs for the project are \$53,254,344 (Table 5-1) for a total of \$56,358,273.

vitality of the buildings around it.”⁶ Because the imposition of the measures proposed by the commenter would make the Project unmarketable and, thus, likely to remain vacant, the implementation of those measures would introduce other potentially significant impacts associated with aesthetics, hazards, and other environmental effects. Accordingly, they are rejected as infeasible for environmental reasons as well. Further, CARB has already adopted a regulation (referred to as the Truck and Bus Regulation) to reduce emissions from on-road diesel trucks which starts phasing in requirements for most fleets in January 2011⁷. However, and as required by mitigation measures MM Air 8 and MM Air 12, the Project is required to do what is feasible by providing information to tenants about incentive programs and other technologies that support “clean” truck fleets so that the Project's future tenants can take advantage of those programs to reduce overall emissions. Ultimately, and as another example of the EIR's conservatism, the EIR concluded that this measure, even when combined with other feasible mitigation measures, would not reduce the health risks impacts associated with the production of diesel particulate matter to a less than significant level. (Draft EIR p. 4.3-72) Accordingly, the revisions suggested by the CCAEJ/NRDC are infeasible, and the existing analysis provided in the EIR is adequate.

For still further discussion of the infeasibility of requiring all trucks to be 2010-compliant, please see the written responses to the South Coast Air Quality Management District's comment letter dated October 1, 2010.

Finally, and as stated in Response to SCAQMD Comment #10, “...an existing park and ride lot is located at the SR-60 westbound off-ramp for Country Village Road which is one-half to one mile east of the project site.” Additionally, Response to SCAQMD Comment #10 explains that the project proponents are also providing information to tenants regarding park-and-ride program via Mitigation Measure Air 11 and undertaking other measures to reduce air quality emissions. Ultimately, however, “the project proponents do not know whether the number of employees using [project] buildings will be sufficient to allow for the orchestration of an independent, project-specific, park-and-ride program. Because of these considerations, the direct implementation of an independent, project-specific park-and-ride program is not a mitigation measures that is ‘capable of being accomplished in a successful manner within a reasonable period of time’” and thus is infeasible. (Response to SCAQMD Comment #10.)

NRDC Comment #4

III. The Revised EIR Improperly Concludes that the Project's GHG Emissions Impact is not Cumulatively Considerable.

⁶ <http://www.bayeconfor.org/pdf/PPRSCscreen11.2.pdf>

⁷ <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

In addition to our assertion in our prior letter that the “deficiencies with the air quality analysis also taint the greenhouse gas analysis,” and that the “curtailed trip analysis dramatically underestimated the emissions of greenhouse gasses associated with this project,” we note that the Southern California Association of Governments states that the Mira Loma project is “regionally significant per CEQA.”¹⁶ Under CEQA, “projects with a regionally significant impact should consider the regional context.”¹⁷ However, the EIR analysis regarding GHGs cites only statewide statistics with regard to its conclusion that “impacts on global climate change are not considered to be cumulatively considerable.”¹⁸ Under the CEQA Guidelines, in regards to such determinations, “[t]he lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.” By citing only to statewide figures in its “facts and analysis supporting its conclusion,” the EIR fails to properly analyze the GHG emissions of the project.

Response to NRDC Comment #4

No regional GHG inventory exists for comparison. Under SB 375, the Southern California Association of Governments (SCAG) is in the process of creating a “Sustainable Communities Strategy” (SCS) that will meet the region’s target for reducing GHG emissions from cars and lights trucks in accordance (Draft EIR, p. 4.3-31). SCAG will develop the SCS through integrated land use and transportation planning and demonstrate an ability to attain the proposed GHG reduction targets by 2020 and 2035⁸. Further, the County of Riverside is in the process of developing a County-wide GHG inventory and climate action plan⁹.

Finally, the quotation from the Final EIR that impacts on global climate change are not considered to be cumulatively considerable relates to construction-related emissions (Draft EIR, p. 4.3-53). With respect to long-term operational GHG emissions, the Draft EIR found that “the proposed project’s resulting impacts on global climate change are considered to be cumulatively considerable when considered in combination with other statewide, national and international emissions, and the proposed project will have a potentially significant cumulative impact related to greenhouse gases.” (Draft EIR, p. 4.3-57)

No new environmental issues have been raised by this comment and no modification of the Draft EIR is required.

NRDC Comment #5

⁸ <http://www.scag.ca.gov/sb375/index.htm>

⁹ http://www.rctlma.org/planning/content/temp/rc_genplan_2008.html

IV. A Revised Draft EIR Must Be Prepared and Re-circulated.

As in our letter of June 11, we reiterate that because of the inadequacies discussed above, the County's EIR cannot form the basis of a lawful EIR. CEQA requires preparation and recirculation of a supplemental draft "[w]hen significant new information is added to an environmental impact report" after public review and comment on the earlier draft EIR.¹⁹ The opportunity for meaningful public review of significant new information is essential "to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom."²⁰ An agency cannot simply release a draft report "that hedges on important environmental issues while deferring a more detailed analysis to the final [EIR] that is insulated from public review."²¹

In order to cure the panoply of EIR defects identified in this letter, the County must obtain substantial new information to adequately assess the proposed Project's environmental impacts, and to identify effective mitigation and alternatives capable of alleviating the Project's significant impacts. This new information will clearly necessitate recirculation. CEQA requires that the public have a meaningful opportunity to review and comment upon this significant new information in the form of a recirculated draft supplemental EIR.

Response to NRDC Comment #5

This comment is identical to the comment received in the June 11, 2010 letter. As discussed in the previous response to the June 11, 2010 letter:

The Draft EIR does not require recirculation. CEQA requires that an EIR be recirculated only in the limited circumstances where significant new information of substantial importance, such as a new potentially significant impact comes to light after an EIR is circulated but prior to its certification. (State CEQA Guidelines, § 15088.5.) Here, significant new information was not presented after public review of the Draft EIR. Indeed, the significance conclusions in the EIR remain accurate. Although additional mitigation measures were imposed through the responses to comments process, those mitigation measures further mitigate impacts but do not change the ultimate significance conclusions from the EIR. Further, the Draft EIR did not defer more detailed analyses to the Final EIR. Instead, additional explanation of some issues was provided in response to the comments received on the EIR, but that information merely "clarifies or amplifies" the discussion already presented in the Draft EIR for public review. Accordingly, recirculation is not required. (See *ibid.*) The impacts from the proposed Project remain the same as those identified in the Draft EIR and no recirculation is needed.

The comment letter submitted by NRDC on October 4, 2010 did not raise any new significant information of substantial importance. Therefore, no additional response is necessary.

NATURAL RESOURCES DEFENSE COUNCIL

October 4, 2010

Mr. Jeffrey Childers, Project Planner
County of Riverside
4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside, CA 92502-1409
Email: jchilder@rctlma.org

RE: RIVERSIDE COUNTY RESPONSE TO COMMENTS ON RECIRCULATED ENVIRONMENTAL IMPACT REPORT FOR MIRA LOMA COMMERCE CENTER (SCH# 2002121128)

Dear Mr. Childers:

On behalf of the the Natural Resources Defense Council, we write to provide additional comments on the Re-circulated Environmental Impact Report for the Mira Loma Commerce Center ("EIR"). At the outset, we note that this environmental review document is insufficient to form the basis for informed decision under the California Environmental Quality Act. These comments supplement the comments we made in our letter to you dated, June 11, 2010. We again request that these comments and the attachments be included in the record for this project.

We continue to maintain that, after further careful review, the EIR fails in many respects to comply with the requirements of the California Environmental Quality Act ("CEQA"). In addition to the issues we raised in our June letter, which is hereby incorporated by reference, the inadequacy of the EIR due to failure to carry out CEQA's mandates extends to the following issues: trip lengths used in the EIR calculations; mitigation measures; and the project's projected greenhouse gas impacts.

I. The Asserted Trip Lengths in the EIR are not supported by substantial evidence.

The EIR offers no substantive authority for the average trips lengths used in the URBEMIS calculations for emissions. Under §15151 of the CEQA Guidelines, "[A]n EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences." Here, the EIR states that "because the project's trips will primarily be localized, short-distance trips associated with business matters or warehouse trips to Ontario Airport – and not regional, long-distance trips associated with Port warehouse activities – the average trip lengths . . . are accurate."¹ However, the EIR also states "there are no building occupants identified."² If no occupants have

¹ EIR, p. 2.0-65.

² *Id.*

been identified, then the specific type of business that will be conducted from the warehouses remains unknown. Only when the type of business is known can there be a specific understanding of whether the particular operation will require deliveries from Ontario Airport or the ports of Long Beach and/or Los Angeles. Without the actual trip starting points, the EIR cannot give sound emissions estimates that constitute true “environmental consequences.” The EIR contains no accurate basis for assertions about trip length.

The EIR states that warehouses in the Mira Loma area of similar size tend to be occupied by businesses that use the Ontario Airport rather than the ports.³ However, the EIR contains no substantial evidence to support the assertion, such as market research or statistical analysis based on locally registered businesses. Under § 15384 of the CEQA Guidelines, “‘Substantial evidence’ as used in these guidelines means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion.” Section 15384 continues, “[s]ubstantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.” In support of the given average trip lengths, the EIR states, “typically, the larger warehouses over 250,000 square feet accommodate goods that may come from the ports. Only one plot plan of this project is over 250,000 square feet.”⁴ Without evidence with respect to what warehouses “typically” support, this is simply a conclusory statement unsupported by facts such as, again, market research or statistical analysis of local businesses that use warehouses. “The EIR must contain facts and analysis, not just the bare conclusions of a public agency.”⁵ The EIR also fails to disclose that obtaining this market analysis would have been prohibitive. Moreover, the EIR fails to articulate how the one warehouse that it admits could support freight coming from the Ports was factored into the trip length used for the environmental review.

With projected emissions values generated from the URBEMIS regional average trip length values, the EIR has not been prepared with a “sufficient degree of analysis,” with respect to projected emissions of potentially health-endangering compounds. As the URBEMIS user’s manual says: “Trip lengths are one of the most important data elements used in calculating project emissions. Air districts or other agencies responsible environmental review should ensure that default trip length values used in their area have a sound basis.”⁶ The EIR articulates no “sound basis” for the trip length value, it simply concludes that they are “accurate,” as quoted above. Under §15151 of the CEQA Guidelines, “the courts have favored specificity and the use of detail in EIRs.”⁷ In *Kings County Farm Bureau v. City of Hanford*, the court stated, “A legally adequate EIR . . . must contain sufficient detail to help ensure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from

³ *Id.*

⁴ *Id.*

⁵ *Santiago Water District v. County of Orange*, 118 Cal. App. 3d 818, 831 (4th Dist. 1981).

⁶ URBEMIS2007 for Windows Users’ Guide, Version 9.2, November 2007, P. C-6, available at <http://www.urbemis.com/software/download.html>.

⁷ *Whitman v. Board of Supervisors*, 88 Cal. App. 3d 397, 411 (2d Dist. 1979).

being swept under the rug It must reflect the analytic route the agency traveled from evidence to action.”⁸ Without substantial evidence and a sufficient degree of analysis, an “EIR does not comply with CEQA.”⁹

II. Proposed Mitigation Measures inadequately address projected environmental impacts

As detailed in the letter of June 11, 2010, a continuing omission in the mitigation measures is the failure to adopt all feasible mitigation measures as required by CEQA. For example, for both construction and for operations, all trucks should comply with the most recent EPA standards. Instead, the County proposes only to require that “the developer/successor-in-interest shall *provide occupants and businesses with information* related to state programs to require 2007 or 2010 EPA compliant trucks.” (emphasis added)¹⁰ Just as the ports of LA and Long Beach mandate such vehicles, so, too, can the county.¹¹

Furthermore, in the response to AQMD comment ten, the county states that the suggested mitigation measures – construction and implementation of a park & ride program and the provision of incentives to tenants to encourage the use of low sulphur fuel and particulate traps – are infeasible under § 21061.1.¹² Under that section, feasible means “capable of being accomplished in a successful manner within a reasonable period of time.”¹³ The refusal to enact the suggested mitigation measures results from the claim that because the future tenants are unknown, and thus so too the future businesses, there is no way to know the proper scale of a prospective park & ride facility; for the same reason, there is also no way to provide incentives because there’s no way to calculate the cost.¹⁴ The county’s response begs the question of what constitutes a “successful manner” and a “reasonable period of time.” The county cites no authority for either notion, so it appears that the county has decided arbitrarily. The decision based on its arbitrary declaration of infeasibility has resulted in an effective dismissal AQMD’s recommendations, an outcome that disregards the health and safety concerns of the surrounding community as represented by AQMD, a state agency whose core competency and mission is to take “all necessary steps to protect public health from air pollution.”¹⁵

III. The Revised EIR Improperly Concludes that the Project’s GHG Emissions Impact is not Cumulatively Considerable.

⁸ *Kings County Farm Bureau v. City of Hanford*, 221 Cal. App. 3d 692, 733 (Cal. Ct. App. 1990).

⁹ *Cadiz Land Co., Inc. v. Rail Cycle, L.P.*, 83 Cal. App. 4th 74, 87, 99 (Cal. Ct. App. 2000).

¹⁰ EIR, p. 2.0-86.

¹¹ Information available at <http://www.polb.com/environment/cleantrucks/trucksfaq.asp#581>

¹² EIR, p. 2.0-87.

¹³ *Id.*

¹⁴ *Id.*

¹⁵ Available at <http://www.aqmd.gov/aqmd/index.html>

In addition to our assertion in our prior letter that the “deficiencies with the air quality analysis also taint the greenhouse gas analysis,” and that the “curtailed trip analysis dramatically underestimated the emissions of greenhouse gasses associated with this project,” we note that the Southern California Association of Governments states that the Mira Loma project is “regionally significant per CEQA.”¹⁶ Under CEQA, “projects with a regionally significant impact should consider the regional context.”¹⁷ However, the EIR analysis regarding GHGs cites only statewide statistics with regard to its conclusion that “impacts on global climate change are not considered to be cumulatively considerable.”¹⁸ Under the CEQA Guidelines, in regards to such determinations, “[t]he lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.” By citing only to statewide figures in its “facts and analysis supporting its conclusion,” the EIR fails to properly analyze the GHG emissions of the project.

IV. A Revised Draft EIR Must Be Prepared and Re-circulated.

As in our letter of June 11, we reiterate that because of the inadequacies discussed above, the County's EIR cannot form the basis of a lawful EIR. CEQA requires preparation and recirculation of a supplemental draft “[w]hen significant new information is added to an environmental impact report” after public review and comment on the earlier draft EIR.¹⁹ The opportunity for meaningful public review of significant new information is essential “to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom.”²⁰ An agency cannot simply release a draft report “that hedges on important environmental issues while deferring a more detailed analysis to the final [EIR] that is insulated from public review.”²¹

In order to cure the panoply of EIR defects identified in this letter, the County must obtain substantial new information to adequately assess the proposed Project's environmental impacts, and to identify effective mitigation and alternatives capable of alleviating the Project's significant impacts. This new information will clearly necessitate recirculation. CEQA requires that the public have a meaningful opportunity to review and comment upon this significant new information in the form of a recirculated draft supplemental EIR.

¹⁶ EIR, p. 2.0-47.

¹⁷ 14 CCR § 15126.6.

¹⁸ EIR, p. 2.0-81

¹⁹ Pub. Resources Code § 21092.1.

²⁰ *Sutter Sensible Planning, Inc. v. Sutter County Board of Supervisors*, 122 Cal. App. 3d 813, 822 (1981); *City of San Jose v. Great Oaks Water Co.*, 192 Cal. App. 3d 1005, 1017 (1987).

²¹ *Mountain Lion Coalition v. California Fish and Game Comm'n*, 214 Cal.App.3d 1043, 1052 (1989).

September 27, 2010

Page 5 of 5

We appreciate your consideration of our comments. Please feel free to contact us if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Adriano L. Martinez". The signature is written in a cursive style with a prominent horizontal line underlining the name.

Adriano L. Martinez

Project Attorney

Natural Resources Defense Council

**Response to
South Coast Air Quality Management District
Comment letter dated: October 1, 2010**

SCAQMD Comment #1

The South Coast Air Quality Management District (AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance, and should be considered by the lead agency prior to certifying the Final EIR.

Response to SCAQMD Comment #1

Comment noted. The County, as lead agency, has considered the comments submitted by SCAQMD prior to certifying the Final EIR s detailed in the following responses.

SCAQMD Comment #2

AQMD staff appreciates that the lead agency analyzed and quantified air quality impacts from the proposed project. The air quality analysis included consideration of AQMD staff written comments on the Draft EIR, and subsequent verbal comments. While the final air quality analysis may differ from AQMD recommended methodologies in some respects, the basic conclusions of the Final EIR would likely not change with further refinement to the air quality calculations. The lead agency concludes that air quality impacts and health risks remain significant and unavoidable during construction and operation. AQMD staff is concerned that the proposed project lacks feasible mitigation measures that could reduce these significant risks.

Response to SCAQMD Comment #2

The comment correctly notes that the County considered both the written and verbal comments received from SCAQMD staff. Several new mitigation measures were incorporated into the Final EIR to mitigate air quality impacts in response to recommendations from SCAQMD and other agencies/interested parties. In total, the project incorporated 21 air quality mitigation measures. Additionally, six new project conditions of approval were incorporated based on recommendations from SCAQMD.

No new environmental issues have been raised by this comment and no modification of the Draft EIR is required.

SCAQMD Comment #3

Specifically, the lead agency states in response to SCAQMD comment #13 that providing an entire 2010-compliant truck fleet is economically infeasible, hence no incentives or schedule to phase in a clean truck fleet is provided to clean up the fleet serving the project. This “all or nothing” approach to mitigation does not appear to be supported by the explanation provided in the response to comments. While a cost of 4 to 4.8 million dollars was found to be economically infeasible, it is not clear what is economically feasible. For example, the lead agency has not considered other alternatives such as whether only a portion of the fleet could be retrofitted or repowered, or whether retrofits could be phased in over a specified time period. These alternatives could substantially reduce the air quality health risks, and may be economically feasible. As the majority of operational emissions are from diesel trucks, AQMD staff recommends that the lead agency provide a more robust feasibility analysis of providing a cleaner fleet to service this project prior to certifying the Final EIR.

Response to SCAQMD Comment #3

The County evaluated SCAQMD’s proposed mitigation measures and conditions of approval based on the examples provided by SCAQMD for a Project in the City of Banning. Those examples included a condition to require 100 percent of the truck fleet to be 2010 emissions-compliant. The other alternatives provided above in the comment were not included in previous written or verbal comments. Accordingly, the County’s prior responses were good faith and complete responses to the “all or nothing” measure that was proposed by SCAQMD. However, below, the County has considered and provided a further response to the “phase in” measure recently proposed by the SCAQMD.

It should be noted that the comment letter received from SCAQMD, also received after the close of the Draft EIR public review period (July 21, 2009), did not recommend a requirement for the Project to only be served by a clean truck fleet. As stated in SCAQMD Comment #10 of the Final EIR (Final EIR, p. 2.0-86):

9. In the event that the lead agency’s revised Health Risk Assessment requested in Comment #2 demonstrates the operation of the project would generate substantially greater cancer risk impacts or significant non-cancer health risks. The SCAQMD staff recommends that the lead agency consider revising the following mitigation measures to further reduce cancer risk impacts from the operation phase of the project, if feasible:

MM Air 8: In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other such state programs that promote truck retrofits or restrict the operation to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles.

As requested by the SCAQMD, mitigation measure **MM Air 8** was amended to read as indicated above even though there are no new significant adverse impacts not previously discussed in the Draft EIR and none of the impacts described in the Draft EIR have been made substantially greater as a result of the revised air quality modeling. (Final EIR, p. 2.0-86)

As stated in SCAQMD Response to Comment #13, below, the County provided an evaluation of the feasibility of implementing the SCAQMD recommendation.

Proposed Condition 29 and 30: These two measures require the developer to require only 2010 emissions-compliant trucks serve the project and that site enforcement staff shall be trained/certified in accordance with California Air Resources Board (CARB) guidelines to ensure compliance. The future building occupants are unknown at this time and a condition such as this makes the buildings less competitive in the market because potential tenants will search out other buildings (vacant or new) without this requirement to reduce costs. This is because very few tenants have truck fleets comprised of 100% brand new trucks or a truck fleet that has been 100% retrofitted to meet 2010-standards. According to an article posted by the Gerson Lehrman Group in August 2009 (Appendix C of the Final EIR), the price increases for 2010 compliant diesel trucks would be between \$8,000 and \$9,600. This does not include the price of a new engine or a new diesel truck (tractor). Accordingly, assuming that the number of daily trucks serving the project site is only 500 (a conservative estimate assuming some trucks make multiple trips per day since the Traffic Study estimated 736 trucks per day), the cost increase for 2010-compliant trucks would still range between \$4,000,000 and \$4,800,000 not including the cost of hiring CARB trained enforcement staff. This is assuming it would cost between \$8,000 and \$9,600 to repower existing truck engines within a tenant's fleet and does not account for the replacement of an entire engine to comply nor does it account for any replacement of an entire tractor (which can cost \$100,000). Given that the total construction costs for the project will be approximately, \$56,350,000¹ (see Draft EIR Appendix L), the cost of 2010-compliant trucks represents no less than approximately 7 to 8.5 percent of the project's total construction cost. The recession and slow economic recovery also further hinder such cost prohibitive measures and make the project less competitive in the current market. Requiring that a project developer/owner or future tenant incur such costs to accommodate a single mitigation measure – particularly given that the percentage is actually likely to be higher once the costs of hiring CARB trained/verified enforcement staff is included – is infeasible.

As previously stated in response to the NRDC June 11, 2010 letter in response to the request for clean truck fleets:

This type of program is not feasible or applicable for this type of project where the building occupants are unknown and the various developers and/or County have no control over the truck fleets that may frequent the sites. If such a requirement were imposed, it would severely limit the number of potential building occupants which would significantly affect the economic viability of the Project. A tenant of a particular building may not even have control over the trucks used to transport goods to and from the facility. Specifically, in a competitive market like that which exists today, imposing measures that prohibit any tenant with even a single older truck from operating at the Project will likely result in the Project standing vacant. According to a 2004 study by the Bay Area Economic Forum, "Vacant buildings, along with their large parking lots, can attract litter, graffiti, and vandalism, as well as loiterers and homeless populations. A decaying building both worsens its own prospects for refurbishment and weakens the

¹ As shown in Appendix L, the total one-time major fees of \$3,103,929 (Table 3-3) were added to the total estimated construction costs for the project are \$53,254,344 (Table 5-1) for a total of \$56,358,273.

vitality of the buildings around it.”² Because the imposition of the measures proposed by the commenter would make the Project unmarketable and, thus, likely to remain vacant, the implementation of those measures would introduce other potentially significant impacts associated with aesthetics, hazards, and other environmental effects. Accordingly, they are rejected as infeasible for environmental reasons as well. Further, CARB has already adopted a regulation (referred to as the Truck and Bus Regulation) to reduce emissions from on-road diesel trucks which starts phasing in requirements for most fleets in January 2011³. However, and as required by mitigation measures **MM Air 8** and **MM Air 12**, the Project is required to do what is feasible by providing information to tenants about incentive programs and other technologies that support “clean” truck fleets so that the Project's future tenants can take advantage of those programs to reduce overall emissions. Ultimately, and as another example of the EIR's conservatism, the EIR concluded that this measure, even when combined with other feasible mitigation measures, would not reduce the health risks impacts associated with the production of diesel particulate matter to a less than significant level. (Draft EIR p. 4.3-72) Accordingly, the revisions suggested by the CCAEJ/NRDC are infeasible, and the existing analysis provided in the EIR is adequate.

Thus, even a partial implementation of a 2010-compliant fleet requirement (for example a 20% requirement for a 2010-compliant fleet) is infeasible because even that 20% requirement would impose a cost of nearly \$1 million dollars on future, unknown tenants. This cost would be in addition to the cost of the more than 20 other mitigation measures and conditions that are already being imposed on the Project. Moreover, imposing a nearly \$1 million cost directly on future tenants would destroy the marketability of the project, which is designed to serve smaller businesses that will not be able to incur an up front cost of that magnitude and will choose to take their business elsewhere.

Moreover, a phased-in 2010-compliant fleet requirement is already being implemented by the California Air Resources Control Board. Specifically, The CARB Truck and Bus Regulation applies to fleets with more than three on-road heavy duty diesel vehicles⁴. The regulation requires affected trucks to meet performance requirements between 2011 and 2023. By January 1, 2023, all vehicles must have a 2010 model year engine or equivalent. The regulation requires owners to reduce emissions in their fleet by upgrading existing vehicles one of three ways. The first option is to install PM retrofits and replace vehicles (or engines) according to a prescribed schedule based on the existing engine model year. The second option is to retrofit a minimum number of engines each year with a high level PM exhaust retrofit and to replace a minimum number of older engines with newer engines meeting the 2010 new engine standards. The third option is to meet a fleet average. With this option, a fleet operator can use PM and NO_x emission factors established by the regulation to calculate the average emissions of the fleet. Then, by the applicable compliance date each year, the owner can demonstrate that the fleet average emissions for PM and NO_x do not exceed the PM and NO_x fleet average emission rate targets set by the regulation. Generally, this regulation requires that 50 percent of an owner's fleet be 2010 compliant by 2014. Accordingly, 50 percent of fleets operating in the state will be 2010 compliant in little more than three years. In sum, then, a requirement that the project's fleet be 100% compliant with 2010-standards is infeasible; and a requirement that a portion of the project's fleet by 2010-compliant is both infeasible (in the short-term) and unnecessary (in the

² <http://www.bayeconfor.org/pdf/PPRSCscreen11.2.pdf>

³ <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

⁴ *Ibid.*

long-term) due to economic considerations and the existing phase-in program being administered and enforced by CARB.

Nevertheless, and in the interests of imposing all feasible measures that might reduce air quality impacts, the County has incorporated the following condition of approval to require future tenants to apply for funding for the immediate replacement or retrofit of project-related trucks as shown below. These programs provide grant funding for certain eligible projects to replace or retrofit their truck fleets in order to help to reduce air quality emissions. Ultimately, however, and even with the implementation of this additional condition, the significant and unavoidable impacts to air quality will remain as analyzed and disclosed in the EIR.

The developer shall require future tenants to request funding for replacement or retrofit of trucks through programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>).

In response to an additional request by SCAQMD to set aside monies at project start-up to provide tenants matching funds, it is infeasible for the property developer to do this because the amount of money that would be required for matching at the time of application, if grant funding is available and the tenant/owner fleets qualify, cannot be determined at this time. As this relates to future tenants and fleet owners matching funds may be inherently included in the existing grant programs. Hence, the above added condition would already provide for matching funds, as required by the individual programs.

In response to an additional request by SCAQMD for the developer to provide other incentives to tenants SCAQMD did not provide information on what other incentives could include (i.e. examples). As outlined above the project incorporated 21 air quality mitigation measures and six new project conditions of approval based on other specific recommendations from SCAQMD.

No new environmental issues have been raised by this comment and no modification of the Draft EIR is required.



South Coast
Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-Mailed: October 1, 2010
cluna@rctlma.org

October 1, 2010

Ms. Carolyn Syms Luna
County of Riverside
Planning Department
4080 Lemon Street, 9th Floor, P.O. Box 1409
Riverside, CA 92502-1409

**Review of the Final Environmental Impact Report (Final EIR) for the Proposed
Mira Loma Commerce Center Project**

The South Coast Air Quality Management District (AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance, and should be considered by the lead agency prior to certifying the Final EIR.

AQMD staff appreciates that the lead agency analyzed and quantified air quality impacts from the proposed project. The air quality analysis included consideration of AQMD staff written comments on the Draft EIR, and subsequent verbal comments. While the final air quality analysis may differ from AQMD recommended methodologies in some respects, the basic conclusions of the Final EIR would likely not change with further refinement to the air quality calculations. The lead agency concludes that air quality impacts and health risks remain significant and unavoidable during construction and operation. AQMD staff is concerned that the proposed project lacks feasible mitigation measures that could reduce these significant risks.

Specifically, the lead agency states in response to SCAQMD comment #13 that providing an entire 2010-compliant truck fleet is economically infeasible, hence no incentives or schedule to phase in a clean truck fleet is provided to clean up the fleet serving the project. This "all or nothing" approach to mitigation does not appear to be supported by the explanation provided in the response to comments. While a cost of 4 to 4.8 million dollars was found to be economically infeasible, it is not clear what is economically feasible. For example, the lead agency has not considered other alternatives such as whether only a portion of the fleet could be retrofitted or repowered, or whether retrofits could be phased in over a specified time period. These alternatives could substantially reduce the air quality health risks, and may be economically feasible. As the majority of operational emissions are from diesel trucks, AQMD staff recommends that the lead

Ms. Carolyn Syms Luna
Planning Department

2

October 1, 2010

agency provide a more robust feasibility analysis of providing a cleaner fleet to service this project prior to certifying the Final EIR.

AQMD staff is available to work with the lead agency to address these issues and any other air quality questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,



Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachment

IM:DG

RVC100922-01
Control Number

**Response to
Jurupa Area Recreation and Park District
Comment letter dated: October 4, 2010**

JARPD Comment #1

The following is to inform the reader of the Jurupa Area Recreation and Park District (JARPD), comments and concerns regarding EIR Report No. 00450. In general, the Park District is recommending that formal dialogue take place with the Developer, Riverside County Planning Department and with JARPD to discuss the following:

Open Space - The project has an identified Lot which may be deemed as Open Space/ Park Land with a concept to consider the development of a Funding and Management Mechanism for the Maintenance of the area. Funding and maintenance may be provided through the formation or annexation of a Community Facilities District, 'CFD'. The Jurupa Area Recreation and Park District currently maintains and operates CFD's throughout the Jurupa Valley.

It is known that there exists a Green Belted Linear Park along the western border to the proposed project. It is understood that the area is currently maintained through the Jurupa Community Services District and paid for through, what has been described by homeowners within the area, as a 'Mellow-Roos' funded project. We do not have verification of that.

It is our understanding that the western border of the project may be dedicating approximately 10 feet wide of land to be added to the already existing parkway. The Park District is willing to accept this land as dedicated land pending the formation or annexation of a CFD with the developer.

Response to JARPD Comment #1

The following condition of approval was added to PP18877 per the Jurupa Area Recreation and Park District letter, dated October 4, 2010.

Prior to the issuance of a building permit, the applicant/permittee or any successor-in-interest shall submit written proof to the Riverside County Planning Department that the Jurupa Area Recreation and Park District, or equivalent agency as provided by law has approved and signed an agreement relating to Community Facilities District "CFD" fees and maintenance on the dedication of approximately 1.18 acres of land to be added to the existing green belted linear park located along the western border of PP18877. See letter from Jurupa Area Recreation and Park District, dated October 4, 2010 for reference.



Jurupa Area Recreation and Park District

4810 Pedley Road ♦ Riverside, CA 92509 ♦ (951) 361-2090 ♦ Fax (951) 361-2095

www.jarpd.org

October 4, 2010

Christian Hinojosa, Planner
Riverside County Planning Department
9th Floor, CAC - P.O. Box 1409
Riverside, CA 92502-1409

RE: ENVIRONMENTAL IMPACT REPORT NO. 00450
PP NO. 18877 - SECOND SUPERVISORIAL DISTRICT


The following is to inform the reader of the Jurupa Area Recreation and Park District (JARPD), comments and concerns regarding EIR Report No. 00450. In general, the Park District is recommending that formal dialogue take place with the Developer, Riverside County Planning Department and with JARPD to discuss the following:

Open Space - The project has an identified Lot which may be deemed as Open Space/ Park Land with a concept to consider the development of a Funding and Management Mechanism for the Maintenance of the area. Funding and maintenance may be provided through the formation or annexation of a Community Facilities District, 'CFD'. The Jurupa Area Recreation and Park District currently maintains and operates CFD's throughout the Jurupa Valley.

It is known that there exists a Green Belted Linear Park along the western border to the proposed project. It is understood that the area is currently maintained through the Jurupa Community Services District and paid for through, what has been described by homeowners within the area, as a 'Mellow-Roos' funded project. We do not have verification of that.

It is our understanding that the western border of the project may be dedicating approximately 10 feet wide of land to be added to the already existing parkway. The Park District is willing to accept this land as dedicated land pending the formation or annexation of a CFD with the developer.

If you have any questions or comments regarding this subject, please contact my office at 951-361-2090.


DAN RODRIGUEZ, General Manager
Jurupa Area Recreation and Park District

XC: Board of Directors
Brenda Reynolds, Administrative Assistant - JARPD

U:\drodriguez\Dan Rodriguez\MyFiles\2010 Planning Development Projects\October 4, 2010 Letter EIR 450 or Parcel Map 18877 Business Park Planning east of Etiwanda.wpd

Board of Directors
Stephen Anderson ♦ Brad Hancock ♦ Robert M. Hernandez ♦ Richard Lynch ♦ Larry Riddle

General Manager
Dan Rodriguez

Oct 4, 2010.

A quien Corresponda:-

Yo Flor Merino de la Windsor pl. no estoy de acuerdo que se construyan mas bodegas en nuestra area. El motivo, es que hay demasiada esmoke para todos los niños y para uno mismo como adulto. demasiada trafico que se forma por tantos trailers. Esperando tomen en cuenta estas palabras por el bien de todos los niños que radican aqui

Atentamente
Flor

From: Stephen Anderson [sca1baa@earthlink.net]
Sent: Friday, October 01, 2010 9:47 AM
To: Hinojosa, Christian
Subject: Opposed To October 4, 2010, Director Board Item 4.3, EIR No. 450, Plot Plan Nos. 16979, 17788, 18875, 18876, 18877, and 18879.

To: Carolyn Syms Luna
Director

Thru: Christian Hinojosa
Project Planner

Dear Ms. Luna,
I am writing to oppose the continued consideration of your October 4, 2010, Director Board Item 4.3, EIR No. 450, Plot Plan Nos. 16979, 17788, 18875, 18876, 18877, and 18879.

This proposal abuts three special Mira Loma neighborhoods; Mira Loma Village, Homestead and Country Village. The first two are diverse ethnic residential communities, while the latter is a Senior Living Community. The last thing these communities need is more warehouses pollution, warehouse noise and traffic congestion stemming from warehouse trucking. The last thing Mira Loma needs is greater problems resulting from more Riverside County warehouse development.

Mira Loma already has a particulate air pollution problem that is the worst in the United States. These three special neighborhoods are already inundated and surrounded with Riverside County warehouse development.

What is the point of this proposal? Is Riverside County seeking to enforce its will at the expense of the health of the inhabitants of these residential communities?

If this proposal should go forward it should be relocated to Riverside, below the office window of Director Luna, where she will be able to monitor the pollution daily.

Thank you for your time,
Stephen Anderson
11378 Pena Way
Mira Loma, CA 91752-1620
951-360-8723

Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental

Charles

What the community/ies ask that you:

- Not build more warehouses
- Utilize existing empty warehouses
- Not build on every vacant lot
- Create buffer areas with trees and foliage to mitigate the impacts caused by existing air pollution sources
- A commercial center so we don't have to drive 5-7 miles for basic household needs
- Build sound walls to help lessen the noise from traffic
- Ideally it should be like a Saturday or Sunday every day with less noise and traffic
- Enforce statewide truck idling regulations as per the Clean Air Act to reduce emissions
- Enforce parking and traffic laws
- Prioritize the public's safety
- No longer target our communities for more warehouses

Please support our families by signing our petition for a healthy community for all of us.

<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. <i>Charles Zamathona</i>	<i>10940 IBERIA M.L.</i>	<i>951 6850865</i>
2. <i>Dora Zamathona</i>	<i>2525 Lime St Riverside</i>	<i>951 727 6034</i>
3. <i>Albino Rodriguez</i>	<i>2525 Lime St Riverside</i>	<i>(951) 212-5599</i>
4. <i>Alexis Rodriguez</i>	<i>13162 Eyota Dr. Moreno Valley</i>	<i>(951) 332-1836</i>
5. <i>Desirae Rodriguez</i>	<i>2525 Lime St</i>	<i>(951) 295-1855</i>
6. <i>Daniel Rodriguez</i>	<i>13162 Eyota Dr. Moreno Valley</i>	<i>(951) 967-2096</i>
7. <i>Laura Borrato</i>	<i>3581-urbana av. M.L</i>	<i>(951) 681-1791</i>
8. <i>Ramón Zamathona</i>	<i>10940 IBERIA M.L.</i>	<i>951 6850865</i>
9. <i>Melanie Guerrero</i>	<i>10940 Iberia ml.</i>	<i>(951) 742-1286</i>
10. <i>Antonia Suarez</i>	<i>10940 Iberia ml</i>	<i>951-330-1793</i>
11. <i>Pamela Solis</i>	<i>10924 Iberia St</i>	<i>(951) 685-9603</i>
12. <i>Juana Solis</i>	<i>10924 Iberia St</i>	<i>(951) 685-9603</i>
13. <i>Jorge Solis</i>	<i>10924 Iberia St</i>	<i>(951) 685-9603</i>
14. <i>Yesenia Solis</i>	<i>10924 Iberia St</i>	<i>(951) 685-9603</i>
15. <i>Jorge Solis</i>	<i>10924 Iberia St</i>	<i>(951) 685-9603</i>

**Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental**

nosotros las comunidades les solicitamos que:

- No construyan mas bodegas
- Utilicen las bodegas vacías
- No necesitan construir en todos los lotes vacíos
- Crear una distancia de protección con arboles y otras plantas para mitigar actuales fuentes de contaminación
- Un centro comercial para no tener que manejar 5 o 7 millas para necesidades básicas
- Construir paredes de bloque para aminorar el sonido de tráfico
- Idealmente debe ser como un sábado o domingo todos los días con menos ruido y trafico
- Forzar regulaciones del estado de camiones parados con la marcha andando por el Acto de Aire Limpio para reducir emisiones
- Forzar las leyes de tráfico y estacionamiento
- La Seguridad del público tomar como prioridad
- No ser objeto para mas bodegas

Favor de apoyar nuestras familias y firmen nuestra petición para una comunidad saludable para todos.

<u>Nombre</u>	<u>Domicilio</u>	<u>Teléfono</u>
1. Norma Bahena	10991 Iberia st.	(951) 847-5571
2. Jennifer Cortina	10991 Iberia st.	(951) 847-5571
3. Cesar Del Sin	10917 Iberia st	(909) 921-2932
4. Martha Terronas		(909) 921-2932
5. Jesus Raul Del Sin	10917 IBERIA ST	909 912 9835
6. Sandra Vazquez	10917 Iberia st	(909) 767-8090
7. Blanca Tang	10917 Iberia St.	(951) 685-5895
8. Eduardo Cossio	10929 IBERIA ST.	(951) 360-5644
9. Tito Rojas	10923 Iberia st.	11 11 11
10. Angel L. Sanchez	10981 Iberia st	(951) 681-0938
11. MARIA HERRERA	11	11 11
12. Luis Barajas	10916 Iberia st	(909) 645-6556
13. SALVADOR OCTOYA	10941 IBERIA ST	951-220-9905
14. SARAH OCTOYA	10941 IBERIA st.	(951) 220-4304

Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental

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Please support our families by signing our petition for a healthy community for all of us.

- Name Anthony Quiroz Address 10930 IBERIA ST Phone 6811737
1. CARMEN VAQUERANO 10909 IBERIA ST 360.6537
 2. Maria Amelia Garcia 10909 Iberia St. (951) 3606537
 3. ANTONIO SANCHEZ
 4. Franklin Vaquerano
 5. Luis Barajas 10916 Iberia St (909) 645-6556
 6. Maria Angela Sanchez 10925 Iberia St Miraloma ca. 91752
 7. Francisco Sanchez 10925 Iberia St Mira Loma ca.
 8. Nayeli Sanchez 10925 Iberia St Mira Loma CA
 9. Mayra Sanchez 10925 Iberia St Mira Loma CA
 10. Jasmin Sanchez 10925 Iberia St Mira Loma ca.
 11. Olivia Sandoval 10962 Iberia St. Mira Loma Ca. 91752
 12. Josua
 13. Oswaldo Tinajero
 14. Filomano Borroyo C. 3581 Urbana (951) 681-1791 av. Mira Loma
 15. Javier Tinajero 10962 IBERIA ST. Mira Loma Ca. 91752

**Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental**

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~~COUNTRY VILLAGE~~

Name	Address	Phone
1. <i>Charles Stapler</i>	<i>3570 Eve Circle</i>	
2. <i>Tom HIRSCH</i>	<i>3601 Eve Circle #E</i>	
3. <i>Linda Johnson</i>	<i>3661 - Eve Circle - Cal</i>	
4. <i>Joseph A. ...</i>	<i>3581 EVE CIRCLE C Cal</i>	
5. <i>Charles A. ...</i>	<i>3411 Eve Circle Apt K</i>	
6. <i>Norma Juarez</i>	<i>10357 N. Lynn Cir, Apt E</i>	
7. <i>Juanita ...</i>	<i>10451 N. Lynn Cir, Apt C</i>	
8. <i>M. F. ...</i>	<i>3580 Eve Cir "K"</i>	
9. <i>DAVID E GRAY</i>	<i>10440 N. Lynn Cir</i>	
10. <i>David ...</i>	<i>40 E</i>	
11. <i>Joseph ...</i>	<i>56A EMMA ST</i>	
12. <i>Reinis Benson</i>	<i>17470 N. LYNN CIR</i>	
13. <i>...</i>	<i>3797 EVE CIR. APT L</i>	
14. <i>Profitero ...</i>	<i>1321 W. Madison A. St.</i>	
15. <i>Eudoxia C. ...</i>	<i>3761 EVE CIR Apt D</i>	

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COURTNEY VILLAGE
 DOMICILIO

Nombre	Domicilio	Teléfono
1. <i>Vivian S. Zapata</i>	<i>3761 Eve Circle #E</i>	<i>951-321-3036</i>
2. <i>[Signature]</i>	<i>3771 EVE CIR APT G</i>	
3. <i>Gayle Dufree</i>	<i>3770 EVE CIR APT. C</i>	<i>951-685-6029</i>
4. <i>Sharon Brown</i>	<i>3680 EVE CIRCLE ^{APT} M</i>	<i>951-685-3145</i>
5. <i>Paul Dickbach</i>	<i>1033 SACRAMENTO ST ^{ANTHONY}</i>	<i>909 227 2459</i>
6. <i>Rachel Henseberg</i>	<i>3229 ASHGATE PL ONTARIO</i>	<i>909-638-3579</i>
7. <i>Patricia Heath</i>	<i>3688 Eve Circle Mesa Arona</i>	
8. <i>Marylu Jean</i>	<i>3671 Eve Circle #D</i>	
9. <i>Jyntha Cunningham</i>	<i>3770 #G EVE CR.</i>	
10. <i>Kimberly Barber</i>	<i>8694 DUIDA RIV. CA. 92804</i>	
11. <i>Darwin Lee</i>	<i>3980 EVE CIR CA 91752</i>	
12. <i>Ray Koda</i>	<i>7421 3rd ST Riverside</i>	
13. <i>Kimlyn Gyle</i>	<i>3786 Eve Circle Riverside</i>	
14. <i>Blane Foster</i>	<i>5050 Trail St Norco</i>	

Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental

Stella

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Please support our families by signing our petition for a healthy community for all of us.

- Name Stella D. Borrillo Address 10928 Lansford St. Phone 951-685-1208
Phone zip
1. Lila M. Latham 10916 Lansford St. Miraloma, Ca. 91752
 2. Daniel A. Borrillo 10928 Lansford St Miraloma CA. 91752
 3. Nancy A. Rivera 10935 Lansford St CA 91752
 4. Islandia Ortega 10942 Kenmore St Mira Loma Ca. 91752
 5. Martin Marquez
 6. Cynthia McDonald 10906 Lansford St Mira Loma 91752
 7. Gabino Garcia 10899 Lansford St Miraloma Ca 91752
 8. Marcy Gomez 10899 Lansford St. Miraloma Ca, 91752
 9. Roberto Hernandez 10899 Lansford St Miraloma Ca 91752
 10. Marvin Zambrano 10899 Lansford St Mira Loma CA. 91752.
 11. PAZ Ortiz 10896 Lansford St Mira Loma CA 91752
 12. Maria A. Condo 10891 Lansford St. Miraloma CA 91752
 13. Kelly Murray 10873 Lansford St Mira Loma 91752
 14. Graciela Garcia 10868 Windsor Pl miraloma
 15. Jose Garcia 10868 Windsor Pl miraloma

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Name	Address	Phone
1. Guillermo Sanchez	10872 Windsor PL	
2. Pedro Villagrana	10899 Windsor Pl	
3. Monica Garcia	10908 Windsor PL	
4. Paul Hively	10919 Windsorpl.	
5. Holly Hively	10919 Windsor place Miraloma, Ca	
6. CHRIS GALLEGOS	10920 Windsor. pl. Miraloma. CA-	
7. JOSE A. Garcia		
8. Alejandro Perez	10930 Windsor pl.	
9. Elder Monroe	3750 Urbana AVE	
10. Mirala CA	92752	
11.		
12.		
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15.		

Center for Community Action and Environmental Justice
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Name	Address	Phone
1. Richard Gonzalez	10971 Iberia St. ^{Mira} Loma	217-9242
2. Jaime Martinez,	10962 Iberia St, Mira Loma,	909-5619760
3. Daniela zoto.	1062 Iberia St Mira Loma,	909-6443211
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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. <u>Jim MART</u>	<u>170 E 6th St</u>	<u>(405) 473-7672</u>
2. <u>Wendy B. Jeff</u>	<u>170 E 6th St.</u>	<u>(206) 371-4515</u>
3. <u>Katie Felter</u>	<u>170 E. 6th St.</u>	<u>(914) 844 5049</u>
4. <u>Julie Juarez</u>	<u>170 E. 6th St</u>	<u>(626) 255-4155</u>
5. <u>Jayci Spivey</u>	<u>170 E. 6th St</u>	<u>(404)-861-0668</u>
6. <u>Jonas Knok</u>	<u>170 E. 6th St.</u>	<u>(249) 350-4306</u>
7. <u>Thuy Vy</u>	<u>170 E. 6th St.</u>	<u>(619) 735-2177</u>
8. <u>Alan [unclear]</u>	<u>170 E. 6th St</u>	<u>(510) 847-4098</u>
9. <u>Choma Enweasor</u>	<u>170 E. 6th Street</u>	<u>(909) 518-5113</u>
10. <u>Rachel Ramirez</u>	<u>170 E 6th</u>	<u>(773) 428-2725</u>
11. <u>Doug Farquhar</u>	<u>170 E 6th St</u>	<u>(202) 441-0936</u>
12. <u>Anna Gibson</u>	<u>170 E 6th St</u>	<u>(414) 801-6465</u>
13. <u>Joshua Nancin</u>	<u>170 E 6th St</u>	<u>(602) 881-4998</u>
14. <u>ROSA PAUL</u>	<u>1050 N. MILES AVE</u>	<u>(909) 544 7110</u>
15. _____		

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. Gary Lent	170 East 6 th street, Claremont, CA	
2. Joanna Ladd	170 East 10 th St, Claremont CA	(501) 442-7401
3. Andre Sany	170 East 6 th Street, Claremont, CA	(916) 798-7632
4. [Signature]	170 East 6 th Street, Claremont, Ca	
5. Kyle Weber	170 E 6 th St, Claremont, CA	(925) 451-0832
6. Cole Craddock	170 E 6 th St, Claremont, CA	(909) 709-1996
7. Joanna Ladd	170 E 6 th St, Claremont, CA	(301) 461-1306
8. Mary Munoz	1050 N. Mills Ave, Claremont, CA	909-767-2906
9. Samuel Grene	1050 N Mills Ave Claremont, CA	909 464 9660
10. Amy Jagger	1050 N. Mills Ave Claremont CA	949 285 2467
11. Meldine Epstein	1050 N mills Ave. Claremont CA	(971) 998 5641
12. Anne Marie Tse	Box 803 PZ	909 451 1179
13. Karim Lahav	Box 971	802-360-9466
14. Elizabeth Williams	Box 619 Pitzer College	(323) 350 2113
15.		

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Name	Address	Phone
1. SAM Egan	10408 1050 N. Mills	X
2. Vincent Gianosthi	1050 N Mills Claremont	
3. Alex Smith	" " " "	
4. GERAL Kozman	" " " "	X
5. Isabel Harbaugh	742 N Amherst Ave	(206) 501-1966
6. Jessie Coleman	1030 Columbia Ave Claremont	(503) 307-5957
7. Madeline Sheldon	1030 Columbia Ave, Claremont	(206) 200-4401
8. Bob Sule	3752 Live Oak Dr., Panama	
9. Ryan Waldman	340 E. Foothill Parkway	
10. Kimberly Opave	1465 S Berendo Ave Gardena, CA 90247	(310) 413-5419
11. Aadia Tucker	129 Woods Run Rollinsford NH 03857	
12. Andrew Grubb	268 ELIZABETH DR, Pt. Roberts WA 98281	(360) 220 3587
13. Phoebe Duvall	11642 Fairfax St. Denver, CO 80220	720-3008-1317
14. Zoey Greco	1050 N Mills Ave Claremont, CA 91711	PO BOX 347 860 329 1332
15. Kellen Wohl	1050 N Mills Ave Claremont, CA 91711	#650 X

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Name	Address	Phone
Elisea Mendoza	146011 Foothill Blvd #181 Upland CA 91785	909/7229955
1. Jixi He	Pomona College Oldenburg 363	909/2670695
2. BRUCE CEFIELD	PEPPER COLLEGE	661-644-6707
3. Jesse Caro	Pomona College	914-924-8869
4. Nathan Gardner	170 E. 4th St. Box 571 91711	5712286412
5. Michelle Kretsch	Pomona College	909-809-7364
6. Colleen Howe	Pomona College	(480) 316-2545
7. Marie Pearson		(909) 6254355
8. Nash Witkow	HMC	909 623 4221
9. Milo Toy	HMC	650 906 3103
10. Sara Krauthauer	Scrapps	952-261-0418
11. Kate Hoffman	SCR	206-335-4404
12. Rebekka Manzella	PZ	(310) 923-5283
13. AMYARPA VEMULKAR	HMC	
14. Ching Tung	CMC	
15. Jeffrey Hemphill	HMC	626 676 2027

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. Dawn Bickott	170 E. 6th St. Suite 132 box 449 Claremont, CA 91711	(919) 552-4984
2. Lukas Martincik	170 E. 6th St. Suite 132, Box 698 Claremont, CA 91711	408-674-2760
3. Casey Davis-Van Atta	170 E. 6th St., Suite 132, Box 524 Claremont, CA 91711	(651) 214-7249
4. Samantha Meyer	170 E. 6th St. Suite 132, Box 715 Claremont, CA 91711	(773) 936-8772
5. Elizabeth Ng	170 E. 6th St. Suite 132, Box 724 Claremont, CA 91711	(908) 872-9103
6. Alison Cantor	1147 Oxford Ave Claremont, CA 91711	(206) 409-4589
7. Halley Everall	1147 Oxford Ave. Claremont, CA 91711	720-231-9201
8. Sarah Rigby	170 E. 6th St Suite 132 Claremont CA 91711	
9. Michael Nawar	340 E. Foothill Blvd Claremont CA 91711	(915) 471-0134
10. Natasya Restan	1050 N MILLS AVE # 322 CLAREMONT, CA 91711	(909) 243-3006
11. John Thork	1050 North Mills Ave	650-432-8721
12. Michael Roseff	1050 N Mills Ave	(310)-367-0781
13. Keren Yi	1050 N Mills Ave	909-451-3899
14. Liza Bastur	1050 N MILLS AVE	(314) 591-7979
15. Chibo Ezeko	1050 E. 6th St. Suite 132 NORTH AVE. 91711	202-446-8523

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Name	Address	Phone
1. Elena Scurry	170 E. 6 th St.	(773) 814-0241
2. Julie Wu	170 E 6 th St	(626) 628-6311
3. Jereen Knowl	170 E 6 th St	(931) 203 3521
4. Zach Barnett	" "	909 267 4506
5. Jan Hubbard	" "	626 - 380000
6. Zach Barnett	" "	781 801 6360
7. Paula Cook	170 E. 6 th St. Box #470	(708) 497-0159
8. Marissa Gray	1030 Columbia Ave #371	(360) 710-4414
9. Katarina Hicks	170 E 6 th St	(310) 994-4296
10. Brianna Burke	" "	(970) 250-9002
11. Lida Hernandez	170 E 6 th St.	909, 454 5441
12. Erin Finnich	Pomona	921-237-6766
13. Sydney Miller	CMC	317-506-2820
14. Cynthia Gama	1050 N. Mills Ave	(805) 453-7040
15. Nisha Williams	Pitzer College 1080 N Mills Ave. Box 909 Claremont, CA 91711	(562) 991-7861

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. Samira Nedergadi	170 E. Sixth St, Claremont CA	(503) 267-8257
2. Laura Carr	170 E. 6th St. Smith Campus Center Suite 118 Mailbox #258	(805) 550-1904
3. Eli Omernick	170 E. 6th St. Claremont, CA Center Suite 118 Mailbox # 1088	(920) 421-0972
4. Ge Zhang	170 E. 6th St. Claremont, CA Mailbox #1314	(909) 267-5280
5. Leon Aquino	1050 North Mills Ave. Claremont, CA 91711	(909) 342-7025
6. CINDY DONIS	6126 King Ave	323. 440. 4789
7. Guillaume Dubois	1050 N. Mills Ave. Claremont	909 374-6879
8. Max Ferré	1050 N. Mills Ave, Claremont, CA, 91711.	858 531 9313
9. Claire Berkman	170 N Mills Ave, Claremont CA	(679) 59-4030
10. BRIANNA MOFFITT	1050 N Mills Ave, Claremont, CA	(714) 225-7637
11. Francisco Simbora	1050 N Mills Ave, Claremont CA	(505) 903-591
12. Raven JONES	1050 N. Mills Ave, Claremont, CA	909 437-1108
13. Tanak Tu	Pitzer	609-947-3888
14. Jake Harber	1050 N. Mills Ave.	541-914-7137
15. Samuel Jones	1050 N. Mills Ave.	618-291-4205

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. <u>Miniam Shiffman</u>	<u>170 E 6th St.</u>	<u>412-977-8091</u>
2. <u>Naama Schweitzer</u>	<u>170 E. 6th St</u>	<u>971-404-8250</u>
3. <u>Mike Dancko</u>	<u>170 E 6th St #885</u>	<u>773 297 5034</u>
4. <u>Jake Rollins</u>	<u>2114 Hawk St.</u>	<u>809-915-5090</u>
5. <u>Aaron Altman</u>	<u>170 E 6th St.</u>	<u>203-671-5167</u>
6. <u>Juliette Walker</u>	<u>170 E. 6th St.</u>	<u>608-669-7703</u>
7. <u>Russ Lewmore</u>	<u>170 E 6th St.</u>	<u>832-794-5082</u>
8. <u>Inessa Foster</u>	<u>170 E. 6th St.</u>	<u>608-444-0706</u>
9. <u>Kristen Lenelbergh</u>	<u>170 E. 6th St</u>	<u>206-434-1067</u>
10. <u>Shannon Washington</u>	<u>170 E. 6th St.</u>	<u>(708) 752-1804</u>
11. <u>Alejandra Vega</u>	<u>170 E. 6th St</u>	<u>(832) 293-5635</u>
12. <u>Natalie Orenstein</u>	<u>170 E. 6th St.</u>	<u>(510) 219-5513</u>
13. <u>Charles Vallejo Anderson</u>	<u>170 E. 6th St.</u>	<u>503-475-8940</u>
14. <u>Courtney Christenson</u>	<u>170 E. 6th St.</u>	<u>(952) -405-7933</u>
15. <u>Hannah Young</u>	<u>170 E. 6th St.</u>	<u>734 883 6241</u>

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1. Sam Jo Yeo	Pomona College	909 575 7118
2. Jenna Irvine	Pomona College	818 618-3805
3. Frances Hurdley	Pomona College, Claremont	505-412-8653
4. Eldridge Green	Pomona College, Claremont	901-270-8571
5. Allison Miller	Pomona College, Claremont	571 451 3961
6. Cati Crawford	Pomona College	620-740-5603
7. Marco Lopez	Pomona College	95701-9572
8. Amy Li	PC	(312)714-5629
9. Anne-Marie Bivica	Pomona College	(608)449-0267
10. Vivian Chou	Pomona College	(608) (510)529-1214
11. Ben De Winkle	Pomona College	616-745-3779
12. Mahda Aman	Pomona College	703-300-4248
13. Kaitlyn Castillo	"	360-4188
14. Melinda Liu	Pomona College	(949) 701-6777
15. Kevin Wang	Pomona College	626 660 6105

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. <u>CJ Verbeek</u>	<u>170 E 6th St Claremont, CA 91711</u>	<u>206-234-6217</u>
2. <u>Alvin Sangsornwong</u>	<u>170 E. 6th St. - 784 Claremont, CA 91711</u>	<u>317-225-6639</u>
3. <u>Kimberly Aldinger</u>	<u>170 E 6th St Claremont, CA 91711</u>	<u>906-871-6132</u>
4. <u>Cuyapi Scott</u>	<u>1030 COLUMBIA AVE, CLAREMONT, CA 91711</u>	<u>224 6250875</u>
5. <u>Chrysanthe Oltmann</u>	<u>170 E 6th Street Claremont, CA 91711</u>	<u>(908) 370-9113</u>
6. <u>Joe DeBlasio</u>	<u>340 E. Foothill Blvd. Claremont, CA 91711</u>	<u>(503) 319-5999</u>
7. <u>Kate Pluth</u>	<u>1030 Columbia Ave Claremont, CA 91711</u>	<u>(253) 227-9514</u>
8. <u>Yu Kyung Kim</u>	<u>250 N College Park Drive Apt P35 Upland, CA 91786</u>	<u>(911) 701-0353</u>
9. <u>Katie Lyman</u>	<u>1050 No. Mills Ave Claremont, CA 91711</u>	<u>(914) 707-2821</u>
10. <u>[Signature]</u>	<u>1649 ANASTO CLAREMONT CA 91711</u>	<u>909-451-3696</u>
11. <u>[Signature]</u>	<u>Part of [Signature] 909. 607-157</u>	
12. <u>Jenny McClintock</u>	<u>170 E 6th St Claremont, CA 91711</u>	<u>214-649-8863</u>
13. <u>Morgan Chalmers</u>	<u>170 East 6th St Claremont, CA</u>	<u>978-855-4727</u>
14. <u>Bridgette Depay</u>	<u>170 E 6th St Box 1309 Claremont CA 91711</u>	<u>917-214-1746</u>
15. <u>Sameera Hokkara</u>	<u>170 E Sixth St Box 1522 Claremont CA 91711</u>	

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. <u>Emelia P. Avila</u>	<u>170 E. 6th St., suite 132, Box 2, Claremont, CA</u>	
2. <u>Lindsey Cole</u>	<u>1030 N Columbia Ave #239 Claremont, CA 91711</u>	<u>(925) 989-0727</u>
3. <u>Caitlin Cotta</u>	<u>742 N. Amherst Ave #777 Claremont, CA 91711</u>	
4. <u>Julie M. [unclear]</u>	<u>P.O. Box 1375 Davidson, NC 28036</u>	
5. <u>Bill [unclear]</u>	<u>1050 N. Mills Ave, Claremont, CA 91711</u>	<u>(978) 609-5286</u>
6. <u>Gisely Rodriguez</u>	<u>170 E 6th St #1570, Claremont, CA</u>	
7. <u>[unclear]</u>	<u>1113 N. Almonor St. Alhambra, CA</u>	
8. <u>Arielle Brown</u>	<u>170 E. 6th St. suite 132 ^{box 2} Claremont, CA 91711</u>	<u>(978) 524-3400</u>
9. <u>Theresa Shaw</u>	<u>244 Greentree Rd Upland CA 91786</u>	
10. <u>Rebecca Annan</u>	<u>1030 Columbia Ave #105</u>	
11. <u>Marshall Anderson</u>	<u>1050 N. Mills Claremont, CA 91711</u>	
12. <u>Rebecca Harlesta</u>	<u>#1628 1050 N. Mills Ave Claremont, CA 91711</u>	<u>415-395-9610</u>
13. <u>Tom Slade</u>	<u>1001 NW Lovejoy Portland, OR</u>	<u>503-704-1098</u>
14. <u>Thermy Fractee</u>	<u>170 E. 6th St., Claremont, CA</u>	<u>(718) 213-3953</u>
15. <u>Steven Chan</u>	<u>170 E 6th St., Claremont, CA #1570</u>	<u>(909) 981-3852</u>

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. Hwang, Lu Ha	170 E 6 th st. Claremont, CA	909-921-9370
2. Dylan Farrell	1050 N Mills Ave	207 251 3430
3. H. Ricardo Trevino	1896 Central Ave, Upland	909-607-2239
4. J. DuBoise	120 E. Bonita Ave. Claremont	909-621-8652
5. Dina Benson	170 E 6 th St, Upland Claremont	909-510 6205
6. Lauren Byrne	"	(256)-54-0041
7. [Signature]	170 E. 6 th St. # 1551	646.875.8267
8. Jessie Stern	170 E. 6 th St #1619	(805) 798-0690
9. Claire Roberman	170 E 6 th St # 1127	617-512-7965
10. Eryn Espiritu	170 E 6 th St # 907	760-994-3427
11. Lucas Wrench	170 E 6 th St # 1222	425-953-9746
12. Josh Rosenberg	170 E. 6 th St # 1125	(908) 723-0560
13. Charlotte Dohrn	170 E 6 th St # 897	206 949 8845
14. Audrey Dunne	170 E. 6 th St. # 903	401 258 4615
15. Will Hummel	170 E. 6 th St # 1405	224 623 3867

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. Sarah Kinicki	170 East Sixth St.	978-201-2003
2. Kelly Paule	170 E. Sixth St	714-329-1381
3. Nicholas Gerber	170 E. Sixth St	512-590-9249
4. Joel Fishbein	170 E. 6 th St	610 662 9165
5. Sheldene Zarate	170 E 6 th St	916 992 3031
6. Emery Danman	170 E. 6 th St.	303.807.4251
7. Mich Berman	170 E 6 th St #876	217-840-5995
8. Justin Ellis	170 E 6 th St. 905	605-840-0758
9. Adam Chung	170 East Sixth St. #870	248-835-2015
10. Zoe Carlberg	" " #1263	978 578 4870
11. Rachel Ekavireb	" #1320	917-734-1819
12. Toby Hollis	170 East Sixth St. #970	510-655-5233
13. Evan Richards	170 E. 6 th St 916	404 916 2201
14. Cady Moore	170 E. 6 th St.	909-896-6103
15. Anatolia Evansiou-Raku	170 E. 6 th St. #908	858 775 6676

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. <u>Zipporah Smith</u>	<u>170 E. Street</u>	<u>909-200-5833</u>
2. <u>CLAIRE MUEVER</u>	<u>170 E. Sixth St.</u>	<u>402-499-8505</u>
3. <u>Hunter Dukes</u>	<u>170 E. Sixth st</u>	<u>508-525-8086</u>
4. <u>Mindy Hagan</u>	<u>"</u>	<u>626-253-7547</u>
5. <u>Joe Malin</u>	<u>"</u>	<u>914-380-2144</u>
6. <u>John Russell</u>	<u>170 E. Sixth St</u>	<u>602-672-2990</u>
7. <u>Trevor Flynn</u>	<u>170 E. Sixth St</u>	<u>925-989-7848</u>
8. <u>Evan Feenstra</u>	<u>204 S. Dartmouth St.</u>	<u>530-400-4919</u>
9. <u>Keun Wang</u>	<u>170 E. Sixth St.</u>	<u>626-660-6805</u>
10. <u>Donnaquis Exumé</u>	<u>170 E Sixth St</u>	<u>619-417-3197</u>
11. <u>James Heo</u>	<u>170 E Sixth St.</u>	<u>760 533-7267</u>
12. <u>Jaw Hosang</u>	<u>170 E Sixth St</u>	<u>308-934-0895</u>
13. <u>Sarah Appelbaum</u>	<u>170 E. 6th St.</u>	<u>541.913.9867</u>
14. <u>Rachel Lee</u>	<u>"</u>	<u>425-999-1529</u>
15. <u>Anne-Claire Saint Georges</u>	<u>170 E 6th St</u>	<u>808-428-3793</u>

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. Frank Sanchez	170 E. 6 th St.	(512) 461-0534
2. Stella Perry	170 E 6 th St.	(860) 389-1961
3. Jay Dade	170 E. 6 th St.	413 253 7626
4. Valentine Serron	170 E 6 th St.	(214) 528 0089
5. Luis Palma	170 E 6 th St	(911) 584 0212
6. [Signature]	170 E 6 th St	(203) 84-7987
7. Norman Whymore	170 E 6 th ST	(817) 254-6283
8. Alice Hilton	" "	(706) 614-2971
9. Sophie Lopez	170 E 6 th ST	(508) 642-7630
10. Eecely Britman	" "	949 922 0673
11. Tracy Zhao	" "	248 563 0812
12. Morgan Chalmers	" "	978 855 4727
13. Claire Yuan	" "	(415) 595-3426
14. Andrea Ray	" "	(903) 436-5418
15. Zach Schudson	" "	(858) 337-6830
16. Zeila Zahedi	" "	(510) -910-3920
17. Meryl A Seward	" "	(661) 331-4512

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Name	Address	Phone
1. Michael Lu	Pitzer	909-450-1889
2. Deonte Baker	CMC	(323) 229-0833
3. Adam Hanbing-Brown	Pitzer	(203) 921-6174
4. Melissa Muñoz	Scriffs	(50) 825-9596
5. Rachel Gregory	Pitzer	(206) 999-6416
6. Dialitca Sall	Pomona	347-420-9482
7. Dannielle Antone	Pitzer	415 320 9223
8. Angie Tyler	CMC	206 769 2782
9. Tiffany Wu	Pitzer	826-695-0109
10. Zach Miller	PZ	949 351 7603
11. Clinton Alaway	PZ	208 818 4171
12. MA Miller	CMC	310 882-0526
13. Annie Jalota	CMC	714-707-8557
14. Kendall Kritzik	CMC	480-239-1119
15. Jan St. Lawrence	PZ	650 678 6899

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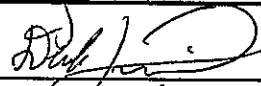

<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. <u>Ambrose Datto</u>	<u>Pomona College</u>	<u>808 937 9377</u>
2. <u>Samantha Ay</u>	<u>Pomona College</u>	<u>805-403-3216</u>
3. <u>Colin McWhidley</u>	<u>Pomona</u>	<u>820-756-8078</u>
4. <u>Angie Lagarran</u>	<u>Pomona College</u>	<u>408-309-7082</u>
5. <u>Jain Chahal</u>	<u>Pomona College</u>	<u>709.626.2197</u>
6. <u>Riz</u>	<u>Scrapps</u>	<u>858 335 8012</u>
7. <u>Keel</u>	<u>Scrapps</u>	<u>626 215 9635</u>
8. <u>Whit Edr</u>	<u>Pitzer</u>	<u>323.972.5219</u>
9. <u>Ally King</u>	<u>Scrapps</u>	<u>510-384-8772</u>
10. <u>Spencer Losco</u>	<u>Pitzer</u>	<u>916-266-1075</u>
11. <u>Clare Rumbale</u>	<u>Harvey Mudd</u>	<u>858 699-5695</u>
12. <u>Fumi Fujikawa</u>	<u>Pitzer</u>	<u>909 436 7372</u>
13. <u>Ying zeng</u>	<u>POM</u>	<u>404-395-9661</u>
14. <u>Susy Seibel</u>	<u>Pitzer</u>	<u>206 617 3265</u>
15. <u>Adriane Holter</u>	<u>Pitzer</u>	<u>206 970 8319</u>

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1. Libby Kinkernoor	170 E 6 th St #1443	715-828-3759
2. 	170 E 6 th St	909-621-8000
3. 	170 E 6 th St	425-802-4704
4. Carolyn Bacon	170 E. 6 th St. #1228	503-866-0568
5. Louis Gallardo	170 E. 6 th St.	(210) 482-9927
6. Karin Parfitt	2555 King Way, Claremont	909 267 9689
7. Tommy Li	170 E. Sixth St S Hellis Box 1471	413 262 6617
8. Elizabeth Brown	170 East 6 th St	
9. Zach Barnett		781 801 0360
10. Hannah Snyder	170 East 6 th St, Claremont	503-473-2616
11. Lianna Schechter	177 Princeton Ave, Claremont	401 477-3513
12. Daniel Wagoner	MPUC	814-730-9718
13. Philip Gersh	105 D N Mills Ave	918-289-9162
14. Joseph McCann	12 Stonebrook Lane, Ros Cob, CT	(203)-536-5518
15. Mike Ernest	5020 Wind Point Rd	262-672-5017

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Name	Address	Phone
1. Justin Dodgen	742 N. Amherst Ave Claremont CA 91711	
2. Daniel Law	170 E. 6th St. Ste 132, Box 211 Claremont, CA 91711	
3. Evelyn Duarte	1030 Columbia Ave #428 Claremont, CA 91711	
4. Jim Byrne	1030 Columbia Ave #0246 " " "	
5. Kate Craddock	1030 Columbia Ave #291 Claremont, CA 91711	
6. Miles Linton	742 N. Amherst Ave Claremont CA 91711	
7. Anna Fiasto	1030 Columbia Ave #309 Claremont, CA 91711	
8. Orissa Stewart-Rose	1030 Columbia Ave #920 Claremont, CA 91711	
9. Jackie Salena	1030 Columbia Ave #892 Claremont, CA 91711	
10. Amalia Nelson	505 Evelyn Ave, Alhambra, CA 94706	
11. Isabel Cohen	# 1030 Columbia Ave. CA 91711	
12. Donielle Kaufman	1030 Columbia Ave, Box 273 #20 Claremont, CA 91711	
13. Alana MacWhorter	1030 Columbia #693 Claremont, Ca 91711	
14.		
15.		

**Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental**

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- Enforce statewide truck idling regulations
- No longer target our community for more warehouses

Please support our families by signing our petition for a healthy community for all of us.

Name	Address	Phone
1. <i>Benjamin M. Hughes</i>	<i>Pomona College</i>	
2. <i>Christina Bejjani</i>	↓	
3. <i>Neima Rahim</i>	↓	
4. <i>Joel Detweiler</i>	↓	
5. <i>Alison Blume</i>	↓	
6. <i>Ian Gallogly</i>	↓	
7. <i>Jonathan Wang</i>	↑	
8. <i>Yuhui Z</i>	↓	
9. <i>Mala Karnani</i>	<i>Pitzer College Box 492</i>	<i>760-524-8986</i>
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Name	Address	Phone
1. Puja Patel	Pitzer College	(626) 827-6418
2. Mireen	PZ College	(559) 967-1025
3. Adam Mandel-Saft	PZ College	(810) 860-2504
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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. Eden Maloney	Room 602 250 De Neve Drive, Los Angeles CA 90024	(917)-837-0548
2. Gabe Romero	170 E 6th Street, Claremont, CA 91711	626-922-8136
3. Laura Berman	170 E 6th Street, Claremont, CA 91711	(602)319-9247
4. John Havis	170 East Sixth Street, Claremont, CA 91711	(510)866-4243
5. Alex Nakao	170 E 6th St Claremont, CA 91711	808-927-6049
6. Jiminye	170 E 6th St Claremont CA	9096359
7. Ian Chua	170 E 6th St Claremont CA 91711	909 477-7498
8. Lauren Zidske	170 E 6th St Claremont CA 91711	615 498 7004
9. Alex Goldman	170 E 6th St. Claremont CA 91711	909 544 7407
10. Carol Chin	SCRIPPS	(626)392-8648
11. Jacob Helley	CMC	301-204-5997
12. Adam Bradsky	PZ	617-312-9759
13. Stefan Vallejo	PZ Claremont, CA 91711	530-902-7067
14. Olivia Graham	CMC	(505)301-7781
15. Emma Fisher	Piber	862-9144185

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Name	Address	Phone
1. Amaru Tejeda	170 E 6 th Street	(323) 893-2549
2. Kendra Francis	170 E. 6 th St.	(425) 802-0325
3. Quinn Jester	170 E. 6 th St.	(540) 598-0881
4. 	170 E 6 th St	512 228 - 9004
5. Brendan Bartanen	170 E. 6 th St.	253 651 0376
6. Eli Kaplan	170 E. 6 th St.	847 722 5910
7. Howise Vogt	170 E 6 th St	502 303 8507
8. Jessica Hbn	170 E. 6 th St	702 250 - 4298
9. Xin Wang	170 E. 6 th St	646 - 249 9726
10. Kyle K Redford	170 E. 6 th St. ^{POX} 1111	702-244-0406
11. Becky Lobo	170 E. 6 th St #1037	206-683-4369
12. Nathaniel Pappan	170 E 6 th St #924	(247) 254-6283
13. John Paul Nako	170 E. 6 th St.	808 371 2824
14. Hsuanwei Fan	" #1326	951 750 3681
15.		

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Name	Address	Phone
1. BEN PELOQUIN	*742 1050 N. MILLS AVE	(415) 994-6204
2. Ben Rubin	1550 N MILLS AVE	201-779-5090
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Name	Address	Phone
1. Katie Bonneau	10153 Piedmont Ct HR, CO	303-472-3705
2. Katharine Ginsburg	Pitzer College Box 243, 1050 N. Mills Ave Claremont, CA 91711	617-967-3191
3. Kathryn Leornig	742 N. Amherst Dr. Claremont, CA 91711	(214) 755-2437
4. Kate Davidson	Box 210 1050 N. Mills Ave, Claremont, 91711	617-777-2150
5. Michael Gray	Pitzer College	708 204-4343
6. Kristen Bark	scripps. #0145	303 570 3252
7. Caitlin Hanavan	Scripps College	510-501-8141
8. Marianne Strong	Pitzer 1029	909 964 1420
9. Eduardo Fernandez	1050 N. Mills Ave, Claremont, 91711	707-299-9125
10. Violet Luxton	4003 N. Garey Claremont 91711	909-973-2017
11. Kathy	Pitzer 310	626-321-5407
12. Chelsea Kimbabe	1050 N. Mills Ave Box 452 Claremont, CA 91711	(562) 221-9435
13. Shana Gould	Pitzer College	909-242-0054
14. Wesley Gibbs	1050 N Mills Ave Box 247	415 488-7153
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Name	Address	Phone
1. Shrutí Purkayastha	1050 Columbia ave.	217-721-3254
2. Amanda Banducci	15024 th Ave SAN MATEO CA	650 6781903
3. Priya Saxena	608 Blossom Ct. Pleasanton CA 94407	925-989-9659
4. ELIZABETH WARD	742 N AMHERST AVE, CLAREMONT CA 91711	619-395-2298
5. Jeff Macdonald	" "	626-827-6172
6. David Davila	3389 Cambria Ct Riverside Ca 92501	(951) 880-9671
7. Jemima Bassos	27 Bassett Ct Lynn MA 01905	617-461-5938
8. Xiaohan (Meimei) Xu	1050 N. Mills ave Claremont, CA	503-860-9818
9. Mick Rosenthal		
10. Savannah Ross	1050 N. Mills ave Claremont, CA	626-644-6336
11. Laurent Gaudet	360 E Foothill Claremont, CA	
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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. Amanda Clemm	Scripps College	978 287 0143
2. Lindon Pronto	Pitzer College Box 695	530-402-4263
3. Miranda Holton	Pitzer College Box 322	650-740-2311
4. Jaclyn Mena	Pitzer College Box 572	206 375 6847
5. Nick Morris	PITZER COLLEGE BOX 600	202 641 0944
6. Scott Hunter	Pitzer College 368	N/A
7. Robbe Aehren	Pitzer College #5	513 606 1222
8. Michael Landman	Pitzer College Box 456	N/A
9. Liza Bastur	Pitzer College	N/A
10. Ben Keller	HMC	909 607 1458
11. Jose Barriga	Pitzer College ^{BOX} 50	323) 406 3540
12. Patrick Miller	Pitzer College	N/A
13. Michele Kaufman	Pitzer College	919 925 71
14. Danielle Alan	Pitzer College Box 2	(650) 823-1824
15.		

MEMORANDUM

RIVERSIDE COUNTY ECONOMIC DEVELOPMENT AGENCY

Robert Field
Assistant County Executive Officer/EDA

TO: Christian Hinojosa, Planning Department
CC: Tim Miller, Charles Waltman, Claudia Steiding, John Field, Susan Swieca,
Gloria Perez, Brenda Salas

FROM: **Redevelopment Agency**
Nicole Walker, Development Specialist

DATE: November 17, 2010

SUBJECT: **COMPREHENSIVE PLANNING REVIEW**
Comments

Case: Plot Plans 18875, 18876, 18877, 18879 [Warehouse Development –Mira Loma]

Site Visit: November 5, 2003 and July 13, 2010

PROJECT DESCRIPTION AND LOCATION:

Plot Plans 18875, 18876, 18877, and 18879 requests to construct a development comprised of four (4) warehouse/office buildings in the community of Mira Loma. Currently vacant, the proposed project consists of 30.81 acres located on DeForest Circle. The zoning classifications for the project site are Manufacturing- Medium (M-M) and Industrial Park (I-P), and the land use designation is Light Industrial (CD: LI). The surrounding land uses include manufacturing uses to the north, east and south of the project site, with residential uses located to the west. PP18877 and a portion of PP18879 are not located within the JVPA, Mira Loma sub-area.

REDEVELOPMENT PROJECT AREA(S):

The proposed project is located in the Jurupa Valley Project Area (JVPA) (Mira Loma sub-area).

REDEVELOPMENT AGENCY COMMENTS:

The mission of the Redevelopment Agency is to eliminate present blight and prevent the potential for future blight in and ultimately add value to, all redevelopment project areas by recommending approval of projects that meet the highest standards of quality possible. This is of particular concern in the Mira Loma sub-area where blighting conditions are still present. In addition, it is of absolute importance that all new development in the sub-area be designed to upgrade the aesthetics of the surrounding area and minimize the potential for environmental degradation and issues relating to the health, safety and welfare of the public.

MEMORANDUM

RIVERSIDE COUNTY ECONOMIC DEVELOPMENT AGENCY

Robert Field
Assistant County Executive Officer/EDA

Comprehensive Planning Review Comments
Re: Plot Plan 18875, 18876, 18877, and 18879
November 17, 2010
Page 2

Please note: Serena Chow issued a formal comment letter for the proposed project on November 5, 2003. The following requirement outlined in the Conditions of Approval has been satisfied for Plot Plans 18876 and 18877.

- Signage program

The signage program complies with the *Second District Design Guidelines (October 2002)*.

The RDA recommends that the following conditions of approval be placed in the standard conditions of approval (the "pinks") as written.

Conditions of Approval

As part of the conditions of approval for Plot Plans 18875 and 18879, the following condition(s) shall apply unless modified in writing by the EDA/RDA:

Prior to the installation of any signage on the project site, a minor plot plan for outdoor/on-site signage shall be submitted to the Redevelopment Agency for comment and review.



Riverside County
Waste Management Department

Robert A. Nelson, General Manager-Chief Engineer

March 27, 2001

Kathleen Utter, Project Planner
Riverside County Planning Department
4080 Lemon Street, 9th Floor
Riverside, CA 92501

RE: Plot Plan No. 16979

Dear Ms. Utter:

The Riverside County Waste Management Department (Department) has reviewed the proposed project. The project is subject to Assembly Bill 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991 (Act). The Act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass and other recyclables. The standard conditions for these recyclable collection areas are as follows:

1. **Prior to building permit issuance**, the applicant shall submit four (4) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to *Design Guidelines for Recyclables Collection and Loading Areas*, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage.
2. **Prior to building final inspection**, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department, and as verified by the Riverside County Building and Safety Department through site inspection.

Items to be collected for recycling from a residential, commercial or industrial establishment depend on the types of materials available for recycling and the hauler's collection system. The project proponent should work with the permitted refuse hauler to identify which materials may be collected for recycling and on what schedule.

It should be noted that the Integrated Waste Management Act of 1989 (AB 939) requires cities and counties to divert 50 percent of solid waste from landfills by the year 2000. The applicant is encouraged to consider the following measures to help reduce the amount of solid waste which is generated by the project:

1. Construction and demolition waste can be reduced through the use of onsite grinders or hauling materials to recycling facilities.
2. The use of mulch and/or compost in the development and maintenance of landscape areas is recommended. Green waste may be disposed of through onsite composting of green waste or separating green waste from other waste types and sending it to a composting facility in the area for recycling.

Please be advised that Riverside County landfills do not accept hazardous materials. Any hazardous wastes, such as paint, used during construction should be properly disposed of at a licensed facility in accordance with local, state and federal regulations.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (909) 955-4363.

Sincerely,

Steve Lech, Planner III

f:\data\plng\landuse\...\plot plans\PP 16979.doc

RIVERSIDE COUNTY SHERIFF

Jurupa Valley Station
7477 Mission Blvd.
Riverside, CA 92509
(909) 955-2612 / 2600
(909) 955-2630 Fax

County of Riverside
Planning Department
9th Floor, CAC

March 23, 2001

ATTN: Kathleen Utter, Project Planner

RE: PP No. 16979 - EA No. 38240

APN: 156-160-018, Related Cases: PM 28653, CZ 5904, COC 4710, PP 15152,
CZ 6286, OPP 00326 (1st LDC)

Dear Ms Utter,

Thank you for the opportunity to comment on the proposed request for the construction of a concrete tilt-up industrial building at the above location within the Prado-Mira Loma Zoning District. The following issues of concern related to public safety and law enforcement are presented:

Pre-Construction & Construction Phases:

1. Current Planned Design:

The proposed design with the plan presents several issues which should be discussed for security reasons and issues of public safety:

A. Employee Work Areas: The interior doors should be secured with a heavy duty type lock which provides additional deterrent to forced entry, as well as, the exterior locking mechanism. Recommend a security alarm system for the location, provide the servicing alarm vendor with a point of contact, and/or responder in the event of activation. During normal operational hours, the management should institute some manner of control, access and egress from these employee work areas, loading areas and doors. The proper use of security measures (i.e. CCTV - closed circuit TV) may prevent the future loss of business equipment and/or merchandise.

B. Exterior Lighting Plan: (Refer to Post-Construction Comments)

C. Roof Access: The design for access to the roof should preclude having exterior ladders, equipment, or landscaping (i.e. trees) from being used by unauthorized persons. Additionally, all roof top vents should be reinforced to prevent forced access.

D. Landscaping: The landscape design should be based on the use of planted items which will not overgrow areas of the business and/or property. For example, trees or shrubs, should not be planted directly adjacent to structures or the building, not should they be planted in a manner which will obstruct observation both, into and out of the building.

2. Construction Site:

Prior to construction on any structure, a material storage area should be established and enclosed by a six (6) foot chain link fence to minimize theft of materials and/or equipment.

It is recommended that a list of serial and/or license numbers of equipment stored at the location be maintained both, at the site and any off-site main office. The public and non-essential employees should be restricted in access to the construction areas.

Current emergency contact information for the project should be kept on file with the Riverside Sheriff's Department, Jurupa Valley Station Community Resources Unit.

The developer and/or builder's name, address and phone number should be conspicuously posted at the construction site. Visibility into the construction site should not be intentionally hampered.

Areas actually under construction should be lit during hours of darkness. All entrances and exits should be clearly marked.

The construction site should have a clearly designated point of contact, such as a construction trailer or office. Post the emergency and non-emergency phone numbers for the fire department (CDF), ambulance service (AMR) and, the Riverside Sheriff's Department near any local site phone. The address for the facility should be posted near the above phones at the site. Any phones at the site that are blocked for outgoing calls should not be blocked from dialing 9-1-1.

Designate and establish specific parking areas for construction site workers and employees. The parking areas and commercial areas on the premises should be accessible to emergency vehicles at all times with paved pathways of sufficient width to accommodate such vehicles.

Post Construction & Project Completion:

1. Lighting:

The current proposal does not include an exterior lighting plan for the premises. All exterior lighting standards and fixtures should be resistant to vandalism and tampering. The standards should be of a height to reduce any tampering or damage. Recommend low pressure sodium type lighting for the reasons of color rendition and increased visibility (i.e. less glare).

2. Graffiti Issues:

Prior to occupancy, the surface of walls, fences, buildings, logo monuments, etc... should be graffiti resistant either through surface composition, applied paint type and/or planned shielding by landscaping or plants.

3. Business Numbering and Monument:

The property address should be prominently displayed to the business front, visible from the street by the selection of adequate size numbering and contrasting color from the building facade. This will assist in emergency responses by the fire department (CDF) and/or law enforcement (Riverside County Sheriff's Department).

Additionally, the Sheriff's Department requests that the property address (numerics) be placed atop the roof of the main building. The application of the address numbers will assist emergency responders to the location by being visible from the air by an aircraft or helicopter. The numbers should be large enough and contrasting in color against the rooftop.

4. Perimeter Fencing & No Trespassing Signs:

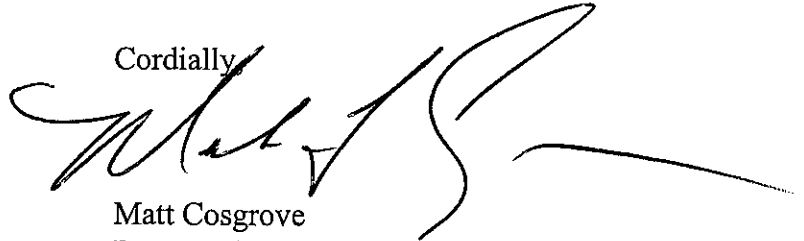
The planned fencing along the perimeter, concrete block walls and annotated gates demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The premises should have "No Trespassing or Loitering " signs posted along the perimeter fenceline a reasonable distance spaced and at all access points (per 602 P.C. California Penal Code).

It is not indicated whether any gate(s) at the location have the Knox Lock Security System or Rapid Entry Locking Devices. Should the decision to install a locking gate(s) at the project, the Sheriff's Department will require the installation of the dual switch system. This will provide each emergency responding agency, the fire and law enforcement their independent key access without compromising accountability or security.

Prior to the issuance of building permit(s), the Sheriff's Department requests the presentation of those above indicated project designs and/or diagrams for proper review.

Should the planning department, planning commission, developer or construction staff have any questions regarding the above law enforcement and public safety concerns, they may contact Deputy Matt Cosgrove at (909) 955-2612 or Sergeant John Ruffcorn.

Cordially

A handwritten signature in black ink, appearing to read 'Matt Cosgrove', with a long horizontal flourish extending to the right.

Matt Cosgrove
Deputy Sheriff
Jurupa Valley Station
C.P.T.E.D. Coordinator

DEPARTMENT OF TRANSPORTATION**DISTRICT 8**464 W Fourth Street, 6th Floor MS 726

San Bernardino, CA 92401-1400

PHONE (909) 383-6327

FAX (909) 383-6890



April 3, 2001

08-Riv-60-2.538

Ms. Kathleen Utter
Project Planner
Riverside County Planning Department
9th Floor, CAC
PO Box 1409
Riverside, CA 92502-1409

Dear Ms. Utter:

Ref: Plot Plan 16979, Prado/Mira Loma area

This proposal is an application to construct a 205,589 square foot industrial building directly north of State Route 60, east of Etiwanda Avenue and west of San Sevaine Channel.

The County of Riverside should ensure that the applicant complies with the current Congestion Management Program as defined by the Riverside County Transportation Commission (1999).

Please forward all future plans regarding this project to our office for review, as they become available.

If you have any question, please call Jim Belty at (909) 383-4473 or FAX (909) 338-6890.

Sincerely,

A handwritten signature in cursive script that reads "Linda Grimes".

LINDA GRIMES, Chief
Office of Forecasting/
IGR/CEQA Review



Riverside County
Waste Management Department

Robert A. Nelson, General Manager-Chief Engineer

April 22, 2002

Michael Freitas, Project Planner
Riverside County Planning Department
9th Floor, CAC - P.O. Box No. 1409
Riverside, CA 92502-1409

RE: Plot Plan No. 17788
Proposal: To construct a 426,000 square foot refrigerated warehouse; including 11,000 square feet of office space, parking area for 322 vehicles and 102,765 square feet of landscaping

Dear Mr. Freitas:

The Riverside County Waste Management Department has reviewed the proposed project located east of Dulles Drive and Etiwanda Avenue, south of Philadelphia Avenue, north of Highway 60, in the Prado-Mira Loma Zoning District. The project has the potential to impact landfill capacity during the construction phase of the business, and from the generation of solid waste upon operation of the commercial use.

The project site is required to have its own area for recyclables collection and loading (as per State Model Ordinance, implemented 9/1/94 in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991). Please apply the following standard conditions upon approval of the proposed project:

1. **Prior to building permit issuance for the proposed refrigerated warehouse building**, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to *Design Guidelines for Recyclables Collection and Loading Areas*, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/facade, construction materials and signage.
2. **Prior to building final inspection of the proposed refrigerated warehouse building**, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department, and as verified by the Riverside County Building and Safety Department through site inspection.

In addition, the project proponent is encouraged to consider the following measures to help reduce the project's potential solid waste impacts and to help in the County's efforts to comply with State law in diverting solid waste from landfill disposal:

- a. Green waste generated by the project should be kept separate from other waste types and either composted onsite or directed to local wood grinding and/or composting operations.
- b. The use of mulch and/or compost in the development and maintenance of landscape areas is recommended.
- c. Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of onsite grinders or by directing the materials to recycling facilities.

Lastly, hazardous materials are not accepted at Riverside County landfills. Any hazardous wastes, such as paint, used during construction must be properly disposed of at a licensed facility in accordance with local, state and federal regulations.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (909) 955-4363.

Sincerely,

Mirtha Purkart, Planner III



COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Environmental Programs Department

Carolyn Syms Luna
Director

May 4, 2005

KCT Consultants, Inc.
4344 Latham Street, Suite #200
Riverside, CA 92501

Dear KCT Consultants, Inc.:

RE: MSHCP Compliance Letter
Assessor's Parcel Number(s): 156-360-014
Case Number: PP17788

This letter is to inform you that the subject property has fulfilled its requirements under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

You may proceed with the planning process for this property. Please note, however, that this determination does not preclude compliance with any conditions incorporated into your final project approval.

If you have further questions concerning this letter, please contact the Environmental Programs Department at (951) 955-6892.

Sincerely,

ENVIRONMENTAL PROGRAMS DEPARTMENT



Chad Young
Ecological Resources Specialist

CY

RIVERSIDE COUNTY SHERIFF

Jurupa Valley Station
7477 Mission Blvd.
Riverside, CA 92509
(909) 955-2612 or x 2600
(909) 955-2630 Fax

County of Riverside
Planning Department
9th Floor, CAC
ATTN: Michael Freitas, Project Planner

April 18, 2002

RE: PP No. 17788, EA No. 38633
APN: 156-360-014, Related Cases: PP 15767 (1st LDC)
Applicant: Millard Refrigerated Services, Engineer: KCT Consultants, Inc.

Dear Mr. Freitas,

Thank you for the opportunity to comment on the proposed construction of a commercial building at the above location within the Prado / Mira Loma Zoning District. The following issues of concern related to public safety and law enforcement are presented:

Pre-Construction & Construction Phases:

1. Current Planned Design:

The proposed design with the plan presents several issues which should be discussed for security reasons and issues of public safety:

A. Employee Work Areas:

During periods of non-use, interior and roll-up type doors should be secured with a heavy duty interior locking device(s) to provide an additional deterrent to forced entry, as well as, any exterior locking mechanism. Recommend a security alarm system for the location, provide the service vendor with a point of contact and a responder in the event of activation. During operational hours, the management should institute some control measures for access and egress to the employee work areas, tools rooms, loading areas, office areas, etc... The proper use of security measures (i.e. CCTV - closed circuit TV and video) may discourage future loss of business equipment and / or merchandise.

B. Exterior Lighting Plan: (Refer to Post-Construction Comments)

C. Roof Access:

The design for access to the roof should preclude having exterior ladders, equipment, or landscaping (i.e. trees) from being used by unauthorized persons. Additionally, all roof top vents should be reinforced to prevent forced access.

D. Landscaping:

The landscape design should be based on the use of the existing plan. The use of planted items which will not overgrow areas of the business and / or property. For example, trees or shrubs, should not be planted directly adjacent to structures, fencelines, walls or buildings, and not should they be planted in a manner which will obstruct observation both, into and out of the premises.

2. Construction Site:

Prior to construction on any structure or project site, a material storage area should be established and enclosed by a six (6) foot chain link fence to minimize theft of materials and / or equipment.

It is recommended that a list of serial and / or license numbers of equipment stored at the location be maintained both, at the site and any off-site main office. The public and non-essential employees should be restricted in access to the construction areas. Current emergency contact information for the project should be kept on file with the Riverside County Sheriff's Department, Jurupa Valley Station Community Resources Unit.

The developer and builders name, address and phone number should be conspicuously posted at the construction site. Visibility into the construction site should not be intentionally hampered. Areas actually under construction should be lit during hours of darkness. All entrances and exits should be clearly marked.

The construction site should have a clearly designated point of contact, such as a construction trailer or office. Post the emergency and non-emergency phone numbers for the fire department (CDF), ambulance service (AMR) and, the Riverside County Sheriff's Department near any local site phone. The address for the facility should be posted near the above phones at the site. Any phones at the site that are blocked for outgoing calls should not be blocked from dialing 9-1-1.

Designate and establish specific parking areas for construction site workers and employees. The parking areas and commercial areas on the premises should be accessible to emergency vehicles at all times with paved pathways of sufficient width to accommodate such vehicles.

Post Construction & Project Completion:

1. Lighting:

The current proposal does not include an exterior lighting plan for the premises. All lighting standards and fixtures should be resistant to vandalism and tampering. The standards should be of a height to reduce any tampering or damage. Recommend metal halide or low pressure sodium type lighting for the reasons of color rendition and increased visibility (i.e. less glare). A professional light survey should be conducted for the site plan. The Riverside County Sheriff's Department requests a review of the exterior illumination plan prior to final approval.

2. Graffiti Issues:

Any changes to the surface of walls, fences, buildings, logo monuments, etc... should include graffiti resistant protection either through surface composition, applied paint type and/or planned shielding by landscaping or plants.

3. Business Numbering:

The property address should be prominently displayed to the business front, visible from the street and the approach by either direction. The selection of adequate size numbering and contrasting color from the building façade will assist in emergency responses by the fire department, ambulance service and/or law enforcement.

Additionally, the Riverside County Sheriff's Department requests that the property address (numeric) be placed atop the roof of the main administrative building. The application of the address numbers assist emergency responders to the location by being visible from the air by an aircraft or helicopter. The numbers should be large enough (1 x 4 ft.) and contrasting in color against the rooftop.

4. Knox System:

The property plans indicate several points for access and egress. The plan does not indicate the proposed installation of any type of gate(s). Should the determination be made to install such security gate devices, the premises may be required to install double switch (Model # 3503), Knox Box Rapid Entry system per the Riverside County Fire and the Riverside County Sheriff's Department.

The required authorization forms for ordering with the Knox Company may be obtained by contacting Deputy Matt Cosgrove at the Jurupa Valley Sub-station, 7477 Mission Blvd., Riverside, CA. (909) 955-2612 or 2600.

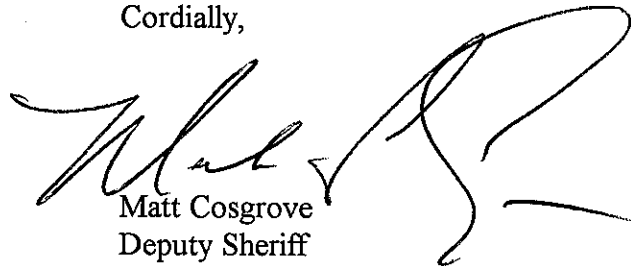
The forms required from Riverside County Fire may be obtained on the 2d Floor, County Administrative Center, 4080 Lemon St., Riverside, CA..

5. Perimeter Fencing & No Trespassing Signs:

The planned fencing along the perimeter and landscaping design demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The premises should have "No Trespassing or Loitering" signs posted along the perimeter fence line a reasonable distance spaced and at all access points (per 602 P.C. California Penal Code).

Prior to the issuance of building permits, the Riverside County Sheriff's Department requests the presentation of those above indicated project designs and / or diagrams for proper review. Should the planning department, planning commission, developer or construction staff have any questions regarding the above law enforcement and public safety concerns, they may contact Deputy Matt Cosgrove at (909) 955-2612 or Sergeant Dave Wilson.

Cordially,

A handwritten signature in black ink, appearing to read "Matt Cosgrove", with a large, stylized flourish extending to the right.

Matt Cosgrove
Deputy Sheriff
Jurupa Valley Station
C.P.T.E.D. Coordinator

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

464 W Fourth Street, 6th Floor MS 726

San Bernardino, CA 92401-1400

PHONE (909) 383-6327

FAX (909) 383-6890



July 9, 2002

08-Riv-60-R1.933

Mr. Michael Freitas
Riverside County Planning Department
9th Floor, CAC
P.O. Box 1409
Riverside, CA 92502-1409

Dear Mr. Freitas:


Plot Plan No. 17788, Refrigerated Warehouse, Millard Refrigerated Services, Applicant

We have received the Land Development Committee notification of pending Initial Case Acceptance of the above noted project. This project proposes to construct 426,000 square feet of refrigerated warehouse with 320 parking spaces and 102,765 square feet of landscaping on 20.48 acres of vacant land. The property is located north of State Route 60, south of Philadelphia Avenue and east of Dulles Drive.

Because the project site does not immediately abut existing SR 60 right of way, we do not expect project approval and development to result in direct impact to nearby State transportation facilities. However, our concern with "cumulative" traffic impacts resulting from continued growth in this area remains particularly with respect to truck traffic. Due to the magnitude of this project, we recommend a traffic impact study be conducted to address traffic impact mitigation measures relevant to the growth of related uses in the area. When available, please forward a copy of TIA for our review and files.

Thank you for providing us this opportunity to review and to offer our comments concerning this project. If you have any questions regarding this letter, please contact Mr. Kee T. Ooi at (909) 383-4149 for assistance.

Sincerely,


for: LINDA GRIMES, Chief
Office of Forecasting/IGR-CEQA Review
Transportation Planning Division



Riverside County
Waste Management Department

Joseph R. McCann, General Manager-Chief Engineer

November 6, 2003

Larry Ross, Project Planner
Riverside County Planning Department
9th Floor, CAC – P.O. Box 1409
Riverside, CA 92502-1409

RE: Plot Plan No. 18875 – EA No. 39221

Proposal: Construct a warehouse facility with a 93,350 square foot building and an additional 10,860 square feet of office space with associated parking and landscaping

APN#: 156-360-015

Dear Mr. Ross:

The Riverside County Waste Management Department has reviewed the proposed project located on the southwest corner of Hopkins Street and DeForest Circle in the Prado Mira Loma Zoning District, 2nd Supervisorial District. The project is a proposal to develop a speculative warehouse facility including a 93,350 square foot building and an additional 10,860 square feet of office space, with 39,595 square feet of landscaping and 93 parking spaces on 5 acres. The project site is zoned M-M (Manufacturing Medium). This project is subject to the State Model Ordinance, implemented 9/1/94 in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991, which requires that all commercial, industrial and multi-family residential projects provide adequate area(s) for collecting and loading recyclable materials (i.e., paper products, glass and other recyclables). The following comments are offered for your consideration:

At the development stage, the project proponent is required to implement the following standard conditions of approval:

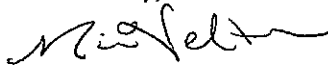
1. **Prior to issuance of a building permit**, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to ***Design Guidelines for Recyclables Collection and Loading Areas***, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/façade, construction materials and signage.
2. **Prior to building final inspection**, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

In addition, the project has the potential to impact landfill capacity by generating solid waste that requires disposal during development and operation. The project proponent is encouraged to consider the following measures to help reduce the project's potential solid waste impacts and to help in the County's efforts to comply with State law in diverting solid waste from landfill disposal:

- Green waste generated by the project should be kept separate from other waste types and either composted onsite or directed to local wood grinding and/or composting operations.
- The use of mulch and/or compost in the development and maintenance of landscape areas is recommended.
- Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of onsite grinders or by directing the materials to recycling facilities.
- Hazardous materials **are not** accepted at the Riverside County landfills. Any hazardous wastes, including paint, used during construction must be properly disposed of at a licensed facility in accordance with local, state and federal regulations. Please contact the Riverside County Health Department for further information.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (909) 486-3351.

Sincerely,



Mir Velten, Planner III

RIVERSIDE COUNTY SHERIFF

Jurupa Valley Station
7477 Mission Blvd.
Riverside, CA 92509
(909) 955-2612 / 2600
(909) 955-2630 Fax

County of Riverside
Planning Department
9th Floor, CAC
ATTN: Larry Ross, Project Planner

November 17, 2003

RE: Plot Plan No. 18875 - EA No. 39221
APN: 156-360-015, Related Cases: EIR 450 (1st LDC)
Applicant: Obayashi Corporation; Engineer / Representative: KCT Consultants, Inc.

Thank you for the opportunity to comment on the proposed request for the construction of an industrial warehouse building at the above location within the Prado-Mira Loma Zoning District. The following issues of concern related to public safety and law enforcement are presented:

Pre-Construction & Construction Phases:

1. Current Planned Design:

The proposed design with the plan presents several issues which should be discussed for security reasons and issues of public safety:

A. Employee Work Areas:

The interior doors should be secured with a heavy duty type lock which provides deterrence to forced entry, as well as, the exterior locking mechanism. Recommend a security alarm system for the site which is zoned by area. Provide the servicing alarm vendor with a point of contact, and / or responder in the event of activation.

During normal operational hours, the management should institute some manner of control, access and egress from these employee work areas (i.e. tool rooms, etc...) loading areas and doors.

The proper use of security measures (i.e. CCTV - closed circuit TV) may prevent the future loss of business equipment and / or merchandise.

B. Exterior Lighting Plan: (Refer to Post-Construction Comments)

C. Roof Access:

The design for access to the roof should preclude having exterior ladders, equipment, or landscaping (i.e. trees) from being used by unauthorized persons. Additionally, all roof top vents should be reinforced to prevent forced entry.

D. Landscaping:

The landscape design should be based on the use of planted items which will not overgrow areas of the business and / or property. For example, trees or shrubs, should not be planted directly adjacent to structures or the building, not should they be planted in a manner which will obstruct observation both, into and out of the building.

2. Construction Site:

Prior to construction on any structure, a material storage area should be established and enclosed by a six (6) foot chain link fence to minimize theft of materials and / or equipment.

It is recommended that a list of serial and/or license numbers of equipment stored at the location be maintained both, at the site and any off-site main office. The public and non-essential employees should be restricted in access to the construction areas. Current emergency contact information for the project should be kept on file with the Riverside Sheriff's Department.

The developer and / or builder's name, address and phone number should be conspicuously posted at the construction site. Visibility into the construction site should not be intentionally hampered. Areas actually under construction should be lit during hours of darkness. All entrances and exits should be clearly marked.

The construction site should have a clearly designated point of contact, such as a construction trailer or office. Post the emergency and non-emergency phone numbers for the fire department (CDF), ambulance service (AMR) and, the Riverside County Sheriff's Department near any local site phone. The address for the facility should be posted near the above phones at the site. Any phones at the site that are blocked for outgoing calls should not be blocked from dialing 9-1-1.

Designate and establish specific parking areas for construction site workers and employees. The parking areas and commercial areas on the premises should be accessible to emergency vehicles at all times with paved pathways of sufficient width to accommodate such vehicles.

Post Construction & Project Completion:

1. Lighting:

The current proposal does not include an exterior lighting plan for the premises.

A professional lighting survey should be conducted and included for review.

All exterior lighting standards and fixtures should be resistant to vandalism and tampering.

The standards should be of a height to reduce any tampering or damage.

Recommend low pressure sodium type lighting for the reasons of color rendition and increased visibility (i.e. less glare).

2. Graffiti Issues:

Prior to occupancy, the surface of walls, fences, buildings, logo monuments, etc... should be graffiti resistant either through surface composition, applied paint type and / or planned shielding by landscaping or plants.

3. Business Numbering and Monument:

The property address should be prominently displayed to the business front, visible from the street by the selection of adequate size numbering and contrasting color from the building facade.

This will assist in emergency responses by the fire department (CDF) and / or law enforcement.

Additionally, the Riverside County Sheriff's Department requests that the property address (numerics) be placed atop the roof of the main building. The application of the address numbers will assist emergency responders to the location by being visible from the air by an aircraft or helicopter. The numbers should be large enough (no less than 1 x 4 ') and contrasting in color against the rooftop.

4. Perimeter Fencing & No Trespassing Signs:

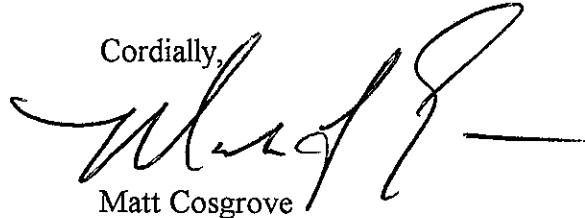
The planned fencing along the perimeter, concrete block walls and annotated gates demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The premises should have "No Trespassing or Loitering" signs posted along the perimeter fence line a reasonable distance spaced and at all access points (per 602 P.C. California Penal Code).

It is not indicated whether any gate(s) at the location will have the Knox Lock Security System or Rapid Entry Locking Devices. Should the decision to install a locking gate(s) at the project, the Sheriff's Department will require the installation of the dual switch system. This will provide each emergency responding agency, the fire and law enforcement their independent key access without compromising accountability or security.

Prior to the issuance of building permit(s), the Riverside County Sheriff's Department requests the presentation of those above indicated project designs and / or diagrams for proper review.

Should the planning department, planning commission, developer or construction staff have any questions regarding the above law enforcement and public safety concerns, they may contact Deputy Matt Cosgrove at (909) 955-9230.

Cordially,

A handwritten signature in black ink, appearing to read 'Matt Cosgrove', with a horizontal line extending to the right.

Matt Cosgrove
Deputy Sheriff
Jurupa Valley Station
C.P.T.E.D. Coordinator

cc: - Admin, RSO

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: **October 23, 2003**

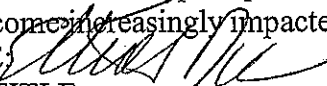
Transportation (4)	Riverside Transit Agency
Environmental Health	Jurupa Rec & Park Dist.
Flood Control District	Jurupa Unified School Dist.
Fire Department	Jurupa Community Services Dist.
Building & Safety - Grading	Western municipal Water
Building & Safety - John Vasquez	So. Calif. Edison
Regional Parks & Open Space	So. Cal Gas
Geologist	SBC
Biologist	CA Dept of Fish and Game
EDA	Caltrans#8
Riv. Co. Sheriff	U.S. Fish & Wildlife Service
Riv. Co. Waste	U.S. Postal Service/S.B.
Supervisor Tavaglione	EIC(Attachment "A")
Commissioner Snell	Center for Community Action & Environmental Justice

LOT PLAN NO.18875 - EA No. 39221 - Applicant: Obayashi Corporation - Engineer/Rep.: KCT Consultants, Inc. - Second Supervisorial District - Prado-Mira Loma Zoning District - Located on the southwest corner of Hopkins Street and Deforest Cir. - 5 acres - M-M (Manufacturing Medium) zone - **REQUEST:** Plot Plan No. 18875 proposes the construction of a speculative warehouse facility with 93,350 square foot building, and an additional 10,860 square feet of office space. The project has 39,595 square feet of landscaping and 93 parking spaces. - Schedule: n/a - APN: 156-50-015 - Related Cases: EIR 450, (1st LDC)

Please review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **November 13, 2003**, by the Land Development Committee. All County LDC Agencies and Departments, please have draft conditions in the Land Management System by the LDC date. If you cannot clear the exhibit, please have LDC corrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing. All other agencies, please have your comments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. Your comments/ recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this item, please do not hesitate to contact, **Larry Ross**, Project Planner, at (909) 955-2046.

COMMENTS: The Jurupa Unified School District is currently operating at capacity. Additional development projects will impact existing schools and create a need for additional facilities. School impact fees shall be paid pursuant to state law, even after such payment the District's schools will become increasingly impacted and overcrowded.

DATE: *11/03/03* SIGNATURE: 
PLEASE PRINT NAME AND TITLE: Elliott Duchon, Deputy Superintendent of Business Services and Governmental Relations
TELEPHONE: (909) 360-4157

If you do not use this letter for your response, please indicate the project planner's name. Thank you.



Riverside County
Waste Management Department

Hans W. Kernkamp, General Manager-Chief Engineer

June 12, 2007

Andrew Gonzalez, Project Planner
Riverside County Planning Department
P. O. Box No. 1409
Riverside, CA 92502-1409

RE: Plot Plan No. 18876 Amended No. 4

Proposal: The Plot Plan proposes the development of 12 single story industrial structures for storage and office uses.

APN: 156-360-020

Dear Mr. Gonzalez:

The Riverside County Waste Management Department (Department) has reviewed the proposed project located south of Hopkins Street and east of Etiwanda Avenue, in the Jurupa Area Plan. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

1. **Prior to issuance of a building permit for EACH building**, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to ***Design Guidelines for Recyclables Collection and Loading Areas***, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/façade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.
2. **Prior to final building inspection for EACH building**, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.
3. a) **Prior to issuance of a building permit**, a *Waste Recycling Plan* (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or

arrangements can be made through the franchise hauler and/or a construction clean-up business.

b) **Prior to issuance of an occupancy permit**, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

4. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.
5. Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
6. Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (951) 486-3351.

Sincerely,



Ryan Ross
Planner

RIVERSIDE COUNTY SHERIFF

Jurupa Valley Station
7477 Mission Blvd.
Riverside, CA 92509
(951) 955-2612 / 2600
(951) 955-2630 Fax

County of Riverside
Planning Department
9th Floor, CAC
ATTN: Andrew Gonzalez, Project Planner

June 13, 2007

RE: ~~Plot Plan No. 18876~~ - Amended No. 4 - EA No. 39222
APN: 156-360-020 and -021
Applicant: KCT Consultants, Inc.
Engineer / Representative: KCT Consultants, Inc.

Thank you for the opportunity to comment on the proposed construction of twelve single story industrial buildings for storage and office use. The project consists of 97,010 sq. ft. of total building area, 42,679 sq. ft. of landscaping, and 243 parking spaces on a 6.83 gross acre lot. The project site is located within the Prado-Mira Loma Zoning District, Jurupa Area Plan. The following issues of concern related to public safety and law enforcement are presented:

Pre-Construction & Construction Phases:

1. Current Planned Design:

The proposed design with the plan presents several issues which should be discussed for security reasons and issues of public safety:

A. Employee Work Areas and Loading Docks:

The interior doors should be secured with a heavy duty, commercial type lock which provides additional deterrent to forced entry, as well as, the exterior locking mechanism. Recommend a security alarm system for the each location. The business tenant must provide the servicing alarm vendor with a point of contact, and / or responder in the event of activation. During normal operational hours, the respective businesses should institute some manner of control, access and egress from these employee work areas, loading areas and doors.

The proper use of security measures (i.e. CCTV – digital recording) may prevent the future loss of business equipment and/or merchandise. All loading dock areas shall be equipped with digital video recording camera's.

B. Exterior Lighting Plan: (Refer to Post-Construction Comments)

C. Roof Access:

The design for access to building roofs shall preclude having exterior ladders, equipment, or landscaping (i.e. trees) from being used by unauthorized persons. All roof top vents shall be reinforced to prevent forced access.

D. Landscaping:

The landscape design should be based on the use of planted items which will not overgrow areas of the business and / or property. For example, trees or shrubs, should not be planted directly adjacent to structures or the building, not should they be planted in a manner which will obstruct observation both, into and out of the building.

2. Construction Site:

Prior to construction on any structure, a material storage area should be established and enclosed by a six (6) foot chain link fence to minimize theft of materials and/or equipment.

It is required that a list of serial and / or license numbers of equipment stored at the location be maintained both, at the site and any off-site main office. The public and non-essential employees should be restricted in access to the construction areas. Current emergency contact information for the project should be kept on file with the Riverside Sheriff's Department.

The developer and / or builder's name, address and phone number should be conspicuously posted at the construction site. Visibility into the construction site should not be intentionally hampered. Areas actually under construction should be lit during hours of darkness. All entrances and exits should be clearly marked.

The construction site should have a clearly designated point of contact, such as a construction trailer or office. Post the emergency and non-emergency phone numbers for the fire department (CDF), ambulance service (AMR) and, the Riverside County Sheriff's Department near any local site phone. The address for the facility should be posted near the above phones at the site. Any phones at the site that are blocked for outgoing calls should not be blocked from dialing 9-1-1.

Designate and establish specific parking areas for construction site workers and employees. The parking areas and commercial areas on the premises should be accessible to emergency vehicles at all times with paved pathways of sufficient width to accommodate such vehicles.

Post Construction & Project Completion:

1. Lighting:

A professional lighting survey should be conducted and remain consistent with the existing property. All exterior lighting standards and fixtures should be resistant to vandalism and tampering. The standards should be of a height to reduce any tampering or damage.

Recommend low pressure sodium type lighting for the reasons of color rendition and increased visibility (i.e. less glare).

2. Graffiti Issues:

Prior to occupancy, the surface of walls, fences, buildings, logo monuments, etc... shall be graffiti resistant either through surface composition, applied paint type and / or planned shielding by landscaping or plants.

3. Business Numbering, Property Directory and Monument:

The property addresses shall be prominently displayed to the business front, visible from the street by the selection of adequate size numbering and contrasting color from the building facade. This will assist in emergency responses by the fire department (CDF) and / or law enforcement.

The project site has two access points from the public street. The Riverside County Sheriff's Department requires the installation of a property directory at each entrance to include a site map with the names and location of existing tenants. The directory shall display an after hours name and phone number for a contact representative of the property owner or leasing firm.

Additionally, the Riverside County Sheriff's Department requires that the property address (numerics) be placed atop the roof of the building. The application of the address numbers will assist emergency responders to the location by being visible from the air by an aircraft or helicopter. The numbers should be large enough (no less than 1 x 4 ') and contrasting in color against the rooftop.

4. Perimeter Fencing & No Trespassing Signs:

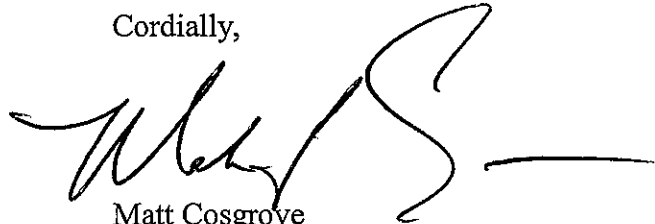
The planned fencing along the perimeter, concrete block walls and annotated gates demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The top portion of the southern wall, which separates the adjoining residential neighborhood, should be equipped with wrought iron rolled outward to prevent incursions over the wall. The premises shall have "No Trespassing or Loitering" signs posted along the perimeter fence line a reasonable distance spaced and at all access points (per 602 P.C. California Penal Code).

5. Property Gates:

The project indicates the installation and use of gates. Installation of the Knox Lock Security System or Rapid Entry Locking Devices will be required. The equipment shall include the dual switch system (Model # 3503). This will allow varying public agencies (i.e. law enforcement or fire) unfettered access to the site for service responses. The Riverside County Fire and Sheriff's Department have independent accounts for key access, this ensures access without compromising accountability or security. The required form(s) may be obtained by contacting Deputy Matt Cosgrove at the Jurupa Valley Station (951) 955-9230. The required forms from the Riverside County Fire may be obtained by contacting their Planning Desk at (951) 955-4777.

Should the planning department, planning commission, developer or construction staff have any questions regarding the above law enforcement and public safety concerns, they may contact Deputy Matt Cosgrove at (951) 955-9230.

Cordially,

A handwritten signature in black ink, appearing to read 'Matt Cosgrove', with a horizontal line extending to the right.

Matt Cosgrove
Deputy Sheriff
Jurupa Valley Station
C.P.T.E.D. Coordinator

cc: - RSO Admin.
- JVS File

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: **October 23, 2003**

Transportation (4)
Environmental Health
Flood Control District
Fire Department
Building & Safety - Grading
Building & Safety - John Vasquez
Regional Parks & Open Space
Geologist
Biologist
EDA
Riv. Co. Sheriff
Riv. Co. Waste
Supervisor Tavaglione
Commissioner Snell

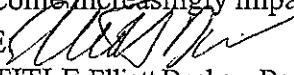
Riverside Transit Agency
Jurupa Rec & Park Dist.
Jurupa Unified School Dist.
Jurupa Community Services Dist.
Western municipal Water
So. Calif. Edison
So. Cal Gas
SBC
CA Dept of Fish and Game
Caltrans#8
U.S. Fish & Wildlife Service
U.S. Postal Service/S.B.
EIC(Attachment "A")
Center for Community Action & Environmental
Justice

LOT PLAN NO.18876 - EA No. 39222 - Applicant: Obayashi Corporation - Engineer/Rep.: KCT Consultants, Inc. - Second Supervisorial District - Prado-Mira Loma Zoning District - Located on the west side of Deforest Circle, on the east side of Etiwanda Ave. - 6.41 acres - I-P (Industrial Park) zone - **REQUEST:** Plot Plan No. 18876 proposes the construction of a speculative warehouse facility with 126,800 square foot building, and an additional 10,000 square feet of office space. The project has 48,374 square feet of landscaping and 136 parking places. - Schedule: n/a - APN: 156-60-020, 021 - Related Cases: EIR 450, (1st LDC)

Please review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **November 13, 2003**, by the Land Development Committee. All County LDC Agencies and Departments, please have draft conditions in the Land Management System by the LDC date. If you cannot clear the exhibit, please have LDC corrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing. All other agencies, please have your comments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. Your comments/ recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

If you should have any questions regarding this item, please do not hesitate to contact, **Larry Ross**, Project Planner, at (909) 955-2046.

COMMENTS: The Jurupa Unified School District is currently operating at capacity. Additional development projects will impact existing schools and create a need for additional facilities. School impact fees shall be paid pursuant to state law, even after such payment the District's schools will become increasingly impacted and overcrowded.

DATE: 11/6/03 SIGNATURE: 
PLEASE PRINT NAME AND TITLE: Elliott Duchon, Deputy Superintendent of Business Services and Governmental Relations
TELEPHONE: (909) 360-4157

If you do not use this letter for your response, please indicate the project planner's name. Thank you.



Riverside County
Waste Management Department

Hans W. Kernkamp, General Manager-Chief Engineer

June 14, 2007

Andrew Gonzalez, Project Planner
Riverside County Planning Department
P.O. Box 1409
Riverside, CA 92502-1409

RE: ~~Plot Plan No. 18877~~ Amended No. 4 — Construct Eight (8) Industrial Structures with Office and Storage Space

Dear Mr. Gonzalez:

The Riverside County Waste Management Department (Department) has reviewed the proposed project located northerly of Nobel Court and easterly of Julia Street in Jurupa. The project has the potential to impact long-term landfill capacity by generating solid waste that requires disposal. It is also subject to the State Model Ordinance, implemented 9/1/94 in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991, which requires that all commercial, industrial and multi-family residential projects provide adequate area(s) for collecting and loading recyclable materials (i.e., paper products, glass and other recyclables). In order to mitigate the project's potential solid waste impact, and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the project proponent shall do the following:

- 1. Prior to issuance of a building permit**, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or arrangements can be made through the franchise hauler and/or a construction clean-up business.
- 2. Prior to issuance of an occupancy permit**, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.
- 3. Prior to issuance of a building permit FOR EACH BUILDING**, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management

Department for review and approval. The plot plan shall conform to ***Design Guidelines for Recyclables Collection and Loading Areas***, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/façade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.


4. **Prior to final building inspection FOR EACH BUILDING**, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.

The project proponent should implement the following measures, as feasible:

5. Hazardous materials **are not** accepted at the Riverside County landfills. Any hazardous wastes, including paint, used during construction must be properly disposed of at a licensed facility in accordance with local, state and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.
6. Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
7. Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (951) 486-3283.

Sincerely,



Sung Key Ma
Planner

RIVERSIDE COUNTY SHERIFF

Jurupa Valley Station
7477 Mission Blvd.
Riverside, CA 92509
(951) 955-2612 / 2600
(951) 955-2630 Fax

County of Riverside
Planning Department
9th Floor, CAC
ATTN: Andrew Gonzalez, Project Planner

June 13, 2007

RE: ~~Plot Plan No. 18877~~ - Amended No. 4 - EA No. 39223
APN: 156-360-027 and -028
Applicant: KCT Consultants, Inc.
Engineer / Representative: KCT Consultants, Inc.

Thank you for the opportunity to comment on the proposed construction of eight single story industrial buildings for storage and office use. The project consists of 150,747 sq. ft. of total building area, 122307 sq. ft. of landscaping, and 444 parking spaces on a 12.75 gross acre lot. The project site is located within the Prado-Mira Loma Zoning District, Jurupa Area Plan. The following issues of concern related to public safety and law enforcement are presented:

Pre-Construction & Construction Phases:

1. Current Planned Design:

The proposed design with the plan presents several issues which should be discussed for security reasons and issues of public safety:

A. Employee Work Areas and Loading Docks:

The interior doors should be secured with a heavy duty, commercial type lock which provides additional deterrent to forced entry, as well as, the exterior locking mechanism. Recommend a security alarm system for the each location. The business tenant must provide the servicing alarm vendor with a point of contact, and / or responder in the event of activation. During normal operational hours, the respective businesses should institute some manner of control, access and egress from these employee work areas, loading areas and doors.

The proper use of security measures (i.e. CCTV – digital recording) may prevent the future loss of business equipment and/or merchandise. All loading dock areas shall be equipped with digital video recording camera's.

B. Exterior Lighting Plan: (Refer to Post-Construction Comments)

C. Roof Access:

The design for access to building roofs shall preclude having exterior ladders, equipment, or landscaping (i.e. trees) from being used by unauthorized persons. All roof top vents shall be reinforced to prevent forced access.

D. Landscaping:

The landscape design should be based on the use of planted items which will not overgrow areas of the business and / or property. For example, trees or shrubs, should not be planted directly adjacent to structures or the building, not should they be planted in a manner which will obstruct observation both, into and out of the building.

2. Construction Site:

Prior to construction on any structure, a material storage area should be established and enclosed by a six (6) foot chain link fence to minimize theft of materials and/or equipment.

It is required that a list of serial and / or license numbers of equipment stored at the location be maintained both, at the site and any off-site main office. The public and non-essential employees should be restricted in access to the construction areas. Current emergency contact information for the project should be kept on file with the Riverside Sheriff's Department.

The developer and / or builder's name, address and phone number should be conspicuously posted at the construction site. Visibility into the construction site should not be intentionally hampered. Areas actually under construction should be lit during hours of darkness. All entrances and exits should be clearly marked.

The construction site should have a clearly designated point of contact, such as a construction trailer or office. Post the emergency and non-emergency phone numbers for the fire department (CDF), ambulance service (AMR) and, the Riverside County Sheriff's Department near any local site phone. The address for the facility should be posted near the above phones at the site. Any phones at the site that are blocked for outgoing calls should not be blocked from dialing 9-1-1.

Designate and establish specific parking areas for construction site workers and employees. The parking areas and commercial areas on the premises should be accessible to emergency vehicles at all times with paved pathways of sufficient width to accommodate such vehicles.

Post Construction & Project Completion:

1. Lighting:

A professional lighting survey should be conducted and remain consistent with the existing property. All exterior lighting standards and fixtures should be resistant to vandalism and tampering. The standards should be of a height to reduce any tampering or damage. Recommend low pressure sodium type lighting for the reasons of color rendition and increased visibility (i.e. less glare).

2. Graffiti Issues:

Prior to occupancy, the surface of walls, fences, buildings, logo monuments, etc... shall be graffiti resistant either through surface composition, applied paint type and / or planned shielding by landscaping or plants.

3. Business Numbering, Property Directory and Monument:

The property addresses shall be prominently displayed to the business front, visible from the street by the selection of adequate size numbering and contrasting color from the building facade. This will assist in emergency responses by the fire department (CDF) and / or law enforcement.

The project site has two access points from the public street. The Riverside County Sheriff's Department requires the installation of a property directory at each entrance to include a site map with the names and location of existing tenants. The directory shall display an after hours name and phone number for a contact representative of the property owner or leasing firm.

Additionally, the Riverside County Sheriff's Department requires that the property address (numerics) be placed atop the roof of the building. The application of the address numbers will assist emergency responders to the location by being visible from the air by an aircraft or helicopter. The numbers should be large enough (no less than 1 x 4 ') and contrasting in color against the rooftop.

4. Perimeter Fencing & No Trespassing Signs:

The planned fencing along the perimeter, concrete block walls and annotated gates demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The top portion of the southern wall, which separates the adjoining residential neighborhood, should be equipped with wrought iron rolled outward to prevent incursions over the wall. The premises shall have "No Trespassing or Loitering" signs posted along the perimeter fence line a reasonable distance spaced and at all access points (per 602 P.C. California Penal Code).

5. Property Gates:

The project indicates the installation and use of gates. Installation of the Knox Lock Security System or Rapid Entry Locking Devices will be required. The equipment shall include the dual switch system (Model # 3503). This will allow varying public agencies (i.e. law enforcement or fire) unfettered access to the site for service responses. The Riverside County Fire and Sheriff's Department have independent accounts for key access, this ensures access without compromising accountability or security. The required form(s) may be obtained by contacting Deputy Matt Cosgrove at the Jurupa Valley Station (951) 955-9230. The required forms from the Riverside County Fire may be obtained by contacting their Planning Desk at (951) 955-4777.

Should the planning department, planning commission, developer or construction staff have any questions regarding the above law enforcement and public safety concerns, they may contact Deputy Matt Cosgrove at (951) 955-9230.

Cordially,

Matt Cosgrove
Deputy Sheriff
Jurupa Valley Station
C.P.T.E.D. Coordinator

cc: - RSO Admin.
- JVS File

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: **October 23, 2003**

Transportation (4)	Riverside Transit Agency
Environmental Health	Jurupa Rec & Park Dist.
Flood Control District	Jurupa Unified School Dist.
Fire Department	Jurupa Community Services Dist.
Building & Safety - Grading	Western municipal Water
Building & Safety - John Vasquez	So. Calif. Edison
Regional Parks & Open Space	So. Cal Gas
Geologist	SBC
Biologist	CA Dept of Fish and Game
EDA	Caltrans#8
Riv. Co. Sheriff	U.S. Fish & Wildlife Service
Riv. Co. Waste	U.S. Postal Service/S.B.
Supervisor Tavaglione	EIC(Attachment "A")
Commissioner Snell	Center for Community Action & Environmental Justice

LOT PLAN NO.18877 - EA No. 39223 - Applicant: Obayashi Corporation - Engineer/Rep.: KCT Consultants, Inc. - econd Supervisorial District - Prado-Mira Loma Zoning District - Located on the south side of Deforest Circle, north of obel Ct. - 11.4 acres - I-P (Industrial Park) zone - **REQUEST:** Plot Plan No. 18877 proposes the construction of a eculative warehouse facility with 221,870 square foot building, and an additional 10,000 square feet of office space. he project has 71,625 square feet of landscaping and 198 parking places. - Schedule: n/a - APN: 156-360-027, 028 - elated Cases: EIR 450, (1st LDC)

lease review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **November 13, 2003**, by the Land Development Committee. All County LDC Agencies and Departments, please have raft conditions in the Land Management System by the LDC date. If you cannot clear the exhibit, please have LDC orrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with out corrections, the case can be scheduled for a public hearing. All other agencies, please have your omments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. our comments/ recommendations/conditions are requested so that they may be incorporated in the staff report for this articular case.

ould you have any questions regarding this item, please do not hesitate to contact, **Larry Ross**, Project Planner, at **(909) 955-2046**.

OMMENTS: The Jurupa Unified School District is currently operating at capacity. Additional development projects will impact existing schools and create a need for additional facilities. School impact fees shall be paid pursuant to state law, even after such payment the District's schools will become increasingly impacted and overcrowded.

ATE: *11/10/03* SIGNATURE: *[Signature]*
LEASE PRINT NAME AND TITLE: Elliott Duchon, Deputy Superintendent of Business Services and Governmental Relations
ELEPHONE: (909) 360-4157

you do not use this letter for your response, please indicate the project planner's name. Thank you.



Riverside County
Waste Management Department

Hans W. Kernkamp, General Manager-Chief Engineer

June 20, 2007

Andrew Gonzalez, Project Planner
Riverside County Planning Department
P. O. Box No. 1409
Riverside, CA 92502-1409

RE: Plot Plan No. 18879 Amended No. 4

Proposal: The Plot Plan proposes the development of one structure with mezzanine space, for office and warehouse uses

APN: 156-360-031, -041

Dear Mr. Gonzalez:

The Riverside County Waste Management Department (Department) has reviewed the proposed project located south of Nobel Court and west of Deforest Circle, in the Jurupa Area Plan. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

1. **Prior to issuance of a building permit for EACH building**, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to ***Design Guidelines for Recyclables Collection and Loading Areas***, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/façade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.
2. **Prior to final building inspection for EACH building**, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Waste Management Department and as verified by the Riverside County Building and Safety Department through site inspection.
3. a) **Prior to issuance of a building permit**, a *Waste Recycling Plan (WRP)* shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Materials can be taken directly to recycling facilities (Riverside County Waste Management Department, Recycling Section, can be contacted directly at 951.486.3200 for a list of facilities), or

arrangements can be made through the franchise hauler and/or a construction clean-up business.

- b) **Prior to issuance of an occupancy permit**, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.
4. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.
 5. Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
 6. Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (951) 486-3351.

Sincerely,



Ryan Ross
Planner

RIVERSIDE COUNTY SHERIFF

Jurupa Valley Station
7477 Mission Blvd.
Riverside, CA 92509
(951) 955-2612 / 2600
(951) 955-2630 Fax

County of Riverside
Planning Department
9th Floor, CAC
ATTN: Andrew Gonzalez, Project Planner

June 13, 2007

RE: ~~Plot Plan No. 188797~~ - Amended No. 4 - EA No. 39225
APN: 156-360-031 and -041, Concurrent Cases: EIR00450
Applicant: KCT Consultants, Inc.
Engineer / Representative: KCT Consultants, Inc.

Thank you for the opportunity to comment on the proposed construction of one industrial building with mezzanine, office space and 145,480 sq. ft. warehouse. The project consists of 155,480 sq. ft. of total building area, 53,941 sq. ft. of landscaping, and 119 parking spaces on a 7.99 gross acre lot. The project site is located within the Prado-Mira Loma Zoning District, Jurupa Area Plan. The following issues of concern related to public safety and law enforcement are presented:

Pre-Construction & Construction Phases:

1. Current Planned Design:

The proposed design with the plan presents several issues which should be discussed for security reasons and issues of public safety:

A. Employee Work Areas and Loading Docks:

The interior doors should be secured with a heavy duty, commercial type lock which provides additional deterrent to forced entry, as well as, the exterior locking mechanism. Recommend a security alarm system for the each location. The business tenant must provide the servicing alarm vendor with a point of contact, and / or responder in the event of activation. During normal operational hours, the respective businesses should institute some manner of control, access and egress from these employee work areas, loading areas and doors.

The proper use of security measures (i.e. CCTV – digital recording) may prevent the future loss of business equipment and/or merchandise. All loading dock areas shall be equipped with digital video recording camera's.

B. Exterior Lighting Plan: (Refer to Post-Construction Comments)

C. Roof Access:

The design for access to building roofs shall preclude having exterior ladders, equipment, or landscaping (i.e. trees) from being used by unauthorized persons. All roof top vents shall be reinforced to prevent forced access.

D. Landscaping:

The landscape design should be based on the use of planted items which will not overgrow areas of the business and / or property. For example, trees or shrubs, should not be planted directly adjacent to structures or the building, not should they be planted in a manner which will obstruct observation both, into and out of the building.

2. Construction Site:

Prior to construction on any structure, a material storage area should be established and enclosed by a six (6) foot chain link fence to minimize theft of materials, and / or equipment.

It is required that a list of serial and / or license numbers of equipment stored at the location be maintained both, at the site and any off-site main office. The public and non-essential employees should be restricted in access to the construction areas. Current emergency contact information for the project should be kept on file with the Riverside Sheriff's Department.

The developer and / or builder's name, address and phone number should be conspicuously posted at the construction site. Visibility into the construction site should not be intentionally hampered. Areas actually under construction should be lit during hours of darkness. All entrances and exits should be clearly marked.

The construction site should have a clearly designated point of contact, such as a construction trailer or office. Post the emergency and non-emergency phone numbers for the fire department (CDF), ambulance service (AMR) and, the Riverside County Sheriff's Department near any local site phone. The address for the facility should be posted near the above phones at the site. Any phones at the site that are blocked for outgoing calls should not be blocked from dialing 9-1-1.

Designate and establish specific parking areas for construction site workers and employees. The parking areas and commercial areas on the premises should be accessible to emergency vehicles at all times with paved pathways of sufficient width to accommodate such vehicles.

Post Construction & Project Completion:

1. Lighting:

A professional lighting survey should be conducted and remain consistent with the existing property. All exterior lighting standards and fixtures should be resistant to vandalism and tampering. The standards should be of a height to reduce any tampering or damage. Recommend low pressure sodium type lighting for the reasons of color rendition and increased visibility (i.e. less glare).

2. Graffiti Issues:

Prior to occupancy, the surface of walls, fences, buildings, logo monuments, etc... shall be graffiti resistant either through surface composition, applied paint type and / or planned shielding by landscaping or plants.

3. Business Numbering, Property Directory and Monument:

The property addresses shall be prominently displayed to the business front, visible from the street by the selection of adequate size numbering and contrasting color from the building facade. This will assist in emergency responses by the fire department (CDF) and / or law enforcement.

The project site has two access points from the public street. The Riverside County Sheriff's Department requires the installation of a property directory at each entrance to include a site map with the names and location of existing tenants. The directory shall display an after hours name and phone number for a contact representative of the property owner or leasing firm.

Additionally, the Riverside County Sheriff's Department requires that the property address (numerics) be placed atop the roof of the building. The application of the address numbers will assist emergency responders to the location by being visible from the air by an aircraft or helicopter. The numbers should be large enough (no less than 1 x 4 ') and contrasting in color against the rooftop.

4. Perimeter Fencing & No Trespassing Signs:

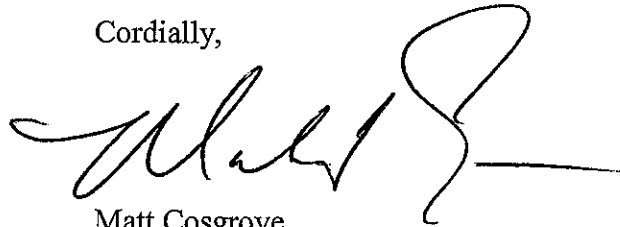
The planned fencing along the perimeter, concrete block walls and annotated gates demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The top portion of the southern wall, which separates the adjoining residential neighborhood, should be equipped with wrought iron rolled outward to prevent incursions over the wall. The premises shall have "No Trespassing or Loitering" signs posted along the perimeter fenceline a reasonable distance spaced and at all access points (per 602 P.C. California Penal Code).

5. Property Gates:

The project indicates the installation and use of gates. Installation of the Knox Lock Security System or Rapid Entry Locking Devices will be required. The equipment shall include the dual switch system (Model # 3503). This will allow varying public agencies (i.e. law enforcement or fire) unfettered access to the site for service responses. The Riverside County Fire and Sheriff's Department have independent accounts for key access, this ensures access without compromising accountability or security. The required form(s) may be obtained by contacting Deputy Matt Cosgrove at the Jurupa Valley Station (951) 955-9230. The required forms from the Riverside County Fire may be obtained by contacting their Planning Desk at (951) 955-4777.

Should the planning department, planning commission, developer or construction staff have any questions regarding the above law enforcement and public safety concerns, they may contact Deputy Matt Cosgrove at (951) 955-9230.

Cordially,

A handwritten signature in black ink, appearing to read 'Matt Cosgrove', with a long horizontal line extending to the right.

Matt Cosgrove
Deputy Sheriff
Jurupa Valley Station
C.P.T.E.D. Coordinator

cc: - RSO Admin.
- JVS File

LAND DEVELOPMENT COMMITTEE
(*INITIAL CASE ACCEPTANCE) MEETING AGENDA
RIVERSIDE COUNTY PLANNING DEPARTMENT
9TH FLOOR, CAC - P.O. Box 1409
Riverside, CA 92502-1409

DATE: **October 23, 2003**

Transportation (4)
Environmental Health
Flood Control District
Fire Department
Building & Safety - Grading
Building & Safety - John Vasquez
Regional Parks & Open Space
Geologist
Biologist
EDA
Riv. Co. Sheriff
Riv. Co. Waste
Supervisor Tavaglione
Commissioner Snell

Riverside Transit Agency
Jurupa Rec & Park Dist.
Jurupa Unified School Dist.
Jurupa Community Services Dist.
Western municipal Water
So. Calif. Edison
So. Cal Gas
SBC
CA Dept of Fish and Game
Caltrans#8
U.S. Fish & Wildlife Service
U.S. Postal Service/S.B.
EIC(Attachment "A")
Center for Community Action & Environmental
Justice

LOT PLAN NO.18879 - EA No. 39225 - Applicant: Obayashi Corporation - Engineer/Rep.: KCT Consultants, Inc. - econd Supervisorial District - Prado-Mira Loma Zoning District - Located on the west side of Deforest Circle, south of lobel Ct. -- 8 acres -- I-P (Industrial Park) zone - **REQUEST:** Plot Plan No. 18879 proposes the construction of a peculative warehouse facility with 156,150 square foot building, and an additional 10,000 square feet of office space. he project has 62,740 square feet of landscaping and 121 parking places. - Schedule: n/a - APN: 156-360-031, 041 - elated Cases: EIR 450, (1st LDC)

lease review the case described above, along with the attached tentative map/exhibit. This item will be discussed on **November 13, 2003**, by the Land Development Committee. All County LDC Agencies and Departments, please have raft conditions in the Land Management System by the LDC date. If you cannot clear the exhibit, please have LDC orrections in the system and DENY the routing. Once the route is complete, and the approval screen is approved with r without corrections, the case can be scheduled for a public hearing. All other agencies, please have your omments/conditions to the Planning Department as soon as possible, but no later than 14 days after the LDC date. our comments/ recommendations/conditions are requested so that they may be incorporated in the staff report for this articular case.

ould you have any questions regarding this item, please do not hesitate to contact, **Larry Ross**, Project Planner, at **(909) 955-2046**.

OMMENTS: The Jurupa Unified School District is currently operating at capacity. Additional development projects will impact existing schools and create a need for additional facilities. School impact fees shall be paid pursuant to state law, even after such payment the District's schools will become increasingly impacted and overcrowded.

ATE: *[Signature]* SIGNATURE: *[Signature]*
LEASE PRINT NAME AND TITLE: Elliott Duchon, Deputy Superintendent of Business Services and Governmental Relations
ELEPHONE: (909) 360-4157

you do not use this letter for your response, please indicate the project planner's name. Thank you.



Department of **Public Health**
Riverside County Community Health Agency

Date: January 6, 2004

To: Larry Ross
Riverside County Planning Department
4080 Lemon Street, 9th Floor
Riverside, California 92502
Fax: (909) 955-3157

From: Steven T. Uhlman, REHS, CIH, JD *SU*
Public Health Program Chief
Department of Public Health
Office of Industrial Hygiene
P.O. BOX 7600
Riverside, California 92513-7600
Phone: (909) 358-5050 *ST*

Report written by: Steven D. Hinde, REHS, CIH
Senior Industrial Hygienist

Project Reviewed: EIR 450 / Plot Plans 18875 - 18879

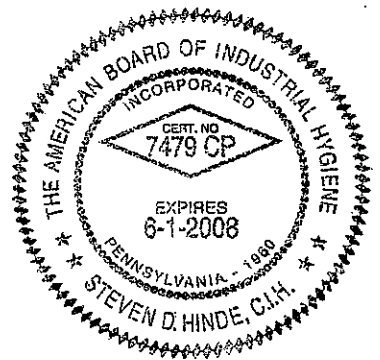
Reference Number: 95439

Applicant: Lesley Turner
KCT Consultants Inc
4344 Latham Street, Suite 200
Riverside, CA 92501

Noise Consultant Giroux & Associates
17744 Sky Park Circle, Suite 210
Irvine, CA 92614

Review Stage: First Review

Information
Provided: "Noise Impact Study Mira Loma Industrial Center Riverside
County, CA" Project No. P02-045 dated January 9, 2003.



Noise Standards:

For Stationary Noise Sources:

A. Standards

Facility-related noise, as projected to any portion of any surrounding property containing a “habitable dwelling, hospital, school, library or nursing home”, must not exceed the following worst-case noise levels.

- A) 45 dB(A) – 10 minute noise equivalent level (“leq”), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard).
- B) 65 dB (A) – 10 minute leq, between 7:00 a.m. and 10:00 p.m. (daytime standard)

B. Requirement For Determination of Community Noise Impact:

- 1. Noise originating from operations within the facility grounds shall be treated as “stationary” noise sources for which this standard will apply.
- 2. Noise Modeling Methodology: Noise predictions are to be made by an engineer, acoustical consultant or other similar professional with experience in predicting community noise exposure using standard methods and practices of the noise consulting industry.
- 3. Required Modeling Parameters for Stationary Sources:
 - i. Stationary sources are to be modeled as “point” sources.
 - ii. Mobile point sources are to be modeled as emanating from the acoustical centroid of the activity, or at its closest approach to potentially impacted residential property lines, which ever yields the worst-case results.
 - iii. Noise modeling for each piece of acoustical equipment, process or activity must be based on Reference Noise Levels (RNL). RNL may be obtained directly from the manufacturer (in case of equipment) or generated from field studies. Regardless, the data must be representative of worst-case conditions. Directionality of the noise source must be taken into consideration if applicable.
 - iv. Predicted noise levels are to be expressed in terms of worst-case “equivalent continuous sound levels” [or, Leq] averaged over a ten minute period.

- v. For modeling purposes, receivers are assumed to be positioned at the property line boundary at an elevation of five feet off the ground.
- vi. Terrain conditions for modeling noise propagation: Assumptions regarding ground effects, atmospheric absorption and other forms of noise attenuation must be fully justified.

Findings:

The consultant's report is adequate. Based on our calculations the recommendation listed below should provide sufficient attenuation to reduce the exterior noise levels to below 65 dB (A) during the day and 45 dB (A) at night.

Recommendations:

The following conditions shall be applied to the project based on the information provided by the acoustical consultant:

1. Facility-related noise, **as projected to any portion of any surrounding property containing a "sensitive receiver, habitable dwelling, hospital, school, library or nursing home"**, must not exceed the following worst-case noise levels 45 dB(A) – 10 minute noise equivalent level ("leq"), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard) and 65 dB (A) – 10 minute leq, between 7:00 a.m. and 10:00 p. m. (daytime standard).
2. Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be under taken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

Each Plot Plan is to provide a noise report that provides daily and hourly number of trucks, operating hours, dBA 10 minute Leq levels with worse case scenarios, noise readings from similar operations and distances to the nearest sensitive receivers for the below recommendations to apply or be modified.

3. The proposed 6-foot high separation wall between project parcels adjacent to existing residential uses should be raised to 8 feet if daytime trucking activity occurs within 200 feet of the property line.
4. A 12-foot high perimeter barrier shall be required if nocturnal (10 p.m. to 7 a.m.) loading dock material handling activities are conducted within 300 feet of any residence. If nocturnal trucking activities are conducted simultaneously of the warehouse/loading dock, the 12-foot-high barrier shall be required if such

combined activities occur within 600 feet of an existing home.

5. No nocturnal loading / unloading shall occur within 100 feet of any residence for Plot Plans 18876 and 18877. No combined trucking movements and unloading /loading shall occur within 200 feet of any residence from 10 p.m. to 7 a.m.
6. Our Department must receive, review and approve an acoustical report addressing the noise that might be produced from each specific tenant/ plot plan. The Office of Industrial Hygiene will determine which businesses will be required to have an acoustical report.
7. The applicant shall pay review fees (prior to pulling your building permits) to the Department of Public Health for all time spent in review of this project. Fees will be assessed at the Department's hourly rate for Industrial Hygienists.

Hinojosa, Christian

From: Sarah Morrison [Sarah.Morrison@doj.ca.gov]
Sent: Wednesday, May 12, 2010 6:13 PM
To: Hinojosa, Christian
Subject: Mira Loma Commerce Center EIR No. 450

Dear Mr. Hinojosa,

Thank you for talking to me today regarding the Mira Loma Commerce Center (MLCC), EIR No. 450. As I mentioned, I have been reviewing the MLCC EIR, and I would like to be added to the mailing list for this project. I would appreciate receiving notice of when the final EIR is issued and when the public hearing is scheduled.

I also have questions regarding the projects that were used to determine cumulative impacts. I could not find information on the Riverside County website regarding the APN and the project name for the cumulative projects. It is not clear where these projects are located, and how it was determined that these are appropriate past, present, and probable future projects to be considered in the MLCC EIR. Lastly it was unclear what assumptions were made regarding these projects to arrive at the cumulative emissions in the tables attached to the Air Quality Impact Analysis. Any assistance regarding these matters would be appreciated.

Please contact me if you would like to discuss further.

Thanks, Sarah

Sarah Morrison
Deputy Attorney General
California Attorney General's Office
Environment Section
300 S. Spring St., Ste. 1702
Los Angeles, CA 90013
(213) 897-2640
fax (213) 897-2802

E-mail address: Sarah.Morrison@doj.ca.gov

Please consider the environment before printing this e-mail

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**Response to the
California Attorney General's Office
E-mail dated: May 12, 2010**

The responses provided below clarify the analysis presented in the Draft EIR for the Mira Loma Commerce Center (EIR No. 450) in response to the questions asked by Ms. Sarah Morrison, Deputy Attorney General. The below responses do not present any substantial evidence showing any new or different potentially significant impacts.

AG Comment #1

Thank you for talking to me today regarding the Mira Loma Commerce Center (MLCC), EIR No. 450. As I mentioned, I have been reviewing the MLCC EIR, and I would like to be added to the mailing list for this project. I would appreciate receiving notice of when the final EIR is issued and when the public hearing is scheduled.

Response to AG Comment #1

The Riverside County Planning Department will add Ms. Sarah Morrison's name and address to the project's mailing list and will provide any notices required by law, including notice as to when the public hearing is scheduled.

AG Comment # 2

I could not find information on the Riverside County website regarding the APN and the project name for the cumulative projects.

Response to AG Comment # 2

The following list of Assessor's Parcel Numbers (APN) for the cumulative projects listed in Table 4.3-U (Draft EIR, p. 4.3-73) and Table 6.0-E (Draft EIR, p. 6.0-6) of the Draft EIR. Riverside County does not record the names chosen by developers for their projects and generally refers to project by their project number. These project numbers are listed in the first column of Tables 4.3-U and 6.0-E of the Draft EIR and in the table below. It should be noted that most of the APNs are those listed for each project when the application for each project was submitted to the County of Riverside or the City of Fontana and may no longer be current.

Cumulative Projects Assessor's Parcel Numbers

Project	Assessor's Parcel Numbers
PP19748	156-111-001 156-111-002 156-111-003 156-113-001 156-113-002

Project	Assessor's Parcel Numbers
	156-113-003 156-113-004 156-113-005 156-113-006 156-120-001 156-130-001 156-130-002 156-130-003 156-130-004 156-130-005 156-130-007 156-130-011
PP19980	156-210-064 156-210-065 170-330-027
PP21014	156-350-032
PP16686	156-340-024 156-340-025
PP18351	156-360-066 156-360-067 156-360-068 156-360-069
PP18352	156-361-007
PP18356	156-360-061 156-360-062 156-360-063 156-360-064
PP18504	156-361-012
PP19213	156-332-022 156-332-023
PP19215	156-140-045
PP19574	156-310-049
PP19763	156-200-021
PP20378	156-360-050 156-360-051
TR33461	160-060-041
TR31644	160-060-006 160-060-036 160-060-037
DRP04-16*	0236-141-13
DRP05-38*	0238-112-16
DRP04-22*	0238-111-34
DRP05-49*	0236-091-67
DRP04-39*	0238-091-45
	0238-091-46

Note* = Project located in city of Fontana

AG Comment # 3

It is not clear where these projects are located, and how it was determined that these are appropriate past, present, and probable future projects to be considered in the MLCC EIR.

Response to Comment # 3

The location of the cumulative projects is shown on Figure 4-J of the Traffic Study (Appendix J of the Draft EIR), a copy of which is attached.

As discussed in detail in Section 6.0 (Mandatory CEQA Topics) of the MLCC EIR utilizes the “summary of projections” approach in the cumulative analysis, as provided for by Section 15130(d) of the CEQA Guidelines. The cumulative impact analysis is based on information contained in the Riverside County Integrated Project General Plan Final Program Environmental Impact Report and Draft Program EIR (SCH No. 20022051143) certified by the Riverside County Board of Supervisors on October 7, 2003. (Draft EIR, pp. 6.0-1 and 6.0-2).

The Riverside County Integrated Project General Plan Final Program Environmental Impact Report and Draft Program EIR (“RCIP EIR”) certified by the Riverside County Board of Supervisors on October 7, 2003 evaluated the potential environmental impacts associated with a theoretical build-out of all unincorporated areas which is expected to occur in 2040 or possibly later. The projections developed and analyzed in this EIR estimated potential population, dwelling units, and employment for unincorporated areas of the County. The General Plan’s land uses served as the basis for these projections. The Riverside County General Plan reflects the past, present and probable future development for that area within which the proposed project is located and its Program EIR described and evaluated the conditions contributing to area-wide and regional cumulative impacts. (Draft EIR, pp. 6.0-2 and 6.0-3)

Although the RCIP EIR addressed the range of environmental impacts covered by the proposed project and covers a geographic area that included the project; in those environmental issues that are potentially affected by project square footages (i.e., Air Quality and Transportation/Traffic), the cumulative impact analysis contained within this EIR incorporated the actual impact of the total square footage of the proposed project into the RCIP build-out year (2037) analysis. Additionally, known projects within the vicinity of the proposed project which may not have been incorporated into the RCIP EIR analysis, as shown on **Table 6.0-E, Cumulative Projects Within the Proposed Project Vicinity**, were incorporated into the cumulative impact analysis for Air Quality and Transportation/Traffic impacts in order to provide a worst-case analysis. (Draft EIR, pp. 6.0-5 and 6.0-6) The significance conclusion under this approach was that the Project will result in a significant contribution to cumulative air quality impacts. (Draft EIR, pp. 4.3-74 and 6.0-13)

In order to identify which projects may not have been incorporated into the RCIP EIR analysis, a list of all known project applications within one mile of the proposed project was generated from Riverside County’s GIS database, which included project applications as early as October 1989. Inasmuch that on-road motor vehicles contribute most of long-term operational air quality emissions related to area-wide development, it was determined that a one-mile radius would

reasonable encompass all known projects that have the potential to contribute to cumulative traffic on those roadways affected by the proposed Project and thus also contribute to long-term operational air quality emissions. This list of project applications was screened to eliminate those approved projects that had already been constructed (and thus previously incorporated into the RCIP EIR analysis). Project applications that had been approved, but had expired without being constructed, were also eliminated as no longer representing past, present and probable future development. The City of Fontana provided a list of all planning projects within the city limits from August 1997 to present. The City of Fontana projects were screened in the same manner as the Riverside County projects, but also to delete those projects located outside of the identified study area. The City of Ontario indicated that there were no projects located within that portion of the study area located within its boundaries. The remaining projects, regardless of their size, were included in the cumulative projects listed in Table 4.3-U (Draft EIR, p. 4.3-73) and Table 6.0-E (Draft EIR, p. 6.0-6) of the Draft EIR.

AG Comment # 4

Lastly it was unclear what assumptions were made regarding these projects to arrive at the cumulative emissions in the tables attached to the Air Quality Impact Analysis. Any assistance regarding these matters would be appreciated.

Response to AG Comment # 4

The Air Quality Impact Analysis made the assumption that all of the cumulative projects will be constructed and in operation concurrently with the proposed project in order to provide a worst-case scenario for analysis. As recommended by South Coast Air Quality Management District staff, the URBEMIS 2007 for Windows version 9.2.2 computer model was used to quantify cumulative project-related emissions. The emissions modeling used the combined sizes of the cumulative projects, and with the exception of emissions related to landscape maintenance, as described below, used the default settings for projects located within the South Coast Air Quality Management District (SCAQMD) (Draft EIR, p. 4.3-74). These default settings were used because they present typical emissions from land uses within the SCAQMD based upon data from the California Air Resources Board, SCAQMD and the U.S. Environmental Protection Agency.

For example, these default settings assume the following:

- Natural gas is used as the primary source of water and space heating, with the exception of wood used for fireplaces.
- Stoves are used for an average two hours per day during winter months, and 100 days per year (200 hours per year).
- Average annual emissions for landscape maintenance assume that daily emissions would only occur during the summer period of 180 days.
- Consumer product emissions for residential uses are based upon 2.861 persons per dwelling unit.
- Ten percent of total residential and nonresidential building square footage is repainted each year.

- One hundred percent of vehicle miles traveled occur on paved roads.
- The trip speed of project generated traffic is 30.0 mph.
- Residential trips are made up of 32.9% home-work (12.7-mile urban trip length, 17.6-mile rural trip length), 18.0% home-shop (7.0-mile urban trip length, 12.1-mile rural trip length) and 49.1% home-other (9.5-mile urban trip length, 14.9 mile rural trip length).
- Commercial commute trips by land use are 2.0% of warehouse trips, 50.0% of general light industrial trips, and 48.0% of manufacturing trips; all with an urban trip length of 13.3 miles and rural trip length of 15.4 miles.
- Commercial non-work trips by land use are 1.0% of warehouse trips, 25.0% of general light industrial trips, and 24.0% of manufacturing trips; all with an urban trip length of 7.4 miles, and rural trip length of 9.6 miles.
- Commercial customer trips by land use are 97.0% of warehouse trips, 25.0% of general light industrial trips, and 28.0% of manufacturing trips; all with an urban trip length of 8.9 miles and a rural trip length of 12.6 miles.

Although the URBEMIS default settings for landscape maintenance assume that daily emissions would only occur during the summer period of 180 days, the cumulative project analysis assumed that landscape maintenance would occur throughout the year due to climate conditions in southern California and, again, to provide a worst-case impacts scenario for purposes of analysis. The emissions related to landscape maintenance were manually added to the results for winter emissions because URBEMIS only includes landscape maintenance emissions in its summer emissions output.

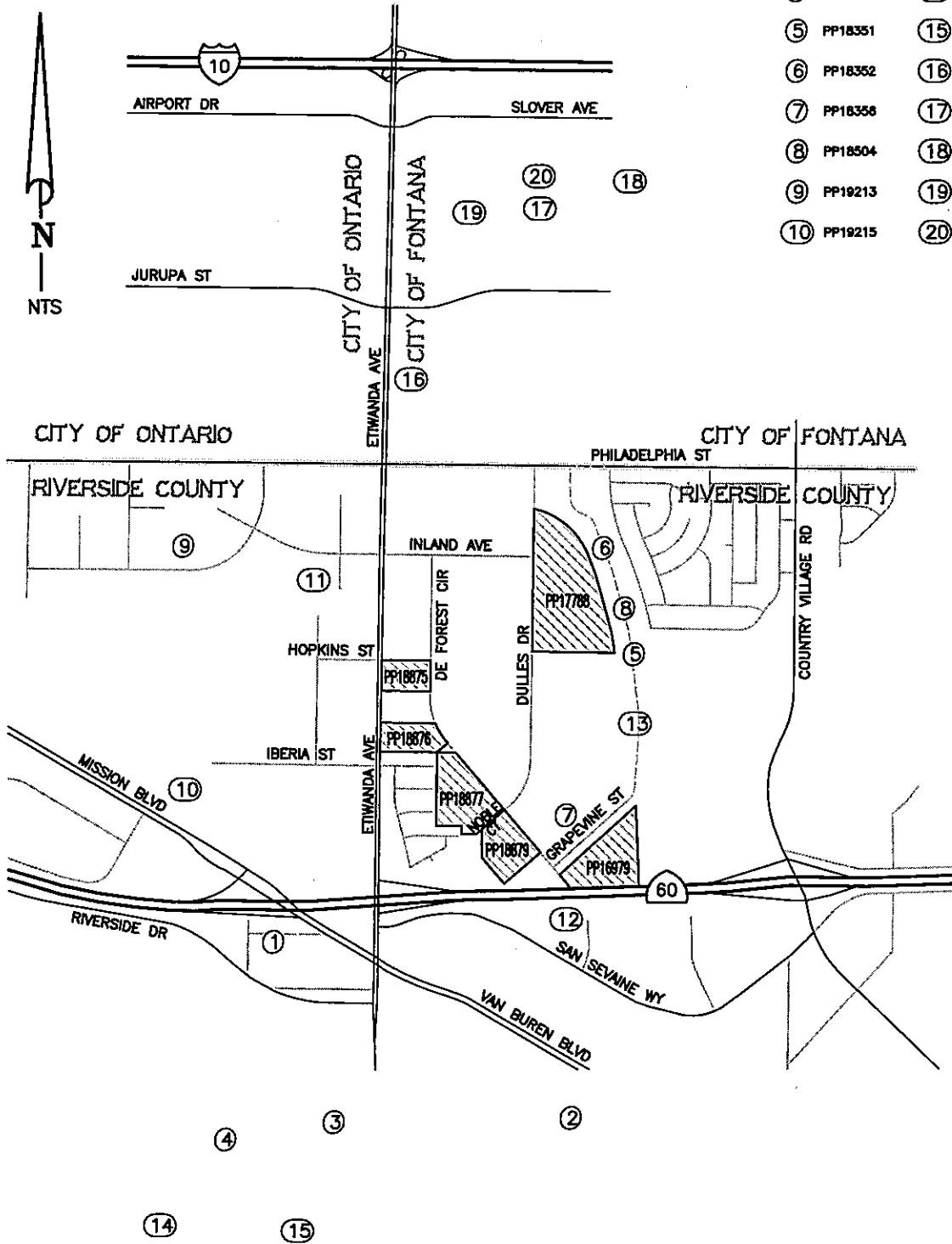
Additionally, in order to generate a worst-case scenario for cumulative impact emissions analysis, it was assumed that there would be no “pass-by trips” or “diverted linked trips” which would reduce the total number of vehicle miles traveled as a result of the cumulative projects; therefore assuming that all cumulative project trips would be “primary trips” made for the specific purpose of traveling to and from the cumulative project.¹ Additionally, it was assumed that no mitigation measures would be used to reduce potential impacts. As a result of this overall worst case analysis, it was determined that potential cumulative impacts will exceed the regional thresholds for ROG, NO_x, CO, PM-10, and PM-2.5 in both summer and winter. Therefore, since the project’s operational emissions also exceed the SCAQMD regional thresholds for ROG, NO_x, and CO in both summer and winter; it was determined that the Project will result in a significant contribution to cumulative air quality impacts. (Draft EIR, pp. 4.3-74 and 6.0-13)

¹ *Primary Trips* are trips made for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.

Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on an adjacent street that contains direct access to the generator. These trips do not require a diversion from another roadway.

Diverted Linked Trips are trips attracted from the traffic volume on roadways within the vicinity of the generator but which require a diversion from that roadway to another roadway to gain access to the site. These roadways could include streets or freeways adjacent to the generator, but without access to the generator.

- ① PP19748 ⑪ PP19574
- ② PP19980 ⑫ PP19763
- ③ PP21014 ⑬ PP20378
- ④ PP16886 ⑭ TR33481
- ⑤ PP18351 ⑮ TR31844
- ⑥ PP18352 ⑯ DRP04-18
- ⑦ PP18358 ⑰ DRP04-22
- ⑧ PP18504 ⑱ DRP04-39
- ⑨ PP19213 ⑲ DRP05-38
- ⑩ PP19215 ⑳ DRP05-49



ALBERT A.
WEBB
 ASSOCIATES
 ENGINEERING CONSULTANTS

CUMULATIVE PROJECTS
 WITHIN STUDY AREA

MIRA LOMA COMMERCE CENTER (EIR NO. 450)
 RIVERSIDE COUNTY, CALIFORNIA

FIGURE

4-J

W.O. 05-0444

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**Response to
Center for Community Action and Environmental Justice & Natural
Resources Defense Council**

Comment letter dated: June 11, 2010

The Center for Community Action and Environmental Justice and the Natural Resources Defense Council (CCAIEJ/NRDC) provided joint comments regarding Draft EIR No. 450 for Plot Plan 16979, Plot Plan 17788, Plot Plan 18875, Plot Plan 18876, Plot Plan 18877 and Plot Plan 18879 in its letter dated June 11, 2010. The following discussion provides responses to those comments. As explained in Section 1.0 of this Final EIR (*Corrections, Errata, and Changes from Draft EIR to Final EIR*), above, the responses and edits provided below merely clarify and amplify the analysis and conclusions already presented in the Draft EIR. The environmental issues raised in the comment letters and responded to below do not present any substantial evidence showing any new or different potentially significant impacts.

CCAIEJ/NRDC Comment #1

On behalf of the Center for Community Action and Environmental Justice and the Natural Resources Defense Council, we write to provide comments on the Recirculated Environmental Impact Report for the Mira Loma Commerce Center ("EIR"). We request that these comments and the attachments be included in the record for this project. After careful review, we have concluded that the EIR fails in many respects to comply with the requirements of the California Environmental Quality Act ("CEQA"). As described below, the EIR is inadequate because it fails to carry out CEQA's mandates. It does not accurately identify or analyze the significant environmental impacts that would result from the implementation of this major Project in close proximity to sensitive sites, and it fails to provide sufficient mitigation for such impacts as it does identify. The Project also fails to analyze and adopt all feasible mitigation measures as mandated by CEQA. The Project also fails to comply with the County of Riverside's General Plan, which would make certification of this EIR a per se violation of CEQA. Finally, it fails to consider alternatives that effectively protect the environment.

Response to CCAIEJ/NRDC Comment #1

Comment noted. These comments and the attachments are included in the record for this Project. Responses to the remaining comments in this letter describe how the EIR complies with CEQA and the Riverside County General Plan.

This comment letter contained two attachments; 1) the Southern California Association of Governments (SCAG) *2008 Regional Transportation Plan Goods Movement Report*, and 2) Colliers International *West Inland Empire Market Report*. The SCAG *Goods Movement Report* focused on the activities generated by the Ports of Los Angeles and Long Beach and how goods are transported out of the region. As discussed in Response to CCAIEJ/NRDC Comment #3, the propose Project, due to its size and location, will not primarily be associated with Port activities

such as regional long-distance truck trips. This attachment does not provide information that changes any analysis in EIR because it provides background information on goods movement *from the Ports* – not the Project - and the regional strategies that SCAG is proposing to address the challenges associated with regional goods movement in terms of accelerated infrastructure improvements. The Colliers International Market Report addresses the industrial market trends for the first quarter of 2010. In summary, it states that the total vacancy rate and total availability rate for the West Inland Empire has decreased slightly and that the vacancy rate has started to stabilize. It also indicated that for the first time in over two years more space was leased or sold than was brought back to the market vacant, but that further evidence is necessary before a market bottom can be called. The report may relate to the marketability for the Project buildings, but it does not relate to the environmental effects being analyzed in the EIR. Moreover, the report shows that the leasing rate for industrial space is actually increasing, thus providing substantial evidence of the need for the space provided by the Project. Therefore, no information in this report changes the analysis in the EIR.

Moreover, the commenter's conclusory statements above regarding the EIR are not supported by any evidence, much less substantial evidence. No explanation is provided regarding why the commenter believes that these conclusions are correct. In fact, the EIR includes a thorough, complete, and careful analysis of all potentially significant impacts resulting from the Project, and the EIR includes mitigation measures that would be mitigated to the fullest extent feasible all of those potentially significant impacts. Additionally, the EIR includes a complete analysis of the Project's consistency with the County's General Plan and concludes that the Project is consistent with the General Plan. (See Draft EIR § & 4.9 and 5.0.) Finally, the EIR analyzed a range of reasonable alternatives to the proposed Project as is required by CEQA. (See Draft EIR p. 6.0-32 et seq.) These commenter's conclusory statements do not require any further response. (See *Browning-Ferris Industries of California v. City of San Jose* (1986) 181 Cal.App.3d 852 [Where a general comment is made, a general response is sufficient].)

CCAЕJ/NRDC Comment #2

I. The Proposed Project will have an Indelible Impact on Adjacent Communities and the Region in General.

The health impacts and regional air quality impacts from freight activities are well documented. Of all listed Toxic Air Contaminants identified by the California Air Resources Board ("CARB"), diesel particulate matter ("DPM") is known to present the greatest health risks to Californians.¹ Dozens of studies have shown adverse impacts from DPM and Oxides of Nitrogen ("NO_x") including respiratory disease, cardiovascular mortality, cancer, and reproductive effects as well as an increase in regional smog and water contamination. CARB has determined that diesel exhaust is responsible for over 70% of the risk from breathing our air statewide and in the South Coast Air Basin ("SCAB").² Further, the South Coast Air Quality Management District ("SCAQMD") in the Multiple Air Toxics Exposure Study III ("MATES III") "indicate[d] that diesel exhaust is the major contributor to air toxics risk, accounting on average for about 84% of the total" risk from breathing air toxics.³

CARB recently revised its analysis of annual impacts from PM_{2.5} pollution. Previously, CARB estimated that statewide, 2,400 premature deaths annually are linked to goods movement, mostly from particulate pollution and 50% of these deaths are in the SCAB.⁴ Now, as the chart below demonstrates, CARB estimates that there are 3,700 premature deaths statewide associated with PM_{2.5} from Goods Movement activities.⁵

Table 6: Annual premature deaths associated with PM_{2.5} from Goods Movement activities¹

Pollutant	Low	Mean	High
Primary Diesel PM	600	2,000	3,500
Secondary Diesel PM (Nitrates)	480	1,600	2,800
Secondary Diesel PM (Organic Aerosols)	15	49	85
Other Primary PM _{2.5} ²	12	39	68
Statewide Total³	1,100	3,700	6,500

¹For the year 2005, these estimates do not include the contributions from particle sulfate formed from SO_x emissions, which is being addressed with several ongoing emissions, measurement, and modeling studies. Results listed are based on the previous emission inventories used in the Goods Movement Emission Reduction Plan in April of 2006 but with the new PM_{2.5}-mortality relationship of 10 percent per 10 µg/m³ increase in PM_{2.5} exposures; these values may change if emissions inventories are updated.

²PM_{2.5} includes tire wear, brake wear, and particles from boilers, which are not covered under primary diesel PM.

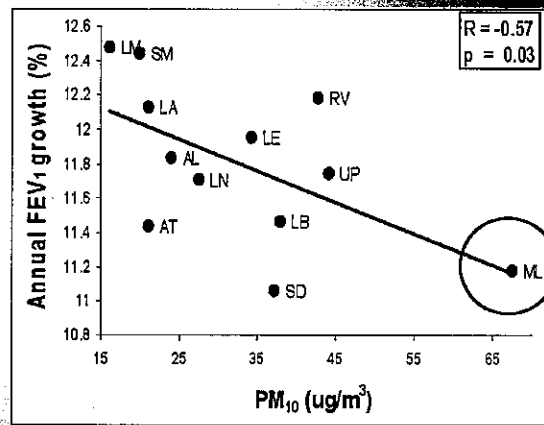
³Totals do not add up due to rounding.

Residents in Inland Empire communities will undoubtedly face additional impacts due to the increased pollution from this project. For sensitive populations, such as children and the elderly, and for those who live and work in close proximity to these major sources of diesel exhaust, the risk will be even higher.

In recent years, environmental health researchers have firmly established the linkage between air pollution exposure and a range of negative health outcomes, including slowed lung growth rates in children (Gauderman et al Cohort C, Cohort D papers), exacerbation of existing respiratory disease (McConnell et al EHP bronchitis/asthmatic paper), increased absences from school due to respiratory illness (Gilliland et al CHS absences paper), and increased mortality. The following charts display the troubling findings of the impacts of air pollution on health of residents in the Inland Empire, including our most vulnerable populations, children.

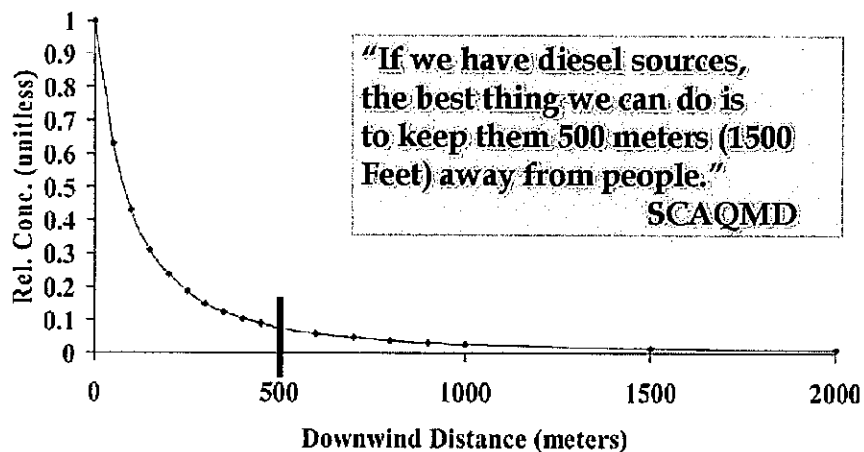
USC Children's Health Study

- University of Southern California (USC), Children's Health Study found children in the Mira Loma area to have the **slowest lung growth and weakest lung capacity.**

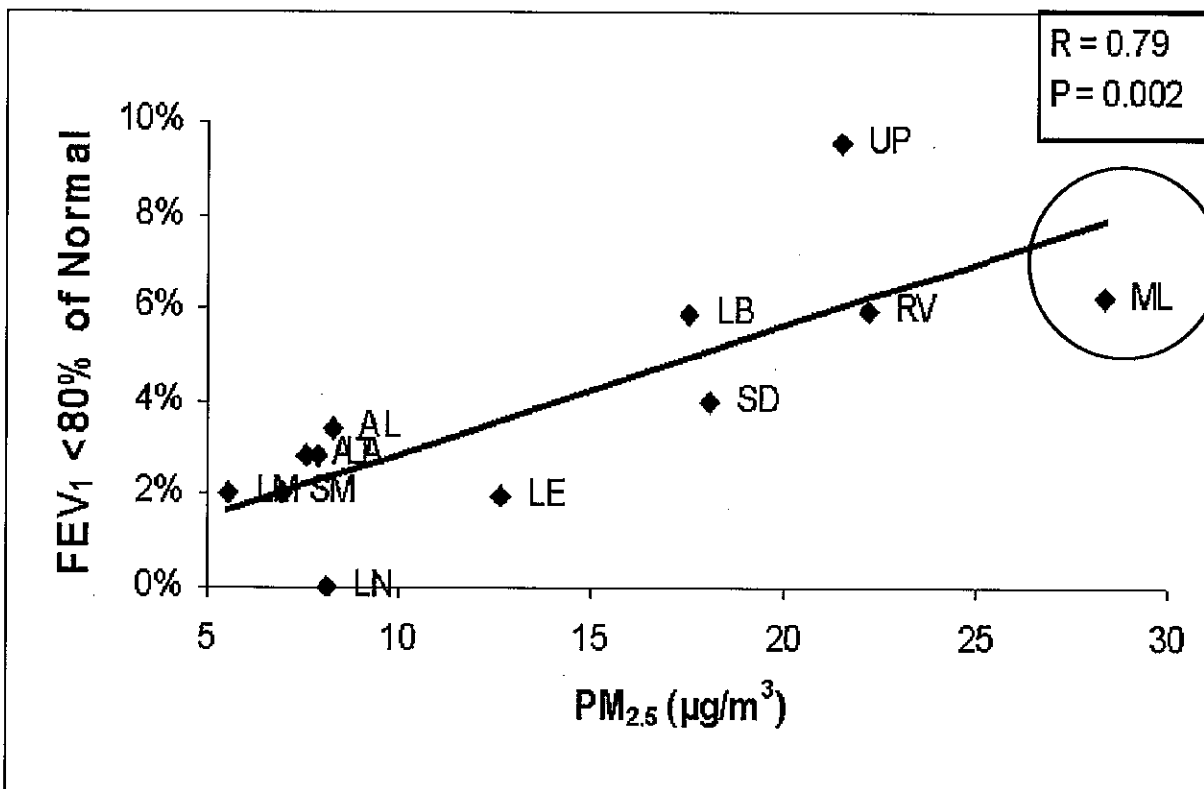


Association Between Air Pollution and Lung Function Growth in Southern California Children, American Journal of Respiratory and Critical Care Medicine, Gauderman, W. James, McConnell, Rob, et al, Department of Preventive Medicine, University of Southern California School of Medicine, Los Angeles.

Sensitivity of Concentrations to Downwind Distance



SCAQMD "Mira Loma Specific Air Management Project", 2002. Presentation by Mike Nazemi before the Mira Loma Community Committee. August 29, 2002.



South Coast Air Quality Management District, "Multiple Air Toxics Exposure Study in the South Coast Air Basin" (MATES II Study), March 2000.

In addition to the large impacts on residents and workers closest to the sources of emissions, distribution center operations pose a particularly acute threat to regional air quality. The South Coast Air Basin ("SCAB"), where the project area is located, consistently ranks near the top of the lists for the nation's filthiest air quality. Freight transport, including the operations culminating in the Inland Empire, greatly contributes to the persistent failure of the SCAB to meet clean air standards established by the Environmental Protection Agency. Without all feasible mitigation, the SCAB could fail to achieve the federal annual PM_{2.5} standard by 2014. This project proposes to add additional pollution that would not have occurred if the project was not built. Against this backdrop, there are several deficiencies in the EIR that must be addressed.

Response to CCAEJ/NRDC Comment #2

Comment noted. Air quality and health impacts are fully analyzed in the Draft EIR. Descriptions of criteria air pollutants, toxic air contaminants, and their associated health effects are included on pages 4.3-7 through 4.3-11 of the Draft EIR. Additional information on diesel particulate matter (DPM) is provided in the Project's Health Risk Assessment (HRA) included as Appendix B of the Draft EIR. Specifically, page 4.3-7 and 4.3-8 of the Draft EIR describes the impacts of NO_x and ozone being linked to respiratory illness. Smog is also known as ground-level ozone and its impacts are listed in the Draft EIR as stated above. DPM was also described as increasing the risk of cancer on page 4.3-9 of the Draft EIR. Table 2-1 of the 2007 AQMP, referenced in the Draft EIR, indicates that particulate matter (PM-10 and PM-2.5) exacerbates the symptoms of cardiovascular disease in sensitive patients.

The comment that dozens of studies have shown adverse impacts from DPM and Oxides of Nitrogen (NO_x) including reproductive effects and water contamination is not supported by any evidence in the comment letter or the documents the letter cites. A review of research data by Radim J. Sram et. al concerning the possible adverse effects of ambient air pollution on birth outcomes indicates that "overall there is evidence implicating air pollution in adverse effects on different birth outcomes, but the strength of the evidence differs between outcomes" and that "in terms of exposure to specific pollutants, particulates seem the most important for infant deaths, and the effects on intrauterine growth retardation (IUGR) seems linked to polycyclic aromatic hydrocarbons (PAHs), but existing evidence does not allow precise identification of the different pollutants or the timing of exposure that can result in adverse pregnancy outcomes" (2005¹). A recent study by Michael Brauer et. al showed "consistent associations with PM 2.5, but not other pollutants for births < 37, 35, or 30 weeks" (2008²). This study, like other studies addressing similar issues, has important limitations on data obtained, such as the definition of fetal growth restriction, and because the "exposures were estimated only for home addresses, it is also possible to that subject mobility was related to varying degrees of exposure misclassification for the different modeling approaches" (2008). A study by Peneluppi de Medeiros et. al. states that

¹ Radim J.Sram et. Al, *Ambient Air Pollution and Pregnancy Outcomes: A Review of the Literature*, Environmental Health Perspectives Vol. 113, Number 4, April 2005.

² Michael Brauer et.al, *A Cohort Study of Traffic-Related Air Pollution Impacts on Birth Outcomes*, Environmental Health Perspectives Vol. 116, Number 5, May 2008.

“the early neonatal component may be associated with mothers’ exposure to air pollution from traffic near their homes. Although (they) could not provide strong evidence of such association, the consistent literature and the biologic plausibility indicate that motor vehicle exhaust exposures may be important for this outcome” (2009³). Studies found “the highest incidence of preterm birth among mothers lacking prenatal care, who are young and old age, who are African-American race, who experienced previous low-weight births, and who use tobacco during pregnancy” and that studies were limited by lack of information for other known risk factors for preterm birth, such as “marital status and psychosocial stressors, and the birth records (which) did not allow (them) to address adequately factors such as maternal weight, occupation, nutrition, mobility, and active and passive smoking” (Ritz et. al, 2000⁴). As “the biologic mechanisms whereby air pollution may cause preterm birth remain to be determined” (Wilhelm and Ritz, 2003⁵) it is not certain, as stated by the commenter, that DPM and NO_x cause reproductive effects. A study by Edith H van den Hooven et. al stated that “mothers exposed to residential traffic had no higher risk of adverse birth outcomes or pregnancy complications” (2009⁶). Research in this area is on-going in an effort to correlate cause-and-effect and dose-response between ambient pollutants and their reproductive effects.

Health effects from DPM and ozone are presented in Table 1-3 of the CARB *Emissions Reduction Plan* (ERP) cited by the commenter, which does not identify reproductive effects or water contamination as associated effects from these pollutants. Commonly, water quality is of concern from shipping operations at Ports from dredging, waste, ballast waters, and oil spills. In addition, Project-specific Health Risk Assessment (HRA) included in Appendix B also describes health effects of DPM on pages 11-13 and does not identify reproductive effects. In fact, it states “Reproductive or developmental effects from diesel exposure in laboratory animals have been seen, however, there is insufficient information to determine if those same effects are seen in humans (OEHHA 2000).” (HRA p. 12)

While the commenter cited a publication date of May 22, 2008 for the draft CARB document *Methodology for Estimating Premature Deaths Associated with Long-Term Exposures to Fine Airborne Particulate Matter in California*, the latest version of the report is from October 24, 2008. According to the CARB website⁷, the report is not final and the Board directed staff to withdraw the 2008 report to reassess the methodology developed to quantify the association between PM-2.5 exposure and premature deaths because of concerns over the development of the concentration-response factor. The report will be revised again and be available for public review and comment. To date, a revised report has not been published. In the absence of an acceptable methodology for providing further analysis of statewide premature deaths, any such analysis would be speculative. Accordingly, further analysis of this issue is not required under

³ Andrea Paula Peneluppi de Medeiros et. Al, *Traffic-Related Air Pollution and Perinatal Mortality: A Case-Control Study*, Environmental Health Perspectives Vol. 117, Number 1, January 2009.

⁴ Beate Ritz et. Al, *Effect of Air Pollution on Preterm Birth Among Children Born in Southern California Between 1989 and 1993*, Epidemiology Vol. 11, No. 5, September 2000.

⁵ Michelle Wilhelm and Beate Ritz, *Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996*, Environmental Health Perspectives Vol. 111, Number 2, February 2003.

⁶ Edith H van den Hooven et. Al, *Residential Traffic Exposure and Pregnancy-Related Outcomes: A Prospective Birth Cohort Study*, Environmental Health 2009, 8:59.

⁷ http://www.arb.ca.gov/research/health/pm-mort/pm-mort_arch.htm

CEQA. (State CEQA Guidelines, § 15145.) Finally, any discussion in the EIR regarding increased risk of premature death from PM-2.5 exposure would only be for informational purposes. Incorporation of such information would not change the EIR's significance conclusion, but would merely be an expansion of the already-adequate analysis provided by the EIR.

The commenter also listed other adverse health impacts from air pollution: slow lung growth rates in children, exacerbation of existing respiratory diseases, increased school absences from respiratory illness, and increased mortality. The HRA discussed health effects from air pollution, including, but not limited to, lung function growth in children, exacerbation of existing respiratory diseases, and increased absences from school and cited studies by Gauderman et al., McConnell et al., and Gilliland et al. (HRA p. 12-13). As noted above, further discussion regarding potentially increased mortality from particulate matter exposure would only be added to the Final EIR as additional background information, which would not constitute significant new information.

It is because of these known risks and health impacts that protective air quality standards were developed, including those by the South Coast Air Quality Management District (SCAQMD) (e.g., CEQA regional and localized significance thresholds for criteria pollutants, maximum incremental cancer risk of toxic substances, and hazard index for non-cancer health impacts of toxic substances).

The Draft EIR thoroughly analyzed all of these impacts, including those to sensitive receptors. The localized significance threshold (LST) analysis for criteria pollutants concluded that the Project would result in significant short-term construction impacts to nearby sensitive receptors; however, Project operations will not exceed the LST (Final EIR p.4.3-51). Impacts due to localized CO concentrations from vicinity traffic were also found to be less than significant and below applicable standards thus not creating CO hotspots (Final EIR p. 4.3-54). Cancer risk to sensitive receptors from DPM was evaluated in the Final EIR and discussed on pages 4.3-87 – 4.3-95 and concluded to result in significant impacts after mitigation (Final EIR p. 4.3-103). However, non-cancer health effects of DPM (as described above) were found to be less than significant without mitigation required (Final EIR p. 4.3-95).

The CARB ERP contains 11 diesel emissions reduction strategies for trucks that are implemented and enforced by CARB and U.S. EPA. Only 3 of the 11 strategies were yet to be developed when the document was published in 2006 and one of them was for port truck modernization, thus not applicable and another was for enhanced enforcement of existing truck idling limits. All but one strategy is implemented by CARB and it is the Carl Moyer Program which offers monetary incentives to reduce emissions from diesel engines. Through implementation of **MM Air 8** and **MM Air 12**, the Project is required to provide information on this or similar programs to building occupants. Therefore, the Project complies with all the diesel emission reduction control strategies. For additional analysis of other mitigation strategies that were considered, please see Final EIR pages 2.0-95 through 2.0-97 (Response to CCAEJ Comment #3).

The proposed Project has implemented mitigation measures to reduce the significant and unavoidable air quality impacts to the fullest extent feasible. The Project does propose

development on currently vacant land; however, this vacant land is within the existing 288 acre Mira Loma Commerce Center (MLCC) industrial park and is considered in-fill (Draft EIR p. 1.0-1). Because of the existing land use designations, it is reasonable to assume that this land would not remain vacant and would develop with uses similar to those of the proposed Project.

CCAIEJ/NRDC Comment #3

II. The Revised EIR Fails to Adequately Analyze Air Quality and Traffic Impacts.

The South Coast Air Quality Management District critiqued the air quality analysis in the EIR on several grounds. We have similar concerns that the Air Quality analysis was designed to mask the true impacts of this project. The air quality analysis uses an unduly narrow trip length that is unrealistic given the type of project proposed for this facility. The primary business in the Inland Empire is from the Ports of Los Angeles and Long Beach, which is much further than the 8.9 miles used for the EIR analysis.⁶

By excluding large portions of the truck trips, the EIR severely understates the Project's traffic impacts and associated air quality impacts. The California Supreme Court has emphasized that "an EIR may not ignore the regional impacts of a project approval, including those impacts that occur outside of its borders; on the contrary, a regional perspective is required."⁷ An EIR must analyze environmental impacts over the entire area where one might reasonably expect these impacts to occur.⁸ This principle stems directly from the requirement that an EIR analyze all significant or potentially significant environmental impacts.⁹ An EIR cannot analyze all such environmental impacts if its study area does not include the geographical area over which these impacts will occur. Here, the fact that trucks will travel to and from the ports is not only corroborated by the South Coast Air Quality Management District, but also meets the low threshold of "reasonable expectat[i]ons]" that the freight moves from the port areas as detailed in the 2008 Regional Transportation Plan to the Inland Empire.

Response to CCAIEJ/NRDC Comment #3

The Air Quality Impact Analysis (AQIA) was not designed to mask or underestimate the Project's impacts. Response to SCAQMD Comment # 2, provided below and on Final EIR p. 2.0-65), provides an explanation of why the analysis used the default urban trips lengths for Riverside County and why they are appropriate for this Project:

The comment correctly states the trip lengths utilized in the Air Quality Impact Analysis for this project. The values used are the default urban trip lengths listed in URBEMIS 2007 for Riverside County. As the western Riverside County is an urban environment, the urban setting was selected. The URBEMIS 2007 computer model, approved by both

California Air Resources Board (CARB) and SCAQMD⁸, was last updated in February 2008 and did not contain any updates to the average trip length assumptions used in the model demonstrating that they were still accurate. According to staff at SCAQMD⁹, there are no published documents that describe how to adjust trip lengths for development projects. This is particularly the case when there are no building occupants identified. Suggested document to review for potential trip length information included the 2003 *Fontana Truck Trip Generation Study*, the *Mira Loma PM₁₀ Monitoring* report prepared by SCAQMD in 2001. Upon further review, these studies did not include information on trip lengths. Additional research was also conducted by the County, including review of documents from CARB, the Californian Department of Transportation (Caltrans), and regional metropolitan planning organizations, to determine reasonable assumptions for altering the default trip length.¹⁰ No methodology was found that could provide a more accurate trip length for speculative buildings. Regarding sources of trip lengths, *URBEMIS 2007 Software User's Guide*, prepared for the SCAQMD, "More detailed breakdowns may be available from the Regional Transportation Planning Agency in your area." (User's Guide Appendix C, p. C-6.) The Southern California Association of Governments (SCAG), the regional transportation agency for the South Coast Air Basin does not have any published data for altering trip lengths. The default trip length in URBEMIS was relied upon in the absence of published documentation.

While it is understandable that other warehouse projects in the region have chosen to use a 40-mile one-way trip length, it is not as applicable to the proposed project as described herein. The project consists of six separate plot plans, two of which are business/industrial park uses rather than warehouses. Businesses draw local, short-distance trips in comparison to warehouses and because the project includes businesses, the average trip lengths generated will be shorter than if the project was entirely warehousing. The remaining four plot plans are smaller scale warehouse uses ranging from 104,210 square feet to 426,212 square feet in size. Typically, the larger warehouses over 250,000 square feet accommodate goods that may come from the ports. Only one plot plan of this project is over 250,000 square feet and there are no plot plans with very large regional-type warehouses over one million square feet in size. The smaller size of the majority of the project's plot plans makes them more suitable for local distribution facilities. It is also reasonable to assume that goods may be traveling to the project site from the Ontario Airport only five miles west of the project site.

⁸ <http://www.arb.ca.gov/planning/urbemis/urbemis2007/urbemis2007.htm>; <http://www.aqmd.gov/ceqa/models.html>

⁹ Personal communication with James Koizumi on 8/27/09.

¹⁰ These documents included, as examples, the CARB's *Goods Movement Action Plan*, SCAG's *Goods Movement Truck Count Study*, SCAG's 2008 *Regional Transportation Plan*, Federal Highway Administration's *Heavy-Duty Truck Activity Data*, Caltrans' Traffic Data Branch, *Annual Average Daily Truck Traffic*, Maricopa Association of Governments' *MAG Internal Truck Travel Survey and Truck Model Development Study*, and document posted on both the websites for the Ports of Los Angeles and Long Beach at http://www.portoflosangeles.org/environment/studies_reports.asp and <http://www.polb.com/environment/air/emissions.asp>; <http://www.arb.ca.gov/gmp/gmp.htm>

Additionally, the *Subregional Freight Movement Truck Access Study* prepared by SCAG and the San Bernardino Association of Governments in 2004¹¹ reported that heavy-duty truck trips to/ from the Ports and Western Riverside County were a total of approximately eight trips during three peak hours periods (AM, Midday, and PM) in 1999 and will decrease by 2030 to four trips during three peak hours periods. Peak hour traffic is a fraction of total daily traffic. The total daily Port traffic will increase by a proportional amount when compared to the peak hour estimates, regardless of the area analyzed. Therefore, the peak hour estimates can be used as an indicator of the percentages of Port-related truck traffic traveling to different areas within the region. The western Riverside County area receives the least amount of truck trips related to the Ports, second only to the Coachella Valley/Idyllwild which receives no truck trips. This is also the only area to decrease heavy-duty truck trips in 2030. This further justifies that the project area is not frequently served by the Ports.

Because the project's trips will primarily be localized, short-distance trips associated with business matters or warehouse trips to Ontario Airport – and not regional, long-distance trips associated with Port warehouse activities – the average trip lengths used in the air quality analysis (which are URBEMIS default trip lengths) are accurate.

For these reasons, the mobile sources emissions were not recalculated as the trip lengths used in the Draft EIR are deemed appropriate.

The comment that "The primary business in the Inland Empire is from the Ports of Los Angeles and Long Beach" is inaccurate and taken out of context. The citation given in support of that statement is from a study on Port related goods movement and pertains to a discussion on Port related trucking. The study did not focus on all commerce in the Inland Empire nor did it discuss what the majority of commerce in the Inland Empire is from the Ports. Further, that data provided in the study related to Port traffic (Table 9 and Appendix A) doesn't even include freeway segments that are in the Project vicinity. The closest freeway segment cited in the study is SR-60 between SR- 57 and I-605 approximately 16 and a half miles west of the site. Table 9 of the report also estimated Port trucks as a percentage of total daily truck volume on each segment. Port truck traffic along the segment nearest the Project site only represented 6.7 percent of total daily truck volume. As stated above, the Project's trips will primarily be localized and not regional, long-distance trips associated with the Ports. Therefore, the comment does not apply to this Project and no further response is necessary. No new environmental issues have been raised by this comment and no modification of the Draft EIR is required.

¹¹ http://www.scag.ca.gov/goodsmove/pdf/SFM_Truck_Access_Study_0704.pdf

CCAIEJ/NRDC Comment #4

III. The Revised EIR Includes an Improper Greenhouse Gas Emissions Analysis.

The deficiencies with the air quality analysis also taints the greenhouse gas analysis for this project. The curtailed trip analysis dramatically underestimated the emissions of greenhouse gasses associated with this project.

Response to CCAIEJ/NRDC Comment #4

Because the AQIA used appropriate assumptions for mobile source trip distances, as outlined above, it is not deficient and therefore, the related greenhouse gas emissions were also estimated adequately. No further comments were provided by the commenter on this issue, and therefore no further response is required.

No new environmental issues have been raised by this comment and no modification of the Draft EIR is required.

CCA EJ/NRDC Comment #5

IV. The Mitigation Measures Fail to Comply with CEQA.

Mitigation of a project's significant impacts is one of the "most important" functions of CEQA.¹⁰ Under CEQA, feasible mitigation measures must be adopted that will avoid or substantially lessen significant environmental effects.¹¹

i. The Construction Mitigation Measures Must be Improved.

The mitigation measures for construction are vague. We recommend that the construction mitigation comply with the following requirements:

Construction Equipment

Equipment¹² greater than 25 horsepower must:

- (1) Meet current emission standards¹³ *and*
- (2) Be equipped with Best Available Control Technology (BACT)¹⁴ for emissions reductions of PM and NOx, *or*
- (3) Use an alternative fuel.

Diesel Trucks

On-road trucks used at construction sites, such as dump trucks, must:

- (1) Meet current emission standards, *or*
- (2) Be equipped with BACT¹⁵ for emissions reductions of PM and NOx, *and*
- (3) Any trucks hauling materials such as debris or fill, must be fully covered while operating off-site (i.e. in transit to or from the site).

Generators

Where access to the power grid is limited, on-site generators must:

- (1) Meet the equivalent current off-road standards for NOx, *and*
- (2) Meet a 0.01 gram per brake-horsepower-hour standard for PM, *or*
- (3) Be equipped with Best Available Control Technology (BACT) for emissions reductions of PM.

Special Precautions Near Sensitive Sites

All equipment operating on construction sites within 1,000 feet of a sensitive receptor site (such as schools, daycares, playgrounds and hospitals)¹⁶ would either:

- (1) Meet US EPA Tier IV emission standards *or*
- (2) Install ARB Verified "Level 3" controls (85% or better PM reductions), and
- (3) Notify each of those sites of the project, in writing, at least 30 days before construction activities begin.¹⁷

Response to CCAEJ/NRDC Comment #5

Contrary to the commenter's unsupported assertion, the mitigation measures proposed in the Draft EIR are not vague as demonstrated in Section 3.0, Mitigation Monitoring and Reporting Protocol of the Final EIR. However, additional feasible air quality mitigation measures were incorporated into the Final EIR in response to agency comments.

The comment recommends that mitigation for construction equipment greater than 25 horsepower must meet current emissions standards and be equipped with BACT for PM and NO_x emissions reductions *or* use an alternative fuel. As noted in footnote 13 of the comment letter, Tier 4 engines automatically meet the BACT requirement. Thus, a requirement to utilize Tier 4 standards or alternative fuel vehicles would fulfill the commenter's request. Please see page 4.3-28 of the Final EIR for further discussion of the off-road regulations and note that the US EPA Tier 4 standards apply to the various different engine ratings (horsepower) and take affect between 2011 and 2015 for engines over 25 horsepower, just as the commenter requested.¹² Accordingly, the Project will comply with the measure recommended by the commenter.

Mitigation measure **MM Air 3a** was added to the Final EIR in response to comments from the Southern California Association of Governments (SCAG). **MM Air 3a** requires Tier 3 or better engines or alternative fuels be used in construction equipment and has been modified herein to address CCAEJ/NRDC recommendations:

In order to reduce emissions from project construction equipment, the following mitigation measures implementing those contained within the Southern California Association of Governments' 2008 Regional Transportation Plan (RTP) Program EIR shall be implemented:

MM Air 3a: The project developer shall require, by contract specification, that, low sulfur and diesel powered vehicles with Tier 4 engines (once available on the market) or retrofitted/repowered—to meet equivalent emissions standards as Tier 4 engines—be used in construction equipment. Contract specifications shall be included in project construction documents, which shall be reviewed by the Department of Building and Safety's Grading Division prior to issuance of a grading permit.

The comment recommends that mitigation for on-road diesel trucks used during construction must meet current emission standards *or* be equipped with BACT and be fully covered while hauling materials. As demonstrated in **MM Air 3a**, above, all diesel-fueled vehicles used during construction must meet Tier 4 or equivalent emissions standards. Therefore, diesel vehicles used during construction will meet the current emissions standards either through new engines or through repowered or retrofitted engines to meet equivalent standards.

Recommendation "(3)" under Diesel Trucks is addressed through regulatory compliance with SCAQMD Rule 403 for fugitive dust and was also incorporated into **MM Air 3d** in response to

¹² <http://www.epa.gov/nonroad-diesel/2004fr/420f04032.htm>

comments from SCAQMD. **MM Air 3d** has been modified to address CCAEJ/NRDC's recommendation as shown below.

MM Air 3d: The project developer will implement the following dust control measures consistent with SCAQMD Rule 403 – Fugitive Dust during construction phases of the proposed project:

- Application of water and/or approved nontoxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days).
- Periodic watering for short-term stabilization of disturbed surface areas and haul roads to minimize visible fugitive dust emissions. Watering, with complete coverage, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- Suspension of all excavation and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period.
- Requiring all trucks hauling dirt, sand, soil, or other loose materials are to be covered.
- Sweeping of streets at the end of the day if visible soil material is carried over to adjacent roads.
- Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Posting and enforcement of traffic speed limits of 25 miles per hour or less on all unpaved roads.

Mitigation measure **MM Air 3c** was incorporated into the Final EIR in response to comments from SCAG, shown below, which requires the usage of electricity from power poles instead of temporary gasoline or diesel-fueled generators. Therefore, the "Generators" recommended measures in this comment are inapplicable because there will be no "on-site generators."

MM Air 3c: Electricity from power poles shall be used instead of temporary diesel- or gasoline-powered generators to reduce the associated emissions. Approval will be required by the Department of Building and Safety's Grading Division prior to issuance of a grading permit.

The mitigation recommendations for "Special Precautions Near Sensitive Sites" state all equipment operating on construction sites within 1,000 feet of sensitive receptors should either meet Tier 4 emissions standards *or* install CARB verified Level 3 controls and notify each of the sensitive receptor sites, in writing, of the Project within at least 30 days before construction begins. As shown in **MM Air 3a**, above, equipment used during construction must meet Tier 4 or equivalent emissions standards. Therefore, diesel vehicles used during construction will meet the current emissions standards either through new engines or through repowered or retrofitted engines to meet equivalent standards.

Regarding written notification of construction activities to sensitive sites, the construction intensity for the proposed Project is not unique and does not warrant special notice to sensitive sites. California's open meeting laws and CEQA itself specify the circumstances in which notices are required. The County will fully comply with those laws regarding the provision of notices. Nonetheless, as a convenience to the public, the County will impose the following additional mitigation measure to provide a community liaison contact number as the commenter requested.

Mitigation measure **MM Air 3f** will be included in the Mitigation Monitoring and Reporting Program to provide contact information for the public to call should a specific air quality issues arise.

MM Air 3f: Prior to issuance of grading permit, the project developer shall post contact information on the construction site for the public to call if specific air quality issues arise.

CCA/EJ/NRDC Comment #6

ii. The Project's Operational Mitigation Measures Must be Made Enforceable and Augmented.

Given the significant environmental impacts to air quality associated with this project, the EIR should require additional mitigation. For heavy duty trucks, the Ports of Los Angeles and Long Beach recently adopted a program that will require only 2007 EPA compliant trucks to perform port drayage service by 2012. This program is expected to reduce port truck emissions by at least 80%.¹⁸ These types of requirements should be imposed for this project.

In addition to the vagueness of the existing mitigation measures, the EIR also fails to consider and adopt additional feasible mitigation. We recommend that the operational mitigation comply with the following requirements:

Diesel Trucks

On-road trucks serving a facility, must:

- A. If a facility is served by a centrally controlled fleet, trucks should
 - (1) Be electrified to the extent feasible, *and*
 - (2) Meet current US EPA emission standards.
- B. All independently operated trucks shall meet the following standards, enforced by gate personnel.
 - (1) Meet current US EPA emission standards, *or*
 - (2) Be equipped with BACT¹⁹ for emissions reductions of PM and NOx, *and*

Equipment

Equipment²⁰ greater than 25 horsepower must:

- (1) Meet current US EPA emission standards²¹ *and*
- (2) Be equipped with Best Available Control Technology (BACT)²² for emissions reductions of PM and NOx, *or*
- (3) Use an alternative fuel.²³

Refrigeration Units

Each warehousing facility must include the following if it is used for any refrigerated cargo:

- (1) Provide ample space for refrigerated cargo to be kept cool without the use of transportation refrigeration units or other temporary or inefficient refrigeration means;
- (2) All loading docks must be equipped to provide electrical hook-ups for refrigerated cargo;
- (3) All trucks transporting refrigerated cargo must be equipped with the ability to connect to electrical power from the loading docks; *and*
- (4) On-board refrigeration units on all trucks may not be employed when a vehicle is not in use *and* must meet current US EPA standards.

Recommendations to Limit Global Warming Pollution from Warehousing:

- (1) Prohibit all non-essential idling of vehicles and equipment onsite.
- (2) All vehicles and equipment should be the most efficient models available; heavy-duty trucks should be US EPA SmartWay certified.²⁴
- (3) Use the lowest carbon fuels possible (such as biodiesel or other alternative fuels).
- (4) Electrify operations to the extent possible. All generators, forklifts and equipment that can be electrified, should be.
- (5) All constructed buildings should meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ including the use of locally sourced materials where possible.²⁵

Response to CCAEJ/NRDC Comment #6

The first paragraph of the comment describes how the Ports of Los Angeles and Long Beach recently adopted a program to require only 2007 compliant trucks and states that the proposed Project should be required to do the same. This type of program is not feasible or applicable for this type of project where the building occupants are unknown and the various developers and/or County have no control over the truck fleets that may frequent the sites. If such a requirement were imposed, it would severely limit the number of potential building occupants which would significantly affect the economic viability of the Project. A tenant of a particular building may not even have control over the trucks used to transport goods to and from the facility. Specifically, in a competitive market like that which exists today, imposing measures that prohibit any tenant with even a single older truck from operating at the Project will likely result in the Project standing vacant. According to a 2004 study by the Bay Area Economic Forum, "Vacant buildings, along with their large parking lots, can attract litter, graffiti, and vandalism, as well as loiterers and homeless populations. A decaying building both worsens its own prospects for refurbishment and weakens the vitality of the buildings around it."¹³ Because the imposition of the measures proposed by the commenter would make the Project unmarketable and, thus, likely to remain vacant, the implementation of those measures would introduce other potentially significant impacts associated with aesthetics, hazards, and other environmental effects. Accordingly, they are rejected as infeasible for environmental reasons as well. Further, CARB has already adopted a regulation (referred to as the Truck and Bus Regulation) to reduce emissions from on-road diesel trucks which starts phasing in requirements for most fleets in January 2011¹⁴. However, and as required by mitigation measures **MM Air 8** and **MM Air 12**, the Project is required to do what is feasible by providing information to tenants about incentive programs and other technologies that support "clean" truck fleets so that the Project's future tenants can take advantage of those programs to reduce overall emissions. Ultimately, and as another example of the EIR's conservatism, the EIR concluded that this measure, even when combined with other feasible mitigation measures, would not reduce the health risks impacts associated with the production of diesel particulate matter to a less than significant level. (Draft

¹³ <http://www.bayeconfor.org/pdf/PPRSCscreen11.2.pdf>

¹⁴ <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

EIR p. 4.3-72) Accordingly, the revisions suggested by the CCAEJ/NRDC are infeasible, and the existing analysis provided in the EIR is adequate.

The mitigation measures presented in the Draft EIR are not vague, as detailed in the Mitigation Monitoring and Reporting Protocol (Final EIR Section 3.0) and all feasible mitigation was considered. Additional mitigation measures were recommended in agency comments (SCAG and SCAQMD) and the feasible measures were incorporated into the Final EIR which will further reduce the Project's impacts to air quality. However, to be conservative, no direct reductions are taken and the Project's impacts continue to be considered significant.

Regarding the comment which recommended measures for diesel trucks, **MM Air 8** and **MM Air 12**, as discussed above provide information to tenants about incentive programs and other technologies that support "clean" truck fleets so that the Project's future tenants can take advantage of those programs to reduce overall emissions. Because the building occupants are unknown and the various developers and/or County have no control over the truck fleets that may frequent the sites, it is infeasible to impose the recommended measure for diesel trucks as proposed. Additionally, and as discussed above, the imposition of such measures would result in the Project remaining vacant and the introduction of potentially significant aesthetic and safety and hazard effects. Accordingly, the measures proposed by the commenter are infeasible for those reasons as well.

Regarding the comment-recommended measures for equipment, **MM Air 6**, as shown below, currently requires that service equipment be low-emission propane (an alternative fuel) or electric. Electric equipment does not emit any emissions and properly maintained propane engines produce significantly fewer carbon monoxide, hydrocarbon, particulate matter and nitrogen oxide emissions than gasoline- or diesel-fueled forklifts. US EPA and CARB Standards and BACT apply to emissions from diesel engines and diesel fuel used in forklifts and other non-road equipment. Since electric or propane powered equipment is required by **MM Air 6** as written, the current mitigation measure meets or exceeds the emission reductions of the measure proposed by the commenter.

Therefore, no additional measure is required.

MM Air 6: Service equipment at the facilities will be either low-emission propane powered or electric (i.e., forklifts).

Regarding the comment-recommended measures for refrigeration units, **MM Air 5** as shown below currently requires electrical hookups to be installed where refrigeration units are in use. However, in response to this comment, **MM Air 5** shall be modified as shown below. The comment-recommended measure to ensure that ample space for refrigerated cargo to be kept cool without the use of TRUs or other temporary or inefficient refrigeration does include any proposed performance standard regarding how much space is "ample." However, the Project will necessarily include adequate refrigerated space to store refrigerated goods as a Project feature, because it is good business practice and because it is required to ensure that any food products are maintained at safe temperatures as mandated by the Health and Safety Code. In the absence of adequate space to store refrigerated goods, the goods would spoil and create an

economic loss for the Project's operations, such that there is a business incentive to assure that ample refrigerated space is provided. Moreover, cold storage is a permitted use in the Riverside County Zoning Ordinance for both types of Project zoning (Manufacturing – Medium (M-M) and Industrial Park (I-P)). In addition, **MM Air 7** currently prohibits all vehicles from idling in excess of five minutes.

MM Air 5: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them. Trucks shall be equipped to connect with the electrical hookups provided and be prohibited from running TRUs when the truck is not in use.

MM Air 7: Prohibit all vehicles from idling in excess of five minutes.

Regarding the recommended measures to limit global warming pollution from warehousing, the measures already discussed above (**MM Air 5** through **8** and **MM Air 12**) address items “(1)” through “(4)” by requiring that tenants be provided with information on “clean” truck fleets and incentive programs as well as restrict onsite idling and electrify equipment. As already discussed above, the building occupants are unknown and the various developers and/or County have no control over the truck fleets that may frequent the sites, thus it is infeasible to impose the recommended measure for heavy duty trucks and their fuels, items “(2)” and “(3)”, as proposed. Additionally, and as discussed above, imposing the recommended measures would prevent any tenant with even a single older truck from operating at the Project. This would likely result in the Project sitting vacant, as tenants would opt for other sites with less onerous requirements, and this vacancy would contribute to potentially significant aesthetic and safety/hazard impacts. Accordingly, the proposed measures are rejected as infeasible for these reasons.

Item “(5)” recommends that the Project meet LEED certification standards. The Project is already implementing some of these measures, including, but not limited to construction waste-recycling and grassrecycling and/or composting. The Project is also subject to local regulations like County Ordinance 859 promoting the use of water efficient landscaping and water conservation (Final EIR p. 1.0-24). Additionally, and as noted above, the Project is implementing many other measures to reduce energy consumption, such as low-emission or alternative fuel powered service equipment and limited idling time. Furthermore, the 2010 California Green Buildings Standards Code (known as CALGreen) becomes effective in January 2011 and applies to all new non-residential buildings, as described on page 4.3-85 of the Final EIR. The intent was to incorporate existing green building practices from the many existing programs, such as LEED, into CALGreen rather than develop new practices. Many of the measures contained in LEED credits are CALGreen requirements although a slightly higher requirement for LEED credits in most categories will be needed. Similarly to the Title 24 Building Code, the CALGreen Code will be updated about every three year and will be increasing the requirements with each update. Along with the design features being implemented, the Project is further reducing the associated impacts with building this development. Finally, as discussed on page 4.3-59 of the Final EIR, the majority of the Project's GHG emissions are from vehicle usage representing approximately 82 percent of the operational emissions. The second largest source of GHG emissions was electricity usage at 12 percent. Mitigation was imposed to reduce all sources of emissions as shown on page 4.3-96 through 4.3-98 of the Final EIR. Based on Project design, the existing

regulations, and existing mitigation measures, requiring LEED certification as mitigation is not “roughly proportional” to the impact for non-vehicular emissions and therefore is not required pursuant to State CEQA Guidelines Section 15126.4 (4)(B). Finally, the cost of LEED certification can be as much as \$30,000 to \$50,000 whereas the CALGreen Code no additional costs beyond existing Certificates of Occupancy. For all these reasons, the Project features and requirements applicable to the Project already reduce GHG and air quality emissions by an amount equivalent to the reductions that would be achieved through LEED certification, but at a smaller cost. Accordingly, this proposed measure will not be adopted because the Project is already complying with equally effective Project features and measures.

CCA EJ/NRDC Comment #7

iii. The Project Should Include Mitigation Measures for Sensitive Populations.

To avoid injury to public health, the project must mitigate its impacts through the reduction of emissions to as near zero as possible, and this comment letter offers numerous measures that should be used in pursuing that goal. Given that increases in pollution are likely even after these measures are implemented and given the lasting effects of baseline pollution, further mitigation is needed to address the extraordinary impact of freight related emissions on the respiratory health of communities in the vicinity of this project.

Many residents of freight movement communities and workers at distribution centers have already suffered irreparable long term damage to their lungs – as noted earlier, diminished lung function in children generates lifelong health effects. The ports should fund the establishment of one or several medical facilities dedicated to the respiratory and general health of the people most affected by distribution center emissions – those living in the neighborhoods closest to the major distribution centers, including this project area, and workers at the distribution centers.

Many of the goods movement adjacent neighborhoods in Riverside and along the I-60 and other routes are heavily populated with low and moderate income families unable to afford health insurance. Similarly, while some workers in the Inland Empire's logistics industry earn relatively high wages with good benefits, thousands of others earn low wages with few or no benefits.

Thus, funding for clinics should be sufficient not only to construct appropriate facilities, but also include adequate support for operations so that two classes of patients – residents of the identified freight movement adjacent communities and distribution center workers can access the facility without out of pocket cost regardless of insurance status.

Finally, the Project should include installation of air filtration system to protect residents from harmful levels of air pollution. The Port of Los Angeles agreed through the TraPac MOU to fund filtration systems in school in the vicinity of that project, and this Project should also include this type of mitigation. Moreover, the Port of Long Beach also developed a school filtration program related to its Middle Harbor Redevelopment Project.

Response to CCAEJ/NRDC Comment #7

The first paragraph for the comment discusses the need to reduce emissions to as near zero as possible. CEQA does not require the reduction of impacts to as near zero as possible. CEQA only requires a project to reduce potentially significant impacts to a less than significant level. Further, if all feasible mitigation has been imposed but impacts cannot be reduced below the level significance, CEQA then allows for statements of overriding considerations when approving a project whose benefits outweigh the environmental risks (CEQA Guidelines Section 15093).

The remaining content of this comment references more background information on the goods movement in Riverside and associated health impacts but incorrectly implies the Project is associated with the Ports of Los Angeles and Long Beach saying "The ports should fund the establishment of one or more medical clinics." The content of these remaining paragraphs questions whether or not the comments are intended for this Project. The commenter also implies that there is a disproportion air quality impact on low and moderate income communities

along the 60 freeway. This comment is addressed below in Response to Comment # 10. Additionally, and contrary to the commenter's suggestion,

The only mitigation suggested by the commenter is for the either the Ports or the Project, it is unclear which, to fully fund the construction and operation of clinics which the commenter suggest should provide medical care "without out of pocket cost" being paid by the patient. First, if the proposed measure is directed at the Ports, then it is not mitigation that would reduce this Project's potentially significant impacts, and thus it need not be discussed further. Assuming, however, that this measure is proposed to mitigate for the Project's impacts, it is economically infeasible. This is a single Project of modest size, and it is economically infeasible for this Project to singularly provide the hundreds or millions of dollars that would be required to construct and operate free-of-charge clinics. This is evidenced by the fiscal impact analysis, which confirms that the Project's total value (ignoring operating expenses and salaries, etc.) would be on the order of \$65 million. (Draft EIR 7.0-3.) Similarly, the installation of filtration systems in hundreds of homes around the Project site, sufficient "to protect residents from harmful levels of air pollution" – much of which is not emitted by this Project – is infeasible because of its cost. According to a July 2010 quote from Abatement Technologies Inc., a provider of such filtration systems, the cost per dwelling unit to install the filters alone would be between \$1,400 and \$1,800. *This cost does not include the costs of replacing the forced air unit or the installation of duct-work to accommodate the filtration system – improvements which a great many homes are likely to need given their age.* Accordingly, assuming that the number of homes surrounding the Project site is only 300 (a conservative estimate) and that none of the homes would need replacement air units or ductwork, the cost to provide filtration would still range between \$420,000 and \$540,000. Given that the total construction costs for the three Project plot plans that do not have existing buildings between them and residences will cost approximately, \$28,200,000¹⁵ (see Draft EIR Appendix L), the addition of the cost of filtration would *at least* increase the costs of construction by 2%. Requiring that a Project increase construction costs by approximately 2% to accommodate a single mitigation measure – particularly given that the percentage is actually likely to be much higher once ductwork and unit replacement costs are included – is infeasible. Finally, there are no schools within ¼ mile of the proposed Project (Draft EIR p. 4.7-5). Accordingly, the installation of school filters as the commenter suggests would not result the impacts of this Project and thus, is infeasible.

CCAIEJ/NRDC Comment #8

¹⁵ As shown in Appendix L, the total one-time major fees of \$3,103,929 (Table 3-3) were added to the total estimated construction costs for the project are \$53,254,344 (Table 5-1) for a total of \$56,358,273. Divided equally, each plot plan would cost approximately \$9.4 million.

V. The Revised EIR is Inconsistent with the County of Riverside's General Plan.

The County of Riverside General Plan includes the following provisions related to sensitive receptors—

Sensitive Receptors

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e. children, elderly and the sick) and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities. The intent of the following policies is to reduce the negative impacts of poor air quality on the County's sensitive receptors.

Policies:

AQ 2.1 The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible. (AI 114)

AQ 2.2 Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible. (AI 114)

AQ 2.3 Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution. (AI 114).²⁶

The project violates many of the relevant provisions relating to sensitive populations. As the EIR mentions, three of the proposed plot developments are located within 25 meters of the nearest sensitive receptor.²⁷ The EIR also mentions that another plot is within 50 meters of a sensitive receptor.²⁸ First, this location for these large industrial sources of pollution violates Policy AQ 2.1 because of their proximity to the senior community of Country Village and Mira Loma Village. Second, this project violates AQ 2.2 because as currently designed the project includes no "barriers and/or distance from emissions sources." Moreover, the EIR fails to provide a credible analysis of why these measures may not be "possible." Third, the project does not include any of the "pollution control measures" to trap or control pollution required by AQ 2.3. Despite these clear inconsistencies, the EIR determines that the Project will be compatible "with existing and planned surrounding land uses or inconsistent with the land use designations and policies of the Riverside County General Plan (including those of any applicable Specific Plan)."²⁹ This approach of ignoring general plan provisions and the associated inconsistencies amounts to a CEQA violation, which renders the EIR invalid as a lawful document to allow decision-makers to make an informed decision.

This failure to comply with General Plan requirements necessitates a revision to the EIR and the project. For example, the County has rejected the siting of warehouse development in the past because of these considerations.

Moreover, the discussion of land use impacts in the EIR conveniently ignores the impacts to the low income minority community of Mira Loma Village. This occurs despite the fact that EIR used as a significance threshold whether the proposed project will "disrupt or divide the physical arrangement of an established community (including a low income or minority community.)"³⁰ Here, adding more than 8,000 trips per day in the community area will certainly disrupt the community of Mira Loma Village, which has been an established community since the 1930s. This failure to appropriately catalogue the land use impacts similarly means the EIR is deficient, and this flaw must be cured in future iterations of the EIR.

Response to CCAEJ/NRDC Comment #8

The Project does not violate the relevant provisions of the General Plan relating to sensitive receptors. General Plan Policy AQ 2.1 states that planning efforts shall separate and protect sensitive receptors from polluting point sources to the greatest extent possible. The proposed Project is located within the existing MLCC industrial park and is in-fill. The Project proposes a development consistent with the General Plan land use designations and is located in an area that contains predominantly industrial and manufacturing uses.

The Project does not violate Policy AQ 2.2. In fact, as discussed in both the Draft EIR (p. 3.0-1 and 3.0-4) and Final EIR (p. 2.0-88) the proposed Project has gone through extensive redesign to reduce impacts to residents:

In October 2004, the proposed six plot plans were evaluated in a Draft Environmental Impact Report which was circulated to the general public on or about October 18, 2004. During and after the 45-day public comment period (October 19, 2004 to December 2, 2004), and subsequently at the public hearing on the proposed projects, additional information was requested from a number of public agencies and concerns from the surrounding community were raised regarding the size and potential environmental and public health impacts of the industrial projects.

Since that time, the proposed plot plans which about the Mira Loma Village development have been modified whereby single industrial warehouses with large numbers of loading bays have been replaced with smaller individual buildings averaging 11,271 square feet in size. Additionally, the smaller buildings are not intended to be warehouses, and the exterior dock-high loading areas have been eliminated and replaced with interior ground-level loading areas.

By redesigning some of the larger buildings into numerous smaller buildings the overall square footage decreased which in turn reduces the amount of traffic associated with the Project.

Smaller building size also discourages larger regional distribution facilities from operating provides a more suitable facility for smaller business park uses that are less truck-intensive.

Additional discussion of reconfiguring the Project via set-backs is found in Response to CCAEJ Comment #3. This issue has already been addressed and no modification of the Draft EIR is required.

The Project does not violate General Plan Policy AQ 2.3. Policy AQ 2.3 describes landscaping, vegetation, and other materials as examples of pollution control measures that trap particulate matter. The Project's landscaping plans have been submitted along with the Project, pursuant to County requirements. In addition, the Project includes numerous mitigation measures to reduce particulate matter and other emissions from operation of the proposed developments (**MM Air 4** through **MM Air 15**). Required compliance with Title 24 will also ensure that the indoor air quality in the proposed building meets current standards. Therefore, the Project complies with this policy.

The Draft EIR correctly determines that the Project will be compatible with existing and planned surrounding land uses as described on p. 4.9-20 and will not be inconsistent with the land use designations and policies of the Riverside County General Plan as described above. The EIR is valid and has not ignored any general plan provisions nor is it inconsistent with any general plan policies. The Project does not require any revisions nor does the EIR.

The EIR does not ignore discussions of land use impacts to the low income community of Mira Loma Village. The proposed will not disrupt or divide the physical arrangement of an established community as discussed on p. 4.9-20 of the Draft EIR. The proposed Project will not divide the community; the Project-related traffic will merely drive by it along Etiwanda Avenue, a General Plan designated Urban Arterial Highway (six-lane divided road) (Draft EIR p. 4.15-2). Therefore the EIR is adequate and no modification is necessary.

CCAIEJ/NRDC Comment #9

VI. The DEIR/S Does Not Adequately Discuss Alternatives to the Proposed Project.

The analysis of alternatives to the proposed project lies at “[t]he core of an EIR.”³¹ In this analysis, the EIR must consider a reasonable range of alternatives that would avoid or substantially lessen this impact while feasibly attaining most of the Project’s basic objectives.³² If the EIR refuses to consider a reasonable range of alternatives or fails to support its analysis with substantial evidence, the purposes of CEQA are subverted and the EIR is legally inadequate.³³ If a feasible alternative exists that will meet the project’s objectives while reducing or avoiding its significant environmental impacts, the project may not be approved.³⁴

An adequate alternatives analysis is a crucial component of complying with CEQA. Further, CEQA contains a clear mandate that the alternatives must be explored in depth and with the same level of detail as the proposed action. The analysis of the alternatives throughout the document fails in this respect.

A reasonable range of alternatives must include proposals that “offer substantial environmental advantages” over the proposed project.³⁵ In the present case, the EIR fails to examine an alternative that would utilize the ample open warehouse space that currently exists in Mira Loma to accommodate the additional freight desired by the County.³⁶ Colliers International estimates that approximately 14.4% of the warehouse space in Mira Loma is vacant.³⁷ The EIR fails to analyze whether this vacant space could be used instead of building new facilities that would expose several communities to additional toxic exposure.

Response to CCAIEJ/NRDC Comment #9

The comment describes the requirements of an alternative’s analysis under CEQA. However, CEQA does not require that the alternatives be explored “with the same level of detail as the proposed action.” In fact, Section 15126.6 (d) states that the “ EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison of the proposed project...the significant effects of the alternative shall be discussed, but in less detail than significant effects of the project as proposed.” Therefore, the Project’s alternatives analysis meets the requirements of CEQA with regards to level of analysis.

A reasonable range of four alternatives were analyzed in the Draft EIR, including variations of the “No Project” scenario where the Project would not be built in its present location. (See summary at Draft EIR p. 6.0-52.0) Although the commenter suggests that putting the Project in another location is a “new” alternative that has not yet been considered, it is actually yet another variation of the “no project” and “alternative site” alternatives that were already analyzed in the EIR. As with alternatives analyzed in detail in the EIR, the alternative proposed in the comment is not feasible because it would not meet the Project’s objectives or necessarily result in

avoidance of potentially significant impacts. (See Draft EIR p. 6.0-52 through 6.0-57.) Accordingly, it is rejected as infeasible.

As stated in Response to CCAEJ/NRDC Comment #1, the Colliers International Market Report addresses the industrial market trends for the first quarter of 2010 for the West Inland Empire. The report may relate to the marketability for the Project buildings, but it does not relate to the environmental effects being analyzed in the EIR and will not affect the EIR conclusions on environmental impacts. Therefore, no information in this report changes the analysis in the EIR. Moreover, and as discussed above, the report confirms that the leasing rate for industrial space is actually increasing, thus providing substantial evidence of the need for the space provided by the Project.

CCAIEJ/NRDC Comment #10

VII. The EIR Contains No Environmental Justice Analysis Despite Critical Environmental Justice Impacts.

It is no secret that freight operations implicate several environmental justice concerns. Accordingly, we find the lack of any reference to environmental justice impacts deeply disturbing. This lack of information renders the EIR an inadequate informational tool to help the County weigh the benefits against the environmental degradation and health impacts that will result from this project.

Response to CCAIEJ/NRDC Comment #10

The comment states that information on environmental justice was not provided in the EIR and therefore could not be considered by County when comparing the Project's benefits to its negative impacts. The following discussion is also contained in Response to CCAIEJ Comment # 2.

Pursuant to several prior Presidential executive orders issued under the authority of Title VI of the Civil Rights Act of 1964, an analysis of Environmental Justice is a required element of environmental review under the National Environmental Policy Act ("NEPA"). NEPA requires that federal agencies consider Environmental Justice as well as other social impacts in their NEPA documents. (See United States Code, tit. 42, §§ 4331(a), 4342, 4344.) Here, however, NEPA is inapplicable. Instead, this Project is subject to environmental analysis pursuant to the requirements of CEQA.

In contrast to NEPA, CEQA review requires that lead agencies focus on a project's potentially significant adverse impacts to the physical environment. "Evidence of economic and social impacts that do not contribute to or are not caused by physical changes in the environment is not substantial evidence that the project may have a significant effect on the environment." (Cal. Code Regs., tit. 14 ["State CEQA Guidelines"], § 15064(f)(6).) Indeed, the California Supreme Court has explained that, "[a]n EIR is to disclose and analyze the direct and the reasonably foreseeable indirect environmental impacts of a proposed project if they are significant....

Economic and social impacts of proposed projects, therefore, are outside CEQA's purview." (*Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, 1182 [citing State CEQA Guidelines, §§ 15126.2, 15064(d)(3)] [emphasis in original].) Accordingly, it is only "[w]hen there is evidence ... that economic and social effects caused by a project ... could result in a reasonably foreseeable indirect environmental impact, such as urban decay or deterioration, then the CEQA lead agency is obligated to assess this indirect environmental impact." (*Ibid.*)

Here, there is no evidence that the Project will result in social effects that will give rise to physical impacts on the environment. Although the Draft EIR acknowledges and discloses potentially significant air quality impacts and attendant health risks, those are physical impacts on the environment and are not evidence of social injustice or economic impacts giving rise to further physical environmental effects. The proposed Project will not result in any blight or economic/social impacts for several reasons. First, the proposed Project will directly generate between 567 and 1,101 jobs in the local area (Draft EIR, p. 5.0-4). The creation of these jobs is considered to be a positive socioeconomic impact. Secondly, the proposed Project is not expected to cause existing businesses to close or otherwise experience adverse economic impacts. For example, if the competition provided by a new, large, low-cost retail store causes existing retail stores in a nearby urban center to close, resulting in urban blight, that blight may be considered a physical effect on the environment. However, the proposed Project proposes a mix of industrial park uses that will accommodate light industrial and warehouse type uses, rather than retail uses. Although specific tenants for the proposed Project have not been identified, future tenants are expected locate within the proposed project due to its location and proximity to local and regional transportation corridors and the Ontario Airport, rather than specifically to compete with existing light industrial and warehouse uses. Furthermore, the rate and order of Project development will be determined based on assessments by the individual Project developers of local and regional market demand for such development; thereby further reducing the potential that existing industrial park development would suffer adverse economic impacts as a result of the proposed Project. Accordingly, the socioeconomic effects of the proposed Project will not result in adverse physical changes, such as blight, to the environment.

The County has undertaken a lengthy and detailed environmental review process prior to making a decision regarding the proposed Project and has adequate information regarding the benefits and negative environmental impacts that would result from approval of this Project.

CCAIEJ/NRDC Comment #11

VIII. A Revised Draft EIR Must Be Prepared and Recirculated.

Because of the inadequacies discussed above, the County's EIR cannot form the basis of a lawful EIR. CEQA requires preparation and recirculation of a supplemental draft "[w]hen significant new information is added to an environmental impact report" after public review and comment on the earlier draft EIR.³⁸ The opportunity for meaningful public review of significant new information is essential "to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom."³⁹ An agency cannot simply release a draft report "that hedges on important environmental issues while deferring a more detailed analysis to the final [EIR] that is insulated from public review."⁴⁰

In order to cure the panoply of EIR defects identified in this letter, the County must obtain substantial new information to adequately assess the proposed Project's environmental impacts, and to identify effective mitigation and alternatives capable of alleviating the Project's significant impacts. This new information will clearly necessitate recirculation. CEQA requires that the public have a meaningful opportunity to review and comment upon this significant new information in the form of a recirculated draft supplemental EIR.

Response to CCAIEJ/NRDC Comment #11

The Draft EIR does not require recirculation. CEQA requires that an EIR be recirculated only in the limited circumstances where significant new information of substantial importance, such as a new potentially significant impact comes to light after an EIR is circulated but prior to its certification. (State CEQA Guidelines, § 15088.5.) Here, significant new information was not presented after public review of the Draft EIR. Indeed, the significance conclusions in the EIR remain accurate. Although additional mitigation measures were imposed through the responses to comments process, those mitigation measures further mitigate impacts but do not change the ultimate significance conclusions from the EIR. Further, the Draft EIR did not defer more detailed analyses to the Final EIR. Instead, additional explanation of some issues was provided in response to the comments received on the EIR, but that information merely "clarifies or amplifies" the discussion already presented in the Draft EIR for public review. Accordingly, recirculation is not required. (See *ibid.*) The impacts from the proposed Project remain the same as those identified in the Draft EIR and no recirculation is needed.

Goldberg, Sherry

From: Martinez, Adriano
Sent: Friday, June 11, 2010 10:17 AM
To: jchilder@rctlma.org
Cc: Martinez, Adriano; Penny Newman; Goldberg, Sherry
Subject: JOINT COMMENTS ON RECIRCULATED ENVIRONMENTAL IMPACT REPORT FOR MIRA LOMA COMMERCE CENTER (SCH# 2002121128)
Attachments: Mira Loma Commerce Center CEQA Comments 6-11-2010 Final.pdf; Exhibit A.pdf; Exhibit B.pdf

Mr. Childers:

I have attached a comment letter and attachments for the CEQA document related to the Mira Loma Commerce Center. Please include this email and the attachments to this email in the CEQA record for this document. A copy of this comment letter and attachments will also be sent via Federal Express.

Please do not hesitate to contact me if you have any questions.

Best,
Adrian

Adrian Martinez
Natural Resources Defense Council
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**CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
NATURAL RESOURCES DEFENSE COUNCIL**

June 11, 2010

Mr. Jeffrey Childers, Project Planner
County of Riverside
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P.O. Box 1409
Riverside, CA 92502-1409
Email: jchilder@rctlma.org

**RE: JOINT COMMENTS ON RECIRCULATED ENVIRONMENTAL IMPACT
REPORT FOR MIRA LOMA COMMERCE CENTER (SCH# 2002121128)**

Dear Mr. Childers:

On behalf of the Center for Community Action and Environmental Justice and the Natural Resources Defense Council, we write to provide comments on the Recirculated Environmental Impact Report for the Mira Loma Commerce Center ("EIR"). We request that these comments and the attachments be included in the record for this project. After careful review, we have concluded that the EIR fails in many respects to comply with the requirements of the California Environmental Quality Act ("CEQA"). As described below, the EIR is inadequate because it fails to carry out CEQA's mandates. It does not accurately identify or analyze the significant environmental impacts that would result from the implementation of this major Project in close proximity to sensitive sites, and it fails to provide sufficient mitigation for such impacts as it does identify. The Project also fails to analyze and adopt all feasible mitigation measures as mandated by CEQA. The Project also fails to comply with the County of Riverside's General Plan, which would make certification of this EIR a per se violation of CEQA. Finally, it fails to consider alternatives that effectively protect the environment.

**I. The Proposed Project will have an Indelible Impact on
Adjacent Communities and the Region in General.**

The health impacts and regional air quality impacts from freight activities are well documented. Of all listed Toxic Air Contaminants identified by the California Air Resources Board ("CARB"), diesel particulate matter ("DPM") is known to present the greatest health risks to Californians.¹ Dozens of studies have shown adverse impacts from DPM and Oxides of Nitrogen ("NO_x") including respiratory disease, cardiovascular mortality, cancer, and reproductive effects as well as an increase in regional smog and water contamination. CARB has determined that

¹ CARB, *Emissions Reduction Plan for Ports and Goods Movement in California*, 7 (2006)(hereinafter "ERP").

diesel exhaust is responsible for over 70% of the risk from breathing our air statewide and in the South Coast Air Basin ("SCAB").² Further, the South Coast Air Quality Management District ("SCAQMD") in the Multiple Air Toxics Exposure Study III ("MATES III") "indicate[ed] that diesel exhaust is the major contributor to air toxics risk, accounting on average for about 84% of the total" risk from breathing air toxics.³

CARB recently revised its analysis of annual impacts from PM2.5 pollution. Previously, CARB estimated that statewide, 2,400 premature deaths annually are linked to goods movement, mostly from particulate pollution and 50% of these deaths are in the SCAB.⁴ Now, as the chart below demonstrates, CARB estimates that there are 3,700 premature deaths statewide associated with PM2.5 from Goods Movement activities.⁵

Table 6: Annual premature deaths associated with PM2.5 from Goods Movement activities¹

Pollutant	Low	Mean	High
Primary Diesel PM	600	2,000	3,500
Secondary Diesel PM (Nitrates)	480	1,600	2,800
Secondary Diesel PM (Organic Aerosols)	15	49	85
Other Primary PM2.5 ²	12	39	68
Statewide Total³	1,100	3,700	6,500

¹For the year 2005, these estimates do not include the contributions from particle sulfate formed from SO_x emissions, which is being addressed with several ongoing emissions, measurement, and modeling studies. Results listed are based on the previous emission inventories used in the Goods Movement Emission Reduction Plan in April of 2006 but with the new PM2.5-mortality relationship of 10 percent per 10 µg/m³ increase in PM2.5 exposures; these values may change if emissions inventories are updated.

²PM2.5 includes tire wear, brake wear, and particles from boilers, which are not covered under primary diesel PM.

³Totals do not add up due to rounding.

² ERP, at 7.

³ SCAQMD, Multiple Air Toxics Exposure Study for the South Coast Air Basin-III, at ES-3 (September, 2008) available at <http://www.aqmd.gov/prdas/matesIII/Final/Document/ab-MATESIIIExecutiveSummary-Final92008.pdf> (hereinafter "MATES III").

⁴ ERP, What's New-1 at 4.

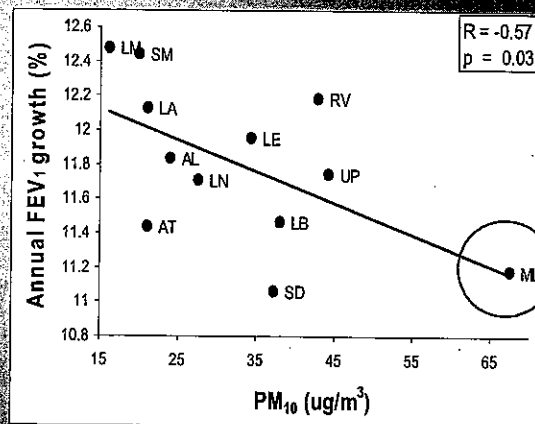
⁵ CARB, *Methodology for Estimating Premature Deaths Associated with Long-Term Exposures to Fine Airborne Particulate Matter in California Draft Staff Report*, (May 22, 2008).

Residents in Inland Empire communities will undoubtedly face additional impacts due to the increased pollution from this project. For sensitive populations, such as children and the elderly, and for those who live and work in close proximity to these major sources of diesel exhaust, the risk will be even higher.

In recent years, environmental health researchers have firmly established the linkage between air pollution exposure and a range of negative health outcomes, including slowed lung growth rates in children (Gauderman et al Cohort C, Cohort D papers), exacerbation of existing respiratory disease (McConnell et al EHP bronchitis/asthmatic paper), increased absences from school due to respiratory illness (Gilliland et al CHS absences paper), and increased mortality. The following charts display the troubling findings of the impacts of air pollution on health of residents in the Inland Empire, including our most vulnerable populations, children.

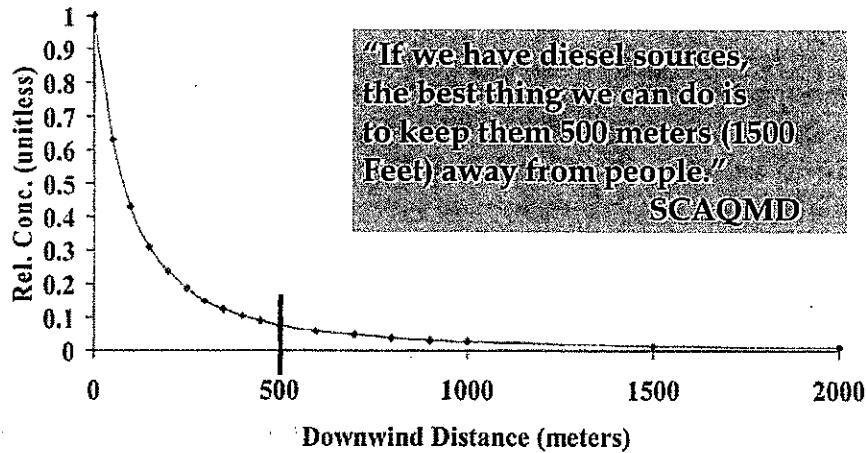
USC Children's Health Study

■ University of Southern California (USC), Children's Health Study found children in the Mira Loma area to have the slowest lung growth and weakest lung capacity.

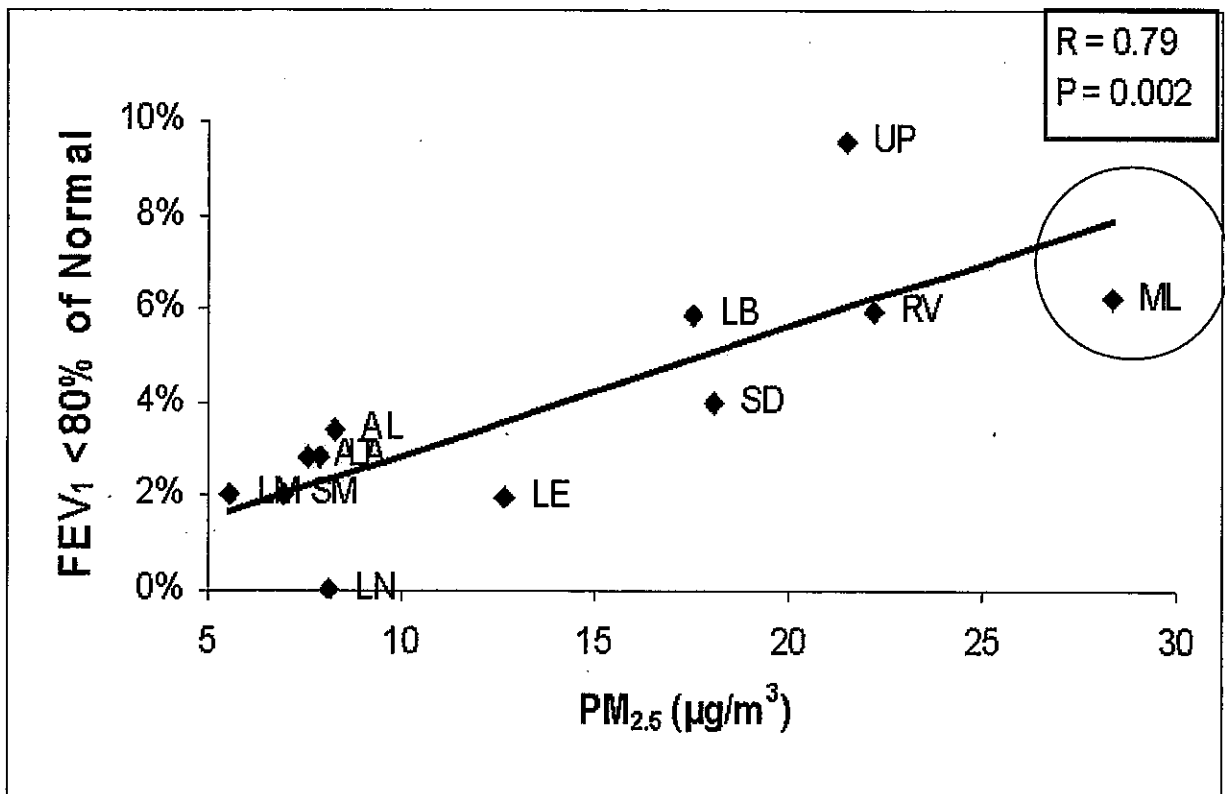


Association Between Air Pollution and Lung Function Growth in Children. Gauderman, et al. Environmental Health Perspectives, 2000, 108(12):1395-1402. Also see: Association Between Air Pollution and Lung Function Growth in Children. Gauderman, et al. Environmental Health Perspectives, 2002, 110(12):1805-1812. University of Southern California, Center for Environmental and Estuarine Science (CES), 2009.

Sensitivity of Concentrations to Downwind Distance



SCAQMD: "Mira Loma Specific Air Management Project", 2002. Presentation by Mike Nazemi before the Mira Loma Community Committee. August 29, 2002.



South Coast Air Quality Management District, "Multiple Air Toxics Exposure Study in the South Coast Air Basin" (MATES II Study), March 2000.

In addition to the large impacts on residents and workers closest to the sources of emissions, distribution center operations pose a particularly acute threat to regional air quality. The South Coast Air Basin ("SCAB"), where the project area is located, consistently ranks near the top of the lists for the nation's filthiest air quality. Freight transport, including the operations culminating in the Inland Empire, greatly contributes to the persistent failure of the SCAB to meet clean air standards established by the Environmental Protection Agency. Without all feasible mitigation, the SCAB could fail to achieve the federal annual PM2.5 standard by 2014. This project proposes to add additional pollution that would not have occurred if the project was not built. Against this backdrop, there are several deficiencies in the EIR that must be addressed.

II. The Revised EIR Fails to Adequately Analyze Air Quality and Traffic Impacts.

The South Coast Air Quality Management District critiqued the air quality analysis in the EIR on several grounds. We have similar concerns that the Air Quality analysis was designed to mask the true impacts of this project. The air quality analysis uses an unduly narrow trip length that is unrealistic given the type of project proposed for this facility. The primary business in the Inland Empire is from the Ports of Los Angeles and Long Beach, which is much further than the 8.9 miles used for the EIR analysis.⁶

By excluding large portions of the truck trips, the EIR severely understates the Project's traffic impacts and associated air quality impacts. The California Supreme Court has emphasized that "an EIR may not ignore the regional impacts of a project approval, including those impacts that occur outside of its borders; on the contrary, a regional perspective is required."⁷ An EIR must analyze environmental impacts over the entire area where one might reasonably expect these impacts to occur.⁸ This principle stems directly from the requirement that an EIR analyze all significant or potentially significant environmental impacts.⁹ An EIR cannot analyze all such environmental impacts

⁶ See generally, SCAG, 2008 Regional Transportation Plan, Goods Movement Report, at 13, available at http://www.scag.ca.gov/rtp2008/pdfs/finalrtp/reports/fGoods_Movement.pdf ("Most port truck cargo movements associated with intermodal yards, transload facilities, and warehouses are primarily related to import containers from the SPB ports") [Attached as Exhibit A].

⁷ *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 575.

⁸ See *Kings County Farm Bureau*, 221 Cal. App. 3d at 721-23.

⁹ See Pub. Res. Code §§ 21061, 21068; see also *Citizens to Preserve the Ojai v. County of Ventura* (1986) 176 Cal. App. 3d 421, 432-33 (finding "an absolute

if its study area does not include the geographical area over which these impacts will occur. Here, the fact that trucks will travel to and from the ports is not only corroborated by the South Coast Air Quality Management District, but also meets the low threshold of "reasonable expectat[ions]" that the freight moves from the port areas as detailed in the 2008 Regional Transportation Plan to the Inland Empire.

III. The Revised EIR Includes an Improper Greenhouse Gas Emissions Analysis.

The deficiencies with the air quality analysis also taints the greenhouse gas analysis for this project. The curtailed trip analysis dramatically underestimated the emissions of greenhouse gasses associated with this project.

IV. The Mitigation Measures Fail to Comply with CEQA.

Mitigation of a project's significant impacts is one of the "most important" functions of CEQA.¹⁰ Under CEQA, feasible mitigation measures must be adopted that will avoid or substantially lessen significant environmental effects.¹¹

i. The Construction Mitigation Measures Must be Improved.

The mitigation measures for construction are vague. We recommend that the construction mitigation comply with the following requirements:

Construction Equipment

Equipment¹² greater than 25 horsepower must:

- (1) Meet current emission standards¹³ and

failure to comply [with CEQA]" where information relevant to project's impacts was omitted).

¹⁰ *Sierra Club v. Gilroy City Council*, 222 Cal.App.3d 30, 41 (1990).

¹¹ Pub. Res. Code § 21002.

¹² Equipment refers to vehicles such as excavators, backhoes, bulldozers propelled by an off-road diesel internal combustion engine.

¹³ These standards are described in Division 3 Chapter 9, Article 4, Section 2423(b)(1)(A) of Title 13 of the California Code of Regulations, as amended. An explanation of current and past engine standards can also be accessed at <http://www.dieselnet.com/standards/>. Currently all new equipment are meeting the US EPA Tier II standards and most equipment also meets Tier III standards (all 100HP to 750HP equipment). Note that Tier IV standards would automatically meet the BACT requirement.

- (2) Be equipped with Best Available Control Technology (BACT)¹⁴ for emissions reductions of PM and NOx, *or*
- (3) Use an alternative fuel.

Diesel Trucks

On-road trucks used at construction sites, such as dump trucks, must:

- (1) Meet current emission standards, *or*
- (2) Be equipped with BACT¹⁵ for emissions reductions of PM and NOx, *and*
- (3) Any trucks hauling materials such as debris or fill, must be fully covered while operating off-site (i.e. in transit to or from the site).

Generators

Where access to the power grid is limited, on-site generators must:

- (1) Meet the equivalent current off-road standards for NOx, *and*
- (2) Meet a 0.01 gram per brake-horsepower-hour standard for PM, *or*
- (3) Be equipped with Best Available Control Technology (BACT) for emissions reductions of PM.

Special Precautions Near Sensitive Sites

All equipment operating on construction sites within 1,000 feet of a sensitive receptor site (such as schools, daycares, playgrounds and hospitals)¹⁶ would either:

- (1) Meet US EPA Tier IV emission standards *or*
- (2) Install ARB Verified "Level 3" controls (85% or better PM reductions), and
- (3) Notify each of those sites of the project, in writing, at least 30 days before construction activities begin.¹⁷

ii. The Project's Operational Mitigation Measures Must be Made Enforceable and Augmented.

¹⁴ Here BACT refers to the "Most effective verified diesel emission control strategy" (VDECS) which is a device, system or strategy that is verified pursuant to Division 3 Chapter 14 of Title 13 of the California Code of Regulations to achieve the highest level of pollution control from an off-road vehicle.

¹⁵ Here BACT also refers to most effective VDECS as defined by the California Air Resources Board (CARB).

¹⁶ Sensitive sites are defined and described in the CARB Air Quality and Land Use Planning Guidelines, 2005; <http://www.arb.ca.gov/ch/landuse.htm>.

¹⁷ Notification shall include the name of the project, location, extent (acreage, number of pieces of equipment operating and duration), any special considerations (such as contaminated waste removal or other hazards), and contact information for a community liaison who can answer any questions.

Given the significant environmental impacts to air quality associated with this project, the EIR should require additional mitigation. For heavy duty trucks, the Ports of Los Angeles and Long Beach recently adopted a program that will require only 2007 EPA compliant trucks to perform port drayage service by 2012. This program is expected to reduce port truck emissions by at least 80%.¹⁸ These types of requirements should be imposed for this project.

In addition to the vagueness of the existing mitigation measures, the EIR also fails to consider and adopt additional feasible mitigation. We recommend that the operational mitigation comply with the following requirements:

Diesel Trucks

On-road trucks serving a facility, must:

- A. If a facility is served by a centrally controlled fleet, trucks should
 - (1) Be electrified to the extent feasible, *and*
 - (2) Meet current US EPA emission standards.
- B. All independently operated trucks shall meet the following standards, enforced by gate personnel.
 - (1) Meet current US EPA emission standards, *or*
 - (2) Be equipped with BACT¹⁹ for emissions reductions of PM and NOx, *and*

Equipment

Equipment²⁰ greater than 25 horsepower must:

- (1) Meet current US EPA emission standards²¹ *and*
- (2) Be equipped with Best Available Control Technology (BACT)²² for emissions reductions of PM and NOx, *or*

¹⁸ Port of Los Angeles, Press Release, http://www.portoflosangeles.org/newsroom/2008_releases/news_061708ctp.asp

¹⁹ Here BACT also refers to most effective VDECS as defined by the California Air Resources Board (CARB), for example, a particulate filter for PM and selective catalytic reduction for NOx.

²⁰ Equipment refers to vehicles such as yard tractors, forklifts, or other vehicles propelled by an off-road diesel or spark ignition internal combustion engine.

²¹ These standards are described in Division 3 Chapter 9, Article 4, Section 2423(b)(1)(A) of Title 13 of the California Code of Regulations, as amended. An explanation of current and past engine standards can also be accessed at <http://www.dieselnets.com/standards/>. Currently all new equipment are meeting the US EPA Tier II standards and most equipment also meets Tier III standards (all 100HP to 750HP equipment). Note that Tier IV standards would automatically meet the BACT requirement.

²² Here BACT would apply to diesel equipment and refers to the "Most effective verified diesel emission control strategy" (VDECS) which is a device, system or strategy that is verified pursuant to Division 3 Chapter 14 of Title 13 of the

- (3) Use an alternative fuel.²³

Refrigeration Units

Each warehousing facility must include the following if it is used for any refrigerated cargo:

- (1) Provide ample space for refrigerated cargo to be kept cool without the use of transportation refrigeration units or other temporary or inefficient refrigeration means;
- (2) All loading docks must be equipped to provide electrical hook-ups for refrigerated cargo;
- (3) All trucks transporting refrigerated cargo must be equipped with the ability to connect to electrical power from the loading docks; *and*
- (4) On-board refrigeration units on all trucks may not be employed when a vehicle is not in use *and* must meet current US EPA standards.

Recommendations to Limit Global Warming Pollution from Warehousing:

- (1) Prohibit all non-essential idling of vehicles and equipment onsite.
- (2) All vehicles and equipment should be the most efficient models available; heavy-duty trucks should be US EPA SmartWay certified.²⁴
- (3) Use the lowest carbon fuels possible (such as biodiesel or other alternative fuels).
- (4) Electrify operations to the extent possible. All generators, forklifts and equipment that can be electrified, should be.
- (5) All constructed buildings should meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ including the use of locally sourced materials where possible.²⁵

iii. The Project Should Include Mitigation Measures for Sensitive Populations.

California Code of Regulations to achieve the highest level of pollution control from an off-road vehicle.

²³ This could include natural gas or biodiesel, which is a fuel comprised of mono-alkyl esters of long chain fatty acids derived from vegetable oils or animal fats, meeting the requirements of ASTM D 6751. However, biodiesel must be proven to be sourced from sustainable feedstocks including waste grease, fats or oil and under certain circumstances, farmed oils that can be proven to be sustainable.

²⁴ SmartWay is a USEPA partnership with transport companies to reduce fuel use and pollution through improved efficiency. See <http://www.epa.gov/smartway/transport/index.htm>

²⁵ For information on LEED standards, see the U.S. Green Building Council: <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>

To avoid injury to public health, the project must mitigate its impacts through the reduction of emissions to as near zero as possible, and this comment letter offers numerous measures that should be used in pursuing that goal. Given that increases in pollution are likely even after these measures are implemented and given the lasting effects of baseline pollution, further mitigation is needed to address the extraordinary impact of freight related emissions on the respiratory health of communities in the vicinity of this project.

Many residents of freight movement communities and workers at distribution centers have already suffered irreparable long term damage to their lungs – as noted earlier, diminished lung function in children generates lifelong health effects. The ports should fund the establishment of one or several medical facilities dedicated to the respiratory and general health of the people most affected by distribution center emissions – those living in the neighborhoods closest to the major distribution centers, including this project area, and workers at the distribution centers.

Many of the goods movement adjacent neighborhoods in Riverside and along the I-60 and other routes are heavily populated with low and moderate income families unable to afford health insurance. Similarly, while some workers in the Inland Empire's logistics industry earn relatively high wages with good benefits, thousands of others earn low wages with few or no benefits.

Thus, funding for clinics should be sufficient not only to construct appropriate facilities, but also include adequate support for operations so that two classes of patients – residents of the identified freight movement adjacent communities and distribution center workers can access the facility without out of pocket cost regardless of insurance status.

Finally, the Project should include installation of air filtration system to protect residents from harmful levels of air pollution. The Port of Los Angeles agreed through the TraPac MOU to fund filtration systems in school in the vicinity of that project, and this Project should also include this type of mitigation. Moreover, the Port of Long Beach also developed a school filtration program related to its Middle Harbor Redevelopment Project.

V. The Revised EIR is Inconsistent with the County of Riverside's General Plan.

The County of Riverside General Plan includes the following provisions related to sensitive receptors—

Sensitive Receptors

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e. children, elderly and the sick) and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities. The intent of the following policies is to reduce the negative impacts of poor air quality on the County's sensitive receptors.

Policies:

AQ 2.1 The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible. (AI 114)

AQ 2.2 Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible. (AI 114)

AQ 2.3 Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution. (AI 114).²⁶

The project violates many of the relevant provisions relating to sensitive populations. As the EIR mentions, three of the proposed plot developments are located within 25 meters of the nearest sensitive receptor.²⁷ The EIR also mentions that another plot is within 50 meters of a sensitive receptor.²⁸ First, this location for these large industrial sources of pollution violates Policy AQ 2.1 because of their proximity to the senior community of Country Village and Mira Loma Village. Second, this project violates AQ 2.2 because as currently designed the project includes no "barriers and/or distance from emissions sources." Moreover, the EIR fails to provide a credible analysis of why these measures may not be "possible." Third, the project does not include any of the "pollution control measures" to trap or control pollution required by AQ 2.3. Despite these clear inconsistencies, the EIR determines that the Project will be compatible "with existing and planned surrounding land uses or inconsistent with the land use designations and policies of the Riverside County General Plan (including those of any applicable Specific Plan)."²⁹ This approach of ignoring general plan provisions and the associated inconsistencies amounts to a CEQA violation, which renders the EIR invalid as a lawful document to allow decision-makers to make an informed decision.

²⁶ County of Riverside 2003 General Plan, Chapter 9, available at http://www.tlma.co.riverside.ca.us/genplan/content/gp/chapter09.html#TOC3_2.

²⁷ EIR, at 4.3-44.

²⁸ *Id.*

²⁹ EIR, at 4.9-20.

This failure to comply with General Plan requirements necessitates a revision to the EIR and the project. For example, the County has rejected the siting of warehouse development in the past because of these considerations.

Moreover, the discussion of land use impacts in the EIR conveniently ignores the impacts to the low income minority community of Mira Loma Village. This occurs despite the fact that EIR used as a significance threshold whether the proposed project will “disrupt or divide the physical arrangement of an established community (including a low income or minority community.)”³⁰ Here, adding more than 8,000 trips per day in the community area will certainly disrupt the community of Mira Loma Village, which has been an established community since the 1930s. This failure to appropriately catalogue the land use impacts similarly means the EIR is deficient, and this flaw must be cured in future iterations of the EIR.

VI. The DEIR/S Does Not Adequately Discuss Alternatives to the Proposed Project.

The analysis of alternatives to the proposed project lies at “[t]he core of an EIR.”³¹ In this analysis, the EIR must consider a reasonable range of alternatives that would avoid or substantially lessen this impact while feasibly attaining most of the Project’s basic objectives.³² If the EIR refuses to consider a reasonable range of alternatives or fails to support its analysis with substantial evidence, the purposes of CEQA are subverted and the EIR is legally inadequate.³³ If a feasible alternative exists that will meet the project’s objectives while reducing or avoiding its significant environmental impacts, the project may not be approved.³⁴

An adequate alternatives analysis is a crucial component of complying with CEQA. Further, CEQA contains a clear mandate that the alternatives must be explored in depth and with the same level of detail as the proposed action. The analysis of the alternatives throughout the document fails in this respect.

A reasonable range of alternatives must include proposals that “offer substantial environmental advantages” over the proposed project.³⁵ In the present case, the

³⁰ EIR, at 4.9-3.

³¹ *Citizens of Goleta Valley II*, 52 Cal. 3d at 564; see also Pub. Res. Code § 21002.1(a) (“The purpose of an environmental impact report is to identify alternatives to the project . . .”).

³² See § 21100(b)(4); CEQA Guidelines § 15126.6(a).

³³ *San Joaquin Raptor*, 27 Cal. App. 4th at 735-38; *Kings County Farm Bureau*, 221 Cal. App. 3d at 736-37.

³⁴ Pub. Res. Code § 21002.

³⁵ See *Citizens of Goleta Valley*, 52 Cal. 3d at 565-66.

EIR fails to examine an alternative that would utilize the ample open warehouse space that currently exists in Mira Loma to accommodate the additional freight desired by the County.³⁶ Colliers International estimates that approximately 14.4% of the warehouse space in Mira Loma is vacant.³⁷ The EIR fails to analyze whether this vacant space could be used instead of building new facilities that would expose several communities to additional toxic exposure.

VII. The EIR Contains No Environmental Justice Analysis Despite Critical Environmental Justice Impacts.

It is no secret that freight operations implicate several environmental justice concerns. Accordingly, we find the lack of any reference to environmental justice impacts deeply disturbing. This lack of information renders the EIR an inadequate informational tool to help the County weigh the benefits against the environmental degradation and health impacts that will result from this project.

VIII. A Revised Draft EIR Must Be Prepared and Recirculated.

Because of the inadequacies discussed above, the County's EIR cannot form the basis of a lawful EIR. CEQA requires preparation and recirculation of a supplemental draft "[w]hen significant new information is added to an environmental impact report" after public review and comment on the earlier draft EIR.³⁸ The opportunity for meaningful public review of significant new information is essential "to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom."³⁹ An agency cannot simply release a draft report "that hedges on important environmental issues while deferring a more detailed analysis to the final [EIR] that is insulated from public review."⁴⁰

In order to cure the panoply of EIR defects identified in this letter, the County must obtain substantial new information to adequately assess the proposed Project's environmental impacts, and to identify effective mitigation and alternatives capable of alleviating the Project's significant impacts. This new information will clearly necessitate recirculation. CEQA requires that the public

³⁶ See generally, Colliers International, West Inland Empire Market Report (First Quarter 2010). [Attached as Exhibit B].

³⁷ *Id.* at 3.

³⁸ Pub. Resources Code § 21092.1.

³⁹ *Sutter Sensible Planning, Inc. v. Sutter County Board of Supervisors*, 122 Cal. App. 3d 813, 822 (1981); *City of San Jose v. Great Oaks Water Co.*, 192 Cal. App. 3d 1005, 1017 (1987).

⁴⁰ *Mountain Lion Coalition v. California Fish and Game Comm'n*, 214 Cal.App.3d 1043, 1052 (1989).

June 11, 2010
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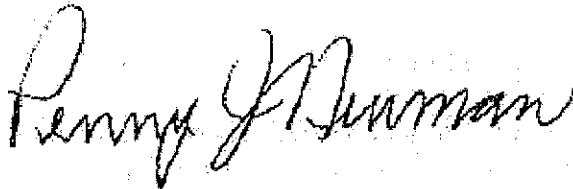
have a meaningful opportunity to review and comment upon this significant new information in the form of a recirculated draft supplemental EIR.

We appreciate your consideration of our comments. Please feel free to contact us if you have any questions.

Sincerely,



Adriano L. Martinez
Project Attorney
Natural Resources Defense Council



Penny Newman
Executive Director
Center for Community Action and Environmental Justice

ATTACHED LITERATURE

- (1) 2008 Regional Transportation Plan, Goods Movement Report
- (2) Colliers International, West Inland Empire Market Report (First Quarter 2010)



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2008
REGIONAL TRANSPORTATION PLAN

Making the Connections

**Goods Movement
Report**

GOODS MOVEMENT

Economic Impacts of Goods Movement

International Trade

Local Manufacturing and Logistics Industry

Cross-Border Trade Activity

Existing Regional Goods Movement System

Maritime Activity

Port Related Rail Activities: On-dock, Near-dock and Off-dock facilities

Rail Characteristics

Mainline Rail

Rail System Constraints and Issues

Trucks

Port Related Trucking

Local Trucks

Environmental Impacts

Safety and Security Concerns

SCAG's Regional Strategies

Regional Truck Strategies

Regional Rail Strategies

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Inland Port Strategy

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Goods movement activities thrive in the SCAG region because of the numerous advantages the region offers, including deep-water marine ports, highly developed networks of highways and railways, an abundance of trans-loading facilities, and a large internal market. As a result, the region serves as a major gateway for both international and domestic commerce, with goods movement being the fastest growing segment of the region's transportation sector. Additionally, goods movement plays a vital role in the local, regional, state, and national economies with one out of every seven jobs in Southern California linked to trade related industries.

While all projections indicate continued robust growth in trade volumes, the existing goods movement system is highly constrained. Over time, this trend will undermine the efficiency, reliability, and productivity of the system, and contribute to negative environmental and community impacts. Without improvements to the current system, projected growth in trade will worsen traffic congestion, pushing the region toward massive gridlock. Ultimately, this will lead to delays in goods delivery, which will increase costs to consumers and reduce quality of service, potentially undermining the region's competitive advantages. Additionally, the air quality and public health effects of diesel emissions are expected to worsen if no action is taken to mitigate these negative impacts. Current research suggests that health impacts associated with diesel emissions include lung malfunctioning, arterial thickening, birth defects, low birth weights, premature deaths, and increased rates of cancer and asthma. These and other environmental and public health impacts have increasingly led communities and policy makers to demand mitigation strategies and challenge proposals for infrastructure capacity enhancements.

Goods movement activities in the SCAG region have enormous impacts on the local, regional, state, and national economies, as well as local residents' quality of life. Infrastructure constraints, their associated impacts on operational efficiency, and associated adverse health impacts are critical issues which will continue to impact the SCAG region throughout the RTP period and beyond, requiring a coordinated regional framework to realize accelerated infrastruc-

ture improvements. As such, this RTP proposes three key goods movement strategies to address these challenges.

1. Freight Rail Investments, which consist of accelerating mainline capacity, grade separations, and locomotive engine upgrades;
2. Dedicated lanes for clean technology trucks, which focus upon adding roadway capacity along truck intensive corridors; and
3. High-Speed Regional Transport (HSRT) for freight, which includes exploration of HSRT systems that can provide greater freight throughput and reliability, with near zero emissions.

Economic Impacts of Goods Movement

INTERNATIONAL TRADE

Trade activities in the SCAG region produce a wide range of economic impacts at the local, regional, state, and national levels, and generate significant employment opportunities ranging from entry level to white-collar managerial positions. Businesses and services supported by trade activities include wholesale, supply chain management, courier services, vessel operations services, cargo handling, surface transportation (rail and truck), air cargo, trade finance, freight forwarding, customs brokers, insurance, and government agencies.

The total trade value of containerized trade through the San Pedro Bay ports (the Ports of Los Angeles and Long Beach) was \$256 billion in 2005. According to the U.S. Department of Transportation, the Port of Los Angeles became the nation's most valuable trade conduit in 2003 surpassing John F. Kennedy International Airport for total value of goods imported and exported through a freight gateway. The total economic output associated with international containerized trade through the Ports in 2005 was approximately \$364 billion. Containerized trade has generated, directly or indirectly, approximately \$107.5 billion in income, approximately 3.3 million jobs, and \$28.3 billion in state and local taxes, as shown in Table 1. However, it is important to note

that the majority of these tax revenues were not reinvested to provide capacity enhancements to the regional goods movement system.

TABLE 1 SUMMARY OF TRADE IMPACTS FOR CONTAINERIZED TRADE VIA THE PORTS OF LOS ANGELES AND LONG BEACH IN 2005 (\$ BILLIONS)

Item	Exports	Imports	Total
Trade Value	\$35.4	\$220.6	\$256.0
Economic Impacts:			
• Output	\$78.7	\$285.2	\$364.0
• Income	\$18.8	\$88.3	\$107.5
• Total Jobs	446,000	2,840,000	3,306,000
• State & Local Taxes	\$2.0	\$26.3	\$28.3

Source: BST Associates, PIERS, US Department of Commerce, U.S. Bureau of Economic Analysis, WISER Trade.

LOCAL MANUFACTURING AND LOGISTICS INDUSTRY

Although the region's manufacturing sector has been declining, it is still one of the largest in the nation. Los Angeles County ranks 1st, Orange County 8th, and the Riverside-San Bernardino area 16th largest in the nation. These data indicate that the region represents a significant market for all types of suppliers. Major products produced in the region include computer & electronic products, apparel, transportation equipment, fabricated metal products, plastics & rubber products, textile and food. Most of the region's manufacturing centers are clustered in the area bounded by SR-60, I-710 and Los Angeles/Orange county line, the South Bay area, the San Fernando Valley, the San Gabriel Valley (the City of Industry), and northern parts of Orange County and Inland Empire.

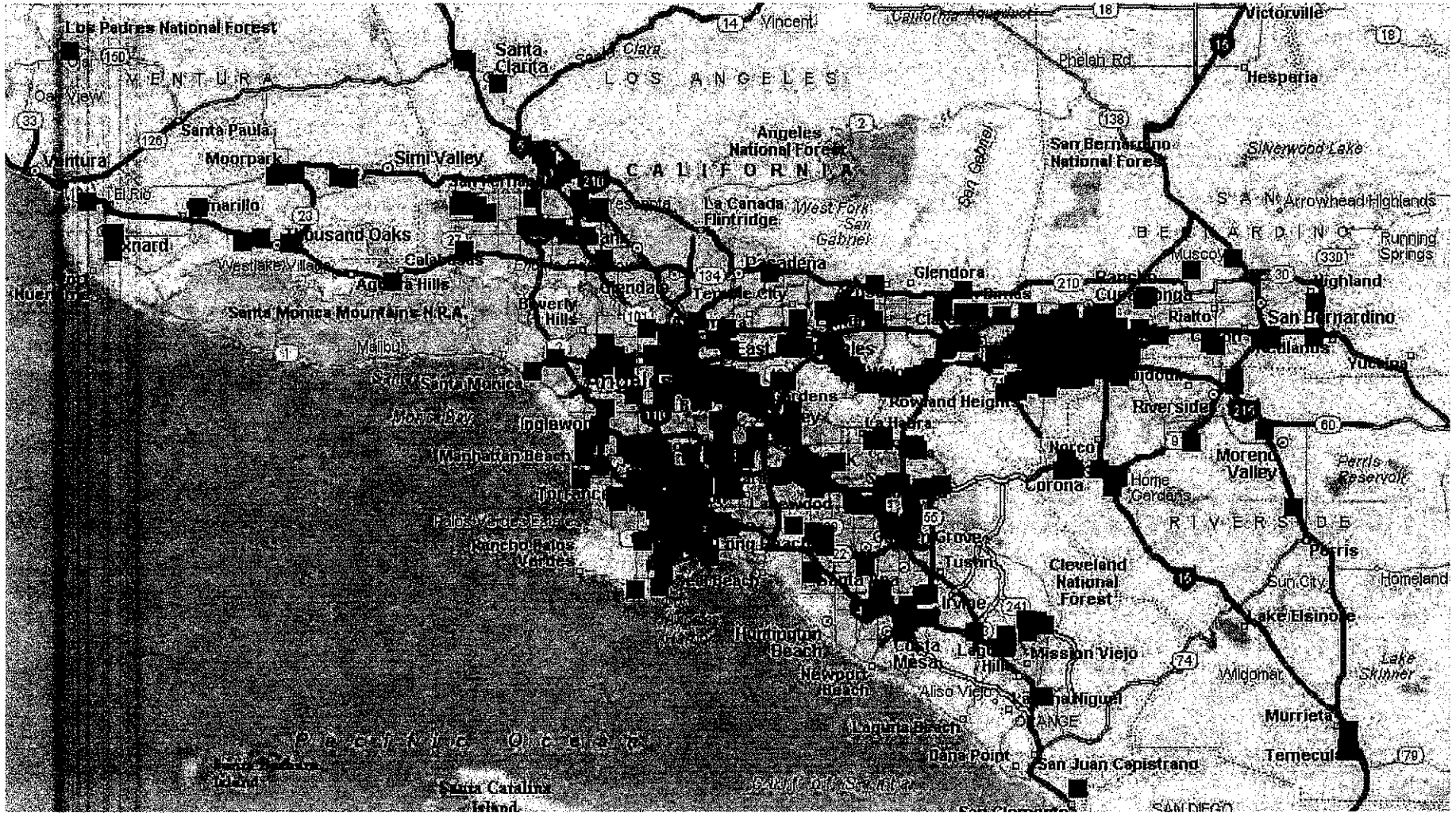
According to studies by Dr. John Husing, the manufacturing sector historically played a key role in the regional economy by providing upward income mobility to entry-level workers with marginal education. Manufacturing has enabled unskilled workers to gain necessary skills and experience via on-the-job training, and given them the means to enter the middle class. Recent technol-

ogy advancements, however, have increased operational efficiency and have led to significant declines in employment demand for this sector. Another factor contributing to this trend is the high cost of conducting business in Southern California, including increasing workers compensation costs, rising energy costs, and an expensive housing market. These high costs and the need to compete in the global marketplace, have increasingly led manufacturers to outsource their activities to achieve lower costs. As a result, international trade continues to grow rapidly in the region, as goods and products manufactured overseas are shipped to the United States through Southern California's ports. This has created an exponential growth in the logistics sector, as these imported goods are transported from Southern California's ports to the rest of the United States. Current data suggests that Southern California's logistics sector will continue to experience both sustained and rapid growth well into the future.

The logistics industry is now filling the employment needs created by the region's declining manufacturing sector. Similar to manufacturing, the logistics industry provides good-paying jobs that are well above the minimum wage for entry-level workers with limited education. The success of the logistics industry in the SCAG region is due in part to "Just-in-Time" systems used by the nation's manufactures and retailers, which makes the logistics sector one of the most capital and information-intensive industries in the region.

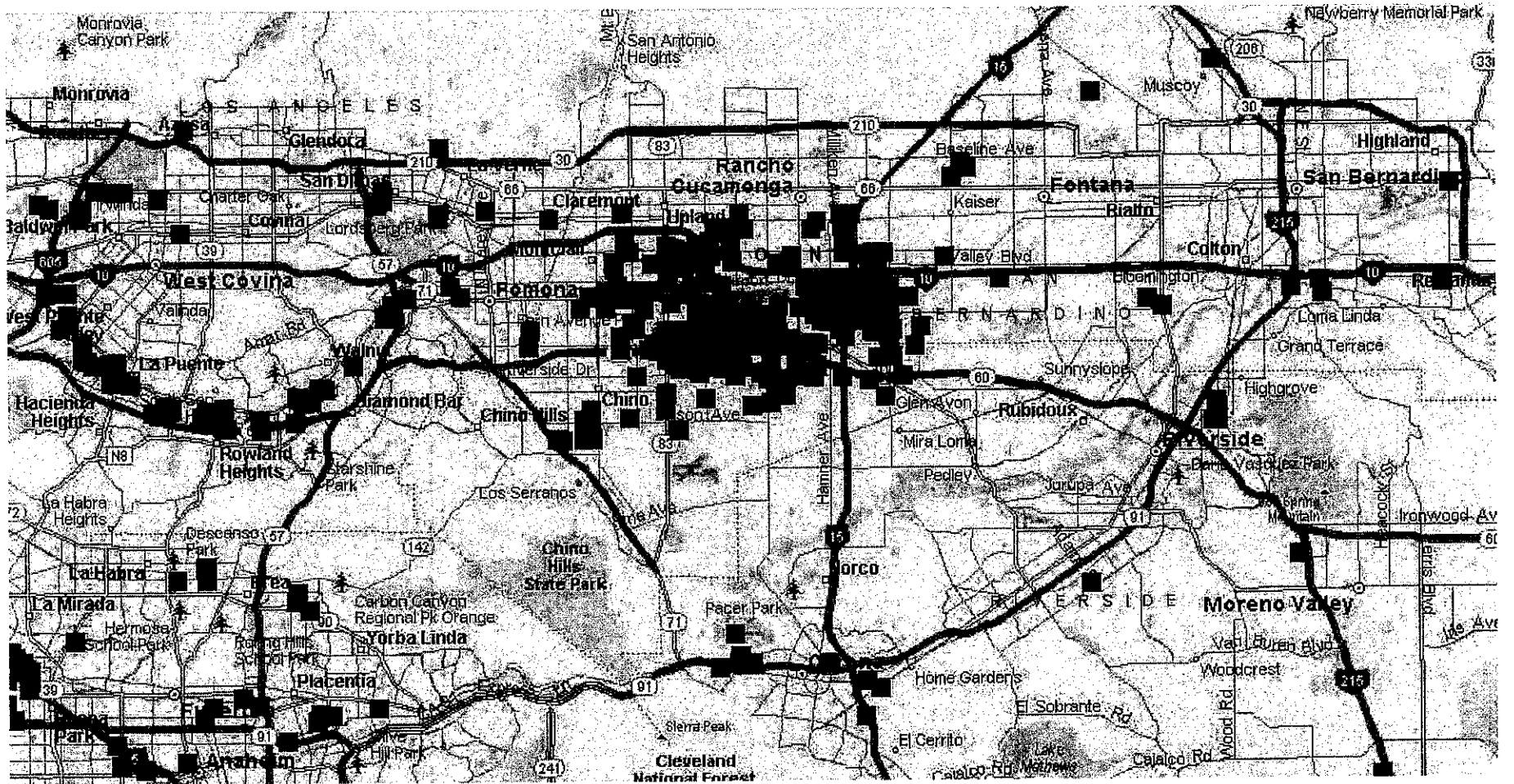
The locations of logistics centers tend to overlap with manufacturing centers as these sectors are complementary to one another. Throughout the region, warehousing, distribution, and intermodal facilities occupy more than 1.5 billion square feet of space with more than 32 million square feet currently in development. Services provided by these facilities account for 15% of the total U.S. market and 60% of the West Coast market. Exhibits 1 and 2 display the distribution of warehouses and distribution centers in the SCAG region.

EXHIBIT 1 WAREHOUSES AND DISTRIBUTION CENTERS IN THE SCAG REGION



Source: Inland Port Feasibility Study, SCAG, 2006.

EXHIBIT 2 WAREHOUSES AND DISTRIBUTION CENTERS IN THE INLAND EMPIRE



Source: Inland Port Feasibility Study, SCAG, 2006.

CROSS-BORDER TRADE ACTIVITY

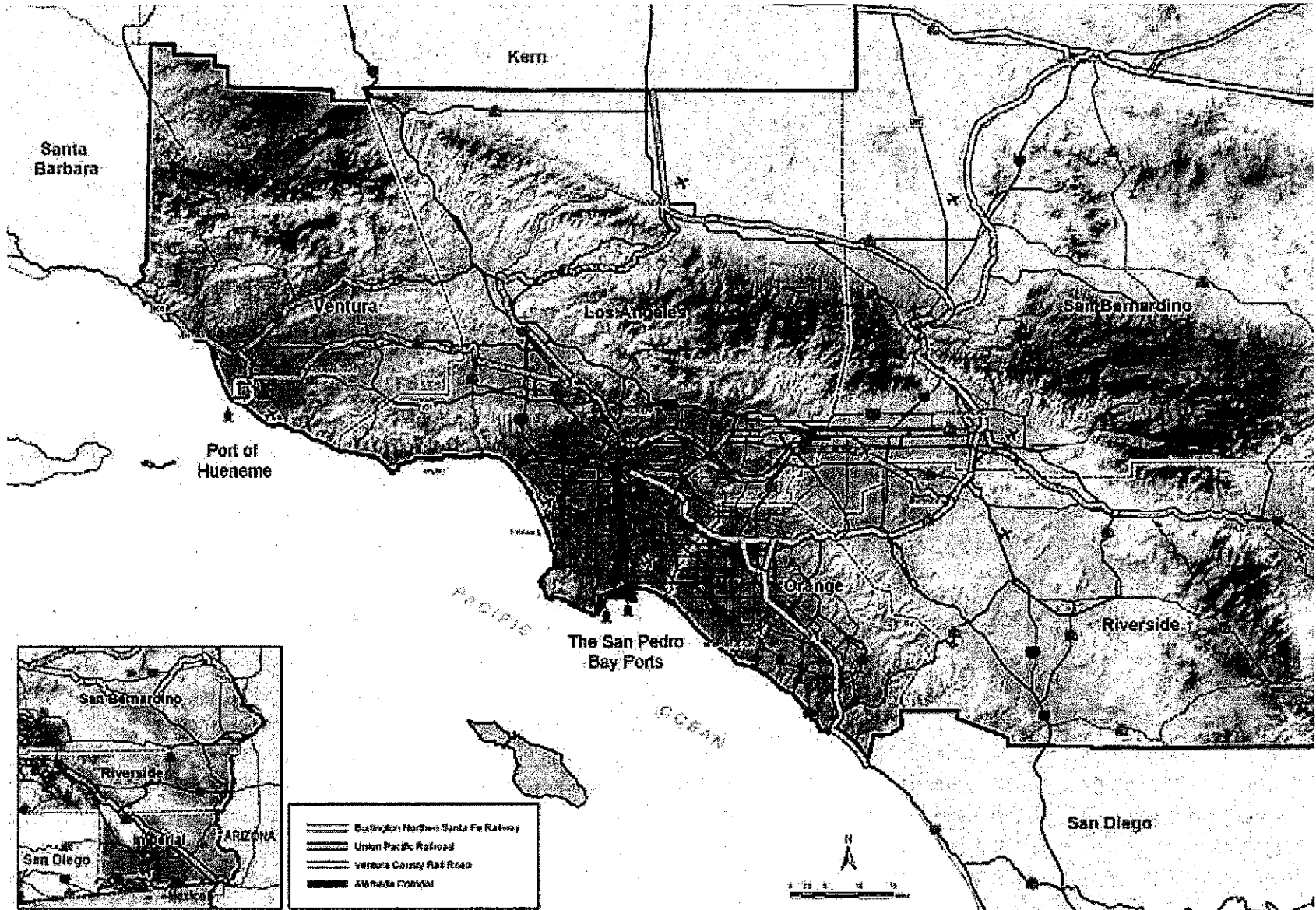
Cross-border trade activity between California and Baja California, Mexico increased significantly following the passage of NAFTA in 1993, resulting in economic benefits for both countries. In the SCAG region, there are three Ports of Entry (POEs) located in Imperial County (Calexico, Calexico East and Andrade). The total value of goods transported through these POEs increased from \$3.4 billion in 1995 to \$10.8 billion in 2005. The Calexico POE was the second busiest land crossing along the California/Baja California border with approximately 17 million people crossing northbound in 2003 and 600,000 annual truck crossings. Incoming border-crossing truck volumes through Imperial County's POEs rose from over 182,000 in 1994 to almost 322,000 in 2005, a 77% increase.

This increase in truck traffic is primarily due to the maquiladora industry, (manufacturing / assembly plant operations along the Border), which has grown over 472% since 1978. Caltrans estimates that border trade activity will continue to grow, with approximately 5.6 million border crossings expected by 2030. Railroads also contribute to border-crossing trade activity. In the SCAG region, a Union Pacific rail line connects Mexicali in Baja California to Calexico and El Centro in Imperial County. This line handles approximately 160 railcars per day, six days a week.

Existing Regional Goods Movement System

The region's major ports and airports handle an enormous amount of imported goods, mainly from Asia, as well as exports. Goods enter and exit the region via ocean carriers, railroads, trucks, and aircraft and are transported to final destinations or to local warehousing and distribution centers for sorting, consolidation, and distribution. Exhibit 3 illustrates the existing regional goods movement system. The following sections discuss each of the components in detail.

EXHIBIT 3 EXISTING REGIONAL GOODS MOVEMENT SYSTEM



Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

Maritime Activity

The Ports of Los Angeles and Long Beach, also known as the San Pedro Bay (SPB) ports, constitute the nation's busiest seaport and the fifth largest container port complex in the world. In 2005, the Ports accounted for approximately 24 percent of all U.S. export container traffic and approximately 40 percent of import container traffic. The Ports handled 14.2 million twenty-foot equivalent Units (TEUs) in 2005 and 15.8 million TEUs in 2006.

Table 2 shows forecasted growth for cargo containers moving through the SPB ports through 2030. The forecasts are capacity constrained forecasts based on current development strategies at the Ports. The US Department of Transportation has noted that unconstrained demand could be as high as 60 million TEUs. The ability of the Ports to handle projected growth in containerized cargo volumes is critical to the continued health of the local, regional, state, and national economies.

TABLE 2 SAN PEDRO BAY PORTS CONTAINERIZED CARGO FORECASTS

Year	TEUs (Million)	Share of California Total
2006 (actual)	15.8	86.8%
2010	19.7	86.8%
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Source: Growth of California Ports – Opportunities and Challenges, A Report to the Legislature, April 2007

The breakdown of cargo types and volumes received by both Ports is illustrated in Table 3.

TABLE 3 PORTS OF LOS ANGELES AND LONG BEACH CARGO TYPES AND VOLUMES

Cargo Types	2006 Cargo Volume (Millions of Metric Revenue Tons)		
	Port of Los Angeles	Port of Long Beach	Total (Both Ports)
General Cargo	155.3	127.2	282.5
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Sources: Port of Los Angeles 2006 Financial Statement; and Port of Long Beach 2006 Monthly Tonnage Summary Report.

Seventy percent of imported goods arriving at the Ports are intended for markets outside of the region. Despite efforts to develop alternative West Coast gateways, such as enhancing cargo handling capacity, the SPB ports are expected to remain the primary West Coast gateway to the rest of the nation well into the future.

The Port of Hueneme also plays an important role in the region's goods movement system. Located approximately 60 miles northwest of Los Angeles, the Port of Hueneme is the only deep-water harbor between Los Angeles and San Francisco. Roughly \$7.5 billion in cargo moves through the Port of Hueneme each year, which mostly includes automobiles, fresh fruit, and produce. The Port's location near the Santa Barbara channel has also made the Port one of the primary support facilities for the offshore oil industry. Port related activity contributes over \$650 million to the local economy, and supports an additional 5,000 jobs (directly and indirectly) in Ventura County.

PORT RELATED RAIL ACTIVITIES: ON-DOCK, NEAR-DOCK AND OFF-DOCK FACILITIES

More than half of the international import and export container market utilizes the region's intermodal rail system. There are two main types of international intermodal movements in Southern California, depending on cargo handling and intermodal transfer practices:

- **Direct Intermodal:** The direct loading/unloading of marine containers on/off intermodal trains, without intermediate cargo handling, and
- **Transload Intermodal:** The transfer of cargo from marine containers to domestic trailers at transload/consolidation facilities and warehouses, and includes subsequent transfer to railcars. This offers advantages by expediting the return of empty marine containers back to port terminals and enhancing the cost-effectiveness of intermodal movements since domestic trailers offer the ability to move larger shipment volumes per rail car compared to marine containers. Approximately 10% of total port container throughput is currently estimated to be transloaded and moved on the rail system.

Depending on the location of the intermodal yards relative to port terminals, intermodal logistics movements associated with port containers can be categorized into the following types:

- **On-Dock Intermodal Rail:** Loading/unloading of containers directly on/off intermodal trains on the docks. On-dock intermodal accounted for more than 24% of the SPB ports intermodal throughput in 2006.
- **Near-Dock Intermodal Rail:** Loading/unloading of containers directly on/off intermodal trains at an intermodal rail yard located near the docks. Currently, the only near-dock intermodal yard in Southern California is the Intermodal Container Transfer Facility (ICTF) owned and operated by the Union Pacific Railroad. The ICTF handled approximately 8% of the SPB ports intermodal cargo in 2006.
- **Off-Dock Intermodal Rail:** Loading/unloading of containers on/off intermodal trains at an intermodal yard located farther away from terminals than a near-dock intermodal yard. Off-dock intermodal facilities in Southern California are located in downtown Los Angeles, approximately 25 miles north of the Ports. They are operated by both BNSF and UP. Off-dock intermodal facilities handled approximately 20% of Port container cargo throughput in 2006, though this share has been declining due to increased movement of containers using on-dock rail.

- **On-dock intermodal rail** requires no truck movements on local and regional roadway systems. Remaining intermodal market movements require at least one truck trip to a near dock or off-dock intermodal facility. Compared to off-dock intermodal, on-dock and near-dock intermodal operations play a key role in minimizing port truck trips and reducing truck VMT, resulting in lower emissions and increased safety benefits to the region. The increased efficiency of intermodal yards has an impact on the overall productivity of the regional goods movement system.

As of 2005, 3.8 million TEUs, or 24 %, of intermodal cargo were handled at on-dock rail yards at the SPB ports. With planned improvements at the Ports, this number is projected to increase to 12.9 million TEUs, or approximately 30 %, by 2030. If this projected volume were handled exclusively by trucks, the increased truck traffic would cripple regional traffic flows, and adversely impact air quality. In recognition of these challenges, stakeholders are proceeding with projects to enhance intermodal facility capacity and connectivity with the SPB ports by developing several on-dock rail yard projects and working with shipping lines and terminal operators to improve efficiency. However, demand is projected to outpace capacity making near-dock rail yard expansion critical.

The SPB ports have initiated the Rail Enhancement Program (REP) for the phased development and implementation of key on-dock rail projects and key rail infrastructure projects. Projects included in the REP have been supported by industry stakeholders who believe these projects are imperative to maintain efficient operations at the SPB ports. Table 4 highlights planned on-dock and near-dock facilities in the SPB ports area, and Table 5 highlights rail infrastructure projects.

TABLE 4 PLANNED ON-DOCK RAIL YARD PROJECTS AT THE SAN PEDRO BAY PORTS

Rail Yard Project	Sponsor	Development Cost (\$ millions)
Phase I Short-term (by end of 2007)		
No Rail Yard Projects		
Phase II Near-term (by end of 2010)		
Pier A On-Dock Rail Yard Expansion to Carrack	POLB	19.6
Pier S On-Dock Rail Yard	POLB	34.3
New Near-Dock South of Sepulveda (potential)	POLA	Na
Pier G-New North Working Yard	POLB	14.1
Pier G-South Working Yard Rehabilitation	POLB	40.7
West Basin East-New ICTF (Phase I)	POLA	45.4
Phase III Medium-term (by end of 2015)		
Navy mole Road Storage Rail Yard	POLB	10.0
Middle Harbor Terminal Rail Yard	POLB	68.9
Pier J On-Dock Rail Yard Reconfiguration	POLB	100.0
Pier 400 On-Dock Rail Yard Expansion (Phase II)	POLA	33.4
Pier 300 On-Dock Rail Yard Expansion	POLA	23.4
Terminal Island ICTF Rail Yard Expansion	POLA	18.9
West Basin ICTF Rail Yard Expansion (Phase I)	POLA	6.2
Phase IV Long-term (beyond 2015)		
Pier A On-Dock Rail Yard East of Carrack	POLB	31.4
Pier 400 On-Dock Rail Yard Expansion (Phase II)	POLA	16.3
West Basin ICTF Rail Yard Expansion (Phase II)	POLA	12.5
West Basin East ICTF Expansion (Phase II)	POLA	7.8
Subtotal POLA Cost (millions)		163.9
Subtotal POLB Cost (millions)		318.9
Total Potential Rail Yard Cost (millions)		482.8

Source: San Pedro Bay Port Rail Study Update, December 2006

**TABLE 5 LIST OF RAIL INFRASTRUCTURE PROJECTS
(OUTSIDE MARINE TERMINALS)**

Rail Infrastructure Project	Sponsor	Development Cost (\$ millions)
Phase I Short-term (by end of 2007)		
I.1 Closure of Edison Avenue Grade Crossing	POLB	0.3
I.2 Expanded Control Points to POLB/POLA	ACTA	4.9
I.3 Thenard Track Connection at Alameda Street/K-Pac	ACTA	4.6
Phase II Near-term (by end of 2010)		
II.2 Terminal Island Wye Track Realignment	POLB	3.6
II.4 Pier B Street Realignment	POLB	12.6
II.6 Constrain Badger Bridge Lifts	POLB/LA	1.0
II.7 Track Realignment at Ocean Boulevard/Harbor Scenic Drive	POLB	20.0
II.8 Pier F Support Yard	POLB	3.4
II.11 Double Track Access from Pier G to Pier J	POLB	1.7
II.12 West Basin Rail Access Improvements	POLA	150.0
Phase III Medium-term (by end of 2015)		
III.1 Pier B Rail Yard Expansion (Phase I)	POLB	85.4
III.2 Pier B Rail Yard Expansion (Phase II)	POLB	159.9
III.3 Grade Separation for Reeves Crossing	POLB/LA	60.0
III.4 Closure of Reeves At-grade Crossing	POLB/LA	1.0
III.6 Pier 400 Second Lead Track	POLA	7.7
III.7 Reconfiguration at CP Mole	POLB/LA	20.0
Phase IV Long-term (beyond 2015)		
IV.1 Triple Track Badger Bridge	ACTA	91.0
IV.2 Triple Track South of Thenard Jct.	ACTA	16.5
Subtotal ACTA Cost (millions)		\$117.0
Subtotal POLA Cost (millions)		\$157.7
Subtotal POLB Cost (millions)		\$286.9
Subtotal Shared POLB/LA Cost (millions)		\$82.0
Total Potential Infrastructure Cost (millions)		\$643.6

Source: San Pedro Bay Ports Rail Study Update, December 2006.

Rail

RAIL CHARACTERISTICS

Railroads have been involved in moving freight through California for over 140 years. As of 2005, 29 freight railroads operate 7,335 track miles statewide, including trackage rights. The Union Pacific Railroad (UP) operates on 3,358 miles of track, a 46% share of the State's rail network. The Burlington Northern Santa Fe Railway (BNSF) operates on 2,130 miles, a 29% share. Regional, local, and short-line carriers serve the remaining 25% of the State's track miles.

With an extensive network throughout the SCAG region, rail serves as a vital link in the goods movement supply chain. Railroads are best known for the ability to move large volumes of goods over long distances. The current system sees 5 million lifts annually, of which 64% are intermodal containers.

MAINLINE RAIL

The region has an extensive mainline rail network. BNSF operates a single mainline network in the SPB ports region, the Transcon, which runs from downtown Los Angeles to Barstow with a terminus in Chicago. UP operates multiple lines in and out of the Los Angeles basin. Typically referred to as the Alhambra and Los Angeles lines, UP operates two mainlines between downtown Los Angeles and the Colton Crossing. Along these lines, UP performs "directional running" operations, where all eastbound through-trains are routed along the Los Angeles lines and westbound through-trains along the Alhambra line. North of West Colton, UP operates the Palmdale line which parallels BNSF's Transcon line, ascending the south slope of the Cajon Pass between San Bernardino and the San Gabriel Mountains. Compared to other UP lines, the Palmdale line carries relatively little traffic. UP also runs trains on BNSF's Transcon between West Riverside and Barstow-utilizing trackage rights agreements.

A key component of the Southern California rail network is the Colton Crossing. The Colton Crossing is an at-grade railroad crossing located south of I-10

between Rancho Avenue and Mount Vernon Avenue in the City of Colton, where BNSF's San Bernardino Line crosses UP's Alhambra/Yuma Lines.

In 2000, the Colton Crossing saw on average 90 freight trains per day on the BNSF San Bernardino Line, and 31 freight trains per day on the UP line. By 2010, these numbers are projected to increase by 50%, with an average of 137 BNSF freight trains and 45 UP trains transiting the Colton Crossing on a daily basis. This high volume of trains, which is expected to further increase by an additional 46% in 2025, clearly poses serious congestion, safety, and air quality challenges for the region.

Another key component of the regional rail network is the Alameda Corridor, a 20-mile, four-lane freight rail expressway that began operations in April 2002. The corridor links the SPB ports with the transcontinental rail network near downtown Los Angeles, and is composed of a series of underpasses, overpasses, and bridges that separate freight trains from passenger trains and automobiles. Since 2002, the Alameda Corridor has improved operating efficiency, and provided safety and environmental benefits for the entire region. In 2006, an average of 55 intermodal trains per day transited the Alameda Corridor, an approximate increase of 15% since 2005.

Freight rail traffic is projected to increase due to trade growth at the Ports, and robust population growth. These trends are projected to have a significant impact on the mainline rail network described above. Table 6 illustrates actual and projected freight and passenger train volumes along some of the most utilized rail segments in the region.

TABLE 6 PASSENGER AND FREIGHT TRAIN TRAFFIC VOLUMES PER PEAK DAY BY LINE SEGMENT

Line Segment	Train Type	2000	2010	2025
BNSF Hobart - Fullerton Jct.	Freight	50.0	74.1	111.9
	Psgr	46.0	96.0	106.0
	Total	96.0	170.0	207.9
BNSF Fullerton Jct. - Atwood	Freight	50.0	74.1	111.9
	Psgr	5.0	20.0	34.0
	Total	55.0	94.1	145.9
BNSF Atwood - West Riverside	Freight	57.0	82.2	121.3
	Psgr	16.0	38.0	62.0
	Total	73.0	120.2	183.3
West Riverside - Colton	UP Freight	35.2	49.8	72.9
	BNSF Freight	57.0	82.2	121.3
	Psgr	11.0	24.0	36.0
	Total	103.2	156.0	230.2
Colton Crossing	BNSF Line	90.2	137.1	201.8
	UP Yuma Line	31.0	44.6	64.7
	Total	121.2	181.7	266.5
Colton - San Bernardino	UP Freight	22.2	30.9	44.5
	BNSF Freight	57.0	82.2	121.3
	Psgr	11.0	24.0	36.0
	Total	68.0	106.2	157.3
Lines over Cajon Pass (including BNSF/UP Cajon Line and UP Palmdale Line)	Freight	93.7	130.0	186.7
	Psgr	2.0	6.0	8.0
	Total	95.7	136.0	194.7
UP Mira Loma - W. Riverside plus	Freight	64.2	90.4	126.2
	Psgr	14.0	26.0	44.0
UP West Colton - Colton	Freight	78.2	116.4	170.2
	Psgr	14.0	26.0	44.0
UP Yuma Line	Freight	42.0	59.5	87.1
	Psgr	2.0	4.0	8.0
	Total	44.0	63.5	95.1

Source: Inland Empire Railroad Main Line Study, SCAG, June 2005.

RAIL SYSTEM CONSTRAINTS AND ISSUES

INTERMODAL RAIL YARD CAPACITY CONSTRAINTS

The region's intermodal rail yards are reaching capacity, resulting in time delays in moving both international and domestic containers between trains and trucks. According to the 2006 San Pedro Bay Ports Rail Study Update, off-dock rail yards in Southern California, which handle direct intermodal, transload, and domestic intermodal cargo, will exceed capacity between 2010-2015, meaning all direct international intermodal demand will need to be accommodated at on-dock and near-dock intermodal yards. Assuming full on-dock rail capacity enhancements are realized at the Ports in the future, Table 7 illustrates the resulting shortfall in intermodal lift capacity if no new near-dock or off-dock intermodal yards are developed in the region. This indicates that, even when considering all planned on-dock rail capacity enhancements, total direct intermodal demand will likely exceed capacity by over 2.2 million TEUs.

TABLE 7 FORECAST PORT DIRECT INTERMODAL DEMAND AND AVAILABLE INTERMODAL LIFT CAPACITY

Direct Intermodal excludes Transload All values in millions of TEU	2005 Actual	2010	2015	2020	2030
SPB Cargo Forecast (Demand)	14.20	20.20	27.10	36.20	42.50
SPB Direct Intermodal (Demand)	5.70	8.10	10.84	14.48	17.01
POLB On-Dock Capacity	1.09	2.27	4.15	5.49	6.10
POLA On-Dock Capacity	1.84	2.79	4.33	6.25	6.84
SPB Off-Dock Capacity	1.69	0.67	0.04	0.00	0.00
SPB Near-Dock Capacity	1.08	1.40	1.84	1.84	1.84

Source: San Pedro Bay Port Rail Study Update, December 2006

Goods movement activities thrive in the SCAG region because of the numerous advantages the region offers, including deep-water marine ports, highly developed networks of highways and railways, an abundance of trans-loading facilities, and a large internal market. As a result, the region serves as a major gateway for both international and domestic commerce, with goods movement being the fastest growing segment of the region's transportation sector. Additionally, goods movement plays a vital role in the local, regional, state, and national economies with one out of every seven jobs in Southern California linked to trade related industries.

While all projections indicate continued robust growth in trade volumes, the existing goods movement system is highly constrained. Over time, this trend will undermine the efficiency, reliability, and productivity of the system, and contribute to negative environmental and community impacts. Without improvements to the current system, projected growth in trade will worsen traffic congestion, pushing the region toward massive gridlock. Ultimately, this will lead to delays in goods delivery, which will increase costs to consumers and reduce quality of service, potentially undermining the region's competitive advantages. Additionally, the air quality and public health effects of diesel emissions are expected to worsen if no action is taken to mitigate these negative impacts. Current research suggests that health impacts associated with diesel emissions include lung malfunctioning, arterial thickening, birth defects, low birth weights, premature deaths, and increased rates of cancer and asthma. These and other environmental and public health impacts have increasingly led communities and policy makers to demand mitigation strategies and challenge proposals for infrastructure capacity enhancements.

Goods movement activities in the SCAG region have enormous impacts on the local, regional, state, and national economies, as well as local residents' quality of life. Infrastructure constraints, their associated impacts on operational efficiency, and associated adverse health impacts are critical issues which will continue to impact the SCAG region throughout the RTP period and beyond, requiring a coordinated regional framework to realize accelerated infrastruc-

ture improvements. As such, this RTP proposes three key goods movement strategies to address these challenges.

1. Freight Rail Investments, which consist of accelerating mainline capacity, grade separations, and locomotive engine upgrades;
2. Dedicated lanes for clean technology trucks, which focus upon adding roadway capacity along truck intensive corridors; and
3. High-Speed Regional Transport (HSRT) for freight, which includes exploration of HSRT systems that can provide greater freight throughput and reliability, with near zero emissions.

Economic Impacts of Goods Movement

INTERNATIONAL TRADE

Trade activities in the SCAG region produce a wide range of economic impacts at the local, regional, state, and national levels, and generate significant employment opportunities ranging from entry level to white-collar managerial positions. Businesses and services supported by trade activities include wholesale, supply chain management, courier services, vessel operations services, cargo handling, surface transportation (rail and truck), air cargo, trade finance, freight forwarding, customs brokers, insurance, and government agencies.

The total trade value of containerized trade through the San Pedro Bay ports (the Ports of Los Angeles and Long Beach) was \$256 billion in 2005. According to the U.S. Department of Transportation, the Port of Los Angeles became the nation's most valuable trade conduit in 2003 surpassing John F. Kennedy International Airport for total value of goods imported and exported through a freight gateway. The total economic output associated with international containerized trade through the Ports in 2005 was approximately \$364 billion. Containerized trade has generated, directly or indirectly, approximately \$107.5 billion in income, approximately 3.3 million jobs, and \$28.3 billion in state and local taxes, as shown in Table 1. However, it is important to note

that the majority of these tax revenues were not reinvested to provide capacity enhancements to the regional goods movement system.

TABLE 1 SUMMARY OF TRADE IMPACTS FOR CONTAINERIZED TRADE VIA THE PORTS OF LOS ANGELES AND LONG BEACH IN 2005 (\$ BILLIONS)

Item	Exports	Imports	Total
Trade Value	\$35.4	\$220.6	\$256.0
Economic Impacts:			
• Output	\$78.7	\$285.2	\$364.0
• Income	\$18.8	\$88.3	\$107.5
• Total Jobs	446,000	2,840,000	3,306,000
• State & Local Taxes	\$2.0	\$26.3	\$28.3

Source: BST Associates, PIERs, US Department of Commerce, U.S. Bureau of Economic Analysis, WISER Trade.

LOCAL MANUFACTURING AND LOGISTICS INDUSTRY

Although the region's manufacturing sector has been declining, it is still one of the largest in the nation. Los Angeles County ranks 1st, Orange County 8th, and the Riverside-San Bernardino area 16th largest in the nation. These data indicate that the region represents a significant market for all types of suppliers. Major products produced in the region include computer & electronic products, apparel, transportation equipment, fabricated metal products, plastics & rubber products, textile and food. Most of the region's manufacturing centers are clustered in the area bounded by SR-60, I-710 and Los Angeles/Orange county line, the South Bay area, the San Fernando Valley, the San Gabriel Valley (the City of Industry), and northern parts of Orange County and Inland Empire.

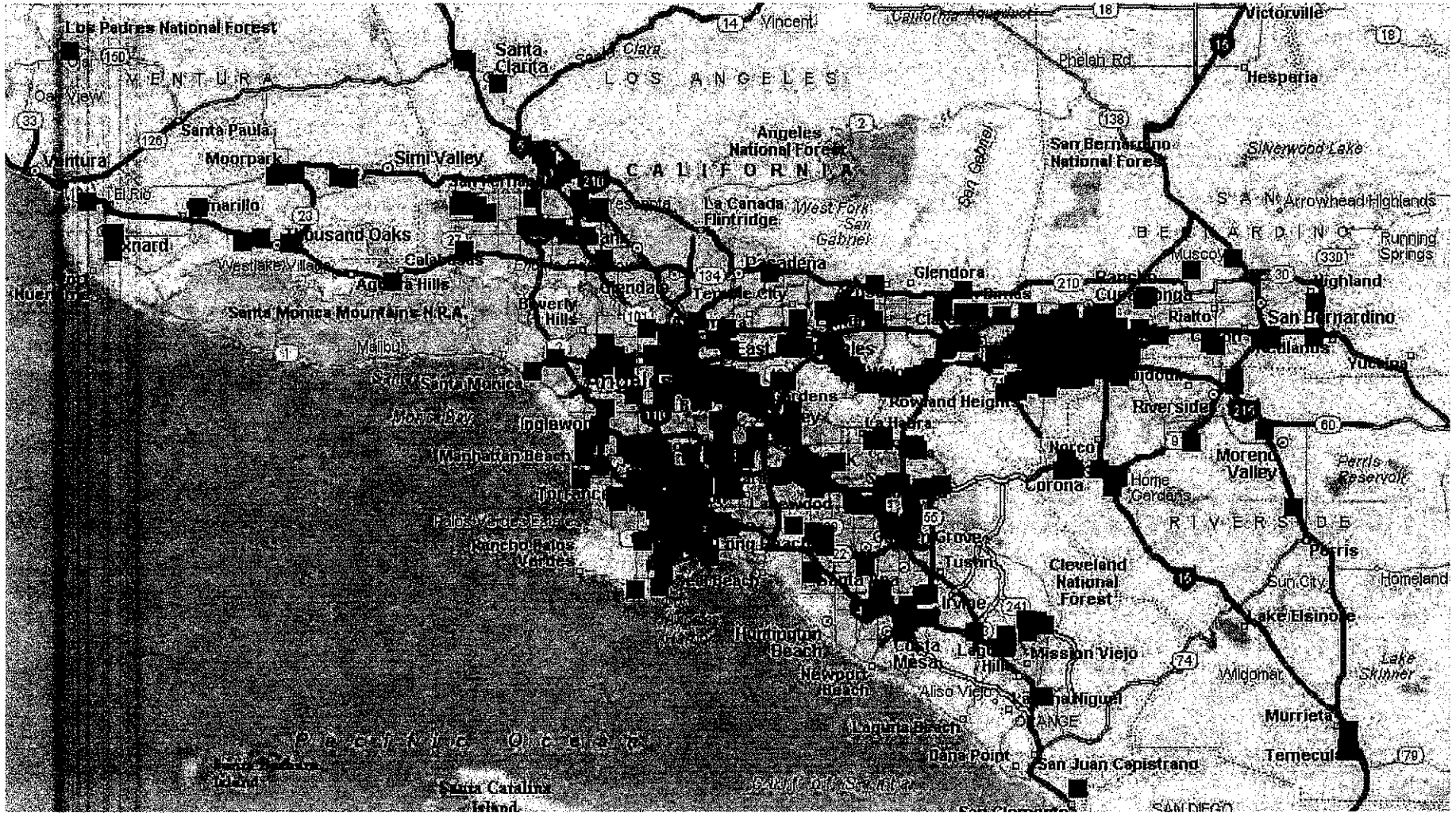
According to studies by Dr. John Husing, the manufacturing sector historically played a key role in the regional economy by providing upward income mobility to entry-level workers with marginal education. Manufacturing has enabled unskilled workers to gain necessary skills and experience via on-the-job training, and given them the means to enter the middle class. Recent technol-

ogy advancements, however, have increased operational efficiency and have led to significant declines in employment demand for this sector. Another factor contributing to this trend is the high cost of conducting business in Southern California, including increasing workers compensation costs, rising energy costs, and an expensive housing market. These high costs and the need to compete in the global marketplace, have increasingly led manufacturers to outsource their activities to achieve lower costs. As a result, international trade continues to grow rapidly in the region, as goods and products manufactured overseas are shipped to the United States through Southern California's ports. This has created an exponential growth in the logistics sector, as these imported goods are transported from Southern California's ports to the rest of the United States. Current data suggests that Southern California's logistics sector will continue to experience both sustained and rapid growth well into the future.

The logistics industry is now filling the employment needs created by the region's declining manufacturing sector. Similar to manufacturing, the logistics industry provides good-paying jobs that are well above the minimum wage for entry-level workers with limited education. The success of the logistics industry in the SCAG region is due in part to "Just-in-Time" systems used by the nation's manufactures and retailers, which makes the logistics sector one of the most capital and information-intensive industries in the region.

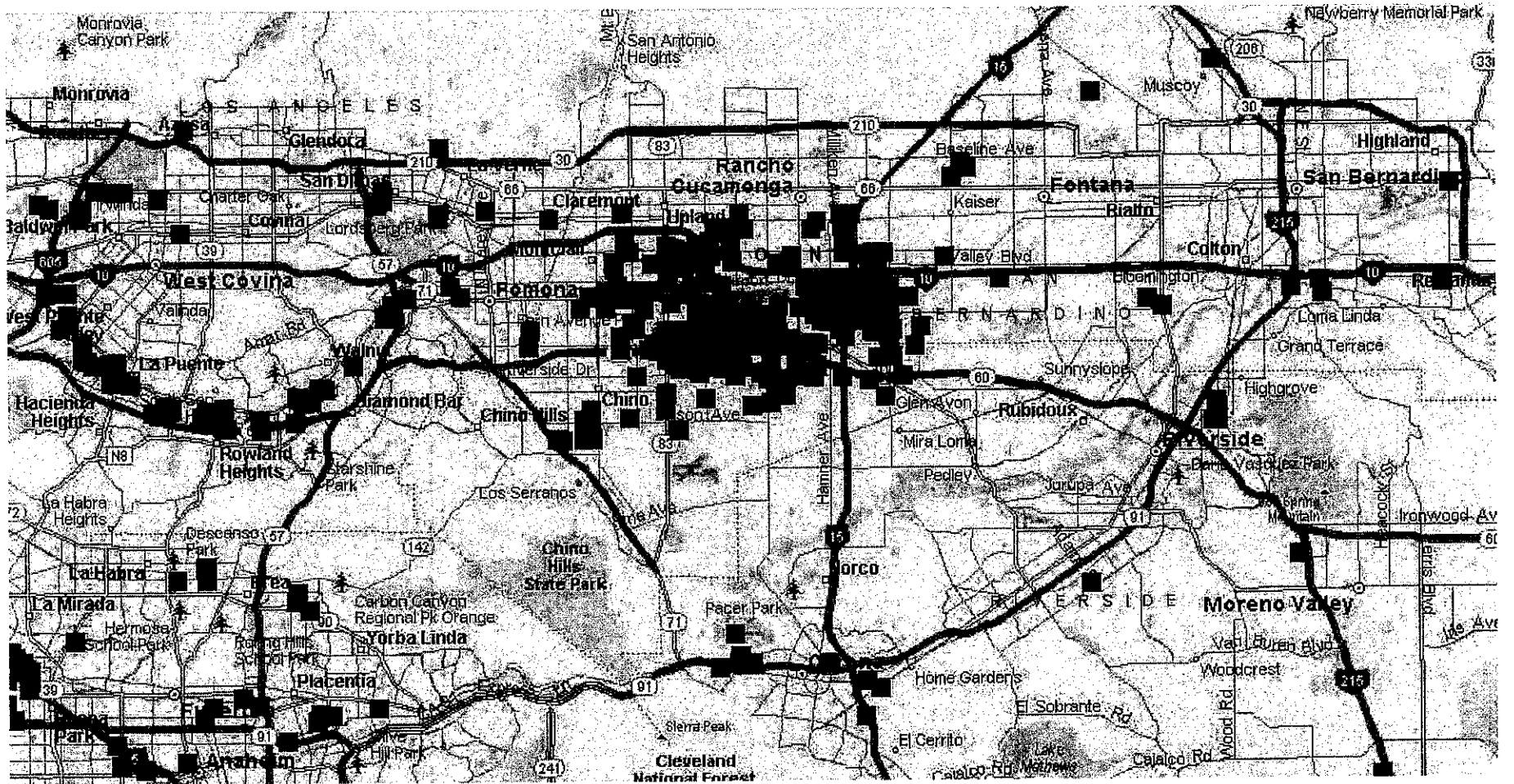
The locations of logistics centers tend to overlap with manufacturing centers as these sectors are complementary to one another. Throughout the region, warehousing, distribution, and intermodal facilities occupy more than 1.5 billion square feet of space with more than 32 million square feet currently in development. Services provided by these facilities account for 15% of the total U.S. market and 60% of the West Coast market. Exhibits 1 and 2 display the distribution of warehouses and distribution centers in the SCAG region.

EXHIBIT 1 WAREHOUSES AND DISTRIBUTION CENTERS IN THE SCAG REGION



Source: Inland Port Feasibility Study, SCAG, 2006.

EXHIBIT 2 WAREHOUSES AND DISTRIBUTION CENTERS IN THE INLAND EMPIRE



Source: Inland Port Feasibility Study, SCAG, 2006.

CROSS-BORDER TRADE ACTIVITY

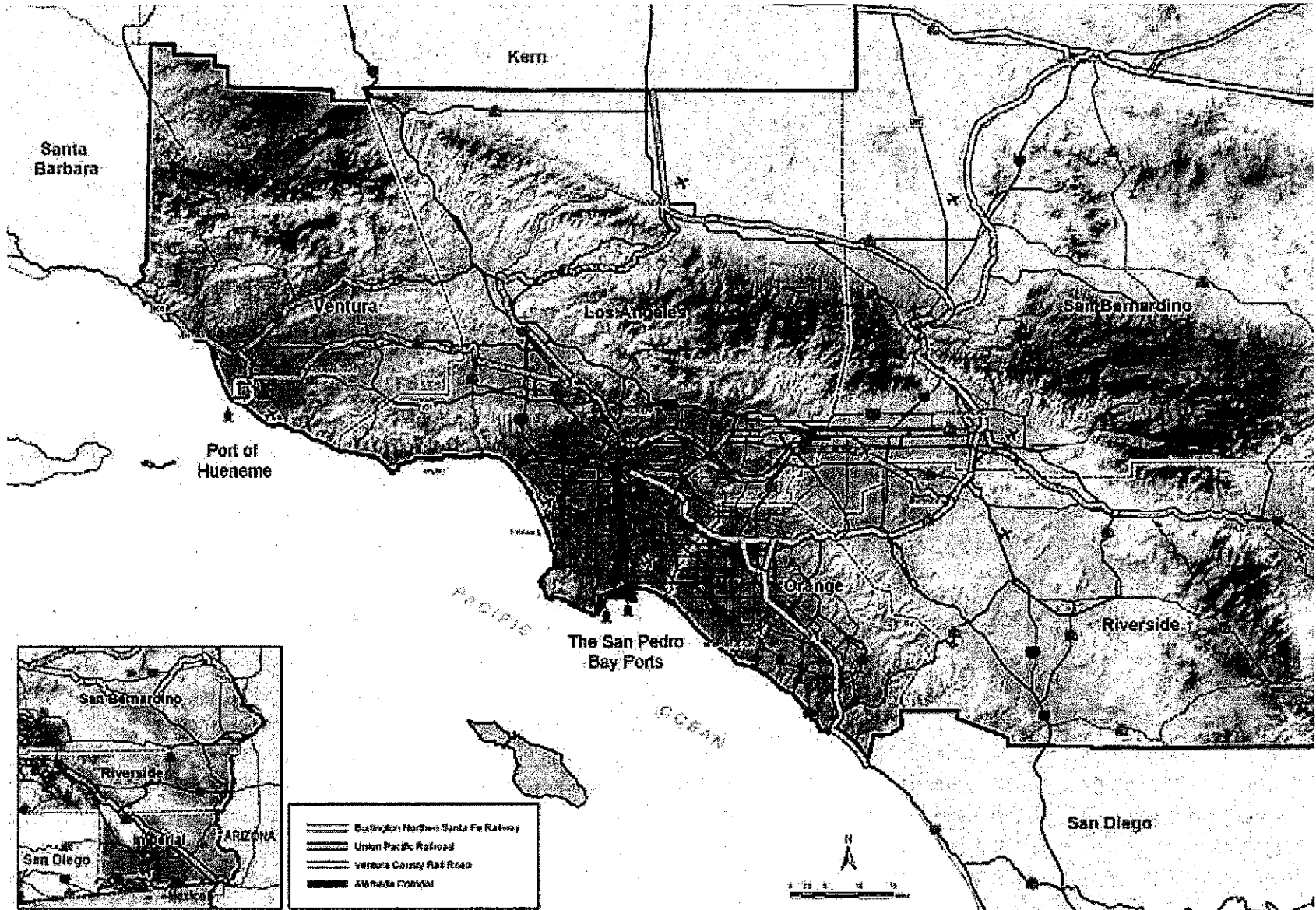
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Seventy percent of imported goods arriving at the Ports are intended for markets outside of the region. Despite efforts to develop alternative West Coast gateways, such as enhancing cargo handling capacity, the SPB ports are expected to remain the primary West Coast gateway to the rest of the nation well into the future.

The Port of Hueneme also plays an important role in the region's goods movement system. Located approximately 60 miles northwest of Los Angeles, the Port of Hueneme is the only deep-water harbor between Los Angeles and San Francisco. Roughly \$7.5 billion in cargo moves through the Port of Hueneme each year, which mostly includes automobiles, fresh fruit, and produce. The Port's location near the Santa Barbara channel has also made the Port one of the primary support facilities for the offshore oil industry. Port related activity contributes over \$650 million to the local economy, and supports an additional 5,000 jobs (directly and indirectly) in Ventura County.

PORT RELATED RAIL ACTIVITIES: ON-DOCK, NEAR-DOCK AND OFF-DOCK FACILITIES

More than half of the international import and export container market utilizes the region's intermodal rail system. There are two main types of international intermodal movements in Southern California, depending on cargo handling and intermodal transfer practices:

- **Direct Intermodal:** The direct loading/unloading of marine containers on/off intermodal trains, without intermediate cargo handling, and
- **Transload Intermodal:** The transfer of cargo from marine containers to domestic trailers at transload/consolidation facilities and warehouses, and includes subsequent transfer to railcars. This offers advantages by expediting the return of empty marine containers back to port terminals and enhancing the cost-effectiveness of intermodal movements since domestic trailers offer the ability to move larger shipment volumes per rail car compared to marine containers. Approximately 10% of total port container throughput is currently estimated to be transloaded and moved on the rail system.

Depending on the location of the intermodal yards relative to port terminals, intermodal logistics movements associated with port containers can be categorized into the following types:

- **On-Dock Intermodal Rail:** Loading/unloading of containers directly on/off intermodal trains on the docks. On-dock intermodal accounted for more than 24% of the SPB ports intermodal throughput in 2006.
- **Near-Dock Intermodal Rail:** Loading/unloading of containers directly on/off intermodal trains at an intermodal rail yard located near the docks. Currently, the only near-dock intermodal yard in Southern California is the Intermodal Container Transfer Facility (ICTF) owned and operated by the Union Pacific Railroad. The ICTF handled approximately 8% of the SPB ports intermodal cargo in 2006.
- **Off-Dock Intermodal Rail:** Loading/unloading of containers on/off intermodal trains at an intermodal yard located farther away from terminals than a near-dock intermodal yard. Off-dock intermodal facilities in Southern California are located in downtown Los Angeles, approximately 25 miles north of the Ports. They are operated by both BNSF and UP. Off-dock intermodal facilities handled approximately 20% of Port container cargo throughput in 2006, though this share has been declining due to increased movement of containers using on-dock rail.

- **On-dock intermodal rail** requires no truck movements on local and regional roadway systems. Remaining intermodal market movements require at least one truck trip to a near dock or off-dock intermodal facility. Compared to off-dock intermodal, on-dock and near-dock intermodal operations play a key role in minimizing port truck trips and reducing truck VMT, resulting in lower emissions and increased safety benefits to the region. The increased efficiency of intermodal yards has an impact on the overall productivity of the regional goods movement system.

As of 2005, 3.8 million TEUs, or 24 %, of intermodal cargo were handled at on-dock rail yards at the SPB ports. With planned improvements at the Ports, this number is projected to increase to 12.9 million TEUs, or approximately 30 %, by 2030. If this projected volume were handled exclusively by trucks, the increased truck traffic would cripple regional traffic flows, and adversely impact air quality. In recognition of these challenges, stakeholders are proceeding with projects to enhance intermodal facility capacity and connectivity with the SPB ports by developing several on-dock rail yard projects and working with shipping lines and terminal operators to improve efficiency. However, demand is projected to outpace capacity making near-dock rail yard expansion critical.

The SPB ports have initiated the Rail Enhancement Program (REP) for the phased development and implementation of key on-dock rail projects and key rail infrastructure projects. Projects included in the REP have been supported by industry stakeholders who believe these projects are imperative to maintain efficient operations at the SPB ports. Table 4 highlights planned on-dock and near-dock facilities in the SPB ports area, and Table 5 highlights rail infrastructure projects.

TABLE 4 PLANNED ON-DOCK RAIL YARD PROJECTS AT THE SAN PEDRO BAY PORTS

Rail Yard Project	Sponsor	Development Cost (\$ millions)
Phase I Short-term (by end of 2007)		
No Rail Yard Projects		
Phase II Near-term (by end of 2010)		
Pier A On-Dock Rail Yard Expansion to Carrack	POLB	19.6
Pier S On-Dock Rail Yard	POLB	34.3
New Near-Dock South of Sepulveda (potential)	POLA	Na
Pier G-New North Working Yard	POLB	14.1
Pier G-South Working Yard Rehabilitation	POLB	40.7
West Basin East-New ICTF (Phase I)	POLA	45.4
Phase III Medium-term (by end of 2015)		
Navy mole Road Storage Rail Yard	POLB	10.0
Middle Harbor Terminal Rail Yard	POLB	68.9
Pier J On-Dock Rail Yard Reconfiguration	POLB	100.0
Pier 400 On-Dock Rail Yard Expansion (Phase II)	POLA	33.4
Pier 300 On-Dock Rail Yard Expansion	POLA	23.4
Terminal Island ICTF Rail Yard Expansion	POLA	18.9
West Basin ICTF Rail Yard Expansion (Phase I)	POLA	6.2
Phase IV Long-term (beyond 2015)		
Pier A On-Dock Rail Yard East of Carrack	POLB	31.4
Pier 400 On-Dock Rail Yard Expansion (Phase II)	POLA	16.3
West Basin ICTF Rail Yard Expansion (Phase II)	POLA	12.5
West Basin East ICTF Expansion (Phase II)	POLA	7.8
Subtotal POLA Cost (millions)		163.9
Subtotal POLB Cost (millions)		318.9
Total Potential Rail Yard Cost (millions)		482.8

Source: San Pedro Bay Port Rail Study Update, December 2006

**TABLE 5 LIST OF RAIL INFRASTRUCTURE PROJECTS
(OUTSIDE MARINE TERMINALS)**

Rail Infrastructure Project	Sponsor	Development Cost (\$ millions)
Phase I Short-term (by end of 2007)		
I.1 Closure of Edison Avenue Grade Crossing	POLB	0.3
I.2 Expanded Control Points to POLB/POLA	ACTA	4.9
I.3 Thenard Track Connection at Alameda Street/K-Pac	ACTA	4.6
Phase II Near-term (by end of 2010)		
II.2 Terminal Island Wye Track Realignment	POLB	3.6
II.4 Pier B Street Realignment	POLB	12.6
II.6 Constrain Badger Bridge Lifts	POLB/LA	1.0
II.7 Track Realignment at Ocean Boulevard/Harbor Scenic Drive	POLB	20.0
II.8 Pier F Support Yard	POLB	3.4
II.11 Double Track Access from Pier G to Pier J	POLB	1.7
II.12 West Basin Rail Access Improvements	POLA	150.0
Phase III Medium-term (by end of 2015)		
III.1 Pier B Rail Yard Expansion (Phase I)	POLB	85.4
III.2 Pier B Rail Yard Expansion (Phase II)	POLB	159.9
III.3 Grade Separation for Reeves Crossing	POLB/LA	60.0
III.4 Closure of Reeves At-grade Crossing	POLB/LA	1.0
III.6 Pier 400 Second Lead Track	POLA	7.7
III.7 Reconfiguration at CP Mole	POLB/LA	20.0
Phase IV Long-term (beyond 2015)		
IV.1 Triple Track Badger Bridge	ACTA	91.0
IV.2 Triple Track South of Thenard Jct.	ACTA	16.5
Subtotal ACTA Cost (millions)		\$117.0
Subtotal POLA Cost (millions)		\$157.7
Subtotal POLB Cost (millions)		\$286.9
Subtotal Shared POLB/LA Cost (millions)		\$82.0
Total Potential Infrastructure Cost (millions)		\$643.6

Source: San Pedro Bay Ports Rail Study Update, December 2006.

Rail

RAIL CHARACTERISTICS

Railroads have been involved in moving freight through California for over 140 years. As of 2005, 29 freight railroads operate 7,335 track miles statewide, including trackage rights. The Union Pacific Railroad (UP) operates on 3,358 miles of track, a 46% share of the State's rail network. The Burlington Northern Santa Fe Railway (BNSF) operates on 2,130 miles, a 29% share. Regional, local, and short-line carriers serve the remaining 25% of the State's track miles.

With an extensive network throughout the SCAG region, rail serves as a vital link in the goods movement supply chain. Railroads are best known for the ability to move large volumes of goods over long distances. The current system sees 5 million lifts annually, of which 64% are intermodal containers.

MAINLINE RAIL

The region has an extensive mainline rail network. BNSF operates a single mainline network in the SPB ports region, the Transcon, which runs from downtown Los Angeles to Barstow with a terminus in Chicago. UP operates multiple lines in and out of the Los Angeles basin. Typically referred to as the Alhambra and Los Angeles lines, UP operates two mainlines between downtown Los Angeles and the Colton Crossing. Along these lines, UP performs "directional running" operations, where all eastbound through-trains are routed along the Los Angeles lines and westbound through-trains along the Alhambra line. North of West Colton, UP operates the Palmdale line which parallels BNSF's Transcon line, ascending the south slope of the Cajon Pass between San Bernardino and the San Gabriel Mountains. Compared to other UP lines, the Palmdale line carries relatively little traffic. UP also runs trains on BNSF's Transcon between West Riverside and Barstow-utilizing trackage rights agreements.

A key component of the Southern California rail network is the Colton Crossing. The Colton Crossing is an at-grade railroad crossing located south of I-10

between Rancho Avenue and Mount Vernon Avenue in the City of Colton, where BNSF's San Bernardino Line crosses UP's Alhambra/Yuma Lines.

In 2000, the Colton Crossing saw on average 90 freight trains per day on the BNSF San Bernardino Line, and 31 freight trains per day on the UP line. By 2010, these numbers are projected to increase by 50%, with an average of 137 BNSF freight trains and 45 UP trains transiting the Colton Crossing on a daily basis. This high volume of trains, which is expected to further increase by an additional 46% in 2025, clearly poses serious congestion, safety, and air quality challenges for the region.

Another key component of the regional rail network is the Alameda Corridor, a 20-mile, four-lane freight rail expressway that began operations in April 2002. The corridor links the SPB ports with the transcontinental rail network near downtown Los Angeles, and is composed of a series of underpasses, overpasses, and bridges that separate freight trains from passenger trains and automobiles. Since 2002, the Alameda Corridor has improved operating efficiency, and provided safety and environmental benefits for the entire region. In 2006, an average of 55 intermodal trains per day transited the Alameda Corridor, an approximate increase of 15% since 2005.

Freight rail traffic is projected to increase due to trade growth at the Ports, and robust population growth. These trends are projected to have a significant impact on the mainline rail network described above. Table 6 illustrates actual and projected freight and passenger train volumes along some of the most utilized rail segments in the region.

TABLE 6 PASSENGER AND FREIGHT TRAIN TRAFFIC VOLUMES PER PEAK DAY BY LINE SEGMENT

Line Segment	Train Type	2000	2010	2025
BNSF Hobart - Fullerton Jct.	Freight	50.0	74.1	111.9
	Psgr	46.0	96.0	106.0
	Total	96.0	170.0	207.9
BNSF Fullerton Jct. - Atwood	Freight	50.0	74.1	111.9
	Psgr	5.0	20.0	34.0
	Total	55.0	94.1	145.9
BNSF Atwood - West Riverside	Freight	57.0	82.2	121.3
	Psgr	16.0	38.0	62.0
	Total	73.0	120.2	183.3
West Riverside - Colton	UP Freight	35.2	49.8	72.9
	BNSF Freight	57.0	82.2	121.3
	Psgr	11.0	24.0	36.0
	Total	103.2	156.0	230.2
Colton Crossing	BNSF Line	90.2	137.1	201.8
	UP Yuma Line	31.0	44.6	64.7
	Total	121.2	181.7	266.5
Colton - San Bernardino	UP Freight	22.2	30.9	44.5
	BNSF Freight	57.0	82.2	121.3
	Psgr	11.0	24.0	36.0
	Total	68.0	106.2	157.3
Lines over Cajon Pass (including BNSF/UP Cajon Line and UP Palmdale Line)	Freight	93.7	130.0	186.7
	Psgr	2.0	6.0	8.0
	Total	95.7	136.0	194.7
UP Mira Loma - W. Riverside plus	Freight	64.2	90.4	126.2
	Psgr	14.0	26.0	44.0
UP West Colton - Colton	Freight	78.2	116.4	170.2
	Psgr	14.0	26.0	44.0
UP Yuma Line	Freight	42.0	59.5	87.1
	Psgr	2.0	4.0	8.0
	Total	44.0	63.5	95.1

Source: Inland Empire Railroad Main Line Study, SCAG, June 2005.

RAIL SYSTEM CONSTRAINTS AND ISSUES

INTERMODAL RAIL YARD CAPACITY CONSTRAINTS

The region's intermodal rail yards are reaching capacity, resulting in time delays in moving both international and domestic containers between trains and trucks. According to the 2006 San Pedro Bay Ports Rail Study Update, off-dock rail yards in Southern California, which handle direct intermodal, transload, and domestic intermodal cargo, will exceed capacity between 2010-2015, meaning all direct international intermodal demand will need to be accommodated at on-dock and near-dock intermodal yards. Assuming full on-dock rail capacity enhancements are realized at the Ports in the future, Table 7 illustrates the resulting shortfall in intermodal lift capacity if no new near-dock or off-dock intermodal yards are developed in the region. This indicates that, even when considering all planned on-dock rail capacity enhancements, total direct intermodal demand will likely exceed capacity by over 2.2 million TEUs.

TABLE 7 FORECAST PORT DIRECT INTERMODAL DEMAND AND AVAILABLE INTERMODAL LIFT CAPACITY

Direct Intermodal excludes Transload All values in millions of TEU	2005 Actual	2010	2015	2020	2030
SPB Cargo Forecast (Demand)	14.20	20.20	27.10	36.20	42.50
SPB Direct Intermodal (Demand)	5.70	8.10	10.84	14.48	17.01
POLB On-Dock Capacity	1.09	2.27	4.15	5.49	6.10
POLA On-Dock Capacity	1.84	2.79	4.33	6.25	6.84
SPB Off-Dock Capacity	1.69	0.67	0.04	0.00	0.00
SPB Near-Dock Capacity	1.08	1.40	1.84	1.84	1.84

Source: San Pedro Bay Port Rail Study Update, December 2006

RAIL NETWORK CAPACITY CONSTRAINTS

SCAG has identified rail mainline capacity constraints east of Los Angeles as a critical issue facing the region. In 2000, train delays averaged more than 30 minutes and are projected to increase by over 40% by 2010 without capacity improvements. Overall, mainline capacity constraints reduce system velocity, which results in delays of time-sensitive shipments to customers nationwide.

TABLE 8 YEAR 2000 AND 2010 TRAIN DELAYS ON EXISTING TRACKAGE

Year	Train Type	Average Delay Per Train
2000	BNSF Freight	31.9 minutes
	UP Freight	30.4 minutes
2010	BNSF Freight	206.3 minutes
	UP Freight	196.9 minutes

Source: Inland Empire Railroad Main Line Study, SCAG, June, 2005.

The Colton Crossing has been identified in several previous studies as a major rail bottleneck that slows freight movement and has delayed the implementation of additional passenger rail service in the Inland Empire. The majority of freight rail traffic moving between Southern California and the rest of the nation must transit the Colton Crossing. Increasing international trade and regional population growth led the Southern California Regional Rail Authority (SCRRA) to conduct a network rail operation analysis to identify potential bottlenecks in the vicinity of the Colton Crossing. The study confirmed the need to make capital improvements to the crossing to reduce rail congestion and operational conflicts. The Inland Empire Railroad Main Line Study also confirmed the critical need for grade-separations.

The Cajon Pass is another critical transcontinental rail segment requiring capacity improvements to ensure efficient freight movement. Steep grades and curves along the Cajon Pass pose operational challenges that significantly slow trains. Presently, approximately 90 trains per day traverse the Cajon Pass.

The Inland Empire Railroad Main Line Study projected that, by 2010, the BNSF line segment between Colton Crossing and Barstow will require a minimum

of three main tracks while the segment between San Bernardino and Barstow will require four main tracks by 2025. There is also a need for four main tracks on the UP lines between Los Angeles and Riverside/Colton.

Trucks

PORT RELATED TRUCKING

Given the number of truck trips generated by the Ports, port truck traffic associated with the logistics of container movements in the region must be analyzed. Depending on the geographic concentration of warehouses, distribution centers, transload facilities, and other inland facilities, some port cargo movements may be associated with high-density truck flows between origin-destination pairs including:

- Truck trips between marine terminals and near-dock/off-dock intermodal yards;
- Truck trips between marine terminals and transload/cross-dock facilities; and
- Truck trips between marine terminals and warehouse/distribution centers.

The high concentration of intermodal yards near downtown Los Angeles has resulted in significant container movements on freight corridors connecting the Ports and these facilities. However, due to the scattered nature of logistics and manufacturing facilities in the region, container movements on freight corridors between marine terminals and logistics and manufacturing facilities may not be as significant as movements between marine terminals and intermodal yards. But logistics and manufacturing facilities may generate secondary truck trips that create significant truck demand along many of the region's freight corridors.

Most port truck cargo movements associated with intermodal yards, transload facilities, and warehouses are primarily related to import containers from the SPB ports. However, there are significant empty container truck movements

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Most port truck cargo movements associated with intermodal yards, transload facilities, and warehouses are primarily related to import containers from the SPB ports. However, there are significant empty container truck movements

between these facilities and the Ports that generate high-density port truck movements. Examples include empty container return truck trips from trans-load facilities and warehouses to the port terminals, and truck trips associated with empty container repositioning from off-dock intermodal yards to port terminals.

The magnitude and distribution of port-related truck traffic in the region warrants careful consideration of the feasibility of dedicated lanes for clean technology trucks to address future growth in port truck traffic volumes. A major factor in determining the feasibility of such facilities is whether high-density truck traffic exists between major origin-destination pairs. Consequently, in examining the feasibility of such facilities on certain corridors between the Ports and inland facilities, key issues pertaining to truck traffic flows and patterns must be understood. These include:

- Total truck traffic demand along the corridors between the Ports and inland facilities;
- Origin-destination (O-D) patterns of truck trips along these corridors; and
- Major generators of truck traffic demand along these corridors.

Table 9 shows the shares of port truck trips along I-710 and SR-60. For other major freight corridors in the region, please refer to Appendix A.

TABLE 9 TOTAL AND PORT TRUCK TRAFFIC ALONG I-710 AND SR-60, 2003

Highways	Segments	Total Daily Vehicle Volume	Total Daily Truck Volume	Daily Port Truck Volume	Total Trucks as % of Total Vehicle Volume	Port Trucks as % of Total Truck Volume
I-710	I-105 to I-10	324,000	15,900	2,485	4.9%	15.6%
	PCH to Willow	146,000	25,400	23,900	17.4%	94.1%
	Willow to I-405	161,000	27,100	23,235	16.8%	85.7%
	I-405 to SR-91	186,000	31,400	20,045	16.9%	63.8%
	SR-91 to I-105	227,000	38,300	15,315	16.9%	40.0%
	I-105 to I-5	237,000	34,600	11,685	14.6%	33.8%
	I-5 to SR-60	199,000	24,200	1,025	12.2%	4.2%
	SR-60 to I-10	132,000	11,300	845	8.6%	7.5%
SR-60	SR-57 to I-605	265,000	23,200	1,560	8.8%	6.7%

Source: "Baseline Transportation Study", Port of Los Angeles, 2004; Caltrans Truck Volumes 2004 (Year 2003 data).

As illustrated in Table 9, I-710 has a larger share of port-related trucks than SR-60. Port-related truck traffic and its share of total truck volume along I-710 are more highly concentrated along segments closer to the Ports. This indicates that a large number of port truck access facilities exist along I-710.

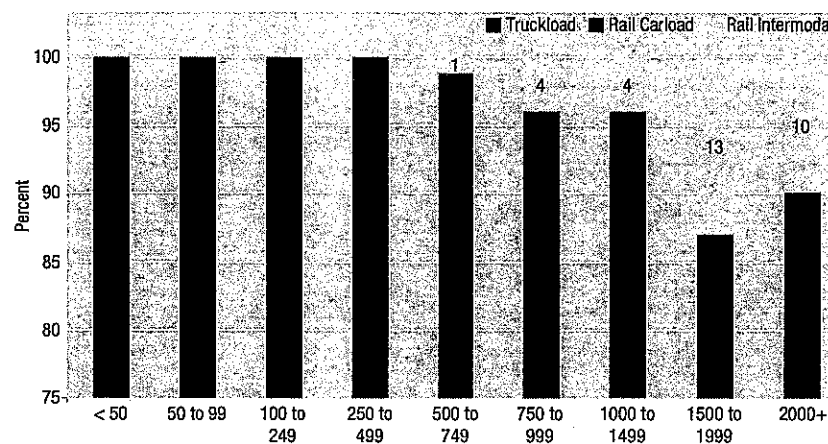
The I-710 major corridor study analyzed growth in truck traffic along I-710 based on expected growth in port container volumes. The study projected total heavy-duty truck traffic to more than double on the I-710 by 2025, with truck shares reaching up to 35% of total traffic volumes along high volume segments compared to the current shares of between 14% - 19%. Considering

the magnitude and distribution patterns of port truck trips along I-710, forecasts indicate that demand would be favorable to the implementation of dedicated lanes for clean technology trucks on I-710. Future near-dock intermodal yard capacity expansions associated with the expansion of the ICTF and the development of the Southern California International Gateway (SCIG), which is privately funded by BNSF, may also play a key role in addressing the growth of high-density truck traffic.

LOCAL TRUCKS

The vast majority of imports through the SPB ports are retail goods. SCAG's Port and Modal Elasticity study calculated local container volume based on local purchasing power associated with retail sales. According to the study, 23 % of traffic generated by the SPB ports is local traffic, meaning goods either originate or are ultimately consumed in the region which is defined as Southern California, Southern Nevada, Arizona, and New Mexico. In 2005, local consumption of the total import trade value of \$256 billion was \$58.8 billion. With over 75% of truck tonnage in the region moving less than 50 miles, the effect on local truck traffic is dramatic. The modal shares and lengths of haul by rail and truck are shown in Figure 1.

FIGURE 1 MODAL SHARES AND LENGTH OF HAUL



Source: Goods Movement Truck and Rail Study Executive Summary, SCAG, 2003.

SCAG's Travel Demand Model suggests that regional daily truck VMT will increase from 29.0 million in 2003 to 50.4 by 2035, an 82.7% increase. Daily delay will also increase as shown in Table 10.

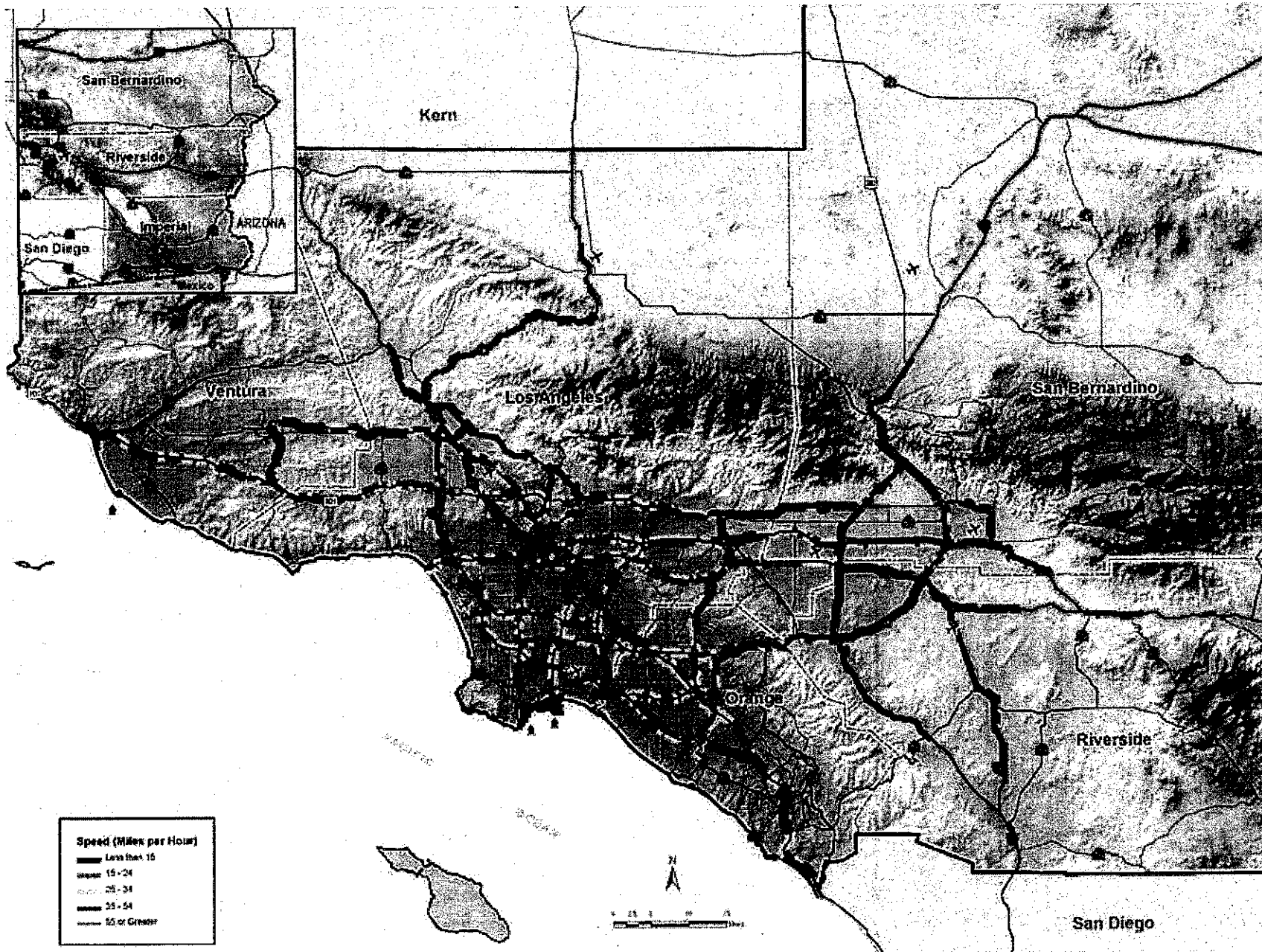
TABLE 10 PROJECTED DAILY DELAY IN THE REGION

	Daily Delay (Hours)		
	2003 Base Year	2035 Baseline	2035 Plan
Autos	3,711,266	7,545,518	6,155,229
Trucks	192,555	592,733	466,598

Source: Travel Demand Model Output, SCAG, 2007.

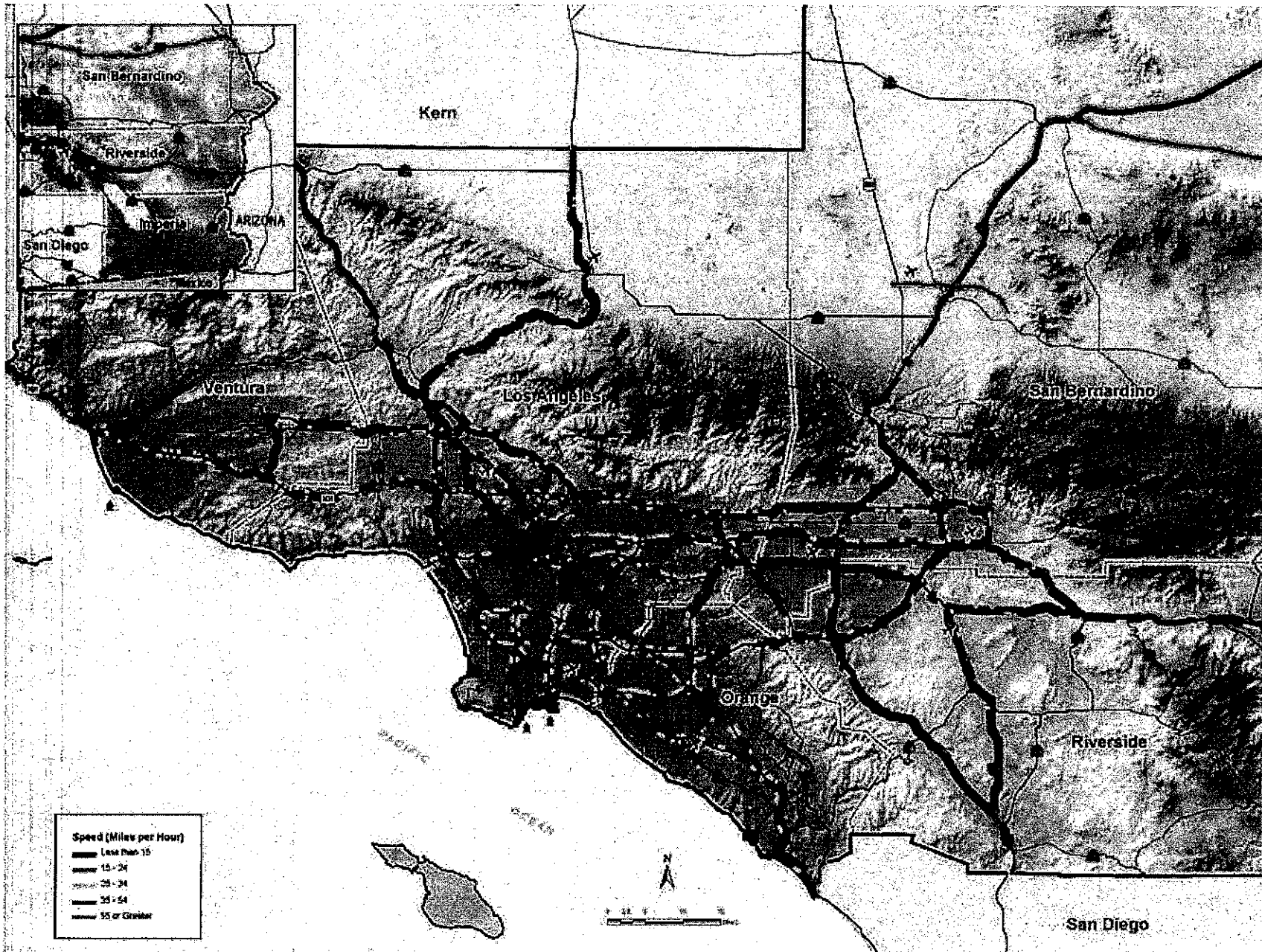
This increase in regional VMT will reduce average freeway speeds from 51 mph in 2005 to approximately 37.5 mph in 2035. The average speed on the regional freeway system for 2003, the 2035 Baseline, and the 2035 Plan are illustrated in Exhibits 4, 5, and 6. Delays caused by congestion could increase the cost of transporting goods by as much as 50%-250%.

EXHIBIT 4 BASE YEAR 2003 FREEWAY SPEED | PM PEAK



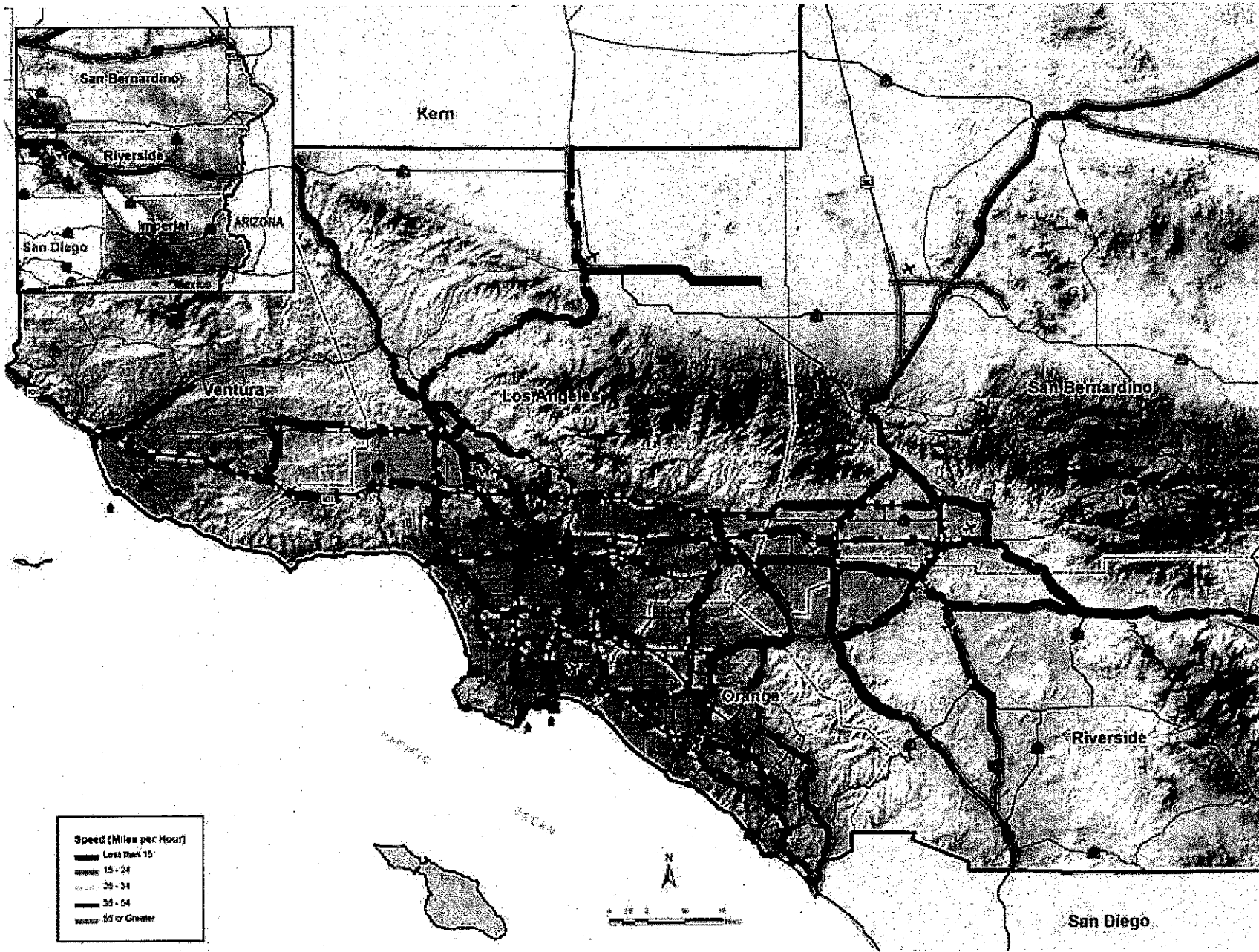
Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 5 BASELINE 2035 FREEWAY SPEED | PM PEAK



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 6 PLAN 2035 FREEWAY SPEED I PM PEAK



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

Environmental Impacts

Mitigating the community and environmental impacts of goods movement is critical to the region. Perhaps the most visible and pressing environmental impacts are the increasing volumes of criteria air pollutant emissions surrounding the Ports and major freight corridors. While trade activities in the SCAG region are key contributors to the economy, air pollution from these activities poses serious health hazards to the region, especially for communities located near the Ports and trade corridors. The California Air Resource Board (CARB) has identified particulate matter (PM) as a toxic air contaminant linked to increased health risks. Table 11 lists CARB's assessment of PM2.5 health effects on residents of the Southern California Air Basin. Table 10 chronicles other goods movement related pollutants and their health effects.

TABLE 11 CARB ASSESSMENT OF PM HEALTH EFFECTS ON SOUTHERN CALIFORNIA AIR BASIN RESIDENTS

Health Effect	Cases Per Year
Premature Deaths	5,400
Hospitalizations	2,400
Asthma & Lower Respiratory Symptoms	140,000
Lost Work Days	980,000
Minor Restricted Activity Days	5,000,000

Source: California Air Resources Board

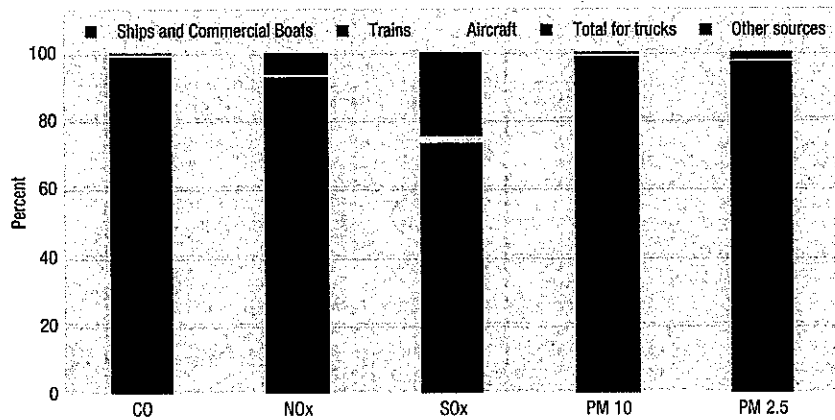
TABLE 12 OTHER GOODS MOVEMENT RELATED POLLUTANTS AND THEIR HEALTH EFFECTS

Pollutant	Health Effects
Ozone (O ₃)	Breathing Difficulties, Lung Tissue Damage
Nitrogen Dioxide (NO ₂)	Lung Irritation and Damage
Sulfur Dioxide (SO _x)	Increases in Lung Disease and Breathing Problems for Asthmatics
Respirable Particulate Matter (PM ₁₀)	Increased Respiratory Disease, Lung Damage, Cancer, Premature Death
Carbon Monoxide (CO)	Chest Pain in Heart Patients, Headaches, Reduced Mental Alertness

Source: California Air Resources Board

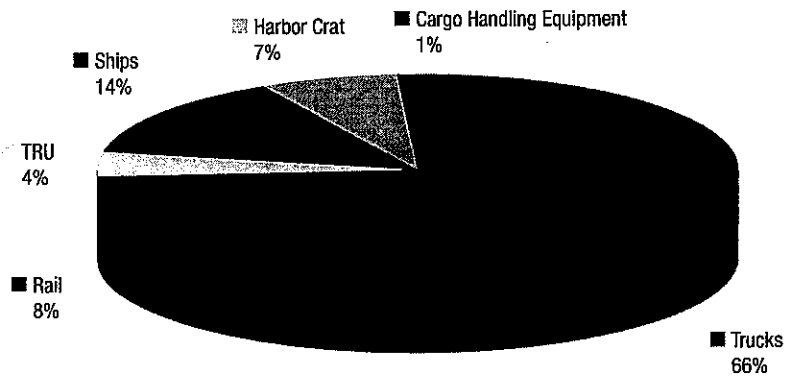
Port-related sources, which were approximately 25% of regional diesel PM emissions in 2002, are projected to increase to 50% of regional PM emissions in 2020. The CARB assessment of PM2.5 health effects indicates that the South Coast Air Basin suffers disproportionate exposure to pollutants relative to other parts of California and the rest of nation. Residents of the South Coast Air Basin are exposed to PM2.5 levels that are 82% higher than the exposure of residents statewide and 52% higher than national exposure. As shown in Figure 2, goods movement related sources contribute substantially to the region's total emissions of Nitrogen Oxides (NOX), Sulfur Oxides (SoX), PM10, PM2.5, and Carbon Monoxide (CO). Figure 3 shows statewide emissions of diesel particulate matter by goods movement sources. Air pollution is just one of many goods movement related environmental impacts identified. Other impacts include noise, vibration, aesthetic, safety, and natural resource depletion.

FIGURE 2 2008 ESTIMATED ANNUAL AVERAGE EMISSIONS IN THE SOUTH COAST AIR BASIN



Source: 2007 Air Quality Management Plan, SCAQMD

FIGURE 3 STATEWIDE EMISSIONS OF DIESEL PARTICULATE MATTER BY GOODS MOVEMENT SOURCE, 2001



Source: Emission Reduction Plan for Ports and Goods Movement in California, California EPA and California Air Resources Board (ARB), March, 2006

Safety and Security Concerns

With the growth in trade volume, accidents involving trucks and trains are expected to increase, without needed safety improvements. Accident data collected on the I-710 between 2002 and 2004 identified an average of five accidents per day between Ocean Boulevard and SR-60 on the I-710. These data also suggest that highest incident locations were primarily tied to three factors: 1) design deficiencies, 2) high traffic volumes, and 3) the mix between autos and trucks. Accidents on truck-intensive facilities are particularly problematic due to their increased severity relative to auto-exclusive accidents.

Truck-related accidents also have a significant safety impact on other modes in the transportation system. According to an FHWA report, 78 % of victims in truck-related fatalities are drivers of other vehicles and 8% are pedestrians. For a detailed discussion on truck collisions, please refer to Appendix B.

Growth in rail service also increases the potential for automobile / train interactions and rail-related fatalities at grade crossings. These emerging concerns point to the need for the region to research and implement appropriate mitigation strategies including grade separations and other grade crossing improvements.

The SCAG region is vulnerable to many types of safety and security challenges including catastrophic events, which could significantly disrupt the regional goods movement system. These challenges include earthquakes, floods, fires, hazardous material incidents, transportation accidents, and human-caused incidents such as acts of terrorism. To ensure the safety and security of residents, as well as regional economic activities, SCAG is coordinating and collaborating with various stakeholders to improve transportation security. To date, these stakeholders have developed a number of efforts and strategies to prepare for unforeseen events. Some of these efforts and strategies include:

- Identification of the operation and maintenance needs of the interstate and state highway system within the SCAG region, including the Strategic Highway Network;

- A Border Master Plan developed by California Department of Transportation (Caltrans) to ensure border security;
- A comprehensive risk analysis and security plan for the regional railroad system developed by the Railroad Security Task Force;
- Integration of security into the regional ITS architecture; and
- Collaboration of federal agencies and local law enforcement agencies to ensure safety and security at the Ports.

The primary agencies with responsibility for port security at the federal level include the Department of Homeland Security, United States Coast Guard, the Bureau of Customs and Border Protection (CBP), Transportation Security Administration (TSA), and the United States Maritime Administration (MARAD).

Within the port facilities themselves, security is maintained by a combination of agencies, including the U.S. Coast Guard, Customs and Border Protection, Los Angeles Port Police at the Port of Los Angeles, and the Long Beach Police Department at the Port of Long Beach who coordinate to ensure the security of the port. While all of these agencies have the authority to access all areas of the port, maintaining security inside the individual port terminals is the responsibility of the terminal operators, who are required to comply with the Maritime Transportation Security Act of 2002. This act requires terminal facilities to establish restricted areas, security patrols, access control measures, personnel identification procedures, and develop plans to address identified vulnerabilities.

In addition, the Ports of Los Angeles and Long Beach partner and coordinate their security planning with other local law enforcement agencies, such as the Los Angeles Police Department, Los Angeles County Sheriff's Department, and California Highway Patrol.

For detailed information on transportation safety and security, please see the Safety and Security reports.

Goods movement activities thrive in the SCAG region because of the numerous advantages the region offers, including deep-water marine ports, highly developed networks of highways and railways, an abundance of trans-loading facilities, and a large internal market. As a result, the region serves as a major gateway for both international and domestic commerce, with goods movement being the fastest growing segment of the region's transportation sector. Additionally, goods movement plays a vital role in the local, regional, state, and national economies with one out of every seven jobs in Southern California linked to trade related industries.

While all projections indicate continued robust growth in trade volumes, the existing goods movement system is highly constrained. Over time, this trend will undermine the efficiency, reliability, and productivity of the system, and contribute to negative environmental and community impacts. Without improvements to the current system, projected growth in trade will worsen traffic congestion, pushing the region toward massive gridlock. Ultimately, this will lead to delays in goods delivery, which will increase costs to consumers and reduce quality of service, potentially undermining the region's competitive advantages. Additionally, the air quality and public health effects of diesel emissions are expected to worsen if no action is taken to mitigate these negative impacts. Current research suggests that health impacts associated with diesel emissions include lung malfunctioning, arterial thickening, birth defects, low birth weights, premature deaths, and increased rates of cancer and asthma. These and other environmental and public health impacts have increasingly led communities and policy makers to demand mitigation strategies and challenge proposals for infrastructure capacity enhancements.

Goods movement activities in the SCAG region have enormous impacts on the local, regional, state, and national economies, as well as local residents' quality of life. Infrastructure constraints, their associated impacts on operational efficiency, and associated adverse health impacts are critical issues which will continue to impact the SCAG region throughout the RTP period and beyond, requiring a coordinated regional framework to realize accelerated infrastruc-

ture improvements. As such, this RTP proposes three key goods movement strategies to address these challenges.

1. Freight Rail Investments, which consist of accelerating mainline capacity, grade separations, and locomotive engine upgrades;
2. Dedicated lanes for clean technology trucks, which focus upon adding roadway capacity along truck intensive corridors; and
3. High-Speed Regional Transport (HSRT) for freight, which includes exploration of HSRT systems that can provide greater freight throughput and reliability, with near zero emissions.

Economic Impacts of Goods Movement

INTERNATIONAL TRADE

Trade activities in the SCAG region produce a wide range of economic impacts at the local, regional, state, and national levels, and generate significant employment opportunities ranging from entry level to white-collar managerial positions. Businesses and services supported by trade activities include wholesale, supply chain management, courier services, vessel operations services, cargo handling, surface transportation (rail and truck), air cargo, trade finance, freight forwarding, customs brokers, insurance, and government agencies.

The total trade value of containerized trade through the San Pedro Bay ports (the Ports of Los Angeles and Long Beach) was \$256 billion in 2005. According to the U.S. Department of Transportation, the Port of Los Angeles became the nation's most valuable trade conduit in 2003 surpassing John F. Kennedy International Airport for total value of goods imported and exported through a freight gateway. The total economic output associated with international containerized trade through the Ports in 2005 was approximately \$364 billion. Containerized trade has generated, directly or indirectly, approximately \$107.5 billion in income, approximately 3.3 million jobs, and \$28.3 billion in state and local taxes, as shown in Table 1. However, it is important to note

that the majority of these tax revenues were not reinvested to provide capacity enhancements to the regional goods movement system.

TABLE 1 SUMMARY OF TRADE IMPACTS FOR CONTAINERIZED TRADE VIA THE PORTS OF LOS ANGELES AND LONG BEACH IN 2005 (\$ BILLIONS)

Item	Exports	Imports	Total
Trade Value	\$35.4	\$220.6	\$256.0
Economic Impacts:			
• Output	\$78.7	\$285.2	\$364.0
• Income	\$18.8	\$88.3	\$107.5
• Total Jobs	446,000	2,840,000	3,306,000
• State & Local Taxes	\$2.0	\$26.3	\$28.3

Source: BST Associates, PERS, US Department of Commerce, U.S. Bureau of Economic Analysis, WISER Trade.

LOCAL MANUFACTURING AND LOGISTICS INDUSTRY

Although the region's manufacturing sector has been declining, it is still one of the largest in the nation. Los Angeles County ranks 1st, Orange County 8th, and the Riverside-San Bernardino area 16th largest in the nation. These data indicate that the region represents a significant market for all types of suppliers. Major products produced in the region include computer & electronic products, apparel, transportation equipment, fabricated metal products, plastics & rubber products, textile and food. Most of the region's manufacturing centers are clustered in the area bounded by SR-60, I-710 and Los Angeles/Orange county line, the South Bay area, the San Fernando Valley, the San Gabriel Valley (the City of Industry), and northern parts of Orange County and Inland Empire.

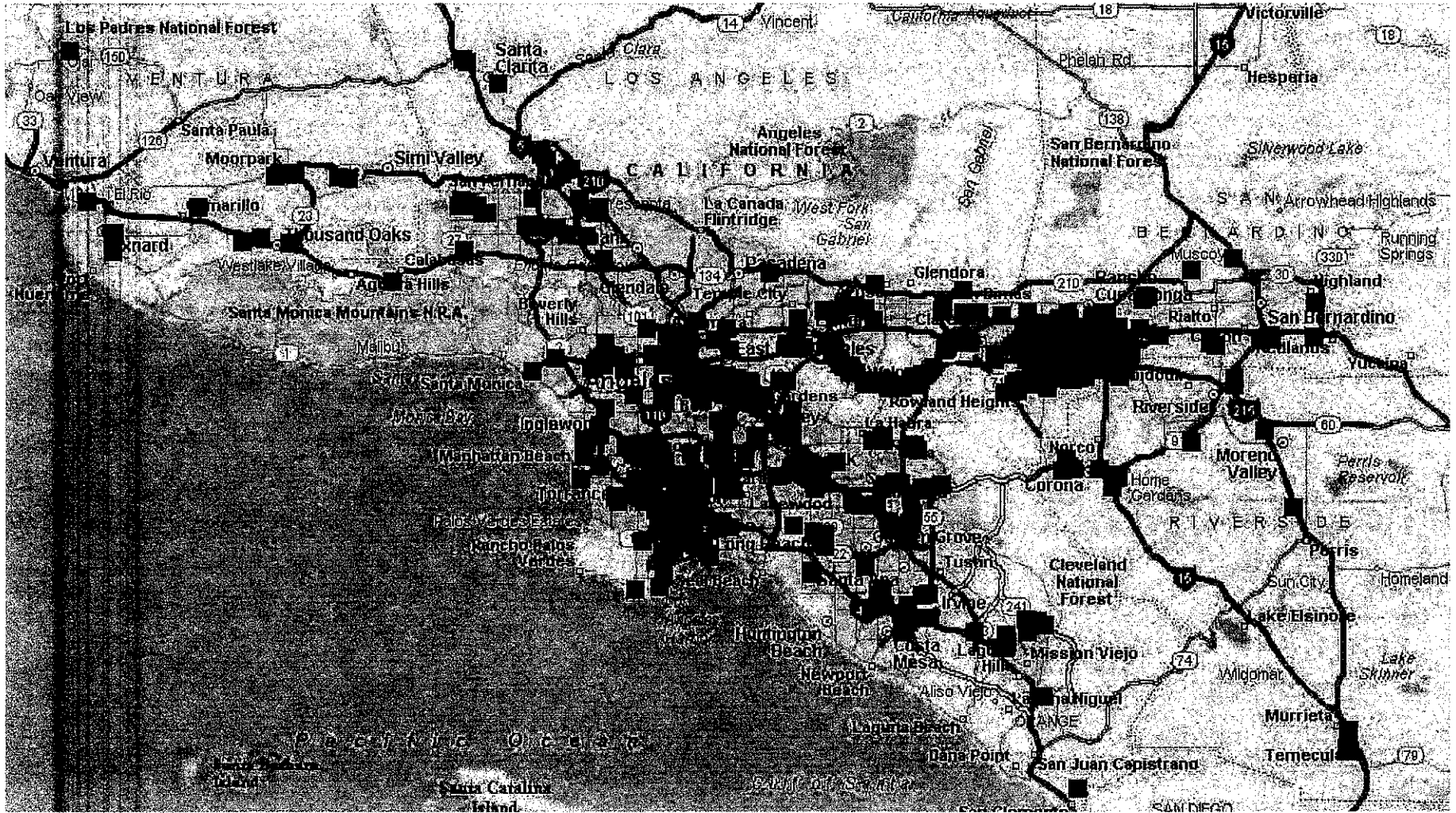
According to studies by Dr. John Husing, the manufacturing sector historically played a key role in the regional economy by providing upward income mobility to entry-level workers with marginal education. Manufacturing has enabled unskilled workers to gain necessary skills and experience via on-the-job training, and given them the means to enter the middle class. Recent technol-

ogy advancements, however, have increased operational efficiency and have led to significant declines in employment demand for this sector. Another factor contributing to this trend is the high cost of conducting business in Southern California, including increasing workers compensation costs, rising energy costs, and an expensive housing market. These high costs and the need to compete in the global marketplace, have increasingly led manufacturers to outsource their activities to achieve lower costs. As a result, international trade continues to grow rapidly in the region, as goods and products manufactured overseas are shipped to the United States through Southern California's ports. This has created an exponential growth in the logistics sector, as these imported goods are transported from Southern California's ports to the rest of the United States. Current data suggests that Southern California's logistics sector will continue to experience both sustained and rapid growth well into the future.

The logistics industry is now filling the employment needs created by the region's declining manufacturing sector. Similar to manufacturing, the logistics industry provides good-paying jobs that are well above the minimum wage for entry-level workers with limited education. The success of the logistics industry in the SCAG region is due in part to "Just-in-Time" systems used by the nation's manufactures and retailers, which makes the logistics sector one of the most capital and information-intensive industries in the region.

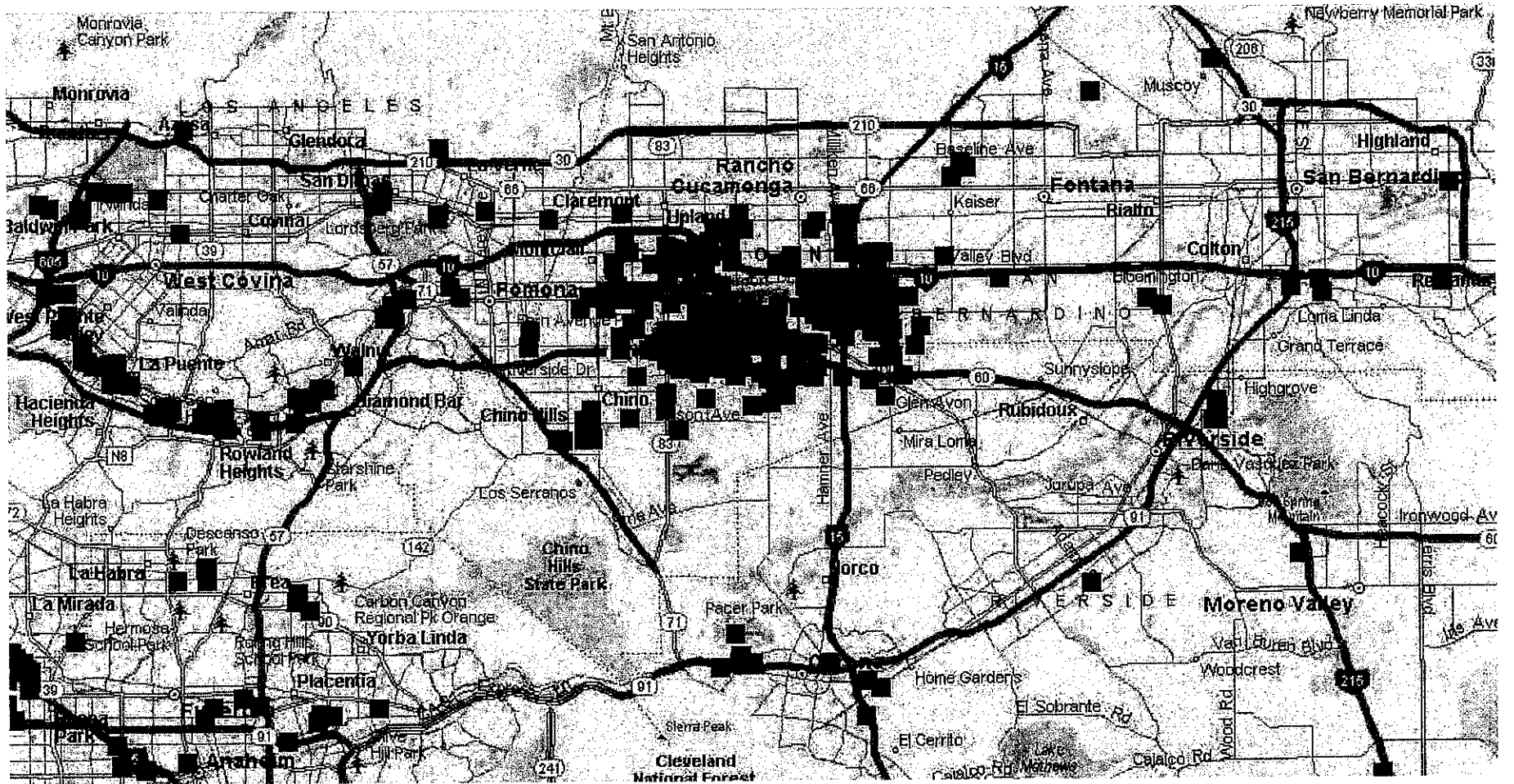
The locations of logistics centers tend to overlap with manufacturing centers as these sectors are complementary to one another. Throughout the region, warehousing, distribution, and intermodal facilities occupy more than 1.5 billion square feet of space with more than 32 million square feet currently in development. Services provided by these facilities account for 15% of the total U.S. market and 60% of the West Coast market. Exhibits 1 and 2 display the distribution of warehouses and distribution centers in the SCAG region.

EXHIBIT 1 WAREHOUSES AND DISTRIBUTION CENTERS IN THE SCAG REGION



Source: Inland Port Feasibility Study, SCAG, 2006.

EXHIBIT 2 WAREHOUSES AND DISTRIBUTION CENTERS IN THE INLAND EMPIRE



Source: Inland Port Feasibility Study, SCAG, 2006.

CROSS-BORDER TRADE ACTIVITY

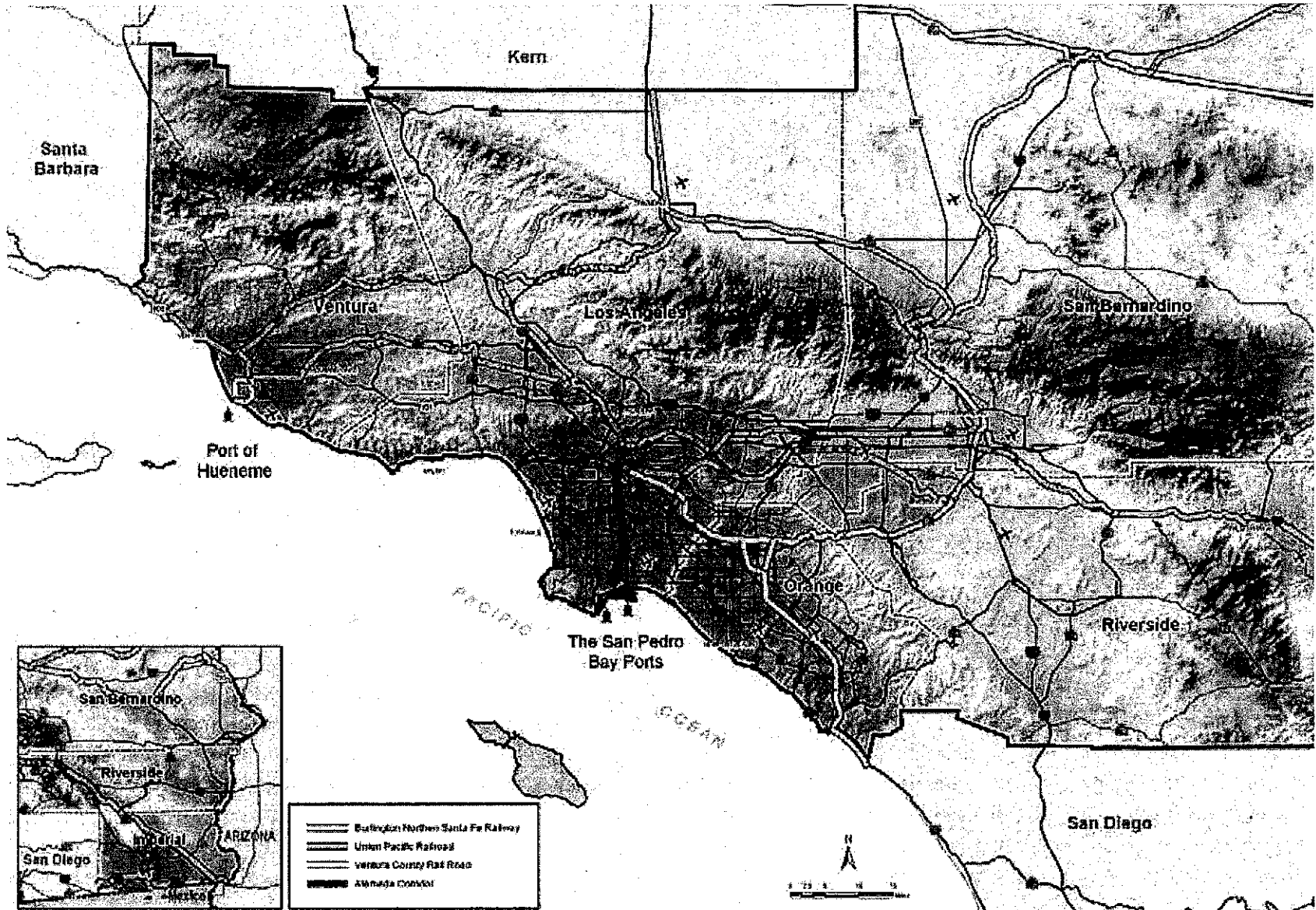
Cross-border trade activity between California and Baja California, Mexico increased significantly following the passage of NAFTA in 1993, resulting in economic benefits for both countries. In the SCAG region, there are three Ports of Entry (POEs) located in Imperial County (Calexico, Calexico East and Andrade). The total value of goods transported through these POEs increased from \$3.4 billion in 1995 to \$10.8 billion in 2005. The Calexico POE was the second busiest land crossing along the California/Baja California border with approximately 17 million people crossing northbound in 2003 and 600,000 annual truck crossings. Incoming border-crossing truck volumes through Imperial County's POEs rose from over 182,000 in 1994 to almost 322,000 in 2005, a 77% increase.

This increase in truck traffic is primarily due to the maquiladora industry, (manufacturing / assembly plant operations along the Border), which has grown over 472% since 1978. Caltrans estimates that border trade activity will continue to grow, with approximately 5.6 million border crossings expected by 2030. Railroads also contribute to border-crossing trade activity. In the SCAG region, a Union Pacific rail line connects Mexicali in Baja California to Calexico and El Centro in Imperial County. This line handles approximately 160 railcars per day, six days a week.

Existing Regional Goods Movement System

The region's major ports and airports handle an enormous amount of imported goods, mainly from Asia, as well as exports. Goods enter and exit the region via ocean carriers, railroads, trucks, and aircraft and are transported to final destinations or to local warehousing and distribution centers for sorting, consolidation, and distribution. Exhibit 3 illustrates the existing regional goods movement system. The following sections discuss each of the components in detail.

EXHIBIT 3 EXISTING REGIONAL GOODS MOVEMENT SYSTEM



Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

Maritime Activity

The Ports of Los Angeles and Long Beach, also known as the San Pedro Bay (SPB) ports, constitute the nation's busiest seaport and the fifth largest container port complex in the world. In 2005, the Ports accounted for approximately 24 percent of all U.S. export container traffic and approximately 40 percent of import container traffic. The Ports handled 14.2 million twenty-foot equivalent Units (TEUs) in 2005 and 15.8 million TEUs in 2006.

Table 2 shows forecasted growth for cargo containers moving through the SPB ports through 2030. The forecasts are capacity constrained forecasts based on current development strategies at the Ports. The US Department of Transportation has noted that unconstrained demand could be as high as 60 million TEUs. The ability of the Ports to handle projected growth in containerized cargo volumes is critical to the continued health of the local, regional, state, and national economies.

TABLE 2 SAN PEDRO BAY PORTS CONTAINERIZED CARGO FORECASTS

Year	TEUs (Million)	Share of California Total
2006 (actual)	15.8	86.8%
2010	19.7	86.8%
2020	36.0	85.7%
2030	42.5	86.7%

Source: Growth of California Ports – Opportunities and Challenges, A Report to the Legislature, April 2007

The breakdown of cargo types and volumes received by both Ports is illustrated in Table 3.

TABLE 3 PORTS OF LOS ANGELES AND LONG BEACH CARGO TYPES AND VOLUMES

Cargo Types	2006 Cargo Volume (Millions of Metric Revenue Tons)		
	Port of Los Angeles	Port of Long Beach	Total (Both Ports)
General Cargo	155.3	127.2	282.5
Liquid Bulk	22.8	33.2	56.0
Dry Bulk	3.6	9.4	13.0
Total	181.7	169.8	351.5

Sources: Port of Los Angeles 2006 Financial Statement; and Port of Long Beach 2006 Monthly Tonnage Summary Report.

Seventy percent of imported goods arriving at the Ports are intended for markets outside of the region. Despite efforts to develop alternative West Coast gateways, such as enhancing cargo handling capacity, the SPB ports are expected to remain the primary West Coast gateway to the rest of the nation well into the future.

The Port of Hueneme also plays an important role in the region's goods movement system. Located approximately 60 miles northwest of Los Angeles, the Port of Hueneme is the only deep-water harbor between Los Angeles and San Francisco. Roughly \$7.5 billion in cargo moves through the Port of Hueneme each year, which mostly includes automobiles, fresh fruit, and produce. The Port's location near the Santa Barbara channel has also made the Port one of the primary support facilities for the offshore oil industry. Port related activity contributes over \$650 million to the local economy, and supports an additional 5,000 jobs (directly and indirectly) in Ventura County.

PORT RELATED RAIL ACTIVITIES: ON-DOCK, NEAR-DOCK AND OFF-DOCK FACILITIES

More than half of the international import and export container market utilizes the region's intermodal rail system. There are two main types of international intermodal movements in Southern California, depending on cargo handling and intermodal transfer practices:

- **Direct Intermodal:** The direct loading/unloading of marine containers on/off intermodal trains, without intermediate cargo handling, and
- **Transload Intermodal:** The transfer of cargo from marine containers to domestic trailers at transload/consolidation facilities and warehouses, and includes subsequent transfer to railcars. This offers advantages by expediting the return of empty marine containers back to port terminals and enhancing the cost-effectiveness of intermodal movements since domestic trailers offer the ability to move larger shipment volumes per rail car compared to marine containers. Approximately 10% of total port container throughput is currently estimated to be transloaded and moved on the rail system.

Depending on the location of the intermodal yards relative to port terminals, intermodal logistics movements associated with port containers can be categorized into the following types:

- **On-Dock Intermodal Rail:** Loading/unloading of containers directly on/off intermodal trains on the docks. On-dock intermodal accounted for more than 24% of the SPB ports intermodal throughput in 2006.
- **Near-Dock Intermodal Rail:** Loading/unloading of containers directly on/off intermodal trains at an intermodal rail yard located near the docks. Currently, the only near-dock intermodal yard in Southern California is the Intermodal Container Transfer Facility (ICTF) owned and operated by the Union Pacific Railroad. The ICTF handled approximately 8% of the SPB ports intermodal cargo in 2006.
- **Off-Dock Intermodal Rail:** Loading/unloading of containers on/off intermodal trains at an intermodal yard located farther away from terminals than a near-dock intermodal yard. Off-dock intermodal facilities in Southern California are located in downtown Los Angeles, approximately 25 miles north of the Ports. They are operated by both BNSF and UP. Off-dock intermodal facilities handled approximately 20% of Port container cargo throughput in 2006, though this share has been declining due to increased movement of containers using on-dock rail.

- **On-dock intermodal rail** requires no truck movements on local and regional roadway systems. Remaining intermodal market movements require at least one truck trip to a near dock or off-dock intermodal facility. Compared to off-dock intermodal, on-dock and near-dock intermodal operations play a key role in minimizing port truck trips and reducing truck VMT, resulting in lower emissions and increased safety benefits to the region. The increased efficiency of intermodal yards has an impact on the overall productivity of the regional goods movement system.

As of 2005, 3.8 million TEUs, or 24 %, of intermodal cargo were handled at on-dock rail yards at the SPB ports. With planned improvements at the Ports, this number is projected to increase to 12.9 million TEUs, or approximately 30 %, by 2030. If this projected volume were handled exclusively by trucks, the increased truck traffic would cripple regional traffic flows, and adversely impact air quality. In recognition of these challenges, stakeholders are proceeding with projects to enhance intermodal facility capacity and connectivity with the SPB ports by developing several on-dock rail yard projects and working with shipping lines and terminal operators to improve efficiency. However, demand is projected to outpace capacity making near-dock rail yard expansion critical.

The SPB ports have initiated the Rail Enhancement Program (REP) for the phased development and implementation of key on-dock rail projects and key rail infrastructure projects. Projects included in the REP have been supported by industry stakeholders who believe these projects are imperative to maintain efficient operations at the SPB ports. Table 4 highlights planned on-dock and near-dock facilities in the SPB ports area, and Table 5 highlights rail infrastructure projects.

TABLE 4 PLANNED ON-DOCK RAIL YARD PROJECTS AT THE SAN PEDRO BAY PORTS

Rail Yard Project	Sponsor	Development Cost (\$ millions)
Phase I Short-term (by end of 2007)		
No Rail Yard Projects		
Phase II Near-term (by end of 2010)		
Pier A On-Dock Rail Yard Expansion to Carrack	POLB	19.6
Pier S On-Dock Rail Yard	POLB	34.3
New Near-Dock South of Sepulveda (potential)	POLA	Na
Pier G-New North Working Yard	POLB	14.1
Pier G-South Working Yard Rehabilitation	POLB	40.7
West Basin East-New ICTF (Phase I)	POLA	45.4
Phase III Medium-term (by end of 2015)		
Navy mole Road Storage Rail Yard	POLB	10.0
Middle Harbor Terminal Rail Yard	POLB	68.9
Pier J On-Dock Rail Yard Reconfiguration	POLB	100.0
Pier 400 On-Dock Rail Yard Expansion (Phase II)	POLA	33.4
Pier 300 On-Dock Rail Yard Expansion	POLA	23.4
Terminal Island ICTF Rail Yard Expansion	POLA	18.9
West Basin ICTF Rail Yard Expansion (Phase I)	POLA	6.2
Phase IV Long-term (beyond 2015)		
Pier A On-Dock Rail Yard East of Carrack	POLB	31.4
Pier 400 On-Dock Rail Yard Expansion (Phase II)	POLA	16.3
West Basin ICTF Rail Yard Expansion (Phase II)	POLA	12.5
West Basin East ICTF Expansion (Phase II)	POLA	7.8
Subtotal POLA Cost (millions)		163.9
Subtotal POLB Cost (millions)		318.9
Total Potential Rail Yard Cost (millions)		482.8

Source: San Pedro Bay Port Rail Study Update, December 2006

**TABLE 5 LIST OF RAIL INFRASTRUCTURE PROJECTS
(OUTSIDE MARINE TERMINALS)**

Rail Infrastructure Project	Sponsor	Development Cost (\$ millions)
Phase I Short-term (by end of 2007)		
I.1 Closure of Edison Avenue Grade Crossing	POLB	0.3
I.2 Expanded Control Points to POLB/POLA	ACTA	4.9
I.3 Thenard Track Connection at Alameda Street/K-Pac	ACTA	4.6
Phase II Near-term (by end of 2010)		
II.2 Terminal Island Wye Track Realignment	POLB	3.6
II.4 Pier B Street Realignment	POLB	12.6
II.6 Constrain Badger Bridge Lifts	POLB/LA	1.0
II.7 Track Realignment at Ocean Boulevard/Harbor Scenic Drive	POLB	20.0
II.8 Pier F Support Yard	POLB	3.4
II.11 Double Track Access from Pier G to Pier J	POLB	1.7
II.12 West Basin Rail Access Improvements	POLA	150.0
Phase III Medium-term (by end of 2015)		
III.1 Pier B Rail Yard Expansion (Phase I)	POLB	85.4
III.2 Pier B Rail Yard Expansion (Phase II)	POLB	159.9
III.3 Grade Separation for Reeves Crossing	POLB/LA	60.0
III.4 Closure of Reeves At-grade Crossing	POLB/LA	1.0
III.6 Pier 400 Second Lead Track	POLA	7.7
III.7 Reconfiguration at CP Mole	POLB/LA	20.0
Phase IV Long-term (beyond 2015)		
IV.1 Triple Track Badger Bridge	ACTA	91.0
IV.2 Triple Track South of Thenard Jct.	ACTA	16.5
Subtotal ACTA Cost (millions)		\$117.0
Subtotal POLA Cost (millions)		\$157.7
Subtotal POLB Cost (millions)		\$286.9
Subtotal Shared POLB/LA Cost (millions)		\$82.0
Total Potential Infrastructure Cost (millions)		\$643.6

Source: San Pedro Bay Ports Rail Study Update, December 2006.

Rail

RAIL CHARACTERISTICS

Railroads have been involved in moving freight through California for over 140 years. As of 2005, 29 freight railroads operate 7,335 track miles statewide, including trackage rights. The Union Pacific Railroad (UP) operates on 3,358 miles of track, a 46% share of the State's rail network. The Burlington Northern Santa Fe Railway (BNSF) operates on 2,130 miles, a 29% share. Regional, local, and short-line carriers serve the remaining 25% of the State's track miles.

With an extensive network throughout the SCAG region, rail serves as a vital link in the goods movement supply chain. Railroads are best known for the ability to move large volumes of goods over long distances. The current system sees 5 million lifts annually, of which 64% are intermodal containers.

MAINLINE RAIL

The region has an extensive mainline rail network. BNSF operates a single mainline network in the SPB ports region, the Transcon, which runs from downtown Los Angeles to Barstow with a terminus in Chicago. UP operates multiple lines in and out of the Los Angeles basin. Typically referred to as the Alhambra and Los Angeles lines, UP operates two mainlines between downtown Los Angeles and the Colton Crossing. Along these lines, UP performs "directional running" operations, where all eastbound through-trains are routed along the Los Angeles lines and westbound through-trains along the Alhambra line. North of West Colton, UP operates the Palmdale line which parallels BNSF's Transcon line, ascending the south slope of the Cajon Pass between San Bernardino and the San Gabriel Mountains. Compared to other UP lines, the Palmdale line carries relatively little traffic. UP also runs trains on BNSF's Transcon between West Riverside and Barstow-utilizing trackage rights agreements.

A key component of the Southern California rail network is the Colton Crossing. The Colton Crossing is an at-grade railroad crossing located south of I-10

between Rancho Avenue and Mount Vernon Avenue in the City of Colton, where BNSF's San Bernardino Line crosses UP's Alhambra/Yuma Lines.

In 2000, the Colton Crossing saw on average 90 freight trains per day on the BNSF San Bernardino Line, and 31 freight trains per day on the UP line. By 2010, these numbers are projected to increase by 50%, with an average of 137 BNSF freight trains and 45 UP trains transiting the Colton Crossing on a daily basis. This high volume of trains, which is expected to further increase by an additional 46% in 2025, clearly poses serious congestion, safety, and air quality challenges for the region.

Another key component of the regional rail network is the Alameda Corridor, a 20-mile, four-lane freight rail expressway that began operations in April 2002. The corridor links the SPB ports with the transcontinental rail network near downtown Los Angeles, and is composed of a series of underpasses, overpasses, and bridges that separate freight trains from passenger trains and automobiles. Since 2002, the Alameda Corridor has improved operating efficiency, and provided safety and environmental benefits for the entire region. In 2006, an average of 55 intermodal trains per day transited the Alameda Corridor, an approximate increase of 15% since 2005.

Freight rail traffic is projected to increase due to trade growth at the Ports, and robust population growth. These trends are projected to have a significant impact on the mainline rail network described above. Table 6 illustrates actual and projected freight and passenger train volumes along some of the most utilized rail segments in the region.

TABLE 6 PASSENGER AND FREIGHT TRAIN TRAFFIC VOLUMES PER PEAK DAY BY LINE SEGMENT

Line Segment	Train Type	2000	2010	2025
BNSF Hobart - Fullerton Jct.	Freight	50.0	74.1	111.9
	Psgr	46.0	96.0	106.0
	Total	96.0	170.0	207.9
BNSF Fullerton Jct. - Atwood	Freight	50.0	74.1	111.9
	Psgr	5.0	20.0	34.0
	Total	55.0	94.1	145.9
BNSF Atwood - West Riverside	Freight	57.0	82.2	121.3
	Psgr	16.0	38.0	62.0
	Total	73.0	120.2	183.3
West Riverside - Colton	UP Freight	35.2	49.8	72.9
	BNSF Freight	57.0	82.2	121.3
	Psgr	11.0	24.0	36.0
	Total	103.2	156.0	280.2
Colton Crossing	BNSF Line	90.2	137.1	201.8
	UP Yuma Line	31.0	44.6	64.7
	Total	121.2	181.7	266.5
Colton - San Bernardino	UP Freight	22.2	30.9	44.5
	BNSF Freight	57.0	82.2	121.3
	Psgr	11.0	24.0	36.0
	Total	68.0	106.2	157.3
Lines over Cajon Pass (including BNSF/UP Cajon Line and UP Palmdale Line)	Freight	93.7	130.0	186.7
	Psgr	2.0	6.0	8.0
	Total	95.7	136.0	194.7
UP Mira Loma - W. Riverside plus	Freight	64.2	90.4	126.2
	Psgr	14.0	26.0	44.0
UP West Colton - Colton	Freight	78.2	116.4	170.2
	Psgr	14.0	26.0	44.0
UP Yuma Line	Freight	42.0	59.5	87.1
	Psgr	2.0	4.0	8.0
	Total	44.0	63.5	95.1

Source: Inland Empire Railroad Main Line Study, SCAG, June 2005.

RAIL SYSTEM CONSTRAINTS AND ISSUES

INTERMODAL RAIL YARD CAPACITY CONSTRAINTS

The region's intermodal rail yards are reaching capacity, resulting in time delays in moving both international and domestic containers between trains and trucks. According to the 2006 San Pedro Bay Ports Rail Study Update, off-dock rail yards in Southern California, which handle direct intermodal, transload, and domestic intermodal cargo, will exceed capacity between 2010-2015, meaning all direct international intermodal demand will need to be accommodated at on-dock and near-dock intermodal yards. Assuming full on-dock rail capacity enhancements are realized at the Ports in the future, Table 7 illustrates the resulting shortfall in intermodal lift capacity if no new near-dock or off-dock intermodal yards are developed in the region. This indicates that, even when considering all planned on-dock rail capacity enhancements, total direct intermodal demand will likely exceed capacity by over 2.2 million TEUs.

TABLE 7 FORECAST PORT DIRECT INTERMODAL DEMAND AND AVAILABLE INTERMODAL LIFT CAPACITY

Direct Intermodal excludes Transload All values in millions of TEU	2005 Actual	2010	2015	2020	2030
SPB Cargo Forecast (Demand)	14.20	20.20	27.10	36.20	42.50
SPB Direct Intermodal (Demand)	5.70	8.10	10.84	14.48	17.01
POLB On-Dock Capacity	1.09	2.27	4.15	5.49	6.10
POLA On-Dock Capacity	1.84	2.79	4.33	6.25	6.84
SPB Off-Dock Capacity	1.69	0.67	0.04	0.00	0.00
SPB Near-Dock Capacity	1.08	1.40	1.84	1.84	1.84

Source: San Pedro Bay Port Rail Study Update, December 2006

RAIL NETWORK CAPACITY CONSTRAINTS

SCAG has identified rail mainline capacity constraints east of Los Angeles as a critical issue facing the region. In 2000, train delays averaged more than 30 minutes and are projected to increase by over 40% by 2010 without capacity improvements. Overall, mainline capacity constraints reduce system velocity, which results in delays of time-sensitive shipments to customers nationwide.

TABLE 8 YEAR 2000 AND 2010 TRAIN DELAYS ON EXISTING TRACKAGE

Year	Train Type	Average Delay Per Train
2000	BNSF Freight	31.9 minutes
	UP Freight	30.4 minutes
2010	BNSF Freight	206.3 minutes
	UP Freight	196.9 minutes

Source: Inland Empire Railroad Main Line Study, SCAG, June, 2005.

The Colton Crossing has been identified in several previous studies as a major rail bottleneck that slows freight movement and has delayed the implementation of additional passenger rail service in the Inland Empire. The majority of freight rail traffic moving between Southern California and the rest of the nation must transit the Colton Crossing. Increasing international trade and regional population growth led the Southern California Regional Rail Authority (SCRRA) to conduct a network rail operation analysis to identify potential bottlenecks in the vicinity of the Colton Crossing. The study confirmed the need to make capital improvements to the crossing to reduce rail congestion and operational conflicts. The Inland Empire Railroad Main Line Study also confirmed the critical need for grade-separations.

The Cajon Pass is another critical transcontinental rail segment requiring capacity improvements to ensure efficient freight movement. Steep grades and curves along the Cajon Pass pose operational challenges that significantly slow trains. Presently, approximately 90 trains per day traverse the Cajon Pass.

The Inland Empire Railroad Main Line Study projected that, by 2010, the BNSF line segment between Colton Crossing and Barstow will require a minimum

of three main tracks while the segment between San Bernardino and Barstow will require four main tracks by 2025. There is also a need for four main tracks on the UP lines between Los Angeles and Riverside/Colton.

Trucks

PORT RELATED TRUCKING

Given the number of truck trips generated by the Ports, port truck traffic associated with the logistics of container movements in the region must be analyzed. Depending on the geographic concentration of warehouses, distribution centers, transload facilities, and other inland facilities, some port cargo movements may be associated with high-density truck flows between origin-destination pairs including:

- Truck trips between marine terminals and near-dock/off-dock intermodal yards;
- Truck trips between marine terminals and transload/cross-dock facilities; and
- Truck trips between marine terminals and warehouse/distribution centers.

The high concentration of intermodal yards near downtown Los Angeles has resulted in significant container movements on freight corridors connecting the Ports and these facilities. However, due to the scattered nature of logistics and manufacturing facilities in the region, container movements on freight corridors between marine terminals and logistics and manufacturing facilities may not be as significant as movements between marine terminals and intermodal yards. But logistics and manufacturing facilities may generate secondary truck trips that create significant truck demand along many of the region's freight corridors.

Most port truck cargo movements associated with intermodal yards, transload facilities, and warehouses are primarily related to import containers from the SPB ports. However, there are significant empty container truck movements

between these facilities and the Ports that generate high-density port truck movements. Examples include empty container return truck trips from trans-load facilities and warehouses to the port terminals, and truck trips associated with empty container repositioning from off-dock intermodal yards to port terminals.

The magnitude and distribution of port-related truck traffic in the region warrants careful consideration of the feasibility of dedicated lanes for clean technology trucks to address future growth in port truck traffic volumes. A major factor in determining the feasibility of such facilities is whether high-density truck traffic exists between major origin-destination pairs. Consequently, in examining the feasibility of such facilities on certain corridors between the Ports and inland facilities, key issues pertaining to truck traffic flows and patterns must be understood. These include:

- Total truck traffic demand along the corridors between the Ports and inland facilities;
- Origin-destination (O-D) patterns of truck trips along these corridors; and
- Major generators of truck traffic demand along these corridors.

Table 9 shows the shares of port truck trips along I-710 and SR-60. For other major freight corridors in the region, please refer to Appendix A.

TABLE 9 TOTAL AND PORT TRUCK TRAFFIC ALONG I-710 AND SR-60, 2003

Highways	Segments	Total Daily Vehicle Volume	Total Daily Truck Volume	Daily Port Truck Volume	Total Trucks as % of Total Vehicle Volume	Port Trucks as % of Total Truck Volume
I-710	I-105 to I-10	324,000	15,900	2,485	4.9%	15.6%
	PCH to Willow	146,000	25,400	23,900	17.4%	94.1%
	Willow to I-405	161,000	27,100	23,235	16.8%	85.7%
	I-405 to SR-91	186,000	31,400	20,045	16.9%	63.8%
	SR-91 to I-105	227,000	38,300	15,315	16.9%	40.0%
	I-105 to I-5	237,000	34,600	11,685	14.6%	33.8%
	I-5 to SR-60	199,000	24,200	1,025	12.2%	4.2%
	SR-60 to I-10	132,000	11,300	845	8.6%	7.5%
SR-60	SR-57 to I-605	265,000	23,200	1,560	8.8%	6.7%

Source: "Baseline Transportation Study", Port of Los Angeles, 2004; Caltrans Truck Volumes 2004 (Year 2003 data).

As illustrated in Table 9, I-710 has a larger share of port-related trucks than SR-60. Port-related truck traffic and its share of total truck volume along I-710 are more highly concentrated along segments closer to the Ports. This indicates that a large number of port truck access facilities exist along I-710.

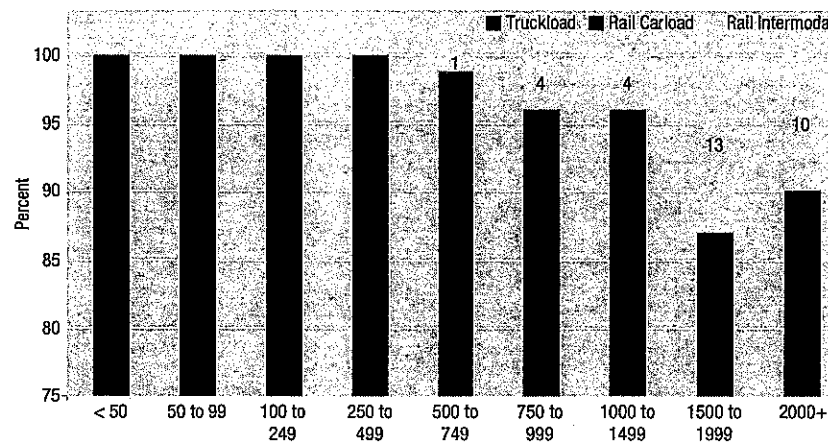
The I-710 major corridor study analyzed growth in truck traffic along I-710 based on expected growth in port container volumes. The study projected total heavy-duty truck traffic to more than double on the I-710 by 2025, with truck shares reaching up to 35% of total traffic volumes along high volume segments compared to the current shares of between 14% - 19%. Considering

the magnitude and distribution patterns of port truck trips along I-710, forecasts indicate that demand would be favorable to the implementation of dedicated lanes for clean technology trucks on I-710. Future near-dock intermodal yard capacity expansions associated with the expansion of the ICTF and the development of the Southern California International Gateway (SCIG), which is privately funded by BNSF, may also play a key role in addressing the growth of high-density truck traffic.

LOCAL TRUCKS

The vast majority of imports through the SPB ports are retail goods. SCAG's Port and Modal Elasticity study calculated local container volume based on local purchasing power associated with retail sales. According to the study, 23 % of traffic generated by the SPB ports is local traffic, meaning goods either originate or are ultimately consumed in the region which is defined as Southern California, Southern Nevada, Arizona, and New Mexico. In 2005, local consumption of the total import trade value of \$256 billion was \$58.8 billion. With over 75% of truck tonnage in the region moving less than 50 miles, the effect on local truck traffic is dramatic. The modal shares and lengths of haul by rail and truck are shown in Figure 1.

FIGURE 1 MODAL SHARES AND LENGTH OF HAUL



Source: Goods Movement Truck and Rail Study Executive Summary, SCAG, 2003.

SCAG's Travel Demand Model suggests that regional daily truck VMT will increase from 29.0 million in 2003 to 50.4 by 2035, an 82.7% increase. Daily delay will also increase as shown in Table 10.

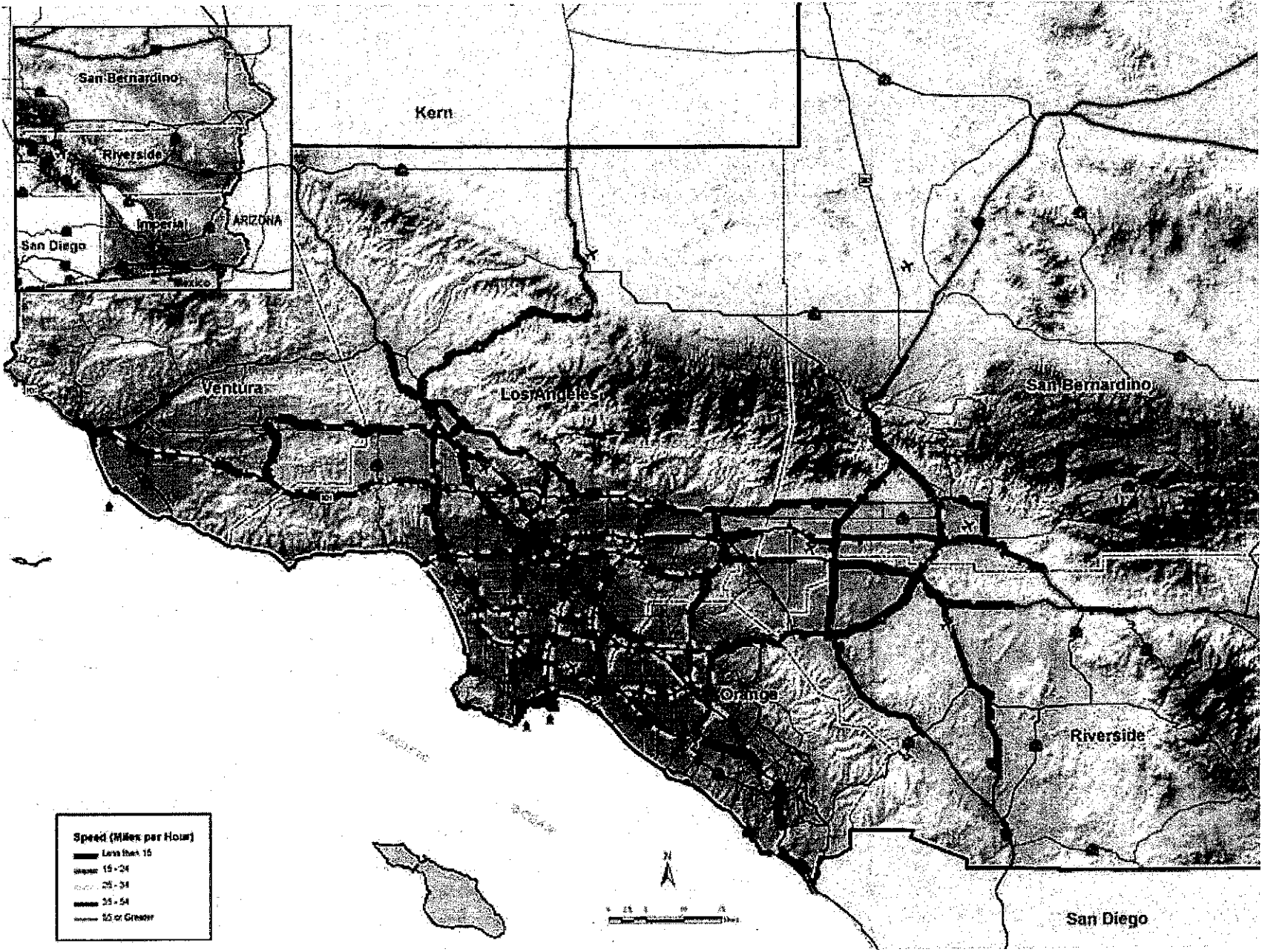
TABLE 10 PROJECTED DAILY DELAY IN THE REGION

	Daily Delay (Hours)		
	2003 Base Year	2035 Baseline	2035 Plan
Autos	3,711,266	7,545,518	6,155,229
Trucks	192,555	592,733	466,598

Source: Travel Demand Model Output, SCAG, 2007.

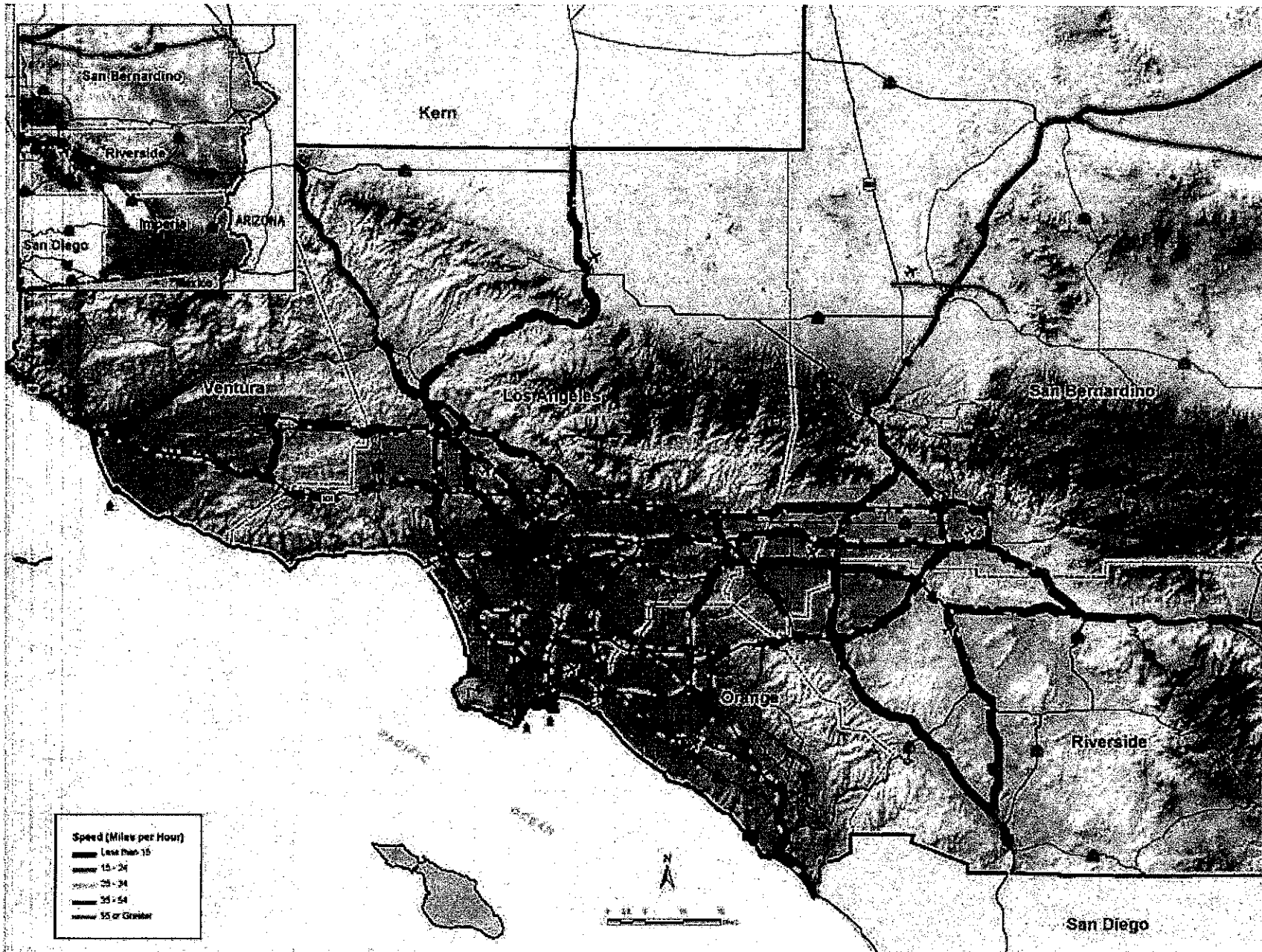
This increase in regional VMT will reduce average freeway speeds from 51 mph in 2005 to approximately 37.5 mph in 2035. The average speed on the regional freeway system for 2003, the 2035 Baseline, and the 2035 Plan are illustrated in Exhibits 4, 5, and 6. Delays caused by congestion could increase the cost of transporting goods by as much as 50%-250%.

EXHIBIT 4 BASE YEAR 2003 FREEWAY SPEED | PM PEAK



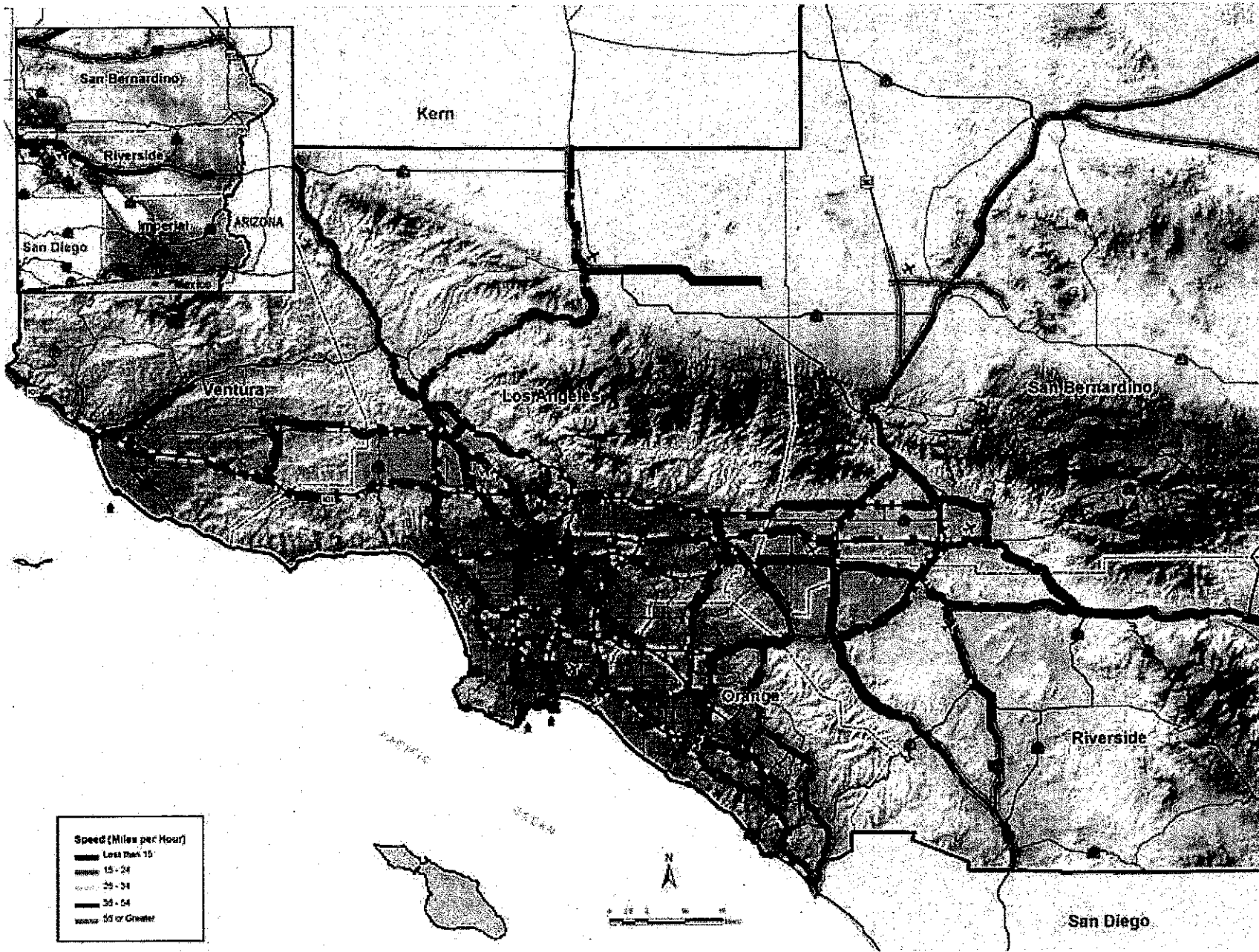
Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 5 BASELINE 2035 FREEWAY SPEED | PM PEAK



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 6 PLAN 2035 FREEWAY SPEED I PM PEAK



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

Environmental Impacts

Mitigating the community and environmental impacts of goods movement is critical to the region. Perhaps the most visible and pressing environmental impacts are the increasing volumes of criteria air pollutant emissions surrounding the Ports and major freight corridors. While trade activities in the SCAG region are key contributors to the economy, air pollution from these activities poses serious health hazards to the region, especially for communities located near the Ports and trade corridors. The California Air Resource Board (CARB) has identified particulate matter (PM) as a toxic air contaminant linked to increased health risks. Table 11 lists CARB's assessment of PM2.5 health effects on residents of the Southern California Air Basin. Table 10 chronicles other goods movement related pollutants and their health effects.

TABLE 11 CARB ASSESSMENT OF PM HEALTH EFFECTS ON SOUTHERN CALIFORNIA AIR BASIN RESIDENTS

Health Effect	Cases Per Year
Premature Deaths	5,400
Hospitalizations	2,400
Asthma & Lower Respiratory Symptoms	140,000
Lost Work Days	980,000
Minor Restricted Activity Days	5,000,000

Source: California Air Resources Board

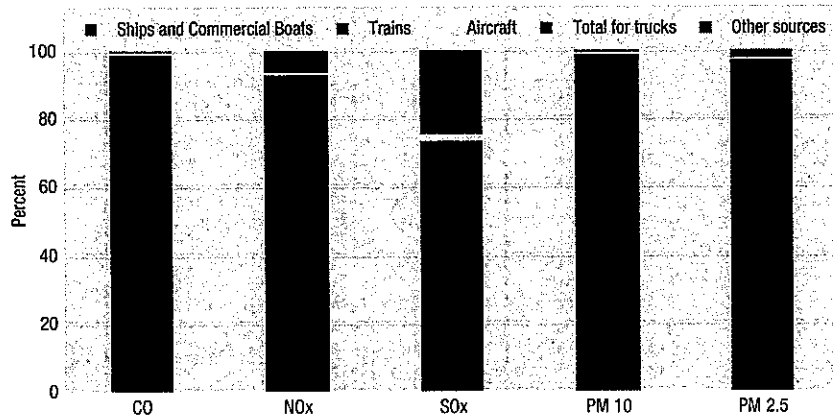
TABLE 12 OTHER GOODS MOVEMENT RELATED POLLUTANTS AND THEIR HEALTH EFFECTS

Pollutant	Health Effects
Ozone (O ₃)	Breathing Difficulties, Lung Tissue Damage
Nitrogen Dioxide (NO ₂)	Lung Irritation and Damage
Sulfur Dioxide (SO _x)	Increases in Lung Disease and Breathing Problems for Asthmatics
Respirable Particulate Matter (PM ₁₀)	Increased Respiratory Disease, Lung Damage, Cancer, Premature Death
Carbon Monoxide (CO)	Chest Pain in Heart Patients, Headaches, Reduced Mental Alertness

Source: California Air Resources Board

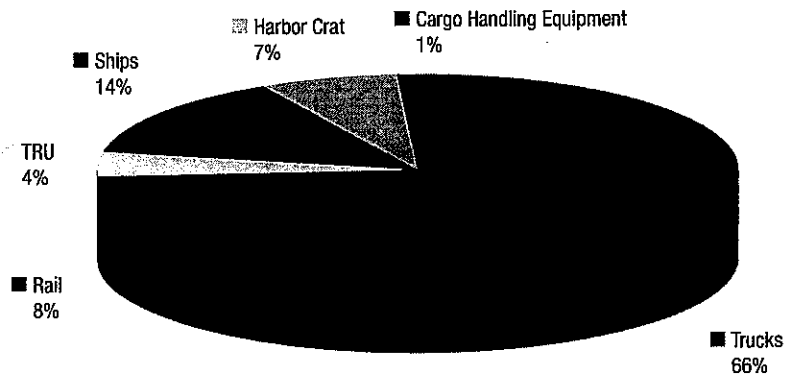
Port-related sources, which were approximately 25% of regional diesel PM emissions in 2002, are projected to increase to 50% of regional PM emissions in 2020. The CARB assessment of PM2.5 health effects indicates that the South Coast Air Basin suffers disproportionate exposure to pollutants relative to other parts of California and the rest of nation. Residents of the South Coast Air Basin are exposed to PM2.5 levels that are 82% higher than the exposure of residents statewide and 52% higher than national exposure. As shown in Figure 2, goods movement related sources contribute substantially to the region's total emissions of Nitrogen Oxides (NOX), Sulfur Oxides (SoX), PM10, PM2.5, and Carbon Monoxide (CO). Figure 3 shows statewide emissions of diesel particulate matter by goods movement sources. Air pollution is just one of many goods movement related environmental impacts identified. Other impacts include noise, vibration, aesthetic, safety, and natural resource depletion.

FIGURE 2 2008 ESTIMATED ANNUAL AVERAGE EMISSIONS IN THE SOUTH COAST AIR BASIN



Source: 2007 Air Quality Management Plan, SCAQMD

FIGURE 3 STATEWIDE EMISSIONS OF DIESEL PARTICULATE MATTER BY GOODS MOVEMENT SOURCE, 2001



Source: Emission Reduction Plan for Ports and Goods Movement in California, California EPA and California Air Resources Board (ARB), March, 2006

Safety and Security Concerns

With the growth in trade volume, accidents involving trucks and trains are expected to increase, without needed safety improvements. Accident data collected on the I-710 between 2002 and 2004 identified an average of five accidents per day between Ocean Boulevard and SR-60 on the I-710. These data also suggest that highest incident locations were primarily tied to three factors: 1) design deficiencies, 2) high traffic volumes, and 3) the mix between autos and trucks. Accidents on truck-intensive facilities are particularly problematic due to their increased severity relative to auto-exclusive accidents.

Truck-related accidents also have a significant safety impact on other modes in the transportation system. According to an FHWA report, 78 % of victims in truck-related fatalities are drivers of other vehicles and 8% are pedestrians. For a detailed discussion on truck collisions, please refer to Appendix B.

Growth in rail service also increases the potential for automobile / train interactions and rail-related fatalities at grade crossings. These emerging concerns point to the need for the region to research and implement appropriate mitigation strategies including grade separations and other grade crossing improvements.

The SCAG region is vulnerable to many types of safety and security challenges including catastrophic events, which could significantly disrupt the regional goods movement system. These challenges include earthquakes, floods, fires, hazardous material incidents, transportation accidents, and human-caused incidents such as acts of terrorism. To ensure the safety and security of residents, as well as regional economic activities, SCAG is coordinating and collaborating with various stakeholders to improve transportation security. To date, these stakeholders have developed a number of efforts and strategies to prepare for unforeseen events. Some of these efforts and strategies include:

- Identification of the operation and maintenance needs of the interstate and state highway system within the SCAG region, including the Strategic Highway Network;

- A Border Master Plan developed by California Department of Transportation (Caltrans) to ensure border security;
- A comprehensive risk analysis and security plan for the regional railroad system developed by the Railroad Security Task Force;
- Integration of security into the regional ITS architecture; and
- Collaboration of federal agencies and local law enforcement agencies to ensure safety and security at the Ports.

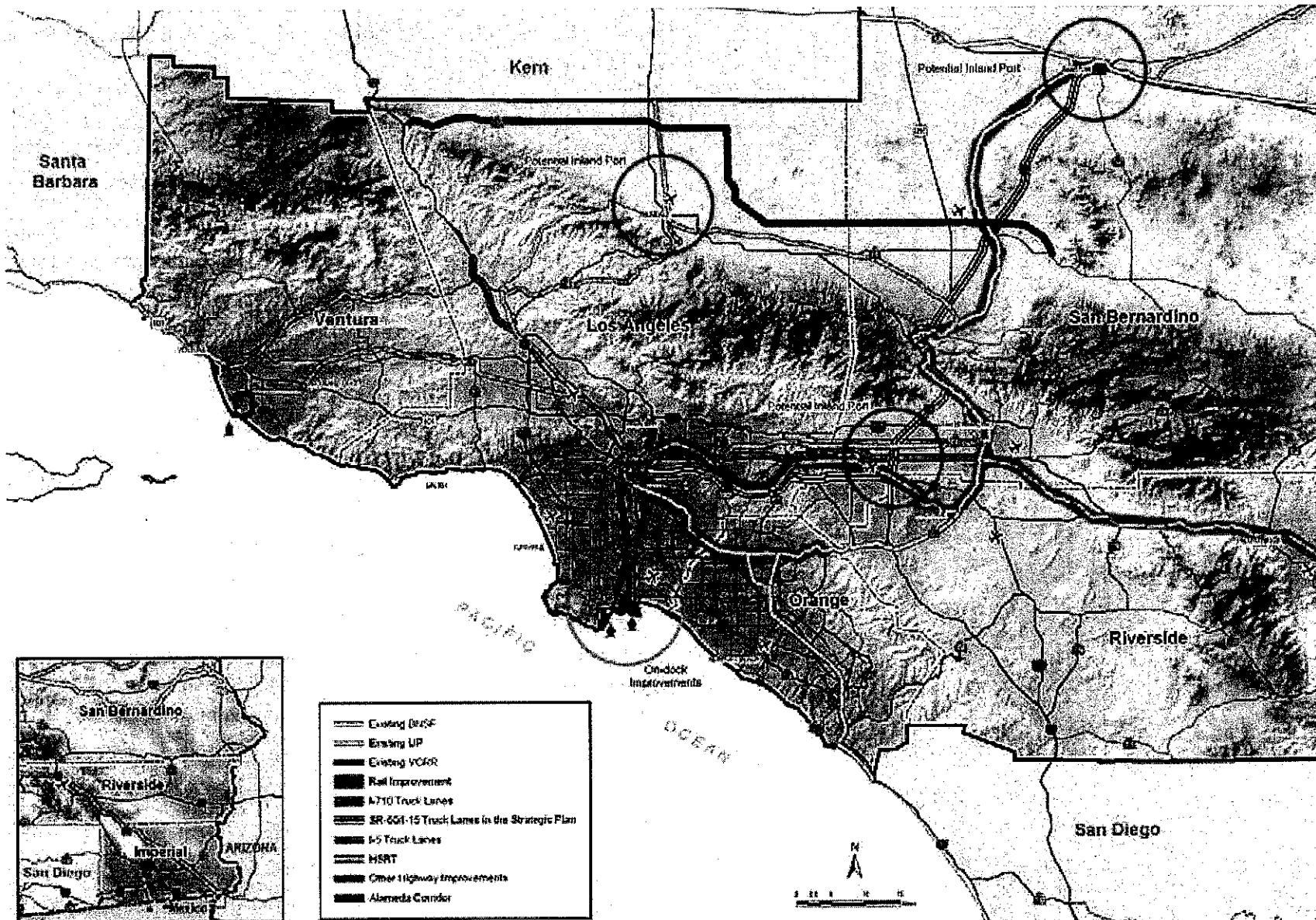
The primary agencies with responsibility for port security at the federal level include the Department of Homeland Security, United States Coast Guard, the Bureau of Customs and Border Protection (CBP), Transportation Security Administration (TSA), and the United States Maritime Administration (MARAD).

Within the port facilities themselves, security is maintained by a combination of agencies, including the U.S. Coast Guard, Customs and Border Protection, Los Angeles Port Police at the Port of Los Angeles, and the Long Beach Police Department at the Port of Long Beach who coordinate to ensure the security of the port. While all of these agencies have the authority to access all areas of the port, maintaining security inside the individual port terminals is the responsibility of the terminal operators, who are required to comply with the Maritime Transportation Security Act of 2002. This act requires terminal facilities to establish restricted areas, security patrols, access control measures, personnel identification procedures, and develop plans to address identified vulnerabilities.

In addition, the Ports of Los Angeles and Long Beach partner and coordinate their security planning with other local law enforcement agencies, such as the Los Angeles Police Department, Los Angeles County Sheriff's Department, and California Highway Patrol.

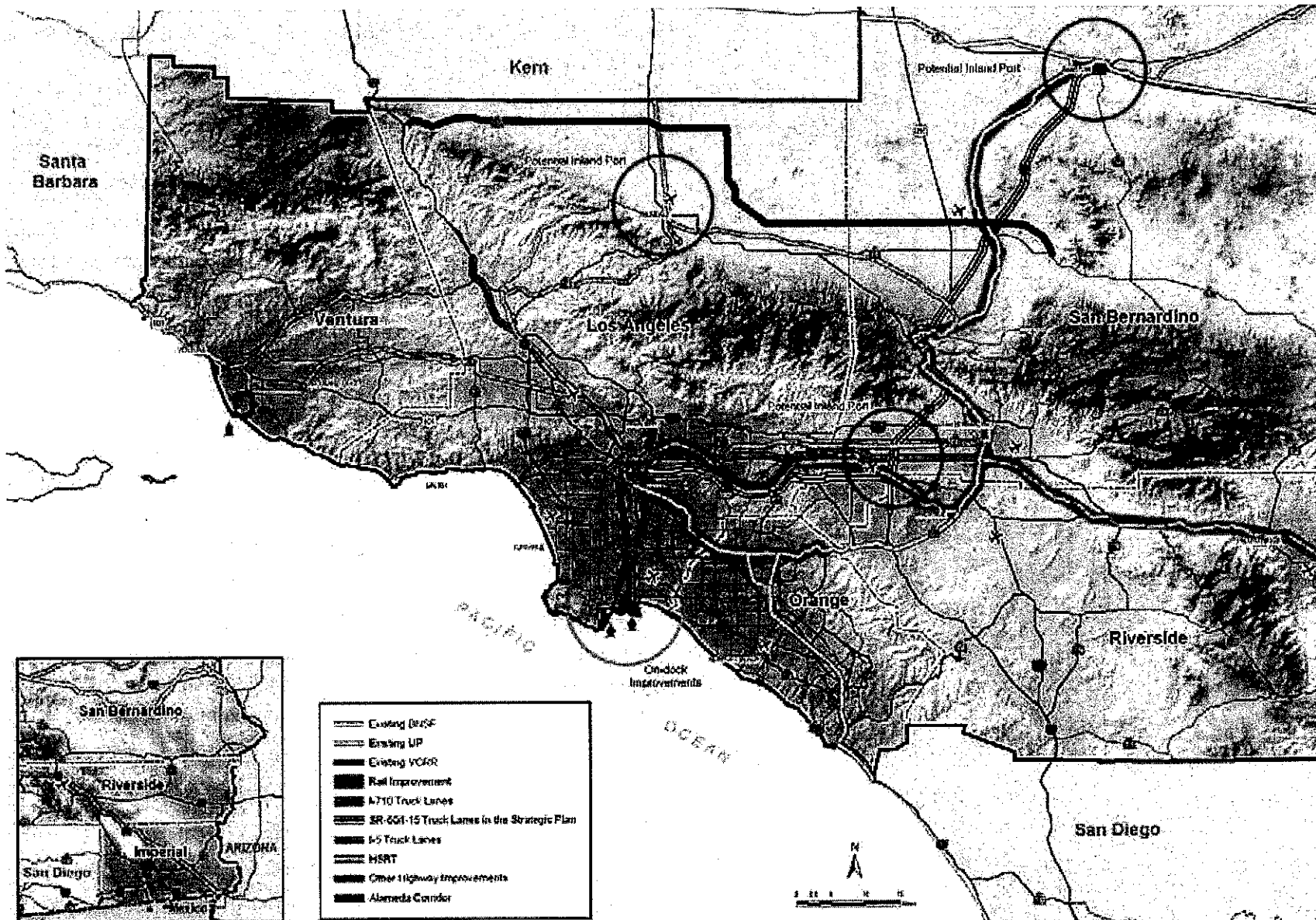
For detailed information on transportation safety and security, please see the Safety and Security reports.

EXHIBIT 7 2035 PLANNED GOODS MOVEMENT SYSTEM



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 7 2035 PLANNED GOODS MOVEMENT SYSTEM



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

SCAG's Regional Strategies

Exhibit 7 illustrates planned goods movement system.

REGIONAL TRUCK STRATEGIES

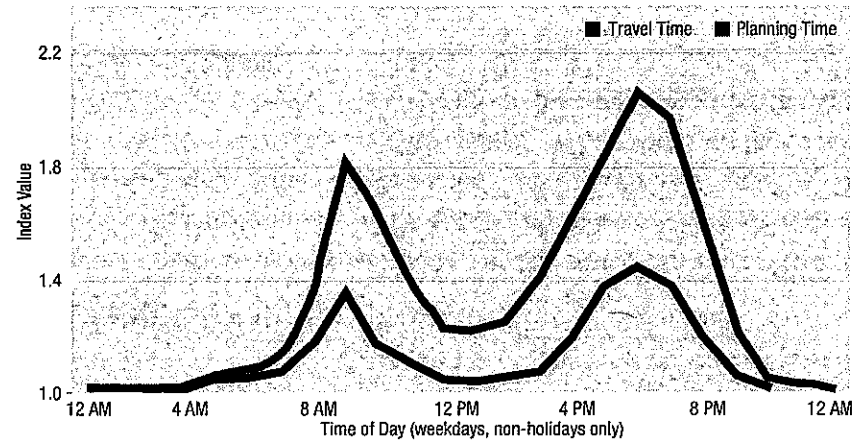
While a variety of modes of transportation are used for the movement of goods, on-road trucks perform the majority of goods movement activities in the SCAG region. Trucks utilizing the current system of local arterial streets, state highways, and interstate freeways carry approximately 80% of the total value of U.S. freight shipments. Approximately 75% of all port related freight movements are made by truck for at least one trip segment. Consequently, trucks have contributed to rising concerns about traffic congestion and public health impacts. Trucks consume upwards of 40% of total highway capacity while representing only 15% of the total number of vehicles. Forecasted growth in freight traffic has placed a greater emphasis on the need for regional efforts in addressing road congestion, air quality, and infrastructure capacity.

DEDICATED LANES FOR CLEAN TECHNOLOGY TRUCKS

Truck-related delay impacts the efficiency of goods movement in the region and ultimately increases prices paid by consumers for goods and services. Additionally, the unreliability of the highway system also increases costs of transportation as shippers build buffer times into their estimated travel times to account for the possibility of severe traffic in the region. Estimated buffer times in Southern California are twice as long as average nationwide delay for the trucking industry.

Figure 4 illustrates the variances of buffer times throughout the day in Southern California. Free-flow traffic is assigned a value of 1. For example, if the travel time index is roughly 1.3, travel time is roughly 30 % higher than free flow time. Given necessary buffer times, significant costs are incurred by trucking companies in Southern California to provide on-time service to their customers.

FIGURE 4 AVERAGE TRAVEL TIME AND BUFFER TIME VARIATIONS IN SOUTHERN CALIFORNIA



Source: SCAG

SCAG has been exploring dedicated lanes for clean technology trucks and refining the concept of user-supported, dedicated truck facilities to improve the flow of goods within the region. Operationally, these facilities would be aligned to focus on connecting freight-intensive locations such as the Ports, warehousing/distribution center locations, and manufacturing locations. Dedicated lanes would have less ingress/egress points than typical urban freeways and would be physically separated from mixed flow traffic to smooth the flow of trucks on these facilities. A network of dedicated lanes for clean technology trucks would be most advantageous for trucks that are traveling long distances and those traveling between freight-intensive locations. The corridors under consideration for such enhancements are I-710, an east-west corridor parallel to SR-60/I-10/I-210, and I-15.

Such facilities have the potential to relieve many negative truck impacts in the region, including recurrent delay, pavement deterioration, safety, emissions, and reliability. For instance, trucks are responsible for significant roadway damage including pavement deterioration. On average, one fully loaded, 80,000-pound truck causes as much pavement wear as 10,000 automobiles. By separating trucks onto designated truck lanes, pavement dam-

age and maintenance costs could be significantly reduced on the mainline freeway system. Though dedicated truck lanes may generate intensive truck use requiring expensive design and maintenance, the net result would likely be a significant reduction in total maintenance costs for the overall freeway network.

The development of such facilities would also have the potential to significantly improve the regional roadway system by addressing current system deficiencies such as:

- On/off ramps proximity to interchanges;
- Low speed/capacity connections (loop ramps);
- Missing interchanges from major freeway connections;
- Close proximity of merging ramps to interchanges;
- Non-standard weaving distances;
- Narrow or Non-Existent Shoulders; and
- Narrow Lane Widths

Despite high capital costs and the need for further analyses on environmental impacts and equity issues, the magnitude of truck volumes on regional freight corridors requires urgent mitigation. Dedicated lanes for clean trucks along I-710 could address numerous adverse impacts associated with existing truck volumes, ensuring reliable system operation and reducing adverse environmental impacts. SCAG recommends including dedicated lanes for clean trucks on I-710, creating two lanes in each direction along existing alignments extending from the Ports to SR-60. This represents an investment of over \$5 billion in nominal dollars. At the same time, SCAG recognizes the need for a comprehensive system that addresses regional truck-related issues, and considers the I-710 portion the first segment of a comprehensive regional system. Other corridors, such as an east-west corridor parallel to SR-60/I-10/I-210, and I-15, which complement the comprehensive system, are in the Strategic Plan for further analyses.

TRUCK CLIMBING LANES

Truck climbing lanes are additional lanes located outside mixed-flow lanes, which permit slower-moving trucks to operate at their own pace. This enables other vehicles to move at a faster pace, thereby reducing congestion. These lanes are typically placed where slow-moving trucks would cause an obstruction to other vehicles, such as hillsides or other areas with significant grade increases. Inclusion of these lanes would add capacity to existing roadways and help reduce truck emissions by reducing delay. However, this strategy is limited to areas with significant grade increases and may only have minimum benefits on the regional transportation system. Corridors identified suitable for truck climbing lanes are I-5, I-10, I-15, I-215, SR-57 and SR-60.

HIGH DESERT CORRIDOR

In an effort to avoid the congested metropolitan area, many trucks traverse SR-138, the east-west corridor linking the Antelope and Victor Valleys. However, SR-138 currently lacks adequate infrastructure to handle heavy truck volumes. The proposed High Desert Corridor between I-15 and I-5 will accommodate an expected three- to six-fold increase in traffic, providing a new level of accessibility and carry trucks and other through traffic safely around existing communities.

TRUCK EMISSION CONTROL STRATEGIES

Heavy-duty trucks are usually powered by diesel, which contributes to regional NOX and PM emissions. New EPA emission standards taking effect in 2007 and 2010 will require strict emission reductions in both NOX and PM. Truck emission reduction strategies are listed below. While these strategies do not address congestion or capacity issues, they do provide support for the mitigation of freight emissions.

- **Truck Replacement:** This strategy assumes that truck owners replace older model trucks with newer trucks, with proof of disposal to prohibit resale within the SCAG region.

- **Engine Repowering:** This strategy is generally feasible for pre-1994 trucks and can be obtained at lower capital costs than replacing the entire truck. This strategy replaces older diesel truck engines with cleaner diesel or alternative fuel engines. Similar to the truck replacement strategy, proof of disposal is required to ensure that the engine is not resold into the region.
- **Exhaust Treatment Device Retrofit:** Diesel particulate filters (DPFs), flow-through filters (FTFs), and diesel oxidation catalysts (DOCs) are easily retrofitted to existing trucks with only minor modifications to the existing system. While CARB has not certified emission reduction amounts, DPFs, FTFs and DOCs are expected to reduce PM emissions by at least 50% and 25% respectively.
- **Alternative Fuels:** There are a variety of alternative fuels that can reduce truck emissions such as emulsified diesel, bio-diesel, natural gas, propane, and new hybrid-electric technologies.

Due to the costs associated with truck emission control strategies, monetary incentives may be necessary for implementation purposes. Various agencies are finalizing their incentive programs to support similar truck emission reduction programs. These incentive programs include:

- The Clean Air Action Plan – Technology Advancement Program by the SPB ports;
- The Port of Los Angeles’ Port Air Quality Mitigation Incentive (PAQMIP); and
- The Carl Moyer Program by South Coast air Quality management District (SCAQMD) .

REGIONAL RAIL STRATEGIES

Given its superior connections to inland locations, freight rail is key to the region’s economy. Over the next 25 years, at least half of the containers coming through the Ports will be transported via rail. Table 13 illustrates this growth. Over the same period, commuter rail needs will also double. To address these

issues, SCAG is proposing rail system capacity enhancements, rail grade separations, and alternative strategies to reduce rail emissions.

TABLE 13 SAN PEDRO BAY PORTS CARGO GROWTH FORECASTS* (TEUS IN MILLIONS)

	2005 (Actual)	2010	2015	2020	2030
Total Port Container Throughput	14.2	20.3	27.1	36.2	42.5
Regional Truck Demand	6.8	9.7	13.0	17.4	20.4
Long Haul Truck Demand	0.1	0.2	0.3	0.4	0.4
Total Rail Demand**	7.2	10.3	13.8	18.5	21.7
Rail Share of Total Throughput	50.7%	50.7%	50.9%	51.1%	51.1%

* Total San Pedro Bay projections are based on Mercer Management forecast as adjusted by Port of Los Angeles and Port of Long Beach

** Includes transload to rail

Source: The San Pedro Bay Ports

RAIL MAINLINE CAPACITY IMPROVEMENTS

As a system, rail transports goods more efficiently, and emits three times less pollutants than trucks. While the current system manages both passenger rail and freight rail, current projections indicate severe system shortfalls in near the future. To ensure sound operations, existing system infrastructure must be expanded and grade separations at critical crossings must be completed. Exhibit 8 identifies planned projects for regional rail capacity enhancements. Critical mainline track capacity improvements in the region are associated with UP and BNSF lines. BNSF’s Transcon track capacity improvements include:

- Additional 3rd and 4th mainline tracks between Hobart/Commerce and Fullerton;
- Additional 3rd mainline tracks for Fullerton - Placentia, Placentia - Yorba Linda, Prado Dam – Riverside, and Highgrove - M.P. 2.9 segments; and
- Additional 4th mainline track between Riverside and Colton.

UP's mainline capacity improvements include:

- Additional 2nd main track for West Riverside - Riverside, Riverside - Pedley, and Bon view - Ontario segments; and
- Additional 2nd main track for Pomona - Montclair, and Alhambra - Walnut.

Colton Crossing is also a highly important capacity enhancement project which involves both BNSF and UP lines. Improvements would provide significant public and private sector benefits to the region including:

- Improved operational efficiency resulting from increased speed through the crossing;
- Increased rail network capacity resulting in increased train throughput;
- Economic benefits resulting from increased employment associated with increased throughput through the crossing;
- Environmental benefits due to emissions reductions resulting from elimination of train idling, and enhanced train speeds through the crossing; and
- Environmental benefits associated with commuter VMT reduction resulting from increased commuter rail service.

RAIL GRADE SEPARATIONS

Vehicle delay at grade crossings is expected to triple between 2000 and 2025. Allowing two intersecting axes of traffic to move concurrently, grade crossings eliminate vehicle delay and decrease associated emissions by reducing vehicle idling times. This also means that longer trains may be formed, thus increasing operating efficiencies by permitting the transport of larger volumes of goods per trip.

The projected growth in freight and passenger train volumes make it critical to separate grade crossings in order to ensure an efficient goods movement system, to reduce traffic congestion and delays, and to meet regional air qual-

ity conformity requirements. Grade separations also address other rail crossing related concerns such as noise and safety.

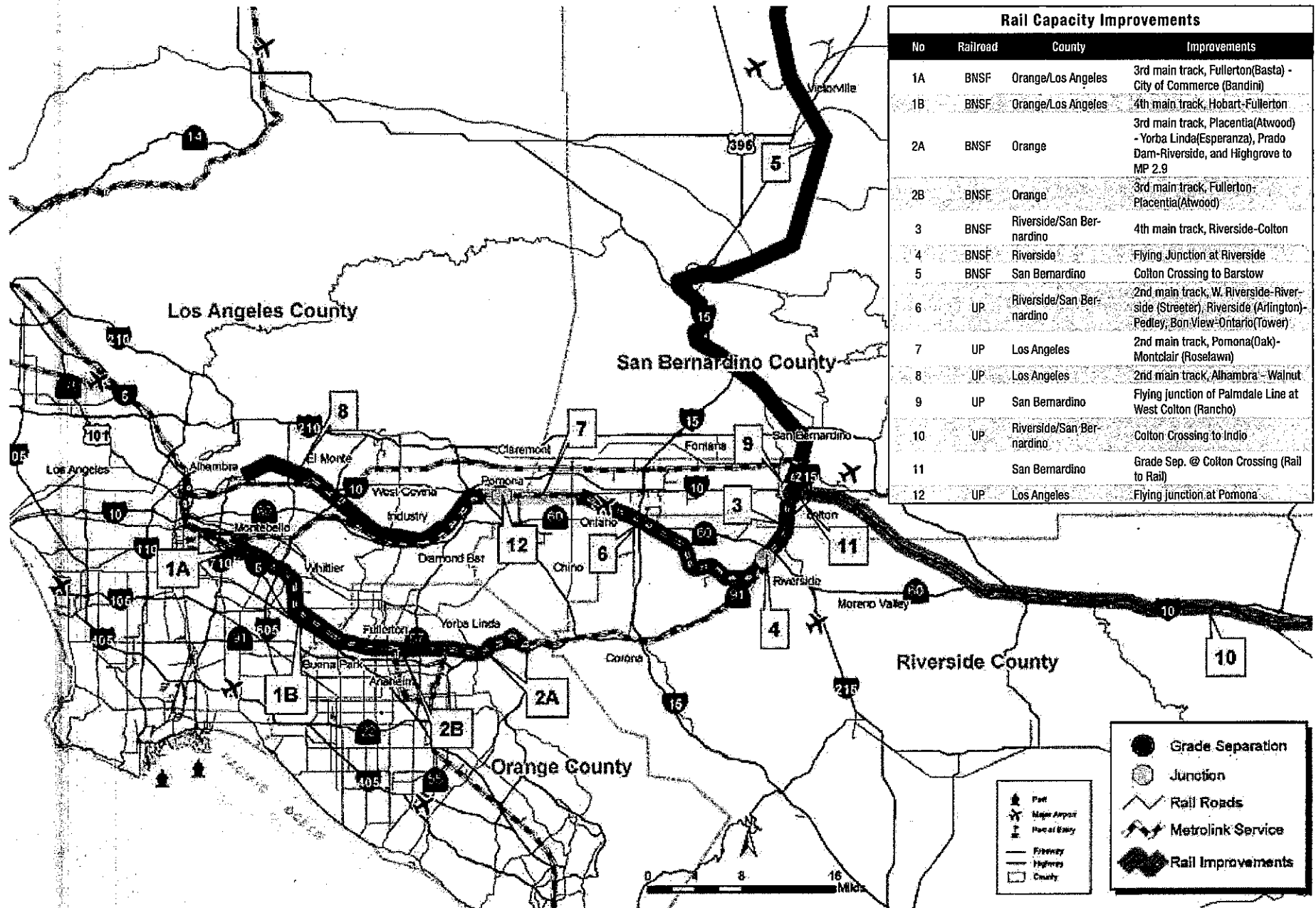
Throughout the SCAG region, 131 grade crossings requiring grade separations were identified by the Alameda Corridor-East Trade Corridor Plan. These grade separation projects would cost an estimated \$5.99 billion to implement.

Exhibits 9, 10, 11, and 12 show proposed grade separation projects planned in the region by county.

LOCOMOTIVE ENGINE UPGRADES

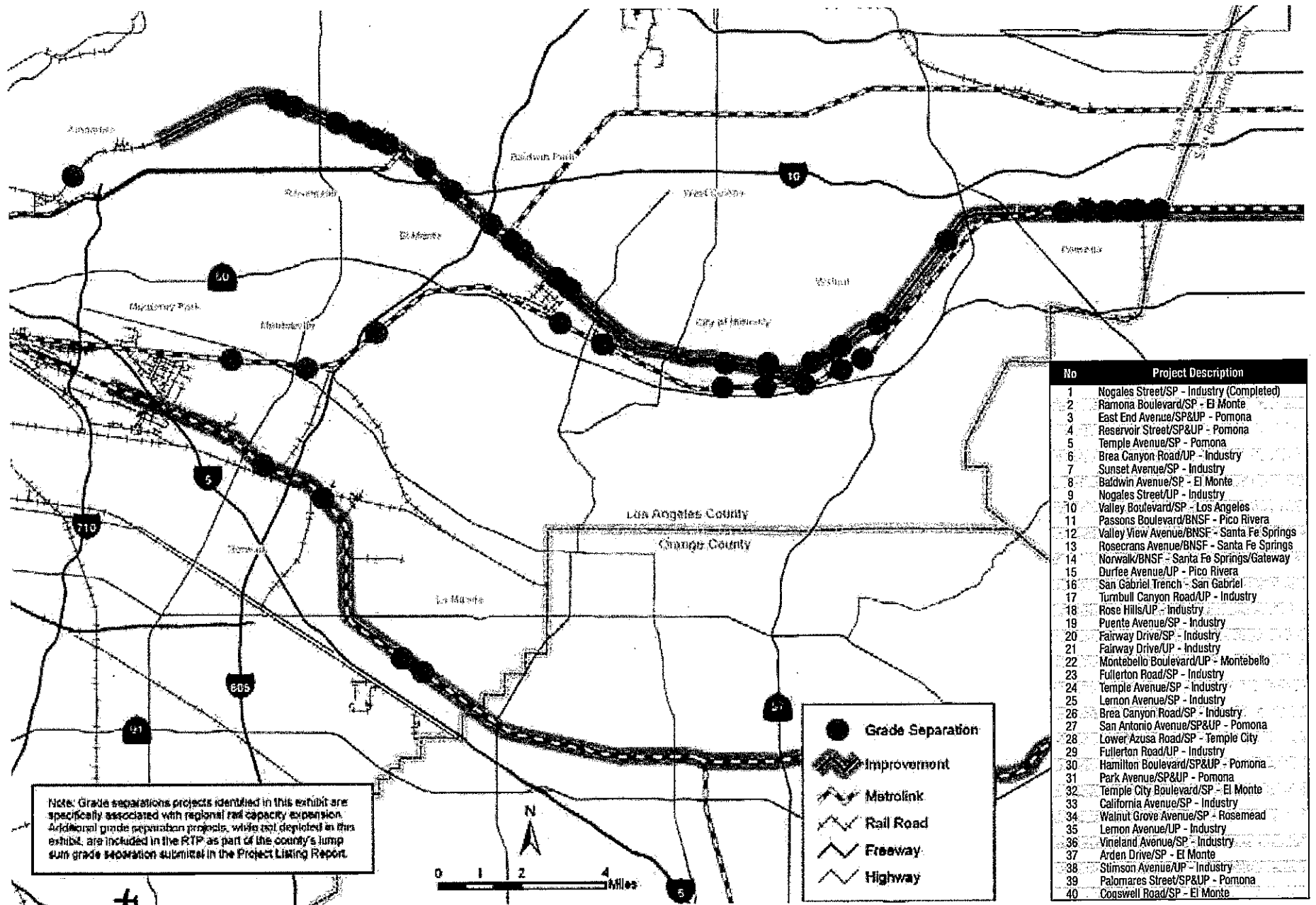
Upgrading locomotives to cleaner engines is another strategy to reduce diesel emissions. In March 2007, the EPA proposed new Tier 3 and Tier 4 engine standards to reduce emissions from diesel locomotives. Tier 3 standards are near-term engine-out emission reduction standards for PM and NOX. Tier 4 standards are longer-term standards for newly-built engines. These standards will be phased in over time, and would be based on the application of high-efficiency catalytic aftertreatment technologies which would be enabled by the availability of ultra low sulfur diesel fuel. Tier 3 engines are expected to be available in 2009, and Tier 4 engines are expected to be available in 2015. While these technologies may reduce emissions significantly, Tier 3 engines will not reduce emissions by the amount required to meet the EPA's attainment deadline for PM2.5, and Tier 4 engines will not be available to meet the 2014 deadline. However, these strategies can be implemented at substantially lower capital costs than other alternatives such as system electrification. SCAG is exploring methods to accelerate implementation of this strategy through measures such as financial incentives to engine manufacturers and railroads.

EXHIBIT 8 PLANNED PROJECTS FOR REGIONAL RAIL CAPACITY ENHANCEMENT



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 9 GRADE SEPARATION PROJECTS IN LOS ANGELES COUNTY

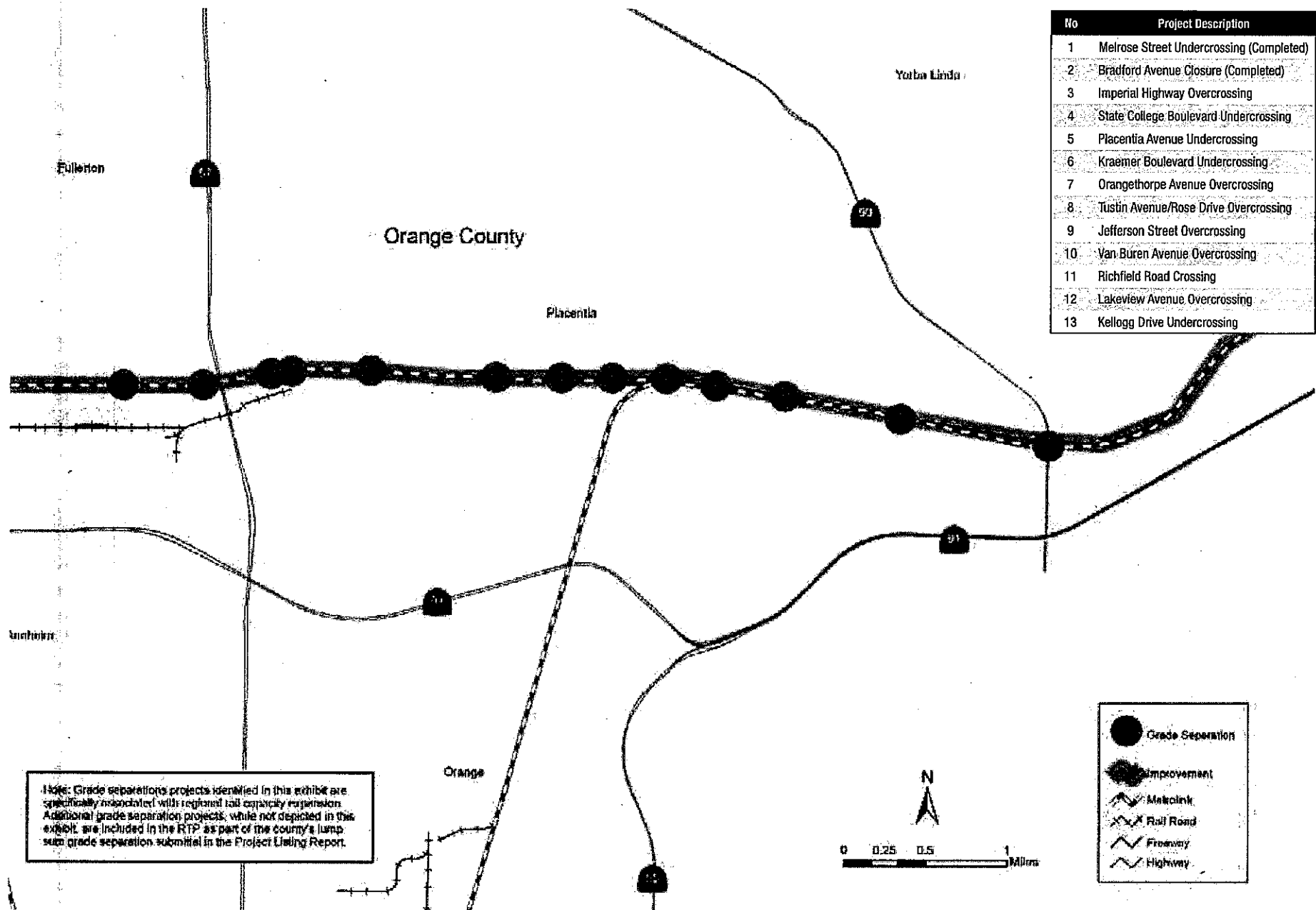


No	Project Description
1	Nogales Street/SP - Industry (Completed)
2	Ramona Boulevard/SP - El Monte
3	East End Avenue/SP&UP - Pomona
4	Reservoir Street/SP&UP - Pomona
5	Temple Avenue/SP - Pomona
6	Brea Canyon Road/UP - Industry
7	Sunset Avenue/SP - Industry
8	Baldwin Avenue/SP - El Monte
9	Nogales Street/UP - Industry
10	Valley Boulevard/SP - Los Angeles
11	Passons Boulevard/BNSF - Pico Rivera
12	Valley View Avenue/BNSF - Santa Fe Springs
13	Rosecrans Avenue/BNSF - Santa Fe Springs
14	Norwalk/BNSF - Santa Fe Springs/Gateway
15	Durfee Avenue/UP - Pico Rivera
16	San Gabriel Trench - San Gabriel
17	Turnbull Canyon Road/UP - Industry
18	Rose Hills/UP - Industry
19	Puente Avenue/SP - Industry
20	Fairway Drive/SP - Industry
21	Fairway Drive/UP - Industry
22	Montebello Boulevard/UP - Montebello
23	Fullerton Road/SP - Industry
24	Temple Avenue/SP - Industry
25	Lemon Avenue/SP - Industry
26	Brea Canyon Road/SP - Industry
27	San Antonio Avenue/SP&UP - Pomona
28	Lower Azusa Road/SP - Temple City
29	Fullerton Road/UP - Industry
30	Hamilton Boulevard/SP&UP - Pomona
31	Park Avenue/SP&UP - Pomona
32	Temple City Boulevard/SP - El Monte
33	California Avenue/SP - Industry
34	Walnut Grove Avenue/SP - Rosemead
35	Lemon Avenue/UP - Industry
36	Vineland Avenue/SP - Industry
37	Arden Drive/SP - El Monte
38	Slimson Avenue/UP - Industry
39	Palomares Street/SP&UP - Pomona
40	Cooswell Road/SP - El Monte

Note: Grade separations projects identified in this exhibit are specifically associated with regional rail capacity expansion. Additional grade separation projects, while not depicted in this exhibit, are included in the RTP as part of the county's lump sum grade separation submittal in the Project Listing Report.

Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

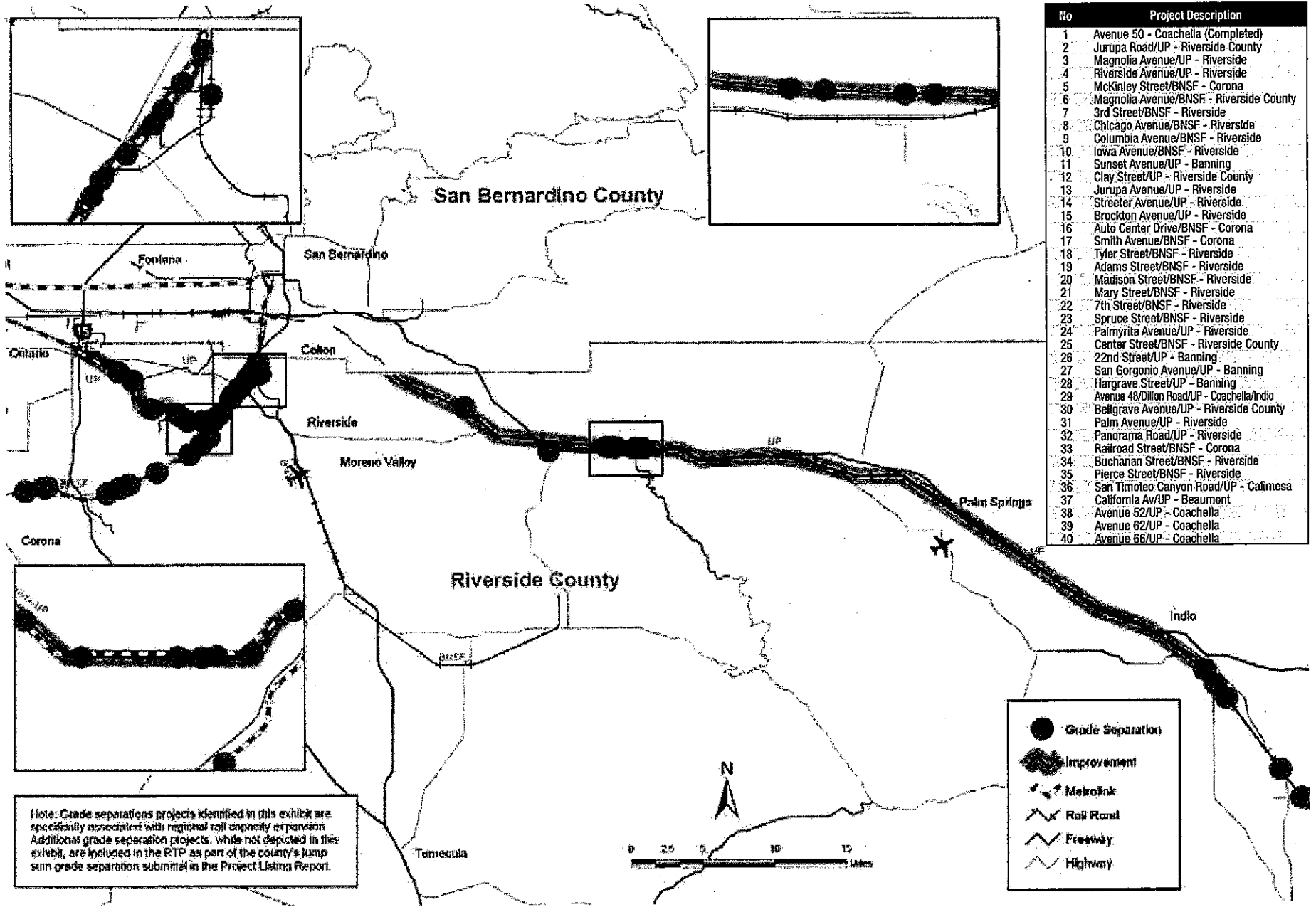
EXHIBIT 10 GRADE SEPARATION PROJECTS IN ORANGE COUNTY



Note: Grade separation projects identified in this exhibit are specifically associated with regional rail capacity expansion. Additional grade separation projects, while not depicted in this exhibit, are included in the RTP as part of the county's lump-sum grade separation submittal in the Project Listing Report.

Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 11 GRADE SEPARATION PROJECTS IN RIVERSIDE COUNTY

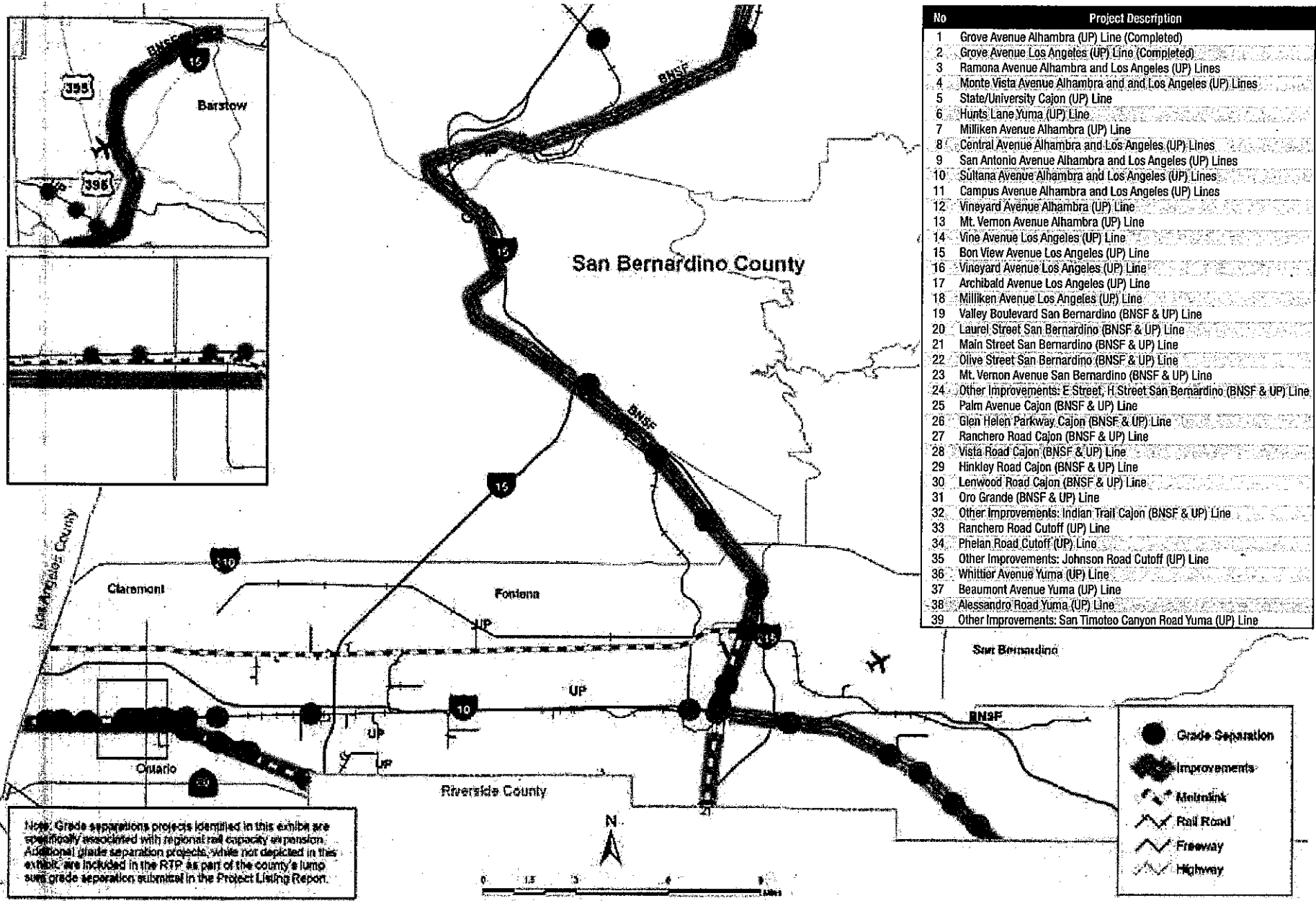


No	Project Description
1	Avenue 50 - Coachella (Completed)
2	Jurupa Road/UP - Riverside County
3	Magnolia Avenue/UP - Riverside
4	Riverside Avenue/UP - Riverside
5	McKinley Street/BNSF - Corona
6	Magnolia Avenue/BNSF - Riverside County
7	3rd Street/BNSF - Riverside
8	Chicago Avenue/BNSF - Riverside
9	Columbia Avenue/BNSF - Riverside
10	Iowa Avenue/BNSF - Riverside
11	Sunset Avenue/UP - Banning
12	Clay Street/UP - Riverside County
13	Jurupa Avenue/UP - Riverside
14	Streeter Avenue/UP - Riverside
15	Brockton Avenue/UP - Riverside
16	Auto Center Drive/BNSF - Corona
17	Smith Avenue/BNSF - Corona
18	Tyler Street/BNSF - Riverside
19	Adams Street/BNSF - Riverside
20	Madison Street/BNSF - Riverside
21	Mary Street/BNSF - Riverside
22	7th Street/BNSF - Riverside
23	Spruce Street/BNSF - Riverside
24	Palmyrita Avenue/UP - Riverside
25	Center Street/BNSF - Riverside County
26	22nd Street/UP - Banning
27	San Gorgonio Avenue/UP - Banning
28	Hargrave Street/UP - Banning
29	Avenue 48/Dillon Road/UP - Coachella/Indio
30	Bellgrave Avenue/UP - Riverside County
31	Palm Avenue/UP - Riverside
32	Panorama Road/UP - Riverside
33	Railroad Street/BNSF - Corona
34	Buchanan Street/BNSF - Riverside
35	Pierce Street/BNSF - Riverside
36	San Timoteo Canyon Road/UP - Calimesa
37	California Av/UP - Beaumont
38	Avenue 52/UP - Coachella
39	Avenue 62/UP - Coachella
40	Avenue 66/UP - Coachella

Note: Grade separations projects identified in this exhibit are specifically associated with regional rail capacity expansion. Additional grade separation projects, while not depicted in this exhibit, are included in the RTP as part of the county's jump sum grade separation submitted in the Project Listing Report.

Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

EXHIBIT 12 GRADE SEPARATION PROJECTS IN SAN BERNARDINO COUNTY



Note: Grade separations projects identified in this exhibit are specifically associated with regional rail capacity expansion. Additional grade separation projects, while not depicted in this exhibit, are included in the RTP as part of the county's lump sum grade separation submitted in the Project Listing Report.

No	Project Description
1	Grove Avenue Alhambra (UP) Line (Completed)
2	Grove Avenue Los Angeles (UP) Line (Completed)
3	Ramona Avenue Alhambra and Los Angeles (UP) Lines
4	Monte Vista Avenue Alhambra and Los Angeles (UP) Lines
5	State/University Cajon (UP) Line
6	Hunts Lane Yuma (UP) Line
7	Milliken Avenue Alhambra (UP) Line
8	Central Avenue Alhambra and Los Angeles (UP) Lines
9	San Antonio Avenue Alhambra and Los Angeles (UP) Lines
10	Sultana Avenue Alhambra and Los Angeles (UP) Lines
11	Campus Avenue Alhambra and Los Angeles (UP) Lines
12	Vineyard Avenue Alhambra (UP) Line
13	Mt. Vernon Avenue Alhambra (UP) Line
14	Vine Avenue Los Angeles (UP) Line
15	Bon View Avenue Los Angeles (UP) Line
16	Vineyard Avenue Los Angeles (UP) Line
17	Archibald Avenue Los Angeles (UP) Line
18	Milliken Avenue Los Angeles (UP) Line
19	Valley Boulevard San Bernardino (BNSF & UP) Line
20	Laurel Street San Bernardino (BNSF & UP) Line
21	Main Street San Bernardino (BNSF & UP) Line
22	Olive Street San Bernardino (BNSF & UP) Line
23	Mt. Vernon Avenue San Bernardino (BNSF & UP) Line
24	Other Improvements: E Street, H Street San Bernardino (BNSF & UP) Line
25	Palm Avenue Cajon (BNSF & UP) Line
26	Glen Helen Parkway Cajon (BNSF & UP) Line
27	Ranchero Road Cajon (BNSF & UP) Line
28	Vista Road Cajon (BNSF & UP) Line
29	Hinkley Road Cajon (BNSF & UP) Line
30	Lenwood Road Cajon (BNSF & UP) Line
31	Oro Grande (BNSF & UP) Line
32	Other Improvements: Indian Trail Cajon (BNSF & UP) Line
33	Ranchero Road Cutoff (UP) Line
34	Phelan Road Cutoff (UP) Line
35	Other Improvements: Johnson Road Cutoff (UP) Line
36	Whittier Avenue Yuma (UP) Line
37	Beaumont Avenue Yuma (UP) Line
38	Alessandro Road Yuma (UP) Line
39	Other Improvements: San Timoteo Canyon Road Yuma (UP) Line

Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

TABLE 14 SBD CAPACITY SHARED GUIDEWAY WITH PASSENGER SERVICE - 9.2M TEU

	Operating Period		Trains/Day/Direction		Potential Capacity						
	Hr/Day	Trains/Hr/Direction		Passenger	Freight	Per Day and Direction			Per Year and Direction		
		Passenger	Freight			Passenger	Freight		(24/7 Operation)		
						20 ft	40 ft	TEU	TEU		
Peak	8	6	6	48	48	42,528	96	1,824	3,744	1,366,560	
Off-Peak	10	3	9	30	90	26,580	180	3,420	7,020	2,562,300	
Night	2	0	12	0	24	-	48	912	1,872	683,280	
Maintenance	4	0	0	0	0	-	-	-	-	-	
Total	24	9	27	78	162	69,108	324	6,156	12,636	4,612,140	
Total Passengers/Freight in Both Directions						138,216	648	12,312	25,272	9,224,280	

Source: IBI Group

GOODS MOVEMENT HIGH SPEED RAIL TRANSPORT (HSRT) FOR FREIGHT

The region is also exploring new HSRT systems that may provide greater throughput and reliability with near zero emissions. A recent analysis carried out by the IBI Group considered the application of a HSRT system for the movement of containers (logistics and systems technology) to and from the SPB ports. The HSRT container movement system would provide a high capacity, fast, efficient, and environmentally sensitive method of moving containerized cargo from the Ports to inland port facilities in San Bernardino. The HSRT system capitalizes on the inherent savings of multiple uses on a single infrastructure by operating on shared alignments with a HSRT passenger system. The technology permits operation of HSRT freight vehicles on a shared guideway with passenger vehicles even during peak hour service. Freight vehicle trips can be interspersed with passenger trips while still meeting required passenger vehicle headways. Additionally, full utilization of the freight line can be achieved during the passenger system’s off-peak hours.

The freight component of the HSRT system would begin at the Ports and connect to the Initial Operating Segment (IOS) at a point just east of Los Angeles Union Passenger Terminal. The assumed alignment would run north-south

and follow a route parallel to the I-710/Alameda Corridor. After connecting to the IOS and other segments, the freight-only service would be interspersed with passenger service.

Table 14 shows current estimates, which indicate that a HSRT container movement system is capable of moving over 25,272 containers per day or over 9.2 million TEUs annually. The total freight component is estimated to cost nearly \$18 billion in nominal dollars.

INLAND PORT STRATEGY

The region is confronting serious long-term freight mobility issues. Straight-forward capacity increases that worked in the past – more highways, larger ports – are not enough for the future and may endanger the environment, tax the budget, and impact communities. Inland ports and related initiatives have been proposed as solutions to freight mobility issues. An inland port would be located further away from the Ports with transportation systems other than existing freight corridors moving goods between the Ports and the inland port. The broad potential benefits of an inland port include facilitating goods movement, encouraging economic development, reducing traffic congestion, and promoting regional objectives. The development of

inland ports is also critical to the HSRT system. Based on studies conducted by SCAG, development of inland ports served by rail shuttle trains would reduce net truck VMT, lower net emissions, and encourage efficient patterns of industrial development and land use. Establishment of inland port facilities would require ongoing operating subsidies along with significant capital investment. Implementation of an inland port/rail shuttle facility would require identification of a target market, securing of sites, improvements in the existing port rail network, and cooperation with railroads. The Inland Empire area has been recognized as the most promising location for an inland port facility to address existing goods movement needs due to current demand and infrastructure. However, land availability in the area for an inland port facility is rapidly decreasing. This suggests that more suitable candidates for a future inland port facility may be found in areas where land scarcity is not a pressing concern- areas such as Barstow, Victorville, and North Los Angeles County. However, inland port facilities and associated costs need to be further evaluated.

Next Steps

SCAG strives to ensure quality of life beyond the 2008 RTP as reflected by its ongoing efforts to identify innovative solutions for the region's goods movement system. Several projects have been included in the RTP's Strategic Plan for feasibility analyses and to promote a long-term policy dialogue regarding potential solutions to the region's goods movement challenges.

These strategic projects include an extensive network of dedicated lanes for clean technology trucks, an extension of planned HSRT, establishment of inland port facilities at strategic locations, and freight rail electrification. In addition to these efforts, SCAG is currently preparing two regionally significant studies. One study would be a careful evaluation of regional goods movement system and potential implementation strategies. The other focuses on pricing mechanisms and identification of reliable financing sources for the entire system, including goods movement projects of regional significance.

Finding solutions to many of the problems faced by the region will require the involvement of stakeholders from both the public and private sectors. Private entities have recognized the challenges related to goods movement in the region and are increasingly embarking upon efforts to improve system efficiency. One example has been UP's plan to modernize ICTF, which would double this facility's capacity while at the same time improving operational efficiency and environmental standards. The BNSF has also proposed developing a privately funded near-dock facility called SCIG, which is projected to accommodate increasing trade volumes while also reducing truck traffic on the I-710.

Goods movement is a vital component of the region's transportation system as well as the economy. Based upon trends identified in this RTP, it is evident that growth in this sector will continue to have lasting impacts upon the region, its transportation systems, and the environment. By pursuing best suited solutions and collaborating with stakeholders, SCAG will continue working to develop a better future for goods movement systems in the region.

Appendix A: Comparison of Port Truck Volumes to Total Daily Truck Volumes on Regional Roadways, Year 2003

Highways	Segments	Total Daily Vehicle Volume	Total Daily Truck Volume	Daily Port Truck Volume	Total Trucks as % of Total Vehicle Volume	Port Trucks as % of Total Truck Volume
I-110	PCH to Sepulveda	148,000	9,900	7,810	6.7%	78.9%
	Sepulveda to I-405	226,000	11,900	7,335	5.3%	61.6%
	I-405 to SR-91	266,000	23,900	6,015	9.0%	25.2%
	SR-91 to I-105	247,000	17,800	4,680	7.2%	26.3%
I-710	I-105 to I-10	324,000	15,900	2,485	4.9%	15.6%
	PCH to Willow	146,000	25,400	23,900	17.4%	94.1%
	Willow to I-405	161,000	27,100	23,235	16.8%	85.7%
	I-405 to SR-91	186,000	31,400	20,045	16.9%	63.8%
	SR-91 to I-105	227,000	38,300	15,315	16.9%	40.0%
	I-105 to I-5	237,000	34,600	11,685	14.6%	33.8%
	I-5 to SR-60	199,000	24,200	1,025	12.2%	4.2%
	SR-60 to I-10	132,000	11,300	845	8.6%	7.5%
I-405	I-605 to I-710	289,000	15,700	1,875	5.4%	11.9%
	I-710 to I-110	283,000	15,400	2,965	5.4%	19.3%
	I-110 to SR-91	270,000	14,600	1,960	5.4%	13.4%
	SR-91 to I-105	294,000	12,100	1,810	4.1%	15.0%
	I-105 to I-10	310,000	12,800	1,590	4.1%	12.4%
SR-91	SR-57 to I-5	250,000	21,800	1,135	8.7%	5.2%
	I-5 to I-605	283,000	39,900	1,470	14.1%	3.7%
	I-605 to I-710	263,000	37,100	2,870	14.1%	7.7%
	I-710 to I-110	212,000	13,700	1,385	6.5%	10.1%
	I-110 to I-405	67,000	1,500	195	2.2%	13.0%
I-105	I-605 to I-710	212,000	18,800	2,800	8.9%	14.9%
	I-710 to I-110	231,000	14,700	1,605	6.4%	10.9%
	I-110 to I-405	243,000	13,800	390	5.7%	2.8%

Highways	Segments	Total Daily Vehicle Volume	Total Daily Truck Volume	Daily Port Truck Volume	Total Trucks as % of Total Vehicle Volume	Port Trucks as % of Total Truck Volume
I-5	SR-57 to SR-91	223,000	21,400	225	9.6%	1.1%
	SR-91 to I-605	199,000	18,600	160	9.3%	0.9%
	I-605 to I-710	249,000	23,200	195	9.3%	0.8%
	I-710 to SR-60	267,000	20,600	1,800	7.7%	8.7%
	SR-60 to I-10	247,000	20,400	710	8.3%	3.5%
SR-60	SR-57 to I-605	265,000	23,200	1,560	8.8%	6.7%
I-105	SR-57 to I-605	259,000	18,100	1,775	7.0%	9.8%
	I-605 to I-710	234,000	14,200	585	6.1%	4.1%
	I-710 to I-5	254,000	9,000	190	3.5%	2.1%
	SR-60 to I-110	284,000	21,600	300	7.6%	1.4%
I-605	I-405 to SR-91	245,000	11,300	20	4.6%	0.2%
	I-105 to I-5	297,000	41,900	4,100	14.1%	9.8%
	I-5 to SR-60	265,000	37,400	3,825	14.1%	10.2%
	SR-60 to I-10	224,000	26,800	1,815	12.0%	6.8%
SR-57	I-5 to SR-91	276,000	18,800	10	6.8%	0.1%
	SR-91 to SR-60	296,000	23,400	135	7.9%	0.6%
	SR-60 to I-10	139,000	9,100	40	5.8%	0.5%

Source: "Baseline Transportation Study", Port of Los Angeles, 2004; Caltrans Truck Volumes 2004 (Year 2003 data).

Appendix B: Truck-involved Traffic Collisions in Southern California

This section summarizes key findings of truck-involved traffic collisions in Southern California by using the Statewide Integrated Traffic Records System (SWITRS) data. The results include historical trends analysis (1996 – 2005) and characteristics of collisions involving trucks in 2005.

TABLE B1 TRUCK-INVOLVED FATAL COLLISIONS (1996 – 2005)

County/Region/State	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Imperial	4	5	8	5	8	9	3	6	8	3
Los Angeles	65	70	54	48	63	72	55	56	60	50
Orange	10	16	10	15	9	14	12	14	15	15
Riverside	21	25	28	27	25	20	21	28	30	22
San Bernardino	29	36	32	36	34	27	28	29	36	34
Ventura	6	7	6	3	4	5	7	9	6	2
SCAG Region	135	159	138	134	143	147	126	142	155	126
Percent of CA	36%	44%	40%	40%	39%	41%	37%	42%	45%	37%
California, excluding SCAG region	238	205	205	200	223	215	219	197	187	217
California	373	364	343	334	366	362	345	339	342	343

TABLE B2 TRUCK-INVOLVED INJURY COLLISIONS (1996 - 2005)

County/Region/State	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Imperial	61	63	71	57	43	55	42	54	50	46
Los Angeles	2,520	2,375	2,307	2,428	2,446	2,511	2,344	2,338	2,087	2,210
Orange	524	544	563	537	560	487	449	461	497	524
Riverside	337	370	404	412	429	441	455	544	562	558
San Bernardino	614	614	626	693	633	692	679	755	781	703
Ventura	134	166	141	136	143	155	166	151	124	133
SCAG Region	4,190	4,132	4,112	4,263	4,254	4,341	4,135	4,303	4,101	4,174
Percent of CA	50%	49%	49%	49%	49%	50%	50%	52%	52%	53%
California, excluding SCAG region	4,158	4,289	4,335	4,360	4,441	4,388	4,095	3,938	3,848	3,636
California	8,348	8,421	8,447	8,623	8,695	8,729	8,230	8,241	7,949	7,810

TABLE B3 PERCENTAGE OF TRUCK-INVOLVED COLLISIONS, 2005

County/Region/State	Fatal	Injury	Property-Damage-Only	Total
Imperial	7.7%	7.0%	11.7%	9.8%
Los Angeles	7.2%	3.8%	7.6%	6.2%
Orange	7.9%	3.3%	6.1%	5.1%
Riverside	7.3%	5.4%	8.4%	7.3%
San Bernardino	9.4%	6.5%	9.3%	8.4%
Ventura	3.2%	3.1%	5.0%	4.3%
SCAG Region	7.6%	4.2%	7.6%	6.3%
California, excluding SCAG region	10.0%	3.7%	6.5%	5.5%
California	9.0%	3.9%	7.0%	5.9%

TABLE B4 TYPES OF TRUCK-INVOLVED COLLISIONS, 2005

County/Region/State	Fatal		Injury		Property-Damage-Only		Total	
	Collisions	Percent	Collisions	Percent	Collisions	Percent	Collisions	Percent
Imperial	3	1.8%	47	28.7%	114	69.5%	164	100%
Los Angeles	50	0.5%	2,229	23.8%	7,077	75.6%	9,356	100%
Orange	15	0.7%	531	24.6%	1,608	74.7%	2,155	100%
Riverside	22	1.1%	571	27.3%	1,495	71.6%	2,088	100%
San Bernardino	34	1.2%	721	25.6%	2,065	73.2%	2,820	100%
Ventura	2	0.4%	134	26.7%	366	72.9%	502	100%
SCAG Region	126	0.7%	4,233	24.8%	12,726	74.5%	17,085	100%
California, excluding SCAG region	217	1.5%	3,577	25.0%	10,537	73.5%	14,331	100%
California	343	1.1%	7,810	24.9%	23,263	74.0%	31,416	100%

TABLE B5 TOP TWENTY HIGHWAYS WITH MOST TRUCK-INVOLVED COLLISIONS, 2005

Rank	Primary Road	Collisions	Percent
1	RT 10	1,571	9.2%
2	RT 5	1,548	9.1%
3	RT 15	946	5.5%
4	RT 60	938	5.5%
5	RT 405	725	4.2%
6	RT 91	725	4.2%
7	RT 101	549	3.2%
8	RT 710	545	3.2%
9	RT 215	432	2.5%
10	RT 210	420	2.5%
11	RT 605	418	2.4%
12	RT 57	305	1.8%
13	RT 110	262	1.5%
14	RT 118	145	0.8%
15	RT 14	142	0.8%
16	RT 105	127	0.7%
17	RT 40	106	0.6%
18	RT 55	95	0.6%
19	RT 22	91	0.5%
20	RT 134	85	0.5%
Top 20 Routes Total		10,175	60%
Grand Total		17,085	100%

TABLE B6 TYPE OF TRUCK-INVOLVED COLLISIONS, 2005

Type of Collision	Collisions	Percent
Sidewipe	7,314	43%
Rear-End	5,175	30%
Hit Object	1,747	10%
Broadside	1,706	10%
Overtaken	365	2%
Head-On	265	2%
Vehicle/Pedestrian	60	0.4%
Other	453	3%
Total	17,085	100%

TABLE B7 CONTRIBUTING FACTORS OF TRUCK-INVOLVED COLLISIONS

Violation Category	Collisions	Percent
Unsafe Speed	4,417	25.9%
Unsafe Lane Change	4,186	24.5%
Improper Turning	3,305	19.3%
Other Than Driver (or Pedestrian)	821	4.8%
Automobile Right of Way	740	4.3%
Improper Passing	477	2.8%
Driving Under the Influence of Alcohol or Drug	459	2.7%
Other Hazardous Violation	443	2.6%
Other Equipment	348	2.0%
Traffic Signals and Signs	335	2.0%
Following too Closely	235	1.5%
Wrong Side of Road	228	1.3%
Other Improper Driving	122	0.7%
Brakes	94	60.0%
Pedestrian Violation	32	20.0%
Hazardous Parking	27	20.0%
Impeding Traffic	20	10.0%
Lights	15	10.0%
Pedestrian Right of Way	8	0.05%
Fell Asleep	5	0.03%
Not Stated	228	1.3%
Unknown	522	3.1%
Total	17,085	100.0%

FIGURE B1 PERCENT OF TRUCK-INVOLVED AND PASSENGER-CAR-ONLY COLLISIONS BY HOUR

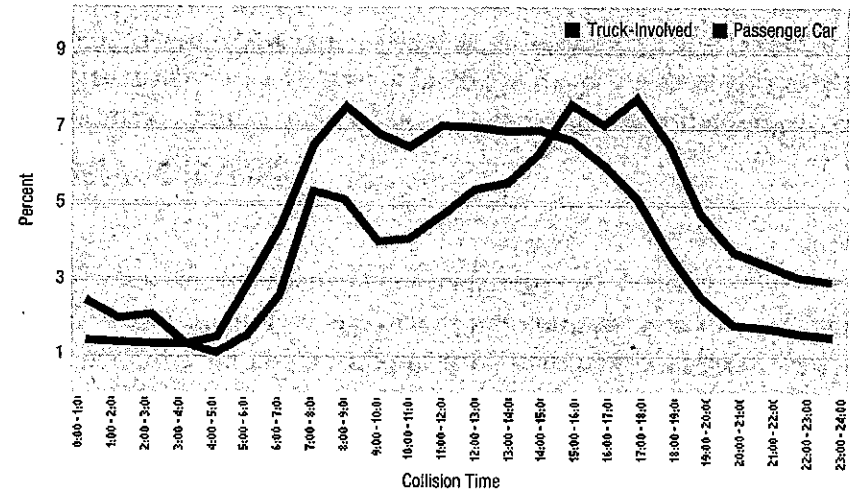
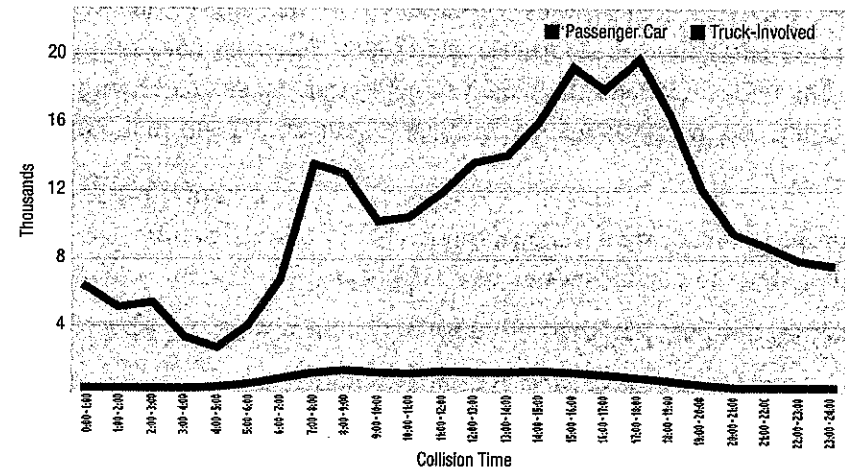


FIGURE B2 TRUCK-INVOLVED AND PASSENGER-CAR-ONLY COLLISIONS BY HOUR



Appendix C: Freight Rail Electrification Report of Findings

Memorandum

From: Cambridge Systematics

Date: August 24, 2007

As part of an effort to target clean technology investments and reduce emissions from freight rail movements in the Los Angeles Basin, the Southern California Association of Governments (SCAG) performed a preliminary evaluation of alternative scenarios for freight rail electrification and locomotive upgrades. The findings were included in the Freight Rail Emission Reduction Discussion Paper, an internal draft document dated July 17, 2007. Three of the scenarios involve rail electrification alone; the remaining two scenarios involve upgrades to lower emission diesel locomotives to reduce emissions.

Following the issuance of the discussion paper, SCAG commissioned System Metrics Group, Inc. and its subcontractor Cambridge Systematics, Inc. to conduct a study to:

- Obtain updated electrification infrastructure and electric locomotive costs vis-à-vis the Southern California Accelerated Rail Electrification Study (1992) prepared for the Southern California Regional Rail Authority (SCRRA), from which costs were derived for the 2007 discussion paper;
- Estimate electrification implementation time, including what can be accomplished by 2014; and
- Estimate electric power consumption, in order to determine emissions from incremental power generation (a separate study).

These objectives are intended to support SCAG's overall goal of assessing the feasibility of implementing freight rail electrification to contribute to significant regional emission reductions by 2014.

Three electrification scenarios for the Los Angeles Basin described in the SCRRA 1992 study are the focus of the current feasibility assessment. The scenarios are as follows:

1. Scenario 1 – Primary East/West Freight Line Electrification from the Ports of Los Angeles and Long Beach to Colton and San Bernardino;
2. Scenario 2 – Electrification Extension to Barstow and Indio; and
3. Scenario 3 – Electrification Extension to Chatsworth and San Fernando.

The current study was conducted over a three-week period and represents a high level planning assessment. The findings do not reflect engineering analysis or detailed field reviews.

The purpose of this memorandum is to present the results of the study. The results include estimated electrification costs (per mile, per electric locomotive, and for each scenario), appropriate electrification milestones and their durations, and electric power consumption associated with electrified rail.

ELECTRIFICATION COSTS

The initial object of investigation was the cost of electrifying existing rail line per mile. The unit electrification infrastructure cost and the cost of an electric locomotive (described later) allow us to estimate the scenario costs. At the outset, our attention was directed to two electrification projects: Northeast Corridor and Caltrain. Electrification of the Northeast Corridor is complete, while Caltrain electrification has not yet begun.

NORTHEAST CORRIDOR

The Northeast Corridor Improvement Project (NECIP) is the most recently completed major rail electrification project in the U.S. It included the electrification of the Amtrak mainline between New Haven, Connecticut and Boston, a distance of 157 miles. The project extended the electrified railroad that already existed between Washington, DC and New Haven, where previously electric locomotives were switched for diesel-powered locomotives for the trip

to Boston. Electrification began in July 1996 and was completed in July 2000 (the date commonly given for completion, but see the next paragraph), about three years later than scheduled. The NEC provides primarily passenger services, with freight service provided through trackage rights.

The cost of electrifying the New Haven – Boston line is variously reported, ranging from \$680 million in 2000 to \$727 million in 2003, exclusive of electric locomotives acquired for the electrified operations. In 2000 most of the electrification work had been completed, but several work elements remained. Hence, between 2000 and 2003 costs to electrify the line were still accruing. Overall, the estimated cost of electrification increased from \$300 million in 1992 to \$727 million in 2003.

Electrification costs for the New Haven – Boston line included only the installation of an electrical system between the two points, covering construction work, such as the overhead catenary system and electrical substations and facilities, related to electrifying the line. The catenary system delivers 25kV AC electrical power to the locomotive for traction (movement).

Generally, what constitutes electrification costs will vary depending on how costs are tracked and reported. Variables include trackage, signal systems, grade separations, and construction of terminals, yards, bridges, and tunnels, in addition to the electrical system itself. As stated, for the NECIP, only the electrical system was included in the costs of electrification.

The New Haven – Boston electrification project was fraught with difficulties that caused both delays and cost overruns, including changed electrification contractors in 1995 when the original contractor went out of business, unanticipated and difficult working conditions in the Boston area due to the Central Artery Project (“Big Dig”), and various contractor problems. Amtrak reportedly documented numerous instances in which the contractor did not have the necessary equipment, personnel, and/or supplies in place to conduct work in a timely fashion, causing relocation of electrification work and unanticipated need for safety protection measures.

CALTRAIN

Caltrain plans to electrify its commuter rail line between San Francisco and San Jose (Tamien station), a distance of 52 miles, at a cost of \$471 million. Electric rolling stock will be acquired at an additional cost. Two options are being considered: electric locomotives combined with new or overhauled, non-powered passenger cars, or electric multiple units (commonly called EMUs), self-propelled passenger power cars. Electrification is scheduled for completion in 2012.

Electrification components of the San Francisco – San Jose line include an electrical system that will provide 25kV AC electrical power through an overhead catenary system and infrastructure modifications for compatibility with the electrical system. (Recall that for the Northeast Corridor such infrastructure modifications were not counted in the costs of electrification.)

- **Electrical system.** This includes electrical facilities (electric power supply substations and switching stations), overhead catenary system to distribute power to the trains, and supervisory control of the electrical facilities and wayside switches.
- **Infrastructure modifications.** Some infrastructure modifications are necessary to facilitate the construction of and compatibility with the electrification system. These include modifications to signals, communications, track, and grade crossings. For example, tracks may need to be shifted or lowered to allow foundations for poles supporting the overhead catenary system to be installed or for the overhead wires to be run under bridges; grade crossing warning devices may need to be upgraded; and signal changes may be required to the wayside signals and track circuit.

The line between San Francisco and San Jose is primarily two tracks, similar to the Northeast Corridor, and like the latter, will deliver 25kV AC electrical power through overhead wires. In the U.S., 12.5kV and 25kV are commonly used, with 25kV considered to be the preferred system for high speed and long distance operations. The 25kV AC configuration is considered to be the “mod-

ern" way of electrifying a railroad line, and is used in the United Kingdom, France, Taiwan, and other countries.

Caltrain is implementing a number of capital improvement projects deemed necessary to facilitate the transition to electrified rail operations and to enable increased service levels. The projects and estimated costs (in 2006 dollars) are shown in the table below.

Capital Improvement	Electric Locomotives Option
State of Good Repair Projects (a)	\$425 M
Rolling Stock Replacement	\$296 M
Platform Modifications - Level Boarding	\$190 M
Enhancement Projects (b)	\$854 M
Electrification	\$471 M
Positive Train Control (c)	\$30 M
Fleet Expansion and Infrastructure	\$598 M
Total of Capital Improvement Costs	\$2,864 M

M - Millions

Source: Peninsula Corridor Joint Powers Board, Project 2025, November 30, 2006, page 30.

(a) Replacement and rehabilitation of equipment and infrastructure that have reached the end of their "useful" life or require rehabilitation.

(b) Construction of new terminals, yards and maintenance or storage facilities, and grade separations.

(c) Signal system that among other functions determines and displays the location of all trains within a specific area. The new level of performance will maximize the capacity potential of electrification.

As stated earlier, Caltrain electrification costs per se include the installation of the electrical system and implementation of necessary associated infrastructure modifications. Other improvements (as shown in the table), however related to electrification, are included under different cost categories.

INFRASTRUCTURE

Of primary interest was the calculation of the unit cost of the electrification infrastructure (as opposed to rolling stock), in the form of cost per route mile. The table below lists the derived costs (in millions of dollars) for the electrified

New Haven – Boston (Northeast Corridor) line and the San Francisco – San Jose (Caltrain) line that is yet to be electrified.

Rail Line	Cost/Route Mile (Year)	Cost/Route Mile in 2007 Base on Consumer Price Index	Cost/Route Mile in 2007 Based on 6% Increase per Year
New Haven - Boston, NEC	\$4.63 M (2003)	\$5.24 M	\$5.85 M
San Francisco - San Jose, Caltrain	\$9.06 M (2007)	\$9.06 M	\$9.06 M

M - Millions

Unit costs in 2007 dollars are considerably different between the Northeast Corridor and Caltrain. Possible reasons for the difference include the following:

- Caltrain costs include infrastructure modifications directly related to electrification as well as the electrical system. NEC costs pertain to the electrical system only, and it was not possible within the scope of this study to ascertain the additional amount that could be attributed to comparable infrastructure modifications.
- Caltrain electrification will require considerable night and weekend work because of the large number of trains that run daily (almost 100), whereas fewer trains (26 trains at the outset) were running when Amtrak electrified the New Haven - Boston line.
- Raw materials (copper, steel, and concrete in particular) costs have experienced "steep" increases in recent years.
- Given the much longer NEC line, economies of scale could have lowered total NEC costs.
- Caltrain costs are estimated expenditures; NEC costs are already expended.

A review of the literature revealed no other concrete electrification projects in the U.S. from which to derive comparative projected costs.

It is recommended that the Caltrain cost of \$9.06 million per mile be used to produce estimated costs for the Los Angeles Basin railroad electrification

scenarios (identified on pages 1-2). Many similar infrastructure modifications would be required for Southern California as for Caltrain

In fact, electrification costs in the SCRRRA 1992 study included at least some, if not all, of the infrastructure modifications included in Caltrain electrification costs. The lower NEC unit cost would certainly be higher (although to what degree is unknown) if some infrastructure modifications were included as in the Caltrain cost. Moreover, using the Caltrain cost incorporates regional cost assumptions (e.g., labor costs) that are applicable to the Southern California scenarios, in comparison to the NEC experience that began a decade ago.

The larger Caltrain unit cost is offered as the better high level planning tool.

ELECTRIC LOCOMOTIVE

Capital costs of electrification also include electric locomotives which propel trains of nonpowered trailer cars. The electric locomotive is powered by electricity from an external source such as an overhead line. If Caltrain selects the electric locomotive option (as opposed to EMUs, as described earlier), the Bombardier ALP 46 electric locomotive will be deployed. The ALP 46 is the newer of the two major electric locomotives in use in the U.S. It is used by New Jersey Transit on the Northeast Corridor.

Cost of the ALP 46 electric locomotive is approximately \$5.5 million. In comparison, a diesel freight locomotive is reported by the Electro-Motive Division (EMD) of General Motors to cost \$2.2 million (SD-70M-2 DC locomotive).

LOS ANGELES BASIN SCENARIOS

Electrification and electric locomotive costs were produced for the three scenarios using the unit infrastructure cost of \$9.06 million per mile and locomotive cost of \$5.5 million. The results are shown in the table below.

Scenario	Mileage	Cost of Electrification	Number of Electric Locomotives	Cost of Electric Locomotives	Total cost
1 - Primary East/West Freight Line - Ports to Colton & San Bernardino	250 Miles	\$2.27 B	360	\$1.98 B	4.25 B
2 - Extension to Barstow & Indio	170 Miles	\$1.54 B	360	\$1.98 Billion	\$3.52 B
3 - Extension to Chatsworth and San Fernando	40 Miles	\$0.36 B	55	\$0.36 B	\$0.66 B
Total, All Scenarios	460 Miles	\$4.17 B	775	\$4.26 B	\$8.43 B

B - Billions

The total cost of the three scenarios based on the new unit and locomotive costs is 31 percent greater than the total cost proposed in SCAG's 2007 discussion paper (\$6.43 billion), due in large part to the much higher number used for the electric locomotive (\$5.5 million compared to \$2.0 million).

In contrast, the figure used by SCAG for the cost of electrification was a derived cost of \$10.6 million per mile (based on the unit cost estimated in the SCRRRA 1992 study adjusted for six percent increase per year to 2007), which being higher than the \$9.06 million per mile used to produce the requirements shown in the table above, served to temper the increased locomotive costs.

ELECTRIFICATION MILESTONES AND DURATIONS

Implementation time for the scenarios also was a study objective, centered on what can be accomplished by 2014. The three scenarios are incremental. Therefore, implementation of Scenario 1 was the focus.

Caltrain sources provided the best information on applicable milestones and approximate durations that was accessible during this study. Information from the SCRRRA 1992 study was used to validate milestones and their durations that were identified from information provided by the Caltrain electrification project.

Electrification of the New Haven – Boston line (157 miles) required four years assuming 2000 is used as the completion date, yielding .31 month per mile, an arguably quick pace. Characteristics of the NEC electrification do not make it a realistic benchmark for extrapolating construction time. First, during construction relatively few trains were running and this minimized construction delays brought about by train operations. Second, the electrification timeline did not include infrastructure modifications, which were performed separately from the electrification per se. Caltrain electrification, on the other hand, will take place amidst almost 100 trains a day, and infrastructure modifications are a part of the electrification timeline. These characteristics contribute to a more realistic model for estimating construction time in the Los Angeles Basin.

As a result, a construction rate derived from the Caltrain projections will be used to estimate the construction time for Scenario 1. The rate equates to .69 month per mile based on the projected electrification of the 52-mile San Francisco – San Jose line in a three-year timeframe.

Scenario 1 comprises two railroads with three parallel lines. In order to accelerate the project schedule, work could be conducted concurrently on all three lines, instead of being conducted

on each line sequentially, and time requirements would be drastically reduced. This is the premise behind the construction timeframe depicted in the table

below. The table shows milestones, rough estimates of durations of these milestones, and applicable years for the implementation of Scenario 1.

Milestone	Scenario 1 Duration	Years
Preliminary Engineering and Institutional Processes (a)	3.0	2007-2009
Environmental Approvals (b)	1.5	2010-2011
Final Design	1.0	2011-2012
Procurement and Contract Construction (c)	0.5	2012
Electrification Interface Testing, Locomotives Commissioning and Test	5.2	2013-2017
	1.0	2018
Total	12.2	2007-2018

(a) Includes project definition, conceptual design, railroad and utility agreements, access rights, regulatory approvals, and full funding plan. Duration may potentially be reduced if consensus building can be accelerated.

(b) Includes a Request for Proposals (RFP) for environmental studies and environmental documentation. Duration may potentially be reduced if consensus building can be accelerated.

(c) Based on a construction rate of .69 month per mile as derived from Caltrain, San Francisco - San Jose projections (36 months to electrify 52 miles), applied to the 90-mile Burlington Northern Santa Fe (BNSF) line in Scenario 1. Electrification of the two shorter Union Pacific (UP) lines will occur at the same time as the BNSF line. Construction includes overhead catenary system poles and wires, traction power substations, switching stations and paralleling stations; pantograph inspection platforms; associated infrastructure modifications; etc.

(d) Procurement and manufacture of locomotives occurs during construction.

Construction time of slightly over five years as shown in the table is an optimistic estimate. It requires the deployment of three full construction crews, one devoted to each of the parallel lines. The five-year estimate is based on the time needed to complete the longest line (90 miles).

It is more reasonable to assume that additional time will be needed. The railroads run freight trains 24 hours a day, seven days a week. Work has to be halted when the trains pass. In the Caltrain case, however, night work is productive because the passenger trains do not run 24 hours (making this an assumption of the Caltrain construction rate). Clearly, density and frequency

of train operations will help determine how much work can be accomplished during a 24-hour period.

How much time is associated with productivity, and any other, issues cannot be determined with any certainty. Seven years construction time may be a good, realistic estimate. This would push the completion of construction to about the end of 2019, and completion of testing to about the end of 2020. However, as noted previously, work must proceed on all three lines at the same time, requiring three crews and very possibly additional costs. Diversion of trains also may be necessary to allow work to proceed at an acceptable pace given that trains run 24x7.

ELECTRIC POWER CONSUMPTION

One of the benefits of an electrified system is the reduction of diesel emissions. The final study objective was to estimate electric power consumption per mile to support estimates of total annual power consumption and the associated emissions from the incremental power generation. The objective was limited to identifying unit consumption. Subsequent analysis will be conducted by SCAG or a third party.

According to the American Public Transportation Association (2007), "heavy rail" power consumption equates to 5.83 kilowatt hours per vehicle mile. Heavy rail, as opposed to light rail, is an electric railway that can support a heavy volume of traffic, is capable of high speed and/or rapid acceleration, and is primarily grade-separated.

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Appendix D: San Pedro Bay Port Goods Movement Strategies

The SPB ports are planning and developing specific strategies to increase capacity and enhance operational efficiency. At the same time, these strategies attempt to minimize the impacts of goods movement activities on the environment and public health.

ON-DOCK RAIL CAPACITY ENHANCEMENTS

Table D1 documents the growth in on-dock rail intermodal throughput compared to near-dock and off-dock intermodal throughput.

TABLE D1 EXISTING TRENDS IN SAN PEDRO BAY PORT ON-DOCK RAIL THROUGHPUT, AND COMPARISONS WITH NEAR-DOCK AND OFF-DOCK INTERMODAL THROUGHPUT TRENDS, 2003 TO 2006

TEU	2003	2004	2005	2006
On-Dock	1,885,642	2,369,853	2,934,850	3,801,892
Percent of Port Throughput	15.9%	18.1%	20.7%	24.1%
Near Dock	962,197	936,428	1,081,350	1,271,327
Percent of Port Throughput	8.1%	7.1%	7.6%	8.1%
Off-Dock	1,805,791	1,846,199	1,689,890	1,671,489
Percent of Port Throughput	15.3%	14.1%	11.9%	10.6%
Total Direct Intermodal	4,653,630	5,152,469	5,706,090	6,744,708
Percent of Port Throughput	39.3%	39.3%	40.2%	42.8%
Total Port Throughput	11,837,064	13,101,292	14,194,442	15,759,219

Source: San Pedro Bay Port Rail Study Update, December 2006

Table D2 lists projected on-dock intermodal throughput through 2030 based on planned on-dock rail investments at the Ports.

TABLE D2 PROJECTED SAN PEDRO BAY PORT ON-DOCK RAIL THROUGHPUT

(millions of TEU)	2010	2015	2020	2030
POLB	2.27	4.15	5.49	6.10
Percent of Port Throughput	23%	32%	32%	30%
POLA	2.79	4.33	6.25	6.84
Percent of Port Throughput	27%	31%	33%	31%
Total SPB	5.06	8.47	11.74	12.94
Percent of Port Throughput	25%	31%	32%	30%

Source: San Pedro Bay Port Rail Study Update, December 2006

An on-dock rail capacity enhancement strategy at the Ports will be crucial in addressing critical landside capacity constraints and environmental issues in the region. Key constraints and issues include the following: 1) lack of capacity at off-dock intermodal yards; 2) congestion and safety issues on port access routes; and 3) air quality impacts from port truck traffic.

A report by the California Marine and Intermodal Transportation System Advisory Council (CALMITSAC) observes that recent trends in increased on-dock rail activity at the Ports can be partly attributed to the imposition of quotas by BNSF at the Hobart off-dock intermodal yard. The Hobart yard has eliminated free time, with the imposition of a \$150 per day demurrage fee for containers. It has been estimated that transload and domestic cargo will exceed off-dock rail yard capacity by the 2010-2015 timeframe.

REDUCTION IN TRUCK TRIPS AND TRUCK VMT

The Port Truck Trip Reduction Strategies study analyzed the impact of increased on-dock rail on truck trips on four major access roadways around the Ports (I-710, I-110, SR-103, and Alameda Street). In one approach, baseline scenarios for 2010 and 2030, which already include on-dock rail investment, were compared against revised baseline scenarios for these years, which assumed on-dock rail capacity to be capped at 2005 levels. The study demonstrated reductions in truck traffic on these roadways and total truck VMT attributable to on-dock rail investments. Tables D3 and D4 highlight reductions

in truck traffic for 2010 and 2030 in baseline scenarios compared to alternative baselines (assuming 2005 on-dock capacity). Significant truck traffic and peak hour congestion reductions are shown in Table D4.

TABLE D3 IMPACTS OF ON-DOCK RAIL ON TRUCK TRAFFIC AND VMT (2010)

Weekday Port Container Truck Volumes by Period of Day and By Roadway and Percentage Change from 2010 Baseline					
Time Period	I-710	SR 47/ SR 103	HF/ Alameda	I-110	
AM Peak (6:00 am - 9:00 am)	3,958	980	692	1,470	
	-4.8%	-5.6%	-5.2%	-6.1%	
Midday (9:00 am - 3:00 pm)	15,134	2,860	4,077	6,248	
	-4.5%	-4.5%	-5.1%	-5.1%	
PM Peak (3:00 pm - 7:00 pm)	5,339	1,113	1,436	2,254	
	-4.7%	-4.6%	-5.2%	-7.0%	
Subtotal (Daytime: 6:00 am - 7:00 pm)	24,611	4,953	6,205	9,972	
	-4.6%	-4.8%	-5.1%	-5.7%	
Night (7:00 pm - 6:00 am)	2,398	600	741	1,511	
	-5.3%	-4.8%	-6.4%	-5.7%	
Total	27,009	5,553	6,946	11,483	
	-4.7%	-4.8%	-5.2%	-5.7%	
Total Weekday Container Truck Trips by Port and by Truck Type					
	Bobtails	Chassis	Loads	Empties	Total
POLB	1,161	3,294	9,598	7,400	31,453
	-3.6%	-8.3%	-4.6%	0.0%	-3.7%
POLA	18,576	3,617	14,218	11	47,184
	-6.9%	-19.1%	-8.4%	0.0%	-7.0%
Total	29,737	6,911	23,816	18,174	78,637
	-5.7%	-14.3%	-6.9%	0.0%	-5.7%
Total VMT	1,205,617				
	-5.7%				

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

TABLE D4 IMPACTS OF ON-DOCK RAIL ON TRUCK TRAFFIC AND VMT (2030)

Weekday Port Container Truck Volumes by Period of Day and By Roadway and Percentage Change from 2030 Baseline Capped at 2005 On-Dock Capacity Levels					
Time Period	I-710	SR47/ SR103	HF/ Alameda	I-110	
AM Peak (6:00 am - 9:00 am)	9,391	2,061	1,468	2,177	
	-19.0%	-18.0%	-18.0%	-22.0%	
Midday (9:00 am - 3:00 pm)	37,367	6,201	8,703	9,557	
	-19.0%	-18.0%	-19.0%	-20.0%	
PM Peak (3:00 pm - 7:00 pm)	13,258	2,441	3,066	3,375	
	-19.0%	-19.0%	-20.0%	-23.0%	
Subtotal (Daytime: 6:00 am - 7:00 pm)	60,015	10,703	13,237	15,109	
	-19.0%	-18.0%	-19.0%	-22.0%	
Night (7:00 pm - 6:00 am)	5,223	1,147	1,393	2,270	
	-17.0%	-16.0%	-18.0%	-22.0%	
Total	65,238	11,849	14,630	17,379	
	-19.0%	-18.0%	-19.0%	-22.0%	
Total Weekday Container Truck Trips by Port and by Truck Type					
	Bobtails	Chassis	Loads	Empties	Total
POLB	32,147	8,570	27,333	22,546	90,596
	-20.0%	-41.0%	-23.0%	0.0%	-20.0%
POLA	29,819	6,047	22,445	18,845	77,156
	-19.0%	-43.0%	-23.0%	0.0%	-19.0%
Total	61,966	14,617	49,778	41,391	167,752
	-19.0%	-42.0%	-23.0%	0.0%	-19.0%
Total VMT	2,571,855				
	-19.0%				

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

TABLE D5 EMISSION REDUCTION FROM INCREASED ON-DOCK RAIL

Scenarios	Truck VMT Per Day	Change in Truck VMT Per Day	Net Emissions (Tons Per Day)				Percent Reductions from Base			
			ROG	CO	NO _x	PM ₁₀	ROG	CO	NO _x	PM ₁₀
2005 Scenarios										
Increased On-Dock Rail (1 eastbound train per week per terminal)	999,691	-17,807	-0.010	-0.048	-0.2178	-0.0035	-1.33%	-1.61%	-1.13%	-1.03%
2010 Scenarios										
On-Dock Rail Base 2010 Comparison with Revised 2010 Baseline		-72,302	-0.037	-0.120	-0.916	-0.010	-4.75%	-4.59%	-4.95%	-3.81%

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

One on-dock intermodal trains can eliminate approximately 750 truck trips from the local highway networks around the Ports. Given forecasted growth in cargo volumes, and full on-dock capacity available by 2030, on-dock rail is estimated to remove nearly 29,000 daily truck trips.

EMISSION REDUCTION

The Port Truck Trip Reduction Strategies study performed a detailed analysis of emission reduction benefits from increased on-dock rail for the region. Two on-dock rail scenarios were tested in the study to analyze their performance in emission reduction by type of pollutant, which included:

- A 2005 increased on-dock rail scenario involving 1 eastbound train per week per terminal, and
- The 2010 baseline scenario compared to the 2010 alternative baseline that assumed on-dock rail capped at the 2005 level in 2010.

Table D5 presents emission reductions from the above two scenarios in percent reduction of emissions compared to baseline by type of pollutant.

Statistics in Table 5 show that increased on-dock rail has notable emission reduction benefits for each of the four pollutant types.

PRODUCTIVITY BENEFITS

The movement of containerized cargo by on-dock rail has higher efficiency and productivity than near-dock or off-dock intermodal yards. This is because:

- Movement of cargo by on-dock rail involves one-time loading or unloading, whereas near-dock or off-dock rail require trucks to transport cargo between docks and railcars;
- There can be delays in truck loading/unloading at marine terminals due to delays at gates, which can affect productivity;
- Congestion on the highway system can impact reliability and productivity for near-dock and off-dock yards; and
- On-dock yards only involve direct intermodal cargo, whereas transloaded cargo moving through off-dock yards requires transload-

ing/distribution facilities, which increases container lead times and reduces productivity.

PIERPASS OFF-PEAK PROGRAM

The PierPass program was launched in July 2005, to alleviate truck congestion and improve air quality in the region. The OffPeak program provides an incentive for cargo owners and their carriers to move cargo during nighttime periods and weekends to reduce truck traffic during peak day time periods on major highways, and to decrease negative air quality impacts from high peak period truck traffic volumes. The program is based on a market incentive approach where all containers entering or exiting marine terminals at the Ports during the peak day time hours (Monday through Friday, 3:00 am to 6:00 pm) are charged a Traffic Mitigation Fee (TMF). Trucks entering or exiting during the off-peak shift (Monday through Thursday, 3:00 pm to 6:00 am) or anytime between 6:00 pm Friday to 3:00 am Monday, avoid the TMF. This provides an incentive for truck drayage companies to operate during these off-peak time periods. Landside and terminal capacity constraints affecting the implementation of the OffPeak program include peak-period congestion on port access routes, and port terminal gate capacity constraints.

The PierPass program has been successful in shifting truck trips from peak to off-peak periods, reducing peak period congestion, and improving utilization of port terminal gate capacity. On a typical day, more than 10,000 trucks use off-peak shifts, alleviating congestion during peak-day time periods. This translates to approximately 30% - 35% of container throughput from the Ports shifting to the off-peak periods, exceeding the targets of the program. According to the Alameda Corridor Transportation Authority (ACTA), peak hour truck traffic on I-710 was reduced by an estimated 24% due to the Off-Peak program.

The Port Truck Trip Reduction Strategies study looked at the reduction in peak period truck trips due to extended gate hours. The following scenarios were analyzed in the study:

- 68% day and 32% night container moves, with no shift to weekends, in 2010
- 68% day and 32% night container moves, with 20% of weekly gate moves allotted to weekends, in 2010

Tables D6 and D7 present the reduction in truck trips from extended gate hour strategies at the Ports. Statistics show that significant truck trip reductions can be achieved on all the major access routes to the Ports in the A.M. and mid-day time periods in 2010 through extended gate hour strategies, shifting truck trips to the nighttime period and weekends.

TABLE D6 EXTENDED GATE HOURS (68% DAY, 32% NIGHT) WITH NO SHIFT TO WEEKEND (2010)

Weekday Port Container Truck Volumes by Period of Day and By Roadway and Percentage Change from 2010 Baseline					
Time Period	I-710	SR 47/ SR 103	HF/ Alameda	I-110	
AM Peak (6:00 am - 9:00 am)	2,211 -44.1%	516 -47.4%	382 -44.9%	776 -47.2%	
Midday (9:00 am - 3:00 pm)	12,209 -20.3%	2,385 -16.6%	3,330 -18.3%	5,380 -13.9%	
PM Peak (3:00 pm - 7:00 pm)	5,674 6.3%	1,208 8.5%	1,560 8.6%	2,426 7.6%	
Subtotal (Daytime 6:00 am - 7:00 pm)	20,093 -18.4%	4,109 -17.1%	5,272 -15.0%	8,582 -13.9%	
Night (7:00 pm - 6:00 am)	6,688 178.9%	1,302 116.9%	1,827 146.4%	2,935 94.2%	
Total	26,781 -0.8%	5,410 -2.6%	7,099 2.2%	11,517 0.3%	
Total Weekday Container Truck Trips by Port and by Truck Type					
	Bobtails	Chassis	Loads	Empties	Total
POLB	11,161 0.0%	3,294 0.0%	9,598 0.0%	7,400 0.0%	31,453 0.0%
POLA	18,576 0.0%	3,617 0.0%	14,218 0.0%	10,774 0.0%	47,184 0.0%
Total	29,736 0.0%	6,911 0.0%	23,816 0.0%	18,174 0.0%	78,638 0.0%
Total VMT	1,205,617				
Percent Change	0.0%				

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

TABLE D7 EXTENDED GATE HOURS (68% DAY, 32% NIGHT) WITH 20% WEEKDAY SHIFT TO WEEKEND (2010)

Weekday Port Container Truck Volumes by Period of Day and By Roadway and Percentage Change from 2010 Baseline					
Time Period	I-710	SR 47/SR 103	HF/Alameda	I-110	
AM Peak (6:00 am - 9:00 am)	1,956 -50.6%	457 -53.4%	331 -52.2%	714 -51.4%	
Midday (9:00 am - 3:00 pm)	10,810 -29.4%	2,114 -26.1%	2,914 -28.5%	4,948 -20.8%	
PM Peak (3:00 pm - 7:00 pm)	5,007 -6.2%	1,069 -4.0%	1,366 -4.9%	2,276 1.0%	
Subtotal (Daytime 6:00 am - 7:00 pm)	17,774 -27.8%	3,640 -26.5%	4,612 -25.7%	7,938 -20.4%	
Night (7:00 pm - 6:00 am)	5,914 146.6%	1,153 92.1%	1,597 115.4%	2,710 79.3%	
Total	23,688 -12.3%	4,793 -13.7%	6,208 -10.6%	10,648 -7.3%	
Total Weekday Container Truck Trips by Port and by Truck Type					
	Bobtails	Chassis	Loads	Empties	Total
POLB	9,734 -12.8%	2,886 -12.4%	8,372 -12.8%	6,440 -13.0%	27,431 -12.8%
POLA	16,642 -10.4%	3,256 -10.0%	12,728 -10.5%	9,603 -10.9%	42,229 -10.5%
Total	26,375 -11.3%	6,141 -11.1%	21,100 -11.4%	16,043 -11.7%	69,660 -11.4%
Total VMT	1,067,979				
Percent Change	-11.4%				

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

OTHER BENEFITS

Other potential benefits of the OffPeak program include:

- Improved monitoring of trucks entering and exiting marine terminals as part of the program, may allow for improved regulation of trucks, especially in assessing equipment standards and ensuring that trucks meet air quality requirements;
- Increased truck turn times in harbor trucking due to improved efficiency; and
- Improved ability for harbor trucking companies to assess premiums from shippers for off-peak operations (due to the savings in Traffic Mitigation Fee), which are also ultimately passed on to the drivers providing incentives to work during off-peak periods.

VIRTUAL CONTAINER YARDS

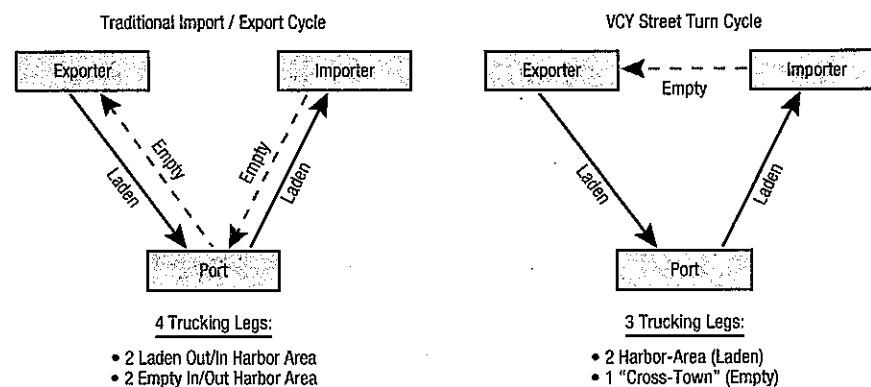
A Virtual Container Yard (VCY) is an innovative empty container management strategy to reduce truck movements of empty containers in and out of port terminal gates. In many cases, after an import container is unloaded by the importer (or a transloader), it is returned to the Ports or an off-site depot for storage until an exporter calls for a container. In the SCAG region, virtually all loaded import containers are trucked back to the Ports empty (after unloading at the importer's location or a transload facility) with only about 2% matched with shippers needing an export container en route to the Ports. In 2000, more than one million empty containers were trucked back to the Ports after unloading, while approximately 500,000 empty containers were trucked to access facilities from the Ports for export loading.

The VCY concept is based on a computerized matching system that tracks the location of empty import containers and matches them with export container requirements prior to returning to the Ports to facilitate "street turn" container interchanges between the importer/transloader and exporter locations. The VCY concept could increase empty container re-use from the current 2%

to almost 10%, which would result in reductions of empty container truck trips around the Ports.

Figure D1 depicts the VCY concept in comparison with the traditional empty container logistics practice.

FIGURE D1 VCY CONCEPT AND TRADITIONAL PORT EMPTY CONTAINER LOGISTICS



Source: Alameda Corridor Transportation Authority

The Empty Ocean Container Logistics Study conducted by The Tioga Group estimated 2000 baseline and forecasted empty container flows for the San Pedro Bay port marine terminals through 2020. These estimates are provided in Table D8. The largest share of empty trips to and from the Ports are associated with local shippers and consignees. The number of empty truck trips from importer/transload facilities to the Ports (westbound flow) is projected to increase from more than 3.5 million TEUs in 2000 to over 14.4 million TEUs in 2020, which is an average annual growth rate of slightly over 7%.

TABLE D8 BASE YEAR AND FORECASTED EMPTY CONTAINER FLOWS

	2000		2010		2015		2020		
	TEU	Units	TEU	Units	TEU	Units	TEU	Units	
Eastbound to Exporters	1,324,476	715,933	2,738,344	1,480,186	3,631,065	1,968,738	5,027,971	2,717,822	
Via Rail	22,169	11,983	80,413	43,467	116,400	62,919	170,494	92,159	
• On-Dock Intermodal	22,169	11,983	80,413	43,467	116,400	62,919	170,494	92,159	
Via Truck	1,302,306	703,949	2,657,931	1,436,719	3,514,665	1,899,819	4,857,476	2,625,663	
• Off-Dock Intermodal	51,728	27,961	187,631	101,422	271,600	146,811	397,820	215,038	
• Local for Export Loading	1,017,137	549,804	2,053,720	1,110,119	2,618,965	1,415,657	3,514,937	1,899,966	
• SSL Off-Hires to Depots	233,441	126,184	416,579	225,178	624,100	337,351	944,719	510,659	
Westbound to the Ports	3,568,312	1,928,817	6,367,713	3,442,007	9,539,815	5,156,657	14,440,698	7,805,783	
Via Rail	278,128	150,339	501,602	271,136	731,291	395,293	1,084,536	586,236	
• On-Dock Intermodal	278,128	150,339	501,602	271,136	731,291	395,293	1,084,536	586,236	
Via Truck	3,290,183	1,778,478	5,866,112	3,170,871	8,808,524	4,761,364	13,356,161	7,219,547	
• Off-Dock Intermodal	564,600	305,189	920,401	497,514	1,491,797	806,377	2,366,438	1,279,156	
• Local form Import Loads	2,084,712	1,126,871	3,842,221	2,076,876	5,661,030	3,060,016	8,483,038	4,585,426	
• Local from WB Domestic Loads	64,897	35,079	105,793	57,186	171,471	92,687	272,004	147,029	
• Repo Off-Hires from Depots	333,487	180,263	595,113	321,683	891,572	481,931	1,349,598	729,512	
• Local Empties from Transloads	242,488	131,075	402,583	217,613	592,655	320,354	885,083	478,423	
• Bobtail Trip Change		0		0		0		0	
Port Subtotal	4,892,787	2,644,750	9,106,058	4,922,193	13,170,880	7,119,395	19,468,669	10,523,605	
On-Dock Rail	300,297	162,323	582,015	314,603	847,691	458,211	1,255,031	678,395	
• Truck through Terminal Gates	4,592,490	2,482,427	8,524,043	4,607,591	12,323,189	6,661,183	18,213,638	9,845,210	
Cross-Town Truck	Factor	149,184	90,640	268,159	144,951	399,506	215,949	602,663	325,764
Local Off-hires to Depots	3%	80,577	43,555	146,796	79,349	216,030	116,773	323,278	174,745
IM Off-Hires to Depots	3%	19,469	10,524	31,738	17,156	51,441	27,806	81,601	44,109
Reuse empties for exports	2%	49,138	26,561	89,624	48,446	132,035	71,370	197,784	106,910
Grand Total		5,041,972	2,725,390	9,374,216	5,067,144	13,570,387	7,335,344	20,071,332	10,849,368

Source: EmptyOceanContainerLogisticsStudy,TheTiogaGroup

Key constraints and issues related to the movement of empty containers in Southern California include:

- Marine terminal yard capacity constraints due to higher terminal space usage by empty containers resulting from permitted longer dwell times;
- Delays at marine terminal gate due to empty container volumes moving through the Ports;
- Truck traffic volume and congestion due to empty container logistics.

The first virtual container yard program has operated at the SPB ports since July 2006. Tables D9 and D10 show potential savings in annual truck trips and VMT that could result from VCY strategies assuming 5% and 10% container reuse through 2020.

TABLE D9 TRUCK TRIP SAVINGS FROM VIRTUAL CONTAINER YARD STRATEGIES

Scenarios	2010	2015	2020
Base Case	3,186,995	4,475,673	6,485,392
VCY (5% Reuse) - Total Trips	3,029,304	4,243,363	6,137,400
VCY (5% Reuse) - Trips Saved	157,691	232,310	347,992
VCY (5% Reuse) - % Reduction	-4.9%	-5.2%	-5.4%
VCY (10% Reuse) - Total Trips	2,766,487	3,856,179	5,557,412
VCY (10% Reuse) - Trips Saved	420,508	619,494	927,980
VCY (10% Reuse) - % Reduction	-13.2%	-13.8%	-14.3%

Source: Empty Ocean Container Logistics Study, The Tioga Group

TABLE D10 EMPTY CONTAINER ANNUAL TRUCK VMT SAVINGS FROM VIRTUAL CONTAINER YARD STRATEGIES

Scenarios	2010	2015	2020
Base Case	64,040,254	92,374,112	136,322,325
VCY (5% Reuse) - Total VMT	61,852,813	89,151,532	131,494,795
VCY (5% Reuse) - VMT Reduction	2,187,441	3,222,580	4,827,530
VCY (5% Reuse) - % Reduction	-3.4%	-3.5%	-3.5%
VCY (10% Reuse) - Total VMT	58,207,077	83,780,567	123,448,912
VCY (10% Reuse) - VMT Reduction	5,833,177	8,593,545	12,873,413
VCY (10% Reuse) - % Reduction	-9.1%	-9.3%	-9.4%

Source: Empty Ocean Container Logistics Study, The Tioga Group

VCY strategies may have significant VMT reduction benefits as some of the trips associated with “street turns” will potentially have lower trip lengths.

Table D11 shows the emission reduction benefits by type of pollutant resulting from VCY strategies through 2020.

TABLE D11 EMISSION REDUCTIONS FROM VCY STRATEGIES

Scenario & Emissions Type	2010		2015		2020	
	Annual Tons	Peak Day Tons	Annual Tons	Peak Day Tons	Annual Tons	Peak Day Tons
Base Case						
Carbon Monoxide	925	3.98	1,335	5.75	1,970	8.48
Total Organic Gases	211	0.91	304	1.31	449	1.93
Reactive Organic Gases	206	0.89	297	1.28	438	1.89
Oxides of Nitrogen	783	3.37	1,129	4.85	1,666	7.17
Exhaust Particulates	73	0.31	105	0.45	155	0.67
Tier I - 5% Reuse						
Carbon Monoxide	894	3.95	1,288	5.55	1,900	8.18
Reduction	32	0.14	47	0.20	70	0.30
Total Organic Gases	204	0.88	294	1.26	433	1.86
Reduction	7	0.03	11	0.05	16	0.07
Reactive Organic Gases	199	0.86	287	1.23	423	1.82
Reduction	7	0.03	10	0.04	16	0.07
Oxides of Nitrogen	756	3.26	1,090	4.69	1,607	6.92
Reduction	27	0.12	39	0.17	59	0.25
Exhaust Particulates	70	0.30	101	0.44	149	0.64
Reduction	2	0.01	4	0.02	5	0.02
Tier II - 10% Reuse						
Carbon Monoxide	841	3.62	1,211	5.21	1,784	7.68
Reduction	84	0.36	124	0.53	186	0.80
Total Organic Gases	192	0.83	276	1.19	407	1.75
Reduction	19	0.08	28	0.12	42	0.18
Reactive Organic Gases	187	0.81	269	1.16	397	1.71
Reduction	19	0.08	28	0.12	41	0.18
Oxides of Nitrogen	712	3.06	1,024	4.41	1,617	6.96
Reduction	71	0.31	105	0.45	150	0.61

Scenario & Emissions Type	2010		2015		2020	
	Annual Tons	Peak Day Tons	Annual Tons	Peak Day Tons	Annual Tons	Peak Day Tons
Exhaust Particulates	66	0.28	95	0.41	140	0.60
Reduction	7	0.03	10	0.04	15	0.06

Source: Empty Ocean Container Logistics Study, The Tioga Group

PORT CLEAN AIR ACTION PLAN PROJECTS

The San Pedro Bay Port Clean Air Action Plan (CAAP) is a five-year action plan developed by the Ports to establish goals and standards for air quality in the region and identify specific projects, programs, control measures, and technologies to meet those air quality goals/standards through multi-party collaboration for successful project funding and implementation. The five-year plan is a blueprint for the Ports to significantly reduce the health risks posed by air pollution from port-related ships, trains, trucks, terminal equipment, and harbor craft. The Plan will be reviewed and updated on an annual basis to assess and evaluate the effectiveness of current strategies to meet air quality goals, test new strategies and control measures, and jointly develop a revised and improved CAAP annually. The Ports have committed a total of \$417.9 million, of which \$166.0 million is allocated as truck engine replacement/retrofit incentives. The broad categories for the performance standards based on the type of sources are:

Engine standards for Heavy Duty Trucks to meet EPA 2007 on-road PM emission standards (0.01 g/bhp-hr)

Heavy duty truck engine replacement/retrofit

Vessel Speed Reduction (VSR) for OGVs

Low Sulfur Marine Gas Oil (MGO) fuel in auxiliary and main engines of OGVs

Shore power (cold ironing) at marine terminals

Diesel Particulate Matter (DPM) and NOx emission control devices for auxiliary and main engines of OGVs

Engine standards to meet EPA 2007 on-road PM emission standards (0.01 g/bhp-hr) for cargo handling equipments (CHE), or alternative use of Verified Diesel Emissions Controls (VDECs) on engines not meeting EPA's PM emission standards

EPA 2007 on-road or Tier 4 engine standards for yard tractors, top picks, forklifts, reach stackers, rubber tired gantries, and straddle carriers.

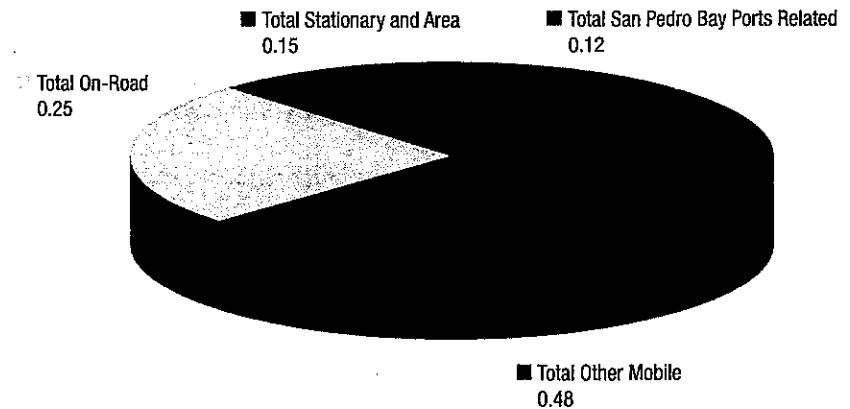
EPA engine standards and NOx/PM emission reduction technologies for harbor craft

EPA engine standards, idling-limiting devices, and alternative diesel fuels for switcher, helper and long-haul locomotives

ENVIRONMENTAL AND PUBLIC HEALTH ISSUES

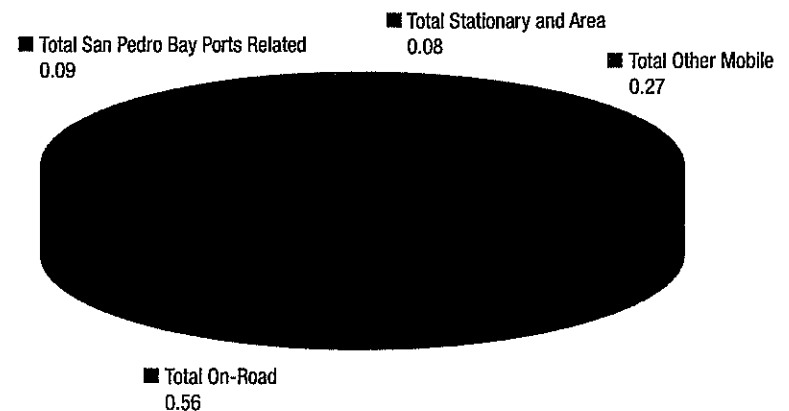
The Multiple Air Toxics Exposure Study (MATES) by the South Coast Air Quality Management District (SCAQMD) identified emissions from port-related sources as a major concern for public health in the region. A large share of pollutant emissions in the South Coast Air Basin come from the SPB ports as Figures D2, D3, and D4 illustrate.

FIGURE D2 DIESEL PARTICULATE MATTER (DPM) EMISSIONS BY SOURCE IN SCAB



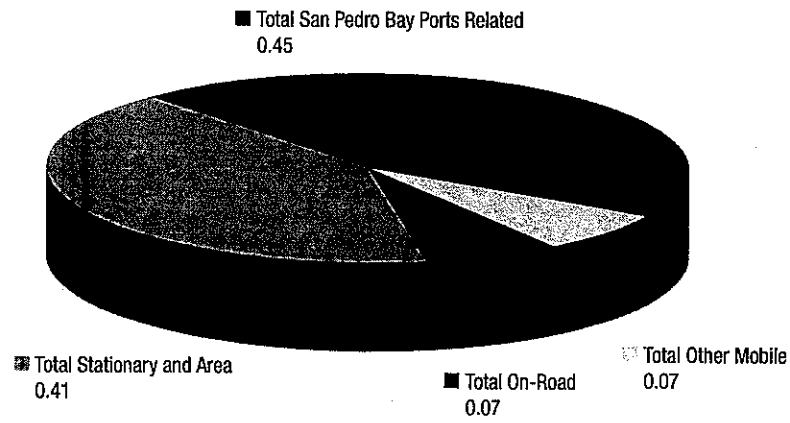
Source: San Pedro Bay Ports Clean Air Action Plan

FIGURE D3 NOX EMISSIONS BY SOURCE IN SCAB



Source: San Pedro Bay Ports Clean Air Action Plan

FIGURE D4 SOX EMISSIONS BY SOURCE IN SCAB



Source: San Pedro Bay Ports Clean Air Action Plan

EMISSION REDUCTIONS FROM CAAP MEASURES

The initial development and implementation of CAAP control measures and strategies for emissions reduction from port-related sources focuses on emissions from heavy-duty trucks, cargo handling equipment, and ocean going vessels. A quantitative assessment of the benefits of the CAAP control measures estimates emission reductions of 47% for Diesel Particulate Matter (DPM), 45% for NOX, and 52% for SOX by 2011.

Market Report

INDUSTRIAL | FIRST QUARTER | 2010

Total Vacancy Rate Decreases For First Time In Almost 2 Years

MARKET OVERVIEW

The total vacancy rate in the West Inland Empire has declined by 10 basis points from 10.0% at the beginning of the year to now stand at 9.9%¹. The total availability rate has also decreased over the previous quarter, down 40 basis points from 13.7% last quarter to currently stand at 13.3% this quarter. Sales and leasing activity totaled 6,176,800 SF, a very strong number boosted by several large sale and lease deals.

This represents the highest level of quarterly activity since 2006. Due to the large amount of activity that took place this quarter, absorption totaled positive 185,300 SF.

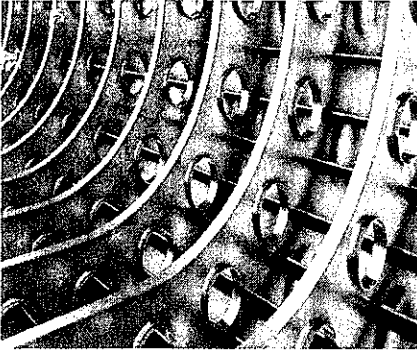
This is the first positive absorption recorded in the West Inland Empire industrial market since the recession that began in late 2007.

As market fundamentals have begun to stabilize, the downward pressure on rents and sales prices have begun to lessen.

Asking lease rates have held steady for the quarter at \$0.34 NNN PSF and average sales prices have decreased by \$2 PSF to currently stand at \$81 PSF.

All these post-recession record breaking events suggest that the West Inland Empire industrial market may have turned a corner or at least reached a temporary break in the clouds.

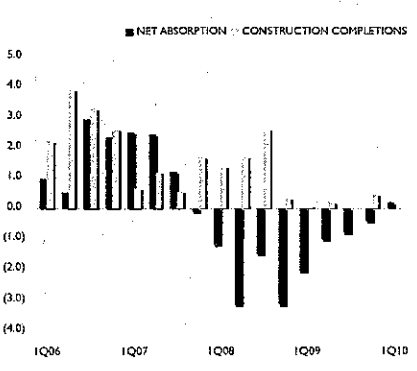
¹ Colliers International continuously refines its database. As a result, data reflected in this report may not be consistent with data reported in previous quarters.



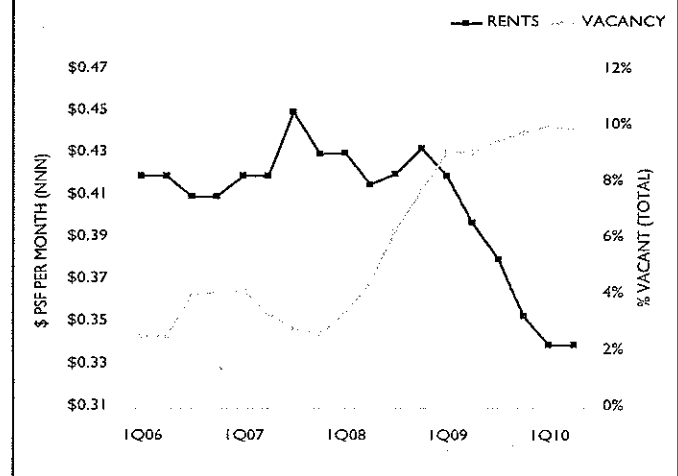
MARKET INDICATORS

	IQ10	2Q10(p)
VACANCY	↓	↓
NET ABSORPTION	↓	↑
CONSTRUCTION	→	→
RENTAL RATE	→	→

HISTORICAL NET ABSORPTION & CONSTRUCTION COMPLETIONS Q1 2006 - Q1 2010



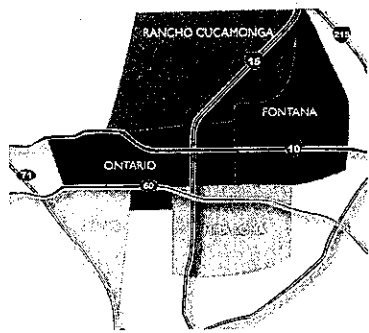
HISTORICAL VACANCY VS RENTS West Inland Empire Industrial Market Q1 2006 - Q1 2010



MARKET TRENDS

- TOTAL VACANCY RATE AT 9.9%
- TOTAL AVAILABILITY RATE ENDS AT 13.3%
- SALES & LEASING ACTIVITY AT 6.1 MILLION SF





INLAND EMPIRE DEMOGRAPHICS

- **POPULATION:**
4,170,800 (2008 Estimate)
4,800,500 (2013 Projection)
15.1% (Growth 2008-2013)
- **HOUSEHOLD INCOME:**
\$68,900 (Average)
\$53,800 (Median)
- **JOB GROWTH:**
-5.1% (past 12 months)
- **UNEMPLOYMENT RATE:**
14.7% (as of February 2009)

DEMAND

For the quarter sales and leasing activity totaled 6,176,800 SF, a sharp rise over the 5.3 million SF that was sold and leased last quarter and is significantly higher than the 3.8 million SF that was reported in the first quarter of 2009. The largest leases of the quarter include Service Connection taking 572,200 SF in Ontario and Sharp Electronics moving into 468,700 SF in Rancho Cucamonga. The largest sale of the quarter was Yihua Timber Industry purchasing 175,300 SF in Rancho Cucamonga.

Due to these large amounts of sales and leasing activity, industrial absorption eked out a positive number, 185,300 SF. For the first time in over two years more space was leased or sold than was brought back to the market vacant. The ratio of net absorption to gross absorption is low, signaling that plenty of industrial space was brought back to the market vacant in the first quarter of this year. Further evidence is necessary before a market bottom can be called.

User and investor activity has increased in recent quarters as sales prices and lease rates have continued to remain at the lowest levels seen in almost a decade. Many industrial users remember the recent rental rate run-up and are looking into securing today's low rates or even purchasing the industrial assets outright from cash-strapped landlords.

Data on the economy shows high unemployment but a gradually improving situation. The unemployment rate in the Inland Empire settled at 14.7 percent in February as the region shed 59,600 jobs². Trade, transportation and utilities reported the greatest year-over-year decline, down 13,500 jobs. Construction lost 13,000 jobs and manufacturing lost 8,500. These sectors of the economy are heavy users of industrial space and employment is a leading indicator for industrial space demand. Positive jobs gains need to be made in these sectors for any hopes of an industrial recovery.

CONSTRUCTION

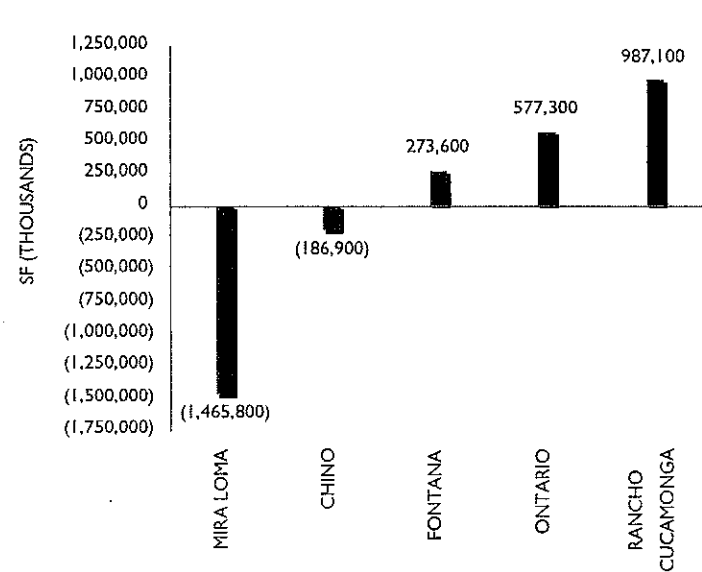
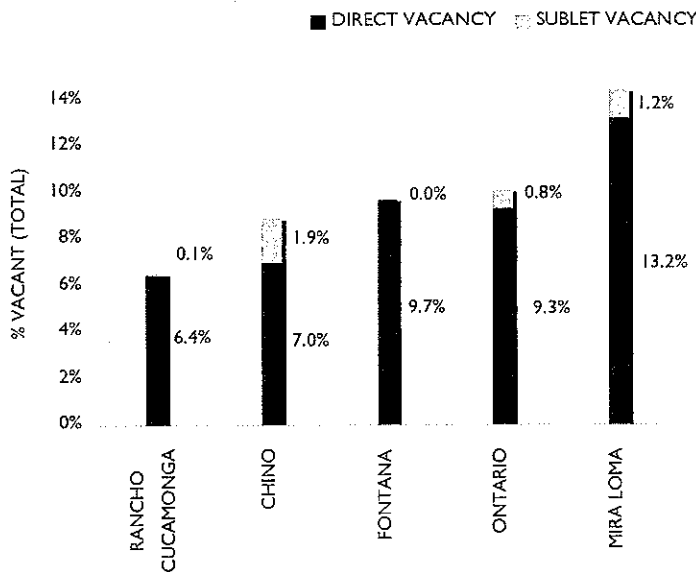
This quarter, ProLogis continued construction of a 667,000 SF industrial build-to-suit for Home Depot. The project will be a specialized rapid deployment center unlike anything currently on the market and will be located on a 55 acre parcel. This represents the first new large construction project to take place in the West Inland Empire in over a year and is a hopeful signal that the area is not completely overbuilt.

Planned projects have remained constant for the quarter at 12.3 million SF. Until lease rates and sales prices increase, this pipeline of fully entitled planned projects will not move forward on a speculative basis as it would be economically infeasible to develop while industrial demand remains weak. Many of these projects will exist as build-to-suit opportunities.

²California State Economic Development Department: Preliminary employment data through February 2010.

VACANCY West Inland Empire Industrial Market Q1 2010

NET ABSORPTION West Inland Empire Industrial Market Q1 2010

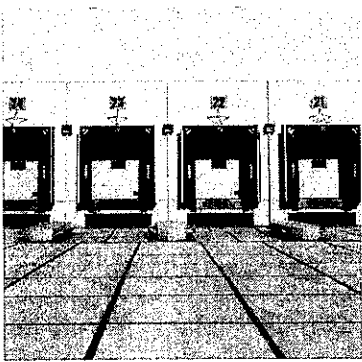


INDUSTRIAL OVERVIEW

West Inland Empire Industrial Market
Q1 2010

Submarket/ Building Size	VACANCY					AVAILABILITY	ACTIVITY	ABSORPTION		CONSTRUCTION			RENTS	PRICES
	Total Inventory SF	Direct ¹ Vacancy Rate	Sublease Vacancy Rate	Total ² Vacancy Rate	Total ² Vacancy Rate Prior Qtr	Total ³ Available Rate	Sales & Leasing Activity SF	Net ⁴ Absorption Current Qtr SF	Net ⁴ Absorption YTD SF	Completions ⁵ Current Qtr SF	Under Construction/ Renovation SF	Planned ⁶ SF	Weighted ⁷ Avg Asking Lease Rate	Average ⁸ Sale Price
CHINO														
10,000 - 19,999	3,368,100	4.3%	0.0%	4.3%	4.9%	7.7%	113,100	20,800	20,800	0	0	0	\$0.42	\$92
20,000 - 39,999	3,290,000	6.5%	0.0%	6.5%	9.3%	7.8%	148,500	92,200	92,200	0	0	35,000	\$0.46	\$96
40,000 - 69,999	3,235,100	9.8%	1.2%	11.1%	9.5%	17.3%	59,000	(52,500)	(52,500)	0	0	55,000	\$0.45	\$87
70,000 - 99,999	1,810,800	11.2%	5.2%	16.3%	12.5%	16.3%	0	(70,000)	(70,000)	0	0	0	\$0.34	\$75
100,000+	23,851,400	6.7%	2.3%	9.0%	8.3%	13.5%	532,900	(177,400)	(177,400)	0	0	1,393,100	\$0.39	\$85
Subtotal	35,555,400	7.0%	1.9%	8.9%	8.4%	12.9%	853,500	(186,900)	(186,900)	0	0	1,483,100	\$0.39	\$87
FONTANA														
10,000 - 19,999	2,802,900	5.2%	0.0%	5.2%	6.9%	6.2%	65,600	49,100	49,100	0	0	0	\$0.61	\$104
20,000 - 39,999	1,735,700	9.6%	0.0%	9.6%	6.8%	11.0%	70,400	(48,500)	(48,500)	0	0	0	\$0.50	\$64
40,000 - 69,999	1,501,300	9.1%	1.3%	10.4%	6.9%	10.4%	0	(53,000)	(53,000)	0	0	100,000	\$0.45	\$75
70,000 - 99,999	1,489,100	21.7%	0.0%	21.7%	16.2%	21.7%	34,500	(81,500)	(81,500)	0	0	0	\$0.39	\$50
100,000+	39,927,800	9.6%	0.0%	9.6%	10.6%	12.0%	473,100	407,500	407,500	0	0	6,610,400	\$0.32	\$48
Subtotal	47,456,800	9.7%	0.0%	9.7%	10.3%	11.9%	643,600	273,600	273,600	0	0	6,710,400	\$0.32	\$68
MIRA LOMA														
10,000 - 19,999	542,700	12.7%	0.0%	12.7%	10.4%	12.7%	26,400	(12,100)	(12,100)	0	0	0	\$0.55	\$103
20,000 - 39,999	822,000	14.6%	0.0%	14.6%	9.4%	17.4%	35,000	(43,000)	(43,000)	0	0	61,300	\$0.47	\$46
40,000 - 69,999	2,444,000	20.4%	2.4%	22.8%	13.2%	22.8%	25,100	(232,800)	(232,800)	0	0	172,500	\$0.46	\$96
70,000 - 99,999	928,800	30.3%	0.0%	30.3%	18.0%	39.8%	0	(114,400)	(114,400)	0	0	0	\$0.38	\$86
100,000+	27,291,100	12.0%	1.2%	13.2%	9.3%	19.2%	0	(1,063,500)	(1,063,500)	0	0	980,700	\$0.36	\$59
Subtotal	32,028,600	13.2%	1.2%	14.4%	9.9%	19.9%	86,500	(1,465,800)	(1,465,800)	0	0	1,214,500	\$0.37	\$78
ONTARIO														
10,000 - 19,999	4,864,400	10.0%	0.4%	10.3%	11.4%	11.7%	152,300	53,400	53,400	0	0	0	\$0.56	\$91
20,000 - 39,999	7,566,600	9.6%	0.3%	9.9%	10.3%	14.8%	193,300	31,500	31,500	0	0	29,000	\$0.42	\$87
40,000 - 69,999	7,599,500	13.1%	0.6%	13.6%	14.7%	18.5%	310,900	81,000	81,000	0	0	47,200	\$0.46	\$84
70,000 - 99,999	6,460,900	8.1%	0.0%	8.1%	6.6%	10.9%	17,400	(97,400)	(97,400)	0	0	70,000	\$0.39	\$85
100,000+	62,791,300	8.9%	1.1%	10.0%	10.8%	14.1%	2,425,500	508,800	508,800	0	667,000	2,439,300	\$0.32	\$56
Subtotal	89,282,700	9.3%	0.8%	10.2%	10.8%	14.1%	3,099,400	577,300	577,300	0	667,000	2,585,500	\$0.33	\$80
RANCHO CUCAMONGA														
10,000 - 19,999	3,296,800	5.0%	0.0%	5.0%	5.3%	7.6%	57,000	8,400	8,400	0	0	32,000	\$0.47	\$94
20,000 - 39,999	3,935,400	2.8%	0.0%	2.8%	3.9%	3.3%	104,000	46,400	46,400	0	0	47,900	\$0.52	\$76
40,000 - 69,999	4,197,600	9.2%	0.8%	10.1%	15.0%	14.0%	290,000	206,600	206,600	0	0	104,600	\$0.46	\$120
70,000 - 99,999	2,251,500	21.7%	0.0%	21.7%	22.6%	21.7%	19,200	19,200	19,200	0	0	0	\$0.44	\$92
100,000+	23,570,900	5.3%	0.0%	5.3%	8.3%	6.2%	1,023,600	706,500	706,500	0	0	124,500	\$0.37	\$85
Subtotal	37,252,200	6.4%	0.1%	6.5%	9.2%	7.8%	1,493,800	987,100	987,100	0	0	309,000	\$0.38	\$94
MARKET TOTAL														
10,000 - 19,999	14,874,900	6.8%	0.1%	6.9%	7.7%	8.9%	414,400	119,600	119,600	0	0	32,000	\$0.52	\$97
20,000 - 39,999	17,349,700	7.7%	0.1%	7.8%	8.3%	10.6%	551,200	78,600	78,600	0	0	173,200	\$0.44	\$74
40,000 - 69,999	18,977,500	12.3%	1.0%	13.3%	13.1%	17.2%	685,000	(50,700)	(50,700)	0	0	479,300	\$0.44	\$92
70,000 - 99,999	12,941,100	14.0%	0.7%	14.8%	12.1%	16.9%	71,100	(344,100)	(344,100)	0	0	70,000	\$0.40	\$78
100,000+	177,432,500	8.8%	0.9%	9.6%	9.9%	13.3%	4,455,100	381,900	381,900	0	667,000	11,548,000	\$0.33	\$67
Total	241,575,700	9.1%	0.8%	9.9%	10.0%	13.3%	6,176,800	185,300	185,300	0	667,000	12,302,500	\$0.34	\$81
QUARTERLY COMPARISON AND TOTALS														
Q1 2010	241,575,700	9.1%	0.8%	9.9%	10.0%	13.3%	6,176,800	185,300	185,300	0	667,000	12,302,500	\$0.34	\$81
Q4 2009	241,575,700	8.5%	1.5%	10.0%	9.8%	13.7%	5,303,100	(438,900)	(4,344,000)	445,900	667,000	12,302,500	\$0.34	\$83
Q3 2009	241,129,800	8.4%	1.4%	9.8%	9.5%	13.2%	5,901,800	(822,800)	(3,905,100)	0	445,900	12,302,500	\$0.35	\$86
Q2 2009	241,129,800	8.0%	1.5%	9.5%	9.1%	13.0%	3,993,600	(1,015,200)	(3,082,300)	169,600	740,100	12,222,600	\$0.38	\$94
Q1 2009	240,960,200	7.5%	1.6%	9.1%	8.2%	11.7%	3,833,700	(2,067,100)	(2,067,100)	68,000	531,900	15,772,700	\$0.40	\$104

¹Existing space that is vacant and immediately available for direct lease or for purchase. ²Existing space that is vacant and immediately available for direct lease, sublease or for purchase. ³All space that is being marketed for occupancy, this may include space that is under construction or that is currently occupied. ⁴Calculations based on total vacancy. ⁵SF completed via new construction plus return-to-market of renovated space, less space demolished or taken off-market. ⁶All announced space (even projects without entitlements or funding). Not all this space will necessarily be built. ⁷Weighted by vacant direct lease SF. Per SF per Month. Triple Net (NNN). ⁸Straight average based on actual sales transactions. Per SF.



VACANCY RATES ARE BEGINNING TO MODERATE AS THE WEST INLAND EMPIRE IS ATTRACTING LARGE INDUSTRIAL USERS FROM INFILL MARKETS

RENTAL RATES REMAIN LOW, HOWEVER, LANDLORDS ARE BEGINNING TO REALIZE ECONOMIC CONDITIONS ARE IMPROVING.

VACANCY

The total vacancy rate ended the quarter at 9.9%, down 0.1% from the previous quarter. The vacancy rate has started to stabilize and the market correction that started in late 2007 continues. The total availability rate decreased 40 basis points to end at 13.3%. This decrease in the total availability rate signals that vacancy rates are likely to decrease in future quarters.

The vacancy rate has varied greatly by submarket. Rancho Cucamonga had the lowest vacancy rate of the region at 6.5%, down considerably from 9.2% in the previous quarter. The Mira Loma submarket has reported the highest vacancy rate at 14.4%, up significantly from 9.9% last quarter.

RENTAL RATES & SALE PRICES

The weighted average asking rental rate held steady over the quarter at \$0.34 PSF NNN. Over the past 12 months, average asking rental rates have decreased \$0.06 PSF from \$0.40 PSF NNN in the first quarter of 2009. The rate of decline in the average asking rate has slowed over this time period, and moderating vacancy rates give landlords a little more breathing room in further slashing asking rental rates.

The West Inland Empire is heavily weighted towards larger buildings. Asking rental rates for the largest space have also held steady over the previous quarter, at \$0.33 PSF NNN.

Landlords are still eager to sign early renewals with their tenants and the total amount of renewal activity that has occurred in the market is above historic averages as tenant retention remains a high priority for

landlords. The long-term deals that have been signed have very modest rental escalations and generous TI allowances, meaning that landlords expect market conditions to remain weak for some time.

Sales prices declines have also begun to moderate, decreasing \$2 PSF from \$83 PSF last quarter to end at \$81 PSF currently.

BEYOND THE NUMBERS

Port activity at Los Angeles and Long Beach has risen considerably in the past three months. Year-over-year volume for the combined ports was 28.2% higher in February 2010 over the numbers that were reported in 2009 with both imports and exports showing strong gains. While port activity is still far below the levels reported in 2007, the height of the industrial real estate market, any improvement in port activity is felt immediately in increased industrial absorption in the West and East Inland Empire.

While port activity has shown robust growth over the past few months there is doubt over the sustainability of the recent increase. While import activity is up 32.3% over the previous year, retail sales of goods and services have increased only 3.9 percent for this same time period.

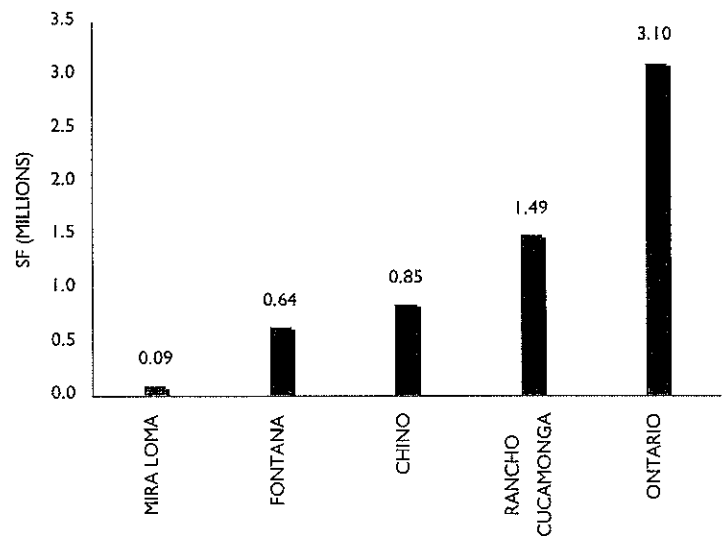
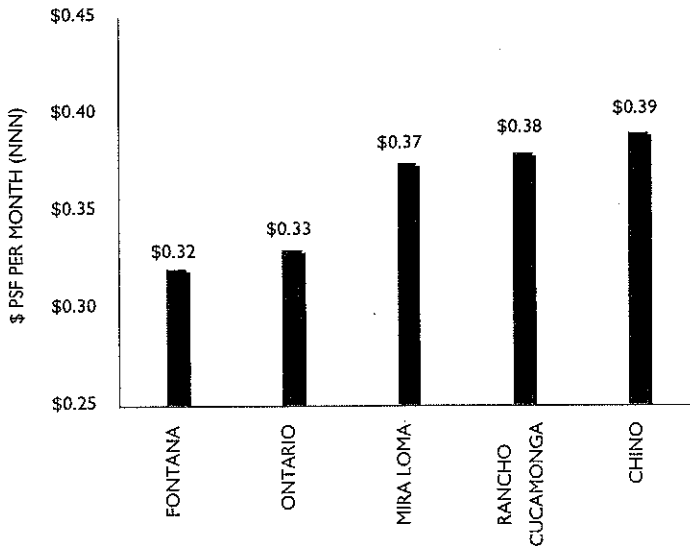
This leads to the conclusion that the recent spike in port activity, especially imports, was more of a short term increase due to retailers restocking their shelves rather than an increase in same store sales.

WEIGHTED AVERAGE ASKING LEASE RATES

West Inland Empire Industrial Market
Q1 2010

SALES & LEASING ACTIVITY

West Inland Empire Industrial Market
Q1 2010



**MAJOR INDUSTRIAL USERS
IN WEST INLAND EMPIRE**

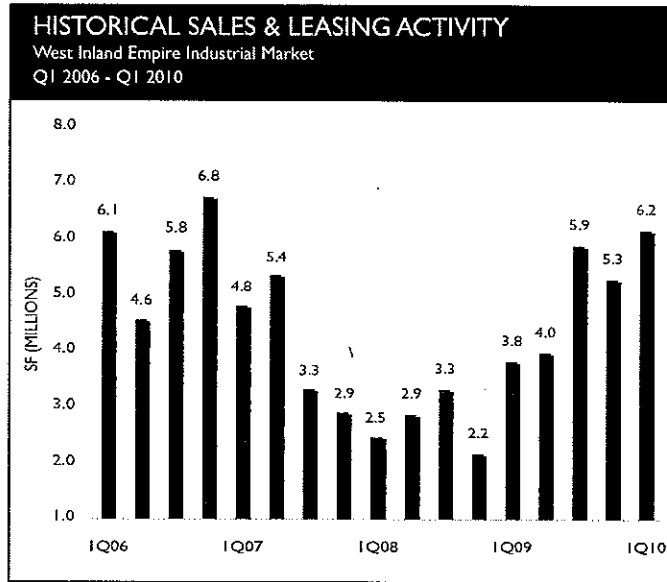
- Coca-Cola
- Home Depot
- LG Electronics
- Natures Best
- Procter & Gamble
- Quiksilver
- Target
- Toyota
- Toyo Tire Corporation
- Trader Joe's
- Wal-Mart

This is known as inventory replenishment and accounted for the majority of GDP growth in the fourth quarter of 2009. This is a temporary increase and unless it is met with personal consumption, gains made in port activity will be fleeting. Personal consumption cannot occur until unemployment subsides or housing wealth is restored. Until these conditions are met we can expect industrial demand to remain subdued.

MARKET DESCRIPTION

The West Inland Empire is comprised of 241.5 million SF, it represents 18% of the total industrial space in the Los Angeles Basin for buildings 10,000 SF and greater. Considered the premier big-box market in Southern California, approximately 73% of the space in this market is contained in buildings 100,000 SF and greater. The vast majority (88%) of its space was built in the past 20 years. The West Inland Empire continues to attract large distributors, warehouse

and logistics firms seeking to consolidate their operations into large, state-of-the-art facilities..



RECENT TRANSACTIONS & MAJOR DEVELOPMENTS

West Inland Empire Industrial Market
Q1 2010

SALES ACTIVITY

PROPERTY ADDRESS	SIZE SF	SALE PRICE	PRICE PSF	BUYER	SELLER
10808 6th St. Rancho Cucamonga	175,300 SF	\$12.5 Million	\$72 PSF	Yihua Timber Industry	Hua Qing Enterprises LLC
4651 Schaefer, Chino	130,900 SF	\$6.9 Million	\$53 PSF	J Kuo Investments LLC	Peer Properties
5695 E. Francis, Ontario	68,000 SF	\$5.1 Million	\$75 PSF	JSUN LLC	Chase Chablis LLC
4861 E. Airport, Ontario	39,400 SF	\$2.7 Million	\$68 PSF	Joinford International LLC	Biomet Sports Medicine

LEASING ACTIVITY

PROPERTY ADDRESS	LEASED SF	LEASE TYPE	BLDG TYPE	LESSEE	LESSOR
1015 S.Vintage, Ontario	572,200 SF	New	Distribution	Service Connection	MDS Realty
9050 Hermosa, Rancho Cucamonga	468,700 SF	New	Distribution	Sharp Electronics	TIAA-CREF
5431 E. Philadelphia, Ontario	432,300 SF	New	Distribution	Saddlecreek	ProLogis
9333 Hermosa, Rancho Cucamonga	276,600 SF	New	Distribution	Kuehne + Nagel	TIAA-CREF

MAJOR DEVELOPMENTS

PROJECT	DEVELOPER	SIZE SF	SUBMARKET	STATUS	ESTIMATED COMPLETION
Crossroads Business Park, Ontario	Prologis	667,000 SF	Ontario	Under Construction	TBD
West Valley Logistics Center	Hillwood Development	3.2 Million SF	Fontana	Planned	TBD
Jurupa Business Park	CBRE Investors	1.2 Million SF	Fontana	Planned	TBD

DEFINITIONS OF KEY TERMS USED IN THIS REPORT

Total Rentable Square Feet:

Industrial space in buildings with 10,000 SF or more of industrial space. Includes speculative as well as owner-occupied buildings. Excludes Research & Development (R&D) buildings (industrial buildings with at least 30% office build-out, 3/1000 parking ratio and a high level of finish). Excludes space that is under-construction or renovation.

Direct Vacancy:

Space in existing buildings that is vacant and immediately available during the quarter for direct lease or for sale, plus space that is vacant but not available for direct lease or sublease (for example, that is being held for a future commitment).

Total Vacancy:

Space in existing buildings that is vacant and immediately available during the quarter for direct lease, for sublease or for sale, plus space that is vacant but not available for direct lease or sublease.

Total Available:

All space that is being currently marketed for occupancy, includes space which may be currently occupied or which may be under construction or renovation.

Net Absorption:

Net change in occupied square feet from one period to the next (includes the impact of change in vacant space available for sublease).

Sales and Leasing Activity:

Square feet sold or leased for all known transactions completed during the quarter. Includes lease renewals. Excludes investment sale transactions.

Weighted Average Asking Rental Rates:

Weighted by square feet available for direct lease. Data is based on Triple Net rents, and excludes expenses such as taxes, insurance, maintenance, janitorial service and utilities. Reported on a monthly, per SF basis.

Average Sales Price:

Calculated using a straight average of actual sales transactions.

SF Added (Net):

Total square feet added during the quarter via construction completions, including renovated space returned to market, less total square feet taken off-market due to demolitions or conversions.

Under-Construction/Renovation:

Includes buildings that are in some phase of construction, beginning with foundation work and ending with the issuance of a Certificate of Occupancy. Also includes buildings that are under going substantial renovation.

Technical Note

Colliers International is continuously refining its database. The data shown in the historical tables and graphics in this report have been adjusted to take into account these changes in the database.

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294 OFFICES IN 61 COUNTRIES ON
6 CONTINENTS

USA 94
Canada 22
Latin America 17
Asia Pacific 64
EMEA 97

\$1.6 billion in global revenue
1.1 billion square feet under management
12,700 Professionals

WEST INLAND EMPIRE OFFICE
LICENSE #00000008
3401 Centrelake Drive, Suite 150
Ontario, CA 91761
Tel: 909-605-9400
Fax: 909-937-6330

CONTACT INFORMATION

ARMENDARIZ, BARBARA Associate	KIM, WILLIAM H. Associate Vice President
BELLITTI, JEFFREY T. Associate Vice President	NUNEZ, RICK R. Senior Associate
BELLITTI, STEVEN J. Executive Vice President	PHU, TONY T. Senior Vice President
DEVRIES, IAN Senior Vice President	PUPIL, MARTIN Executive Vice President Senior Managing Director Greater Los Angeles
ESCOBOSA, RUBEN Senior Vice President	RENWICK, WILLIAM B. Senior Vice President
GALVIN, THOMAS R. Regional Analyst, Research Services	SUN LORRAINE Research Associate, Research Services
GILFILLAN, WHIT C. Associate	TAYLOR, THOMAS E. Executive Vice President
HAYES, JOSH Vice President	THYS, JON H. Vice President
HORTON, GREG Associate	
KIM, JEFFERY Associate	

**COLLIERS
INTERNATIONAL**



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY



Richard K. Lashbrook
Agency Director

Planning Department

Aleta J. Laurence AICP
Director of Planning

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- | | | |
|---|---|---|
| <input type="checkbox"/> CHANGE OF ZONE | <input type="checkbox"/> CONDITIONAL USE PERMIT | <input type="checkbox"/> VARIANCE |
| <input checked="" type="checkbox"/> PLOT PLAN | <input type="checkbox"/> PUBLIC USE PERMIT | <input type="checkbox"/> COMMERCIAL WECS PERMIT |
| <input type="checkbox"/> REVISED PERMIT | <input type="checkbox"/> TEMPORARY USE PERMIT | <input type="checkbox"/> SECOND UNIT PERMIT |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER

PP 16979
EA 38240

A. APPLICATION INFORMATION

1. Applicant's Name: Ernst & Adda Educational Trust c/o Investment Building Group
 Mailing Address: 4100 Newport Place, Suite 750 Attn: Marc Berg
Newport Beach STREET CA 92660
CITY STATE ZIP
 Telephone No.: (949) 263-1111 (8am - 5pm)

2. Owner's Name: Obayashi Corporation
 Mailing Address: 420 E. Third Street, Suite 600
Los Angeles STREET CA 90013
CITY STATE ZIP
 Telephone No. (213) 857-9700 (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: Roger Volkert c/o William Simpson Associates
 Mailing Address: 2222 Newport Boulevard, Newport Beach, CA 92660
 Telephone No. (949) 675-6110 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. 6/22/00)

Main Office
4080 Lemon Street
2nd Floor
P.O. Box 1409 Riverside
California 92502-1409
(909) 955-3200 FAX (909) 955-1806

Murrieta Office
39493 Los Alamos Road
Suite A
Murrieta, CA 92564
(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: *M. Bay* Date 3-1-01

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am the owner of record and consent to the proposed application for this property. I further certify that the information contained in this application is true and complete.

* SIGNATURE OF PROPERTY OWNER(S): *Archie Kohman*
(All owners must sign) (Note: Written authority may be attached)

(Note: Written authority may be attached)

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-032
- 2. Section: _____ Township: T2SR6W Range: SEC 4
- 3. Approximate Gross Acreage: 11.01
- 4. General Location (street address, cross streets): North of: SR 60
Southern Cal Edison
South of: Transmission Lines East of: De Forest Circle West of: San Sevaine Chanel
- 5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder).
Current owner's grant deed will suffice.

SEE ATTACHED

PROJECT INFORMATION:

- 1. Proposal (Describe Project): Proposed Concrete Tilt-up Industrial Building
- 2. Related cases filed in conjunction with this request: N/A
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: _____ (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): N/A
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles
- 5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards TBD Amount of fill = cubic yards TBD

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? TBD truck loads.

10. What is the source/destination of the import/export? TBD

11. What is the square footage of the usable pad area? (Area excluding all slopes) 205,000 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: N/A

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?

Yes No

If yes, do you intend to dedicate land or pay fees, or a combination of both?

Dedicate Land Pay Fees Combination of Both

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

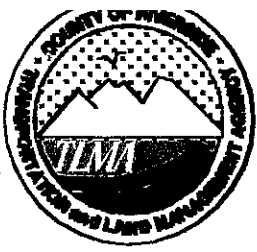
I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

The project is not located on or near an identified hazardous waste site.

The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

* Owner/ Representative (1) *Robert K. Kohner* Date 2/27/01

Owner/ Representative (2) _____ Date _____



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY



Richard K. Lashbrook
Agency Director

Aleta J. Laurence, AICP
Director of Planning

Planning Department

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- | | | |
|---|---|---|
| <input type="checkbox"/> CHANGE OF ZONE | <input type="checkbox"/> CONDITIONAL USE PERMIT | <input type="checkbox"/> VARIANCE |
| <input checked="" type="checkbox"/> PLOT PLAN | <input type="checkbox"/> PUBLIC USE PERMIT | <input type="checkbox"/> COMMERCIAL WECS PERMIT |
| <input type="checkbox"/> REVISED PERMIT | <input type="checkbox"/> TEMPORARY USE PERMIT | <input type="checkbox"/> SECOND UNIT PERMIT |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER PP17788/EA38633
FAST TRACK 98-34

A. APPLICATION INFORMATION

1. Applicant's Name: MILLARD REFRIGERATED SERVICES, INC.

Mailing Address: 4715 SOUTH 132ND STREET
OMAHA, NE 68137
CITY STATE ZIP
Telephone No.: (402) 896-6600 (8am - 5pm)

2. Owner's Name: MILLARD REFRIGERATED SERVICES, INC.

Mailing Address: 4715 SOUTH 132ND STREET
OMAHA, NE 68137
CITY STATE ZIP
Telephone No.: (402) 896-6600 (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: KCT CONSULTANTS, INC. ATTN: DON EDISON

Mailing Address: 4344 LATHAM STREET, SUITE 200
Telephone No.: (909) 341-8940 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. 6/6/01)

Main Office
4080 Lemon Street
2nd Floor
P.O. Box 1409 Riverside
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(909) 955-3200 FAX (909) 955-1806

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(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Room 209
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

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Applicant/Representative Signature: David M. Eyr Date 3-26-02

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:
I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. Use additional sheets as necessary.

SIGNATURE OF PROPERTY OWNER(S): [Signature]
(All owners must sign) *(Note: Written authority may be attached)*

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-014
- 2. Section: 4 Township: 2S Range: 6 WEST
- 3. Approximate Gross Acreage: 20.47 ACRES
- 4. General Location: (street address, cross streets) North of: HWY 60
South of: PHILADELPHIA East of: DULLES DR. West of: CHARDONEY WAY

5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder). Current owner's grant deed will suffice.

BEING PARCELS 8,9 AND 10 OF PARCEL MAP 26365, PARCEL MAP BOOK 172, PAGES 36 - 41, RECORDS OF RIVERSIDE COUNTY, CA. (CERTIFICATE OF LOT LINE ADJUSTMENT NO. 3757, RECORDS 10-05-94 INSTRUMENT NO. 386182)

PROJECT INFORMATION:

- 1. Proposal (Describe Project): 426,212 S.F. INDUSTRIAL REFRIGERATION WAREHOUSE ON A 20.47 ACRE SITE.
- 2. Related cases filed in conjunction with this request: NONE
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: 15767 (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): 37526 E.I.R. No. (If applicable): _____
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.
- 5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards _____ Amount of fill = cubic yards _____

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 892,109 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output:
Total rated power output: N/A

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?
 Yes No N/A

If yes, do you intend to dedicate land or pay fees, or a combination of both?
 Dedicate Land Pay Fees Combination of Both

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?
 Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

Check answer

a. Santa Ana River
 b. San Jacinto River

c. Santa Margarita River
 d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

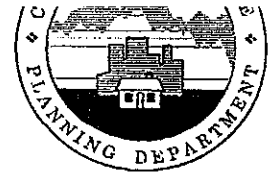
- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/
Representative (1) *Christene A. Nelson-Risher* Date *4/2/02*
Planning Project Manager, KCT Consultants, Inc.

Owner/
Representative (2) _____ Date _____



**COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY**



PARCEL 35

Richard K. Lashbrook
Agency Director

Planning Department

Aleta J. Laurence, AICP
Director of Planning

**APPLICATION FOR LAND USE
AND DEVELOPMENT**

CHECK ONE AS APPROPRIATE:

- | | | |
|---|---|---|
| <input type="checkbox"/> CHANGE OF ZONE | <input type="checkbox"/> CONDITIONAL USE PERMIT | <input type="checkbox"/> VARIANCE |
| <input checked="" type="checkbox"/> PLOT PLAN | <input type="checkbox"/> PUBLIC USE PERMIT | <input type="checkbox"/> COMMERCIAL WECS PERMIT |
| <input type="checkbox"/> REVISED PERMIT | <input type="checkbox"/> TEMPORARY USE PERMIT | <input type="checkbox"/> SECOND UNIT PERMIT |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP 18875

A. APPLICATION INFORMATION

EA 39221

1. Applicant's Name: OBUYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 STATE _____ ZIP _____ (8am - 5pm)

2. Owner's Name: OBUYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 STATE _____ ZIP _____ (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: KCT CONSULTANTS, INC.

Mailing Address: 4344 LATHAM STREET, SUITE 200 RIVERSIDE, CA 92501

Telephone No. : (909) 341-8940, EXT. 223 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. May 23, 2002)

Main Office
4080 Lemon Street
2nd Floor
P.O. Box 1409 Riverside
California 92502-1409
(909) 955-3200 FAX (909) 955-1806

Murrieta Office
39493 Los Alamos Road
Suite A
Murrieta, CA 92564
(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Room 209
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: [Signature] Date: 4.1-03

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. I further certify that the information contained in this application is true and complete, and that pursuant to Government Code Section 65105 that planning agency personnel may enter upon my property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

SIGNATURE OF PROPERTY OWNER(S): [Signature]
(All owners must sign) (Note: Written authority may be attached)
SEIICHI AOYAGI
(Note: Written authority may be attached)

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-015
- 2. Section: 4 Township: 2S Range: 6W
- 3. Approximate Gross Acreage: 5 ACRES
- 4. General Location: (street address, cross streets) North of: 60 FREEWAY
South of: HOPKINS STREET East of: ETIWANDA AVENUE West of: DE FOREST CIRCLE
- 5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder).
Current owner's grant deed will suffice.
PLEASE SEE ATTACHED

PROJECT INFORMATION:

- 1. Proposal (Describe Project): IND WAREHOUSE
- 2. Related cases filed in conjunction with this request: EIR 450
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: EIR450 (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): _____
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.

5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards 3,000 Amount of fill = cubic yards 3,000

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 104,210 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: NOT APPLICABLE

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?
 Yes No **NOT APPLICABLE**

If yes, do you intend to dedicate land or pay fees, or a combination of both?
 Dedicate Land Pay Fees Combination of Both **NOT APPLICABLE**

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?
 Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

Check answer
 a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/

Representative (1)



Date

4-1-03

Owner/

Representative (2)

Date

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS

In 1987 Congress amended the Clean Water Act to require the permitting of stormwater discharges from municipal storm drain systems. The Riverside County Board of Supervisors adopted Ordinance No. 754.1 establishing stormwater/urban runoff management and discharge controls to protect and enhance the water quality of Riverside County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act.

Preventing pollution is much easier, and less costly than cleaning up "after the fact". Runoff from construction and grading sites can carry pollutant material into storm drains. Prior to performing any construction or grading activities we encourage you to review "Supplement A" to the Riverside County Drainage Area Management Plans which is available at each of our Regional Offices, or on-line at <http://www.tlma.co.riverside.ca.us/planning/deptguidelines.html> . The Supplement provides "best management practices" (BMP) to be utilized in insuring that erosion, sedimentation, and other stormwater pollution problems are dealt with before they become a problem for the property owner. Noncompliance with Riverside County Ordinance 754.1 may result in the imposition of substantial penalties by the local Regional Water Quality Control Board.



**COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY**



PARCEL 37

Richard K. Lashbrook
Agency Director

Planning Department

Aleta J. Laurence, AICP
Director of Planning

**APPLICATION FOR LAND USE
AND DEVELOPMENT**

CHECK ONE AS APPROPRIATE:

- | | | |
|---|---|---|
| <input type="checkbox"/> CHANGE OF ZONE | <input type="checkbox"/> CONDITIONAL USE PERMIT | <input type="checkbox"/> VARIANCE |
| <input checked="" type="checkbox"/> PLOT PLAN | <input type="checkbox"/> PUBLIC USE PERMIT | <input type="checkbox"/> COMMERCIAL WECS PERMIT |
| <input type="checkbox"/> REVISED PERMIT | <input type="checkbox"/> TEMPORARY USE PERMIT | <input type="checkbox"/> SECOND UNIT PERMIT |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP18876

A. APPLICATION INFORMATION

1. Applicant's Name: OBAYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 STATE _____ ZIP _____ (8am - 5pm)

2. Owner's Name: OBAYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 STATE _____ ZIP _____ (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: KCT CONSULTANTS, INC.

Mailing Address: 4344 LATHAM STREET, SUITE 200 RIVERSIDE, CA 92501

Telephone No.: (909) 341-8940, EXT. 223 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. May 23, 2002)

Main Office
4080 Lemon Street
2nd Floor
P.O. Box 1409 Riverside
California 92502-1409
(909) 955-3700 FAX (909) 955-1806

Murrieta Office
39493 Los Alamos Road
Suite A
Murrieta, CA 92564
(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Room 209
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: [Signature] Date: 4-1-03

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. I further certify that the information contained in this application is true and complete, and that pursuant to Government Code Section 65105 that planning agency personnel may enter upon my property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

SIGNATURE OF PROPERTY OWNER(S): [Signature]
(All owners must sign) (Note: Written authority may be attached)
SEIICHI AOYAGI
(Note: Written authority may be attached)

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-020, AND 021
- 2. Section: 4 Township: 2S Range: 6W
- 3. Approximate Gross Acreage: 6.41 ACRES
- 4. General Location: (street address, cross streets) North of: 60 FREEWAY
South of: HOPKINS AVENUE East of: ETIWANDA AVENUE West of: DE FOREST CIRCLE.
- 5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder). Current owner's grant deed will suffice.
PLEASE SEE ATTACHED

PROJECT INFORMATION:

- 1. Proposal (Describe Project): Industrial Warehouse
- 2. Related cases filed in conjunction with this request: EIR450
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: EIR450 (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): _____
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.

5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards 3,000 Amount of fill = cubic yards 3,000

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 136,800 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: NOT APPLICABLE

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?
 Yes No **NOT APPLICABLE**

If yes, do you intend to dedicate land or pay fees, or a combination of both?
 Dedicate Land Pay Fees Combination of Both **NOT APPLICABLE**

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?
 Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

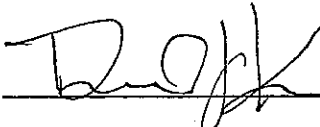
Check answer
 a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/
Representative (1)  Date 4-1-03

Owner/
Representative (2) _____ Date _____

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS

In 1987 Congress amended the Clean Water Act to require the permitting of stormwater discharges from municipal storm drain systems. The Riverside County Board of Supervisors adopted Ordinance No. 754.1 establishing stormwater/urban runoff management and discharge controls to protect and enhance the water quality of Riverside County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act.

Preventing pollution is much easier, and less costly than cleaning up "after the fact". Runoff from construction and grading sites can carry pollutant material into storm drains. Prior to performing any construction or grading activities we encourage you to review "Supplement A" to the Riverside County Drainage Area Management Plans which is available at each of our Regional Offices, or on-line at <http://www.tlma.co.riverside.ca.us/planning/deptguidelines.html> . The Supplement provides "best management practices" (BMP) to be utilized in insuring that erosion, sedimentation, and other stormwater pollution problems are dealt with before they become a problem for the property owner. Noncompliance with Riverside County Ordinance 754.1 may result in the imposition of substantial penalties by the local Regional Water Quality Control Board.



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY



Richard K. Lashbrook
Agency Director

Planning Department

PARCEL 38-39
Aleta J. Laurence, AICP
Director of Planning

APPLICATION FOR LAND USE
AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- CHANGE OF ZONE
- CONDITIONAL USE PERMIT
- VARIANCE
- PLOT PLAN
- PUBLIC USE PERMIT
- COMMERCIAL WECS PERMIT
- REVISED PERMIT
- TEMPORARY USE PERMIT
- SECOND UNIT PERMIT

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP18877

A. APPLICATION INFORMATION

1. Applicant's Name: OBAYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 (8am - 5pm)
CITY STATE ZIP

2. Owner's Name: OBAYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 (8am - 5pm)
CITY STATE ZIP

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: KCT CONSULTANTS, INC.

Mailing Address: 4344 LATHAM STREET, SUITE 200 RIVERSIDE, CA 92501

Telephone No.: (909) 341-8940, EXT. 223 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. May 23, 2002)

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4080 Lemon Street
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P.O. Box 1409 Riverside
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(909) 955-3700 FAX (909) 955-1806

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39493 Los Alamos Road
Suite A
Murrieta, CA 92564
(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Room 209
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

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Applicant/Representative Signature: [Signature] Date: 4-1-03

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. I further certify that the information contained in this application is true and complete, and that pursuant to Government Code Section 65105 that planning agency personnel may enter upon my property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

SIGNATURE OF PROPERTY OWNER(S): [Signature]
(All owners must sign) *(Note: Written authority may be attached)*
SELICHI AOYAGI
(Note: Written authority may be attached)

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-027 AND 028
- 2. Section: 4 Township: 2S Range: 6W
- 3. Approximate Gross Acreage: 11.41 ACRES
- 4. General Location: (street address, cross streets) North of: 60 FREEWAY
South of: HOPKINS AVENUE East of: ETIWANDA AVENUE West of: DE FOREST CIRCLE.
- 5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder).
Current owner's grant deed will suffice.
PLEASE SEE ATTACHED

PROJECT INFORMATION:

- 1. Proposal (Describe Project): Industrial Warehouse
- 2. Related cases filed in conjunction with this request: EIR450
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: EIR450 (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): _____
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.

5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards 6,000 Amount of fill = cubic yards 6,000

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 231,870 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: NOT APPLICABLE

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?
 Yes No **NOT APPLICABLE**

If yes, do you intend to dedicate land or pay fees, or a combination of both?
 Dedicate Land Pay Fees Combination of Both **NOT APPLICABLE**

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?
 Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?


Check answer
 a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/
Representative (1)  Date 4-1-05

Owner/
Representative (2) _____ Date _____

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS

In 1987 Congress amended the Clean Water Act to require the permitting of stormwater discharges from municipal storm drain systems. The Riverside County Board of Supervisors adopted Ordinance No. 754.1 establishing stormwater/urban runoff management and discharge controls to protect and enhance the water quality of Riverside County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act.

Preventing pollution is much easier, and less costly than cleaning up "after the fact". Runoff from construction and grading sites can carry pollutant material into storm drains. Prior to performing any construction or grading activities we encourage you to review "Supplement A" to the Riverside County Drainage Area Management Plans which is available at each of our Regional Offices, or on-line at <http://www.tlma.co.riverside.ca.us/planning/deptguidelines.html> . The Supplement provides "best management practices" (BMP) to be utilized in insuring that erosion, sedimentation, and other stormwater pollution problems are dealt with before they become a problem for the property owner. Noncompliance with Riverside County Ordinance 754.1 may result in the imposition of substantial penalties by the local Regional Water Quality Control Board.



**COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY**



PARCEL 41

Richard K. Lashbrook
Agency Director

Planning Department

Aleta J. Laurence, AICP
Director of Planning

**APPLICATION FOR LAND USE
AND DEVELOPMENT**

CHECK ONE AS APPROPRIATE:

- | | | |
|---|---|---|
| <input type="checkbox"/> CHANGE OF ZONE | <input type="checkbox"/> CONDITIONAL USE PERMIT | <input type="checkbox"/> VARIANCE |
| <input checked="" type="checkbox"/> PLOT PLAN | <input type="checkbox"/> PUBLIC USE PERMIT | <input type="checkbox"/> COMMERCIAL WECS PERMIT |
| <input type="checkbox"/> REVISED PERMIT | <input type="checkbox"/> TEMPORARY USE PERMIT | <input type="checkbox"/> SECOND UNIT PERMIT |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP18879

A. APPLICATION INFORMATION

1. Applicant's Name: OBUYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 CITY STATE ZIP (8am - 5pm)

2. Owner's Name: OBUYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 CITY STATE ZIP (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: KCT CONSULTANTS, INC.

Mailing Address: 4344 LATHAM STREET, SUITE 200 RIVERSIDE, CA 92501

Telephone No.: (909) 341-8940, EXT. 223 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. May 23, 2002)

Main Office
4080 Lemon Street
2nd Floor
P.O. Box 1409 Riverside
California 92502-1409
(909) 955-3200 FAX (909) 955-1806

Murrieta Office
39493 Los Alamos Road
Suite A
Murrieta, CA 92564
(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Room 209
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

AUTHORITY FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: [Signature] Date: 4.1.05

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. I further certify that the information contained in this application is true and complete, and that pursuant to Government Code Section 65105 that planning agency personnel may enter upon my property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

SIGNATURE OF PROPERTY OWNER(S): [Signature]
(All owners must sign) *(Note: Written authority may be attached)*
SEIICHI AOYAGI

(Note: Written authority may be attached)

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-031 AND 041
- 2. Section: 4 Township: 2S Range: 6W
- 3. Approximate Gross Acreage: 7.99 ACRES
- 4. General Location: (street address, cross streets) North of: 60 FREEWAY
South of: HOPKINS AVENUE East of: ETIWANDA AVENUE West of: DE FOREST CIRCLE

5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder).
Current owner's grant deed will suffice.
PLEASE SEE ATTACHED

PROJECT INFORMATION:

- 1. Proposal (Describe Project): Industrial Warehouse
- 2. Related cases filed in conjunction with this request: EIR450
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: EIR450 (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): _____
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.

5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards 5,000 Amount of fill = cubic yards 5,000

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 166,150 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: NOT APPLICABLE

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?
 Yes No **NOT APPLICABLE**

If yes, do you intend to dedicate land or pay fees, or a combination of both?
 Dedicate Land Pay Fees Combination of Both **NOT APPLICABLE**

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?
 Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

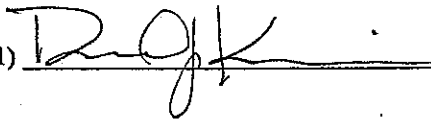
Check answer
 a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

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- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/
Representative (1)  Date 4.1.03

Owner/
Representative (2) _____ Date _____

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS

In 1987 Congress amended the Clean Water Act to require the permitting of stormwater discharges from municipal storm drain systems. The Riverside County Board of Supervisors adopted Ordinance No. 754.1 establishing stormwater/urban runoff management and discharge controls to protect and enhance the water quality of Riverside County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act.

Preventing pollution is much easier, and less costly than cleaning up "after the fact". Runoff from construction and grading sites can carry pollutant material into storm drains. Prior to performing any construction or grading activities we encourage you to review "Supplement A" to the Riverside County Drainage Area Management Plans which is available at each of our Regional Offices, or on-line at <http://www.tlma.co.riverside.ca.us/planning/deptguidelines.html> . The Supplement provides "best management practices" (BMP) to be utilized in insuring that erosion, sedimentation, and other stormwater pollution problems are dealt with before they become a problem for the property owner. Noncompliance with Riverside County Ordinance 754.1 may result in the imposition of substantial penalties by the local Regional Water Quality Control Board.

NOTICE OF PUBLIC HEARING
and
INTENT TO TENTATIVELY CERTIFY AN ENVIRONMENTAL IMPACT REPORT

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use and Subdivision Ordinance Nos. 348 460, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider the project shown below:

APPEAL OF ADOPTION OF PLANNING COMMISSION RESOLUTION NO. 2010-006, CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 450, PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 AND 18879 – EIR00450 – Applicant: Investment Building Group, RGA Office of Architectural Design, Obayashi Corp. and OC Real Estate Management LLC – Engineer/Representative: William Simpson & Assoc., Inc. and KCT Consultants, Inc. – Second Supervisorial District – Prado-Mira Loma Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) – Location: northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street – 65.05 Gross Acres - Zoning: Manufacturing-Medium (M-M) and Industrial Park (I-P) – **REQUEST:** The appellant requests an appeal of the Planning Director's decision of approval issued on October 18, 2010. The **Environmental Impact Report** analyzes the potential environmental impacts of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 and 18879. **Plot Plan No. 16979** proposes to develop a 200,731 square foot industrial building with 190,731 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 52,810 square feet of landscaping area (11%), 256 parking spaces and 29 loading docks on a 11.01 gross (10.76 net) acre site with a floor area ratio of 0.42 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 17788** proposes to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 106,980 square feet of landscaping area (12%), 257 parking spaces and 51 loading docks on a 20.48 gross (18.73 net) acre site with a floor area ratio of 0.48 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18875** proposes to develop a 104,210 square foot industrial building with 93,350 square feet of warehouse space, 10,860 square feet of office and mezzanine space, 41,699 square feet of landscaping area (16%), 96 parking spaces and 18 loading docks on a 5.99 gross (5.00 net) acre site with a floor area ratio of 0.40 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18876** proposes to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space, 13,200 square feet of office space, 42,948 square feet of landscaping area (15%) and 243 parking spaces on a 6.83 gross (6.42 net) acre site with a floor area ratio of 0.33 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18877** proposes to develop eight (8) industrial buildings with a total building area of 144,594 square feet with 92,094 square feet of storage space, 52,500 square feet of office space, 122,307 square feet of landscaping area (22%) and 444 parking spaces on a 12.75 gross (10.23 net) acre site with a floor area ratio of 0.26 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18879** proposes to develop a 155,480 square foot industrial building with 145,480 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 53,941 square feet of landscaping area (16%), 131 parking spaces, 30 trailer parking spaces and 25 loading docks on a 7.99 gross (net) acre site with a floor area ratio of 0.45 (Light Industrial requires a 0.25-0.60 floor area ratio). – APN(s): 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 and 156-360-041 (Legislative)

TIME OF HEARING: 9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING: December 1, 2010
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
BOARD CHAMBERS, 1ST FLOOR
4080 LEMON STREET
RIVERSIDE, CA 92501

For further information regarding this project, please contact Matt Straite, Project Planner at 951-955-0972 or e-mail chinojos@rcplma.org, or go to the County Planning Department's Planning Commission agenda web page at www.tlma.co.riverside.ca.us/planning/pc.html

The Riverside County Planning Department has determined that the above-described project has the potential to have a significant effect on the environment and has prepared an environmental impact report. Environmental Impact Report No. 453, which identifies all significant environmental effects, has been prepared in conjunction with the above referenced applications that constitute the proposed project. The Planning Commission will consider the proposed project, and the environmental impact report, at the public hearing.

The case file for the proposed project, and the environmental impact report, may be viewed Monday through Thursday, from 8:00 A.M. to 5:00 P.M. at the Planning Department office, located at 4080 Lemon St. 9th Floor, Riverside, CA 92501.

Any person wishing to comment on the proposed project may do so in writing between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Commission, and the Planning Commission will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

If this project is challenged in court, the issues may be limited to those raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Be advised that as a result of

public hearings and comment, the Planning Commission may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Christian Hinojosa, P.O. Box 1409, Riverside, CA 92502-1409

NOTICE OF PUBLIC HEARING
and
INTENT TO CERTIFY AN ENVIRONMENTAL IMPACT REPORT

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY DIRECTOR'S HEARING** to consider the project shown below:

ADOPTION OF PLANNING DIRECTOR'S RESOLUTION NO. 2010-006, CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 450, PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 AND 18879 – Intent to Certify an Environmental Impact Report – Applicant: Investment Building Group, RGA Office of Architectural Design, Obayashi Corp. and OC Real Estate Management LLC – Engineer/Representative: William Simpson & Assoc., Inc. and KCT Consultants, Inc. – Second Supervisorial District – Prado-Mira Loma Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) – Location: northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street – 65.05 Gross Acres - Zoning: Manufacturing-Medium (M-M) and Industrial Park (I-P) – **REQUEST:** The **Environmental Impact Report** analyzes the potential environmental impacts of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 and 18879. **Plot Plan No. 16979** proposes to develop a 200,731 square foot industrial building with 190,731 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 52,810 square feet of landscaping area (11%), 256 parking spaces and 29 loading docks on a 11.01 gross (10.76 net) acre site with a floor area ratio of 0.42 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 17788** proposes to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 106,980 square feet of landscaping area (12%), 257 parking spaces and 51 loading docks on a 20.48 gross (18.73 net) acre site with a floor area ratio of 0.48 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18875** proposes to develop a 104,210 square foot industrial building with 93,350 square feet of warehouse space, 10,860 square feet of office and mezzanine space, 41,699 square feet of landscaping area (16%), 96 parking spaces and 18 loading docks on a 5.99 gross (5.00 net) acre site with a floor area ratio of 0.40 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18876** proposes to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space, 13,200 square feet of office space, 42,948 square feet of landscaping area (15%) and 243 parking spaces on a 6.83 gross (6.42 net) acre site with a floor area ratio of 0.33 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18877** proposes to develop eight (8) industrial buildings with a total building area of 144,594 square feet with 92,094 square feet of storage space, 52,500 square feet of office space, 122,307 square feet of landscaping area (22%) and 444 parking spaces on a 12.75 gross (10.23 net) acre site with a floor area ratio of 0.26 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18879** proposes to develop a 155,480 square foot industrial building with 145,480 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 53,941 square feet of landscaping area (16%), 131 parking spaces, 30 trailer parking spaces and 25 loading docks on a 7.99 gross (net) acre site with a floor area ratio of 0.45 (Light Industrial requires a 0.25-0.60 floor area ratio). – APN(s): 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 and 156-360-041 – Related Case: PM26365. (Quasi-Judicial)

TIME OF HEARING: 1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING: October 4, 2010
PLACE OF HEARING: RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON STREET
1ST FLOOR CONFERENCE ROOM 2A
RIVERSIDE, CALIFORNIA 92501

For further information regarding this project, please contact Christian Hinojosa, Project Planner at 951-955-0972 or e-mail chinojos@rctima.org or go to the County Planning Department's Planning Director's agenda web page at http://www.tima.co.riverside.ca.us/planning/content/hearings/dh/current_dh.html.

The Riverside County Planning Department has determined that the above-described project has the potential to have a significant effect on the environment and has prepared an environmental impact report. Environmental Impact Report No. 517, which identifies all significant environmental effects, has been prepared in conjunction with the above referenced applications that constitute the proposed project. The Planning Director will consider the proposed project, and the final environmental impact report, at the public hearing.

The case file for the proposed project, and the final environmental impact report, may be viewed Monday through Friday, from 8:00 A.M. to 5:00 P.M. at the Planning Department office, located at 4080 Lemon St. 9th Floor, Riverside, CA 92501.

Any person wishing to comment on the proposed project may do so in writing between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Director, and the Planning Director will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

If this project is challenged in court, the issues may be limited to those raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Director at, or prior to, the public hearing. Be advised that as a result of public hearings and comment, the Planning Director may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Christian Hinojosa P.O. Box 1409, Riverside, CA 92502-1409

NOTICIA DE UNA REUNION PUBLICA
Y
INTENTO DE CERTIFICAR REPORTE DE IMPACTO AMBIENTAL

Se ha programado una **REUNION PUBLICA**, conforme al Condado de Riverside Land Use Ordinance No. 348, delante del **DIRECTOR DE PLANEACION** del **CONDADO DE RIVERSIDE** para considerar los siguientes proyectos:

ADOPTION OF PLANNING DIRECTOR'S RESOLUTION NO. 2010-006, CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 450, PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 Y 18879 – Intento de Certificar Reporte de Impacto Ambiental – Aspirante: Investment Building Group, RGA Office of Architectural Design, Obayashi Corp. y OC Real Estate Management LLC – Ingeniero: William Simpson & Assoc., Inc. y KCT Consultants, Inc. – Segundo Distrito Supervisorial – Distrito Zona Prado-Mira Loma – Plan del Area de Jurupa: Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) – Localización: norte de State Highway 60, sur de Philadelphia Avenue, este de Etiwanda Avenue y oeste de Grapevine Street – 65.05 Acres - Zona: Manufacturing-Medium (M-M) y Industrial Park (I-P) – **PETICIÓN:** El Reporte de Impacto Ambiental (**Environmental Impact Report**) analiza las consecuencias para el medio ambiente potenciales de Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 y 18879. **Plot Plan No. 16979** propone desarrollar 200,731 pies cuadrados para un edificio industrial con 190,731 pies cuadrados de bodega, 10,000 pies cuadrados de oficina y espacio de entresuelo, 52,810 pies cuadrados de área de ajardina (11%), 256 espacios de estacionamiento y 29 embarcaderos en 11.01 acres. **Plot Plan No. 17788** propone desarrollar 426,212 pies cuadrados para un edificio industrial con 418,212 pies cuadrados de bodega, 8,000 pies cuadrados de oficina, 106,980 pies cuadrados de área de ajardina (12%), 257 espacios de estacionamiento y 51 embarcaderos en 20.48 acres. **Plot Plan No. 18875** propone desarrollar 104,210 pies cuadrados para un edificio industrial con 93,350 pies cuadrados de bodega, 10,860 pies cuadrados de oficina y espacio de entresuelo, 41,699 pies cuadrados de área de ajardina (16%), 96 espacios de estacionamiento y 18 embarcaderos en 5.99 acres. **Plot Plan No. 18876** propone desarrollar 12 edificios industriales con un total de 97,010 pies cuadrados con 83,810 pies cuadrados de almacenaje, 13,200 pies cuadrados de oficina, 42,948 pies cuadrados de área de ajardina (15%) y 243 espacios de estacionamiento en 6.83 acres. **Plot Plan No. 18877** propone desarrollar 8 edificios industriales con un total de 144,594 pies cuadrados con 92,094 pies cuadrados de almacenaje, 52,500 pies cuadrados de oficina, 122,307 pies cuadrados de área de ajardina (22%) y 444 espacios de estacionamiento en 12.75 acres. **Plot Plan No. 18879** propone desarrollar 155,480 pies cuadrados para un edificio industrial con 145,480 pies cuadrados de bodega, 10,000 pies cuadrados de oficina y espacio de entresuelo, 53,941 pies cuadrados de área de ajardina (16%), 131 espacios de estacionamiento, 30 espacios de estacionamiento para acoplados y 25 embarcaderos en 7.99 acres. – Números de Parcelas del Asesor: 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 y 156-360-041 – Caso Relacionado: PM26365. (Cuasijudicial)

Hora de Reunion: 1:30 p.m. o cuanto antes después de eso.
Fecha de Reunion: Octubre 4, 2010
Lugar de Reunion: RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON STREET
1st FLOOR CONFERENCE ROOM 2A
RIVERSIDE, CALIFORNIA 92501

PARA MÁS INFORMACIÓN EN RELACIÓN CON ESTE PROYECTO, POR FAVOR DE CONTACTAR AL PLANADOR DEL PROYECTO, Christian Hinojosa, al 951-955-0972 o por email a chinojos@rctlma.org o por correo a: P.O. Box 1409, Riverside, CA 92502-1409.

El Condado de Riverside ha determinado que el proyecto mencionado aqui, tiene el potencial de crear un afecto significativo en el ambiente y ha preparado un Reporte de Impacto Ambiental. "Environmental Impact Report No. 450" (State Clearing House No. 2002121128), identifica cualquier impacto significativo y ha sido preparado para el proyecto propuesto. El Director del Departamento de Planeacion, o un representante del, considerara el proyecto propuesto y tambien el Reporte de Impacto Ambiental, en la Reunion Publica.

Los documentos del caso del proyecto propuesto, y el Reporte de Impacto Ambiental, pueden ser vistos de Lunes a Jueves de 8:00 a.m. a 5:00 p.m. en el Departamento de Planeacion del Condado de Riverside, 4080 Lemon St. Piso 9, Riverside, CA 92501. Para mas informacion o para hacer una sita, por favor comuniquese con el planador del proyecto. Cualquier persona que quisiera someter algun comentario acerca de este proyecto puede hacerlo, por escrito, entre la fecha de esta noticia y de la fecha de la Reunion Publica, o puede presentarse en la fecha y lugar mencionados arriba. Todo comentario recibido antes de la Reunion Publica sera sometido al Director, o su representante, y todo testimonio presentado, seran considerados antes de hacer una decision acerca de este proyecto.

Si usted opone este proyecto en una corte, sera limitado a presentar solo los comentarios que usted, o otra persona, presento en la Reunion Publica que es descrita en esta noticia, o que fueron sometidos por escrito al Departamento de Planeacion antes

de la fecha de la Reunion Publica. Se le advierte que el Director puede decidir que cambios sean hechos al proyecto, en esta Reunion Publica.

Sus comentarios se recibiran en la siguiente direccion:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Christian Hinojosa P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN, certify that on 11/8/2010.

The attached property owners list was prepared by Riverside County GIS.

APN (s) or case numbers PP16979/PP17788/PP18876/PP18877/PP18879/EIR00450 For

Company or Individual's Name Planning Department.

Distance buffered 600'.

Pursuant to application requirements furnished by the Riverside County Planning Department, Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

NAME: Vinnie Nguyen

TITLE GIS Analyst

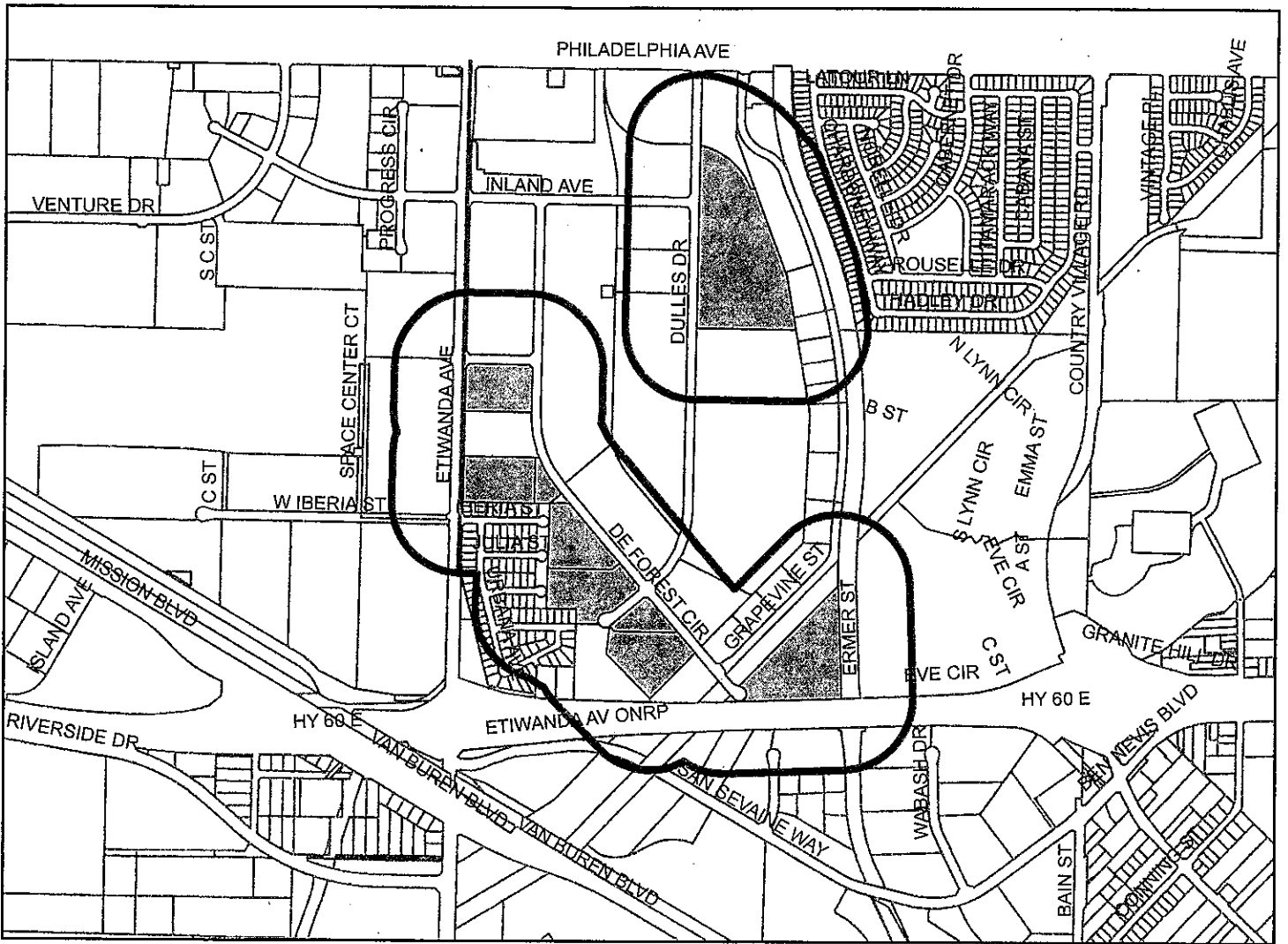
ADDRESS: 4080 Lemon Street 2nd Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. - 5 p.m.): (951) 955-8158

*Checked by: V. Calderon
Date: 5-8-2011*

600 feet buffer



Selected Parcels

156-140-054	156-251-018	156-192-006	156-182-002	156-182-003	156-192-013	156-183-004	156-181-011	156-193-003	156-251-020
156-184-004	156-182-010	156-193-004	156-261-015	156-183-010	156-200-020	156-181-009	156-182-008	156-184-013	156-193-021
156-261-021	156-251-010	156-183-003	156-360-069	156-181-004	156-360-024	156-210-024	156-360-062	156-192-005	156-192-010
156-271-044	156-184-015	156-183-002	156-243-001	156-192-012	156-251-014	156-185-003	156-184-008	156-182-009	156-182-017
156-181-008	156-191-004	156-184-006	156-191-008	156-193-005	156-243-006	156-261-035	156-243-004	156-191-005	156-183-007
156-183-001	156-360-070	156-360-074	156-360-075	156-360-068	156-184-010	156-192-011	156-360-067	156-181-002	156-185-002
156-360-032	156-243-005	156-182-006	156-184-001	156-271-040	156-184-009	156-182-012	156-271-038	156-192-002	156-271-042
156-191-010	156-193-013	156-261-031	156-182-004	156-183-012	156-360-063	156-192-001	156-183-005	156-181-005	156-182-011
156-192-007	156-193-008	156-193-022	156-193-016	156-193-015	156-360-039	156-183-013	156-185-005	156-261-033	156-360-023

rst 90 parcels shown



1,700 850 0 1,700 Feet

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

APN: 156140054, ASMT: 156140054
ABLUO
C/O MICHAEL A URBANOS
2501 ROSEGATE
ST PAUL MN 55113

APN: 156181011, ASMT: 156181011
ANTONIO JACOME SANCHEZ
10909 IBERIA ST
MIRA LOMA CA. 91752

APN: 156251018, ASMT: 156251018
ALBERTO CEJA, ETAL
3319 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156193003, ASMT: 156193003
ANTONIO OCHOA, ETAL
3707 URBANA AVE
MIRA LOMA CA. 91752

APN: 156192006, ASMT: 156192006
ALBERTO CEJA LOPEZ, ETAL
10896 LANDSFORD ST
MIRA LOMA CA. 91752

APN: 156251020, ASMT: 156251020
ARMANDO DELGADILLO
3325 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156182002, ASMT: 156182002
ANDRES MENDOZA, ETAL
3589 URBANA AVE
MIRA LOMA CA. 91752

APN: 156184004, ASMT: 156184004
ARMANDO ZENDEJAS, ETAL
10930 JULIA ST
MIRA LOMA CA. 91752

APN: 156182003, ASMT: 156182003
ANGEL FAUSTO, ETAL
3597 URBANA AVE
MIRA LOMA CA. 91752

APN: 156182010, ASMT: 156182010
ARNULFO RAMIREZ
3663 URBANA AVE
MIRA LOMA CA. 91752

APN: 156192013, ASMT: 156192013
ANGELINA PEREZ, ETAL
3750 URBANA AVE
MIRA LOMA CA. 91752

APN: 156193004, ASMT: 156193004
ARNULFO SOTO, ETAL
3715 URBANA AVE
MIRA LOMA CA. 91752

APN: 156183004, ASMT: 156183004
ANTHONY G QUERZOLA, ETAL
10930 IBERIA ST
MIRA LOMA CA. 91752

APN: 156261015, ASMT: 156261015
BARRY KOCA
P O BOX 3867
SAN DIMAS CA 91773

APN: 156183010, ASMT: 156183010
BELISARIO MADRIGAL
10925 JULIA ST
MIRA LOMA CA. 91752

APN: 156251010, ASMT: 156251010
CHARLES HARRIS, ETAL
3283 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156200020, ASMT: 156200020
BENNETT FAMILY PARTNERSHIP FOR SAN SE
10775 SAN SEVAINE WAY
MIRA LOMA CA 91752

APN: 156183003, ASMT: 156183003
CHARLES LANATHOUA, ETAL
10940 IBERIA ST
MIRA LOMA CA. 91752

APN: 156181009, ASMT: 156181009
BLANCA TANG
10917 IBERIA ST
MIRA LOMA CA. 91752

APN: 156360069, ASMT: 156360069
CHIANG REALTY
C/O FRED CHIANG
3800 DURBIN ST
BALDWIN PARK CA 91706

APN: 156182008, ASMT: 156182008
BOBBY L PETRAY, ETAL
3645 URBANA AVE
MIRA LOMA CA. 91752

APN: 156181004, ASMT: 156181004
CINDY L DAVIS
10961 IBERIA ST
MIRA LOMA CA. 91752

APN: 156184013, ASMT: 156184013
BOBBY LEE PETRAY, ETAL
3646 URBANA AVE
MIRA LOMA CA. 91752

APN: 156360024, ASMT: 156360024
CLP INDUSTRIAL PROP
C/O THOMSON TAX ACCT DEPT 207
P O BOX 4900
SCOTTSDALE AZ 85261

APN: 156193021, ASMT: 156193021
CESAR ORTEGA, ETAL
17811 SLOVER AVE
BLOOMINGTON CA 92316

APN: 156210024, ASMT: 156210024
CMKM
3815 WABASH DR
MIRA LOMA CA. 91752

APN: 156261021, ASMT: 156261021
CHARLES CLAY BALLARD
4920 ROUNDUP RD
NORCO CA 92860

APN: 156360062, ASMT: 156360062
CURTIS G WALKER, ETAL
C/O DAVID WALKER
20310 VIA LAS VILLAS
YORBA LINDA CA 92887

APN: 156192005, ASMT: 156192005
CYNTHIA J MCDONALD
10906 LANDSFORD ST
MIRA LOMA CA. 91752

APN: 156251014, ASMT: 156251014
ENRIQUE LARA, ETAL
3303 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156192010, ASMT: 156192010
DANIEL G ABERLE
10909 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156185003, ASMT: 156185003
FELIPE BENAVIDES
10590 56TH ST
MIRA LOMA CA 91752

APN: 156271044, ASMT: 156271044
DAVID M ANDERSON, ETAL
3125 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156184008, ASMT: 156184008
FELIX MARTINEZ, ETAL
10909 KENMORE ST
MIRA LOMA CA. 91752

APN: 156184015, ASMT: 156184015
DOREEN WHITLOCK
3654 URBANA AVE
MIRA LOMA CA. 91752

APN: 156182009, ASMT: 156182009
FILEMON TORRES, ETAL
3653 URBANA AVE
MIRA LOMA CA. 91752

APN: 156183002, ASMT: 156183002
EARL W BLOOM, ETAL
10952 IBERIA ST
MIRA LOMA CA. 91752

APN: 156182017, ASMT: 156182017
FILOMENO BORRAYO
3581 URBANA AVE
MIRA LOMA CA. 91752

APN: 156243001, ASMT: 156243001
EDUARDO F MEJIA, ETAL
3335 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156181008, ASMT: 156181008
FRANCISCO SANCHEZ, ETAL
10925 IBERIA ST
MIRA LOMA CA. 91752

APN: 156192012, ASMT: 156192012
EDWARD GUTIERREZ, ETAL
3740 URBANA AVE
MIRA LOMA CA. 91752

APN: 156191004, ASMT: 156191004
FRED M ALVAREZ, ETAL
14305 ROCK PL
RIVERSIDE CA 92503

APN: 156184006, ASMT: 156184006
 GENARO RICO, ETAL
 10916 JULIA ST
 MIRA LOMA CA. 91752

APN: 156183007, ASMT: 156183007
 GLINN JENNINGS HUNTER, ETAL
 10908 IBERIA ST
 MIRA LOMA CA. 91752

APN: 156191008, ASMT: 156191008
 GENE PROCTOR, ETAL
 10881 LANDSFORD ST
 MIRA LOMA CA. 91752

APN: 156183001, ASMT: 156183001
 GLORIA SANDOVAL
 10962 IBERIA ST
 MIRA LOMA CA. 91752

APN: 156193005, ASMT: 156193005
 GERMAN CISNEROS, ETAL
 3723 URBANA AVE
 MIRA LOMA CA. 91752

APN: 156360070, ASMT: 156360070
 GRAPEVINE BUSINESS CENTER
 C/O SHAW RIVERSIDE LLC
 160 NEWPORT CENTER DR 250
 NEWPORT BEACH CA 92660

APN: 156243006, ASMT: 156243006
 GIBERTO A MOLINA, ETAL
 3395 CHARDONEY WAY
 MIRA LOMA CA. 91752

APN: 156360075, ASMT: 156360075
 GRAPEVINE PROP
 C/O CHRISTINE HU
 660 W LAMBERT RD
 BREA CA 92821

APN: 156261035, ASMT: 156261035
 GILBERTO VEGA, ETAL
 3235 CHARDONEY WAY
 MIRA LOMA CA. 91752

APN: 156360068, ASMT: 156360068
 GUM TREE PARTNERS, ETAL
 C/O BRIAN HALEY
 1391 MORNINGSIDE DR
 LAGUNA BEACH CA 92651

APN: 156243004, ASMT: 156243004
 GISELA MEDVEC
 3371 CHARDONEY WAY
 MIRA LOMA CA. 91752

APN: 156184010, ASMT: 156184010
 GWENDOLYNE ZAIZA, ETAL
 10925 KENMORE ST
 MIRA LOMA CA. 91752

APN: 156191005, ASMT: 156191005
 GLAFIRA JARA, ETAL
 10909 LANDSFORD ST
 MIRA LOMA CA. 91752

APN: 156192011, ASMT: 156192011
 HAROLD M HIVELY, ETAL
 1736 MESA VERDE DR
 SAN BERNARDINO CA 92404

APN: 156360067, ASMT: 156360067
HKM INV
22539 RIDGE LINE RD
DIAMOND BAR CA 91765

APN: 156271040, ASMT: 156271040
ISRAEL HERNANDEZ
3105 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156181002, ASMT: 156181002
HORACIO GARCIA
10981 IBERIA ST
MIRA LOMA CA. 91752

APN: 156184009, ASMT: 156184009
JAVIER LOPEZ
10917 KENMORE ST
MIRA LOMA CA. 91752

APN: 156185002, ASMT: 156185002
HUMBERTO ORTEGA, ETAL
10942 KENMORE ST
MIRA LOMA CA. 91752

APN: 156182012, ASMT: 156182012
JESUS E MICHEL, ETAL
3681 URBANA AVE
MIRA LOMA CA. 91752

APN: 156360032, ASMT: 156360032
INVESTMENT BUILDING GROUP
4100 NEWPORT PL STE 750
NEWPORT BEACH CA 92660

APN: 156271038, ASMT: 156271038
JESUS PINA
3095 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156243005, ASMT: 156243005
ISELA CORRAL
3383 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156192002, ASMT: 156192002
JOE J GONZALES, ETAL
3728 URBANA AVE
MIRA LOMA CA. 91752

APN: 156182006, ASMT: 156182006
ISIDRO VIVIAN
3625 URBANA AVE
MIRA LOMA CA. 91752

APN: 156271042, ASMT: 156271042
JOE L GARCIA, ETAL
3115 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156184001, ASMT: 156184001
ISIDRO VIVIAN
10962 JULIA ST
MIRA LOMA CA. 91752

APN: 156191010, ASMT: 156191010
JOE VALENZUELA, ETAL
10863 LANSFORD ST
MIRA LOMA CA. 91752

APN: 156193013, ASMT: 156193013
 JOEL MEZA, ETAL
 10920 WINDSOR PL
 MIRA LOMA CA. 91752

APN: 156181005, ASMT: 156181005
 JOSE A NEVAREZ
 10951 IBERIA ST
 MIRA LOMA CA. 91752

APN: 156261031, ASMT: 156261031
 JOHN A MENDOZA, ETAL
 3215 CHARDONEY WAY
 MIRA LOMA CA. 91752

APN: 156182011, ASMT: 156182011
 JOSE A PENA, ETAL
 3671 URBANA AVE
 MIRA LOMA CA. 91752

APN: 156182004, ASMT: 156182004
 JOHN M PACHECO, ETAL
 3607 URBANA AVE
 MIRA LOMA CA. 91752

APN: 156192007, ASMT: 156192007
 JOSE A RODRIGUEZ, ETAL
 10882 LANDSFORD ST
 MIRA LOMA CA. 91752

APN: 156183012, ASMT: 156183012
 JOHN M SALAZAR, ETAL
 10941 JULIA ST
 MIRA LOMA CA. 91752

APN: 156193008, ASMT: 156193008
 JOSE CERVANTES
 3749 URBANA AVE
 MIRA LOMA CA. 91752

APN: 156360063, ASMT: 156360063
 JONATKIM ENTERPRISES
 627 S MANCHESTER AVE
 ANAHEIM CA 92802

APN: 156193022, ASMT: 156193022
 JOSE GARCIA, ETAL
 10868 WINDSOR PL
 MIRA LOMA CA. 91752

APN: 156192001, ASMT: 156192001
 JORGE ALVARADO JUAREZ, ETAL
 3718 URBANA AVE
 MIRA LOMA CA. 91752

APN: 156193015, ASMT: 156193015
 JOSE ISABEL ORTEGA, ETAL
 3786 WINDSOR CT
 MIRA LOMA CA 91752

APN: 156183005, ASMT: 156183005
 JORGE SOLIS, ETAL
 10924 IBERIA ST
 MIRA LOMA CA. 91752

APN: 156360039, ASMT: 156360039
 JOSEPH G LITTLE
 P O BOX 1070
 MIRA LOMA CA 91752

APN: 156183013, ASMT: 156183013
 JUAN FRANCISCO ROSALES
 10951 JULIA ST
 MIRA LOMA CA. 91752

APN: 156184002, ASMT: 156184002
 L G BLACKBURN
 25609 HOLLAND RD
 MENIFEE CA 92584

APN: 156185005, ASMT: 156185005
 JUAN M RODELO
 10916 KENMORE ST
 MIRA LOMA CA. 91752

APN: 156360071, ASMT: 156360071
 LAXMI GUPTA, ETAL
 2852 MAINWAY DR
 LOS ALAMITOS CA 90720

APN: 156261033, ASMT: 156261033
 JUDITH MORAN, ETAL
 11432 POLLARD DR
 GARDEN GROVE CA 92841

APN: 156360038, ASMT: 156360038
 LAYTON DEV INC, ETAL
 C/O AXIOM GROUP
 3777 DEFOREST CIR
 MIRA LOMA CA. 91752

APN: 156200016, ASMT: 156200016
 JURUPA COMMUNITY SERVICES DIST
 8621 JURUPA RD
 RIVERSIDE CA 92509

APN: 156210021, ASMT: 156210021
 LESLIE E CARSON, ETAL
 405 EAST SIXTH ST
 ONTARIO CA 91764

APN: 156360061, ASMT: 156360061
 KEVIN G OSBORNE, ETAL
 3631 GRAPEVINE ST
 MIRA LOMA CA. 91752

APN: 156243007, ASMT: 156243007
 LETICIA REYES
 3598 HADLEY DR
 MIRA LOMA CA. 91752

APN: 156261027, ASMT: 156261027
 KEVIN STRAWN, ETAL
 3195 CHARDONEY WAY
 MIRA LOMA CA. 91752

APN: 156360007, ASMT: 156360007
 LEVECKE LLC
 10810 INLAND AVE
 MIRA LOMA CA. 91752

APN: 156182013, ASMT: 156182013
 KIM A COSLETT
 3691 URBANA AVE
 MIRA LOMA CA. 91752

APN: 156192004, ASMT: 156192004
 LILA M LATHAM
 10916 LANDSFORD ST
 MIRA LOMA CA. 91752

APN: 156361012, ASMT: 156361012
 LSH PROP
 C/O AL SHANKLE CONST
 2248 MERIDIAN BLV NO D
 MINDEN NV 89423

APN: 156191006, ASMT: 156191006
 MARIO GOMEZ, ETAL
 6365 N WALNUT AVE
 SAN BERNARDINO CA 92407

APN: 156185006, ASMT: 156185006
 LUCIO V CORREA, ETAL
 10908 KENMORE ST
 MIRA LOMA CA. 91752

APN: 156184012, ASMT: 156184012
 MARIO V JUAREZ, ETAL
 P O BOX 842
 MIRA LOMA CA 91752

APN: 156271034, ASMT: 156271034
 LUIS GARCIA
 3075 CHARDONEY WAY
 RIVERSIDE CA 92509

APN: 156193002, ASMT: 156193002
 MARK D HANSON, ETAL
 3699 URBANA AVE
 MIRA LOMA CA 91752

APN: 156184011, ASMT: 156184011
 MANUEL LOMELI, ETAL
 10929 KENMORE ST
 MIRA LOMA CA. 91752

APN: 156261037, ASMT: 156261037
 MARK EDWARD DENNING
 3245 CHARDONEY WAY
 MIRA LOMA CA. 91752

APN: 156193007, ASMT: 156193007
 MARIA ANDRADE
 3741 URBANA AVE
 MIRA LOMA CA. 91752

APN: 156193018, ASMT: 156193018
 MARTIN LEDEZMA, ETAL
 10890 WINDSOR PL
 MIRA LOMA CA. 91752

APN: 156193023, ASMT: 156193023
 MARIA AZEVEDO
 10862 WINDSOR PL
 MIRA LOMA CA. 91752

APN: 156191003, ASMT: 156191003
 MARTIN MARQUEZ, ETAL
 10925 LANDSFORD ST
 MIRA LOMA CA. 91752

APN: 156193019, ASMT: 156193019
 MARIA L LEDEZMA
 10882 WINDSOR PL
 MIRA LOMA CA. 91752

APN: 156251008, ASMT: 156251008
 MARY JO BRUNS
 3273 CHARDONEY WAY
 MIRA LOMA CA. 91752



APN: 156183008, ASMT: 156183008
 MARY L BURNS, ETAL
 10909 JULIA ST
 MIRA LOMA CA. 91752

APN: 156184003, ASMT: 156184003
 MIKE ANTIMIE
 12862 JOY ST NO J
 GARDEN GROVE CA 92840

APN: 156183014, ASMT: 156183014
 MATEO SUAREZ, ETAL
 10961 JULIA ST
 MIRA LOMA CA. 91752

APN: 156360042, ASMT: 156360042
 MILLARD REFRIGERATED SERVICE ATLANTA I
 4715 S 132ND ST
 OMAHA NE 68137

APN: 156261041, ASMT: 156261041
 MICHAEL E KIRCHGRABER
 3263 CHARDONEY WAY
 MIRA LOMA CA. 91752

APN: 156220001, ASMT: 156220001
 MIRA LOMA ASSOCIATES
 10250 COUNTRY VILLAGE RD
 MIRA LOMA CA. 91752

APN: 156243003, ASMT: 156243003
 MICHAEL FLAMENCO, ETAL
 3359 CHARDONEY WAY
 MIRA LOMA CA. 91752

APN: 156230001, ASMT: 156230001
 MIRA LOMA ASSOCIATES
 8247 WHITE OAK AVE
 RANCHO CUCAMONGA CA 91730

APN: 156261029, ASMT: 156261029
 MICHAEL LAROYCE MARTIN, ETAL
 C/O MICHAEL L MARTIN
 3205 CHARDONEY WAY
 MIRA LOMA CA. 91752

APN: 156200021, ASMT: 156200021
 MIRA LOMA BUSINESS PARK
 C/O STEPHEN B WONG
 1020 N BATAVIA ST STE B
 ORANGE CA 92867

APN: 156183011, ASMT: 156183011
 MIGUEL ACOSTA
 10929 JULIA ST
 MIRA LOMA CA. 91752

APN: 156243002, ASMT: 156243002
 MOJDEH AMINI NAZARI, ETAL
 466 FOOTHILL BLV NO 116
 LA CANADA CA 91011

APN: 156191002, ASMT: 156191002
 MIGUEL ANGEL ORTEGA
 10935 LANDSFORD ST
 MIRA LOMA CA 91752

APN: 156360066, ASMT: 156360066
 MUSHEGAIN INDUSTRIAL PROP, ETAL
 C/O THOMAS MUSHEGAIN SR
 P O BOX 5489
 PASADENA CA 91117

APN: 156360020, ASMT: 156360020
 OBAYASHI CORP
 420 E 3RD ST STE 600
 LOS ANGELES CA 90013

APN: 156182007, ASMT: 156182007
 PORFIRIO A VIVIAN, ETAL
 3635 URBANA AVE
 MIRA LOMA CA. 91752

APN: 156193014, ASMT: 156193014
 OLGA CANO
 10916 WINDSOR PL
 MIRA LOMA CA. 91752

APN: 156360017, ASMT: 156360017
 PREFCO XVIII LTD, ETAL
 C/O TAX DEPT 1C
 CHECKERBOARD SQUARE
 ST LOUIS MO 63164

APN: 156184007, ASMT: 156184007
 OLOF ANENS
 3257 MARY ST
 RIVERSIDE CA 92506

APN: 156360019, ASMT: 156360019
 PREVOST CAR US
 LOIS MCDERMOTT
 201 SOUTH AVE
 S PLAINFIELD NJ 7080

APN: 156184014, ASMT: 156184014
 OM YERMO
 904 SILVER SPUR RD NO 479
 ROLLING HILLS EST CA 90274

APN: 156360009, ASMT: 156360009
 PROLOGIS CALIF I
 C/O DEBRA A DICKEY
 2235 FARADAY AVE STE O
 CARLSBAD CA 92008

APN: 156271032, ASMT: 156271032
 OSIEL OCAMPO
 3065 CHARDONEY WAY
 MIRA LOMA CA. 91752

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Riverside, CA 92501

Consultant:**(EIR00450)**

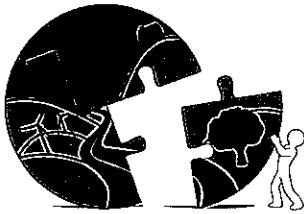
Sonya Hooker
Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506

Consultant:**(EIR00450)**

Charity Schiller
3750 University Avenue
Suite 400, PO Box 1028
Riverside, CA 92502

Applicant:**(EIR00450)**

Mr. William H. Cunningham, Jr., President
OC Real Estate Management, LLC
420 East Third Street, Suite 906
Los Angeles, CA 90013



RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna
Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

EIR00450, Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 and 18879

Project Title/Case Numbers

Christian Hinojosa

County Contact Person

(951) 955-0972

Phone Number

2002121128

State Clearinghouse Number (if submitted to the State Clearinghouse)

Obayashi Corp.

Project Applicant

420 E 3rd Street, Suite 600; Los Angeles, CA 90013

Address

Northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street

Project Location

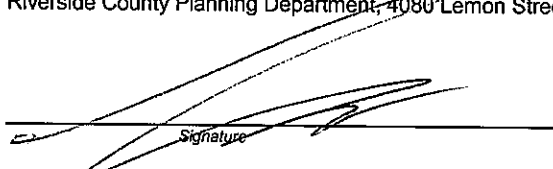
The Environmental Impact Report analyzes the potential environmental impacts of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 and 18879. Plot Plan No. 16979 proposes to develop a 200,731 square foot industrial building with 190,731 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 52,810 square feet of landscaping area (11%), 256 parking spaces and 29 loading docks on a 11.01 gross (10.76 net) acre site with a floor area ratio of 0.42 (Light Industrial requires a 0.25-0.60 floor area ratio). Plot Plan No. 17788 proposes to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 106,980 square feet of landscaping area (12%), 257 parking spaces and 51 loading docks on a 20.48 gross (18.73 net) acre site with a floor area ratio of 0.48 (Light Industrial requires a 0.25-0.60 floor area ratio). Plot Plan No. 18875 proposes to develop a 104,210 square foot industrial building with 93,350 square feet of warehouse space, 10,860 square feet of office and mezzanine space, 41,699 square feet of landscaping area (16%), 96 parking spaces and 18 loading docks on a 5.99 gross (5.00 net) acre site with a floor area ratio of 0.40 (Light Industrial requires a 0.25-0.60 floor area ratio). Plot Plan No. 18876 proposes to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space, 13,200 square feet of office space, 42,948 square feet of landscaping area (15%) and 243 parking spaces on a 6.83 gross (6.42 net) acre site with a floor area ratio of 0.33 (Light Industrial requires a 0.25-0.60 floor area ratio). Plot Plan No. 18877 proposes to develop eight (8) industrial buildings with a total building area of 144,594 square feet with 92,094 square feet of storage space, 52,500 square feet of office space, 122,307 square feet of landscaping area (22%) and 444 parking spaces on a 12.75 gross (10.23 net) acre site with a floor area ratio of 0.26 (Light Industrial requires a 0.25-0.60 floor area ratio). Plot Plan No. 18879 proposes to develop a 155,480 square foot industrial building with 145,480 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 53,941 square feet of landscaping area (16%), 131 parking spaces, 30 trailer parking spaces and 25 loading docks on a 7.99 gross (net) acre site with a floor area ratio of 0.45 (Light Industrial requires a 0.25-0.60 floor area ratio).

Project Description

This is to advise that the Riverside County Planning Commission, as the lead agency, has approved the above-referenced project on February 16, 2011, and has made the following determinations regarding that project:

1. The project WILL have a significant effect on the environment.
2. An Environmental Impact Report was prepared for the project pursuant to the provisions of the California Environmental Quality Act (\$2,839.25 + \$64.00).
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
5. A statement of Overriding Considerations WAS adopted for the project.

This is to certify that the Final Environmental Impact Report, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.


Signature

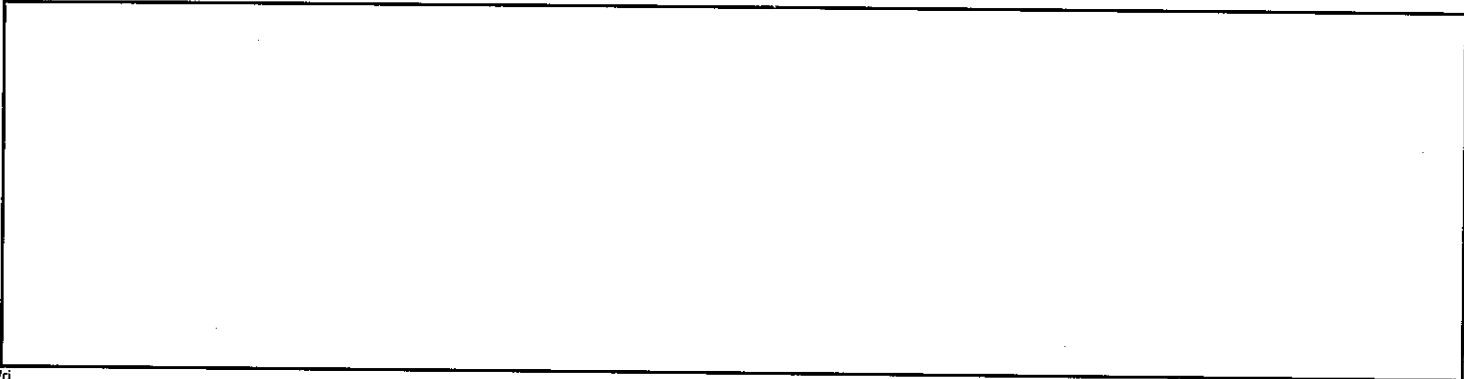
Project Planner

Title

January 31, 2011

Date

Date Received for Filing and Posting at OPR: _____



DM/rj
Revised 8/25/2009
Y:\Planning Master Forms\CEQA Forms\NOD Form.doc

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

J* REPRINTED * R0317073

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38686 El Cerrito Rd
Indio, CA 92211
(760) 863-8271

Received from: KCT CONSULTANTS INC
paid by: CK 5940/5945 \$64.00
FISH AND GAME DOC FEE FOR PP18879 & EA39225
paid towards: CFG02693 CALIF FISH & GAME: DOC FEE
at parcel:
appl type: CFG3

By _____ Sep 11, 2003 16:17
ADANELYA posting date Sep 11, 2003

Account Code	Description	Amount
658353120100208100	CF&G TRUST: RECORD FEES	\$64.00

Overpayments of less than \$5.00 will not be refunded!

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

J* REPRINTED * R1013606

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38686 El Cerrito Rd
Indio, CA 92211
(760) 863-8271

Received from: KCT CONSULTANTS INC
paid by: CK 7616
FISH AND GAME DOC FEE FOR PP18879 & EA39225
paid towards: CFG02693 CALIF FISH & GAME: DOC FEE
at parcel:
appl type: CFG3
\$47.00

By _____ Dec 22, 2010 15:06
MGARDNER posting date Dec 22, 2010

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$47.00

Overpayments of less than \$5.00 will not be refunded!

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

J* REPRINTED * R1000782

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 694-5242

38686 El Cerrito Rd
Indio, CA 92211
(760) 863-8271

Received from: KCT CONSULTANTS INC \$2,792.25
paid by: CK 7431
FISH AND GAME DOC FEE FOR PP18879 & EA39225
paid towards: CFG02693 CALIF FISH & GAME: DOC FEE
at parcel:
appl type: CFG3

By SBROSTRO Jan 26, 2010 09:02
posting date Jan 26, 2010

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$2,792.25

Overpayments of less than \$5.00 will not be refunded!

Agenda Item No.: 3.6
Area Plan: Southwest
Zoning Area: Rancho California
Supervisory District: Third
Project Planner: Kinika Hesterly
Planning Commission: February 16, 2011

PLOT PLAN NO. 24279
CHANGE OF ZONE NO. 7720
E.A. Number: 42223
Applicant: Steve Q. Chapin
Engineer/Representative: Pacific Coast Land Consultants

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

PLOT PLAN NO. 24279 is a winery consisting of 2,278 square feet used for a tasting room, storage and production room. This use is proposed to occur within three (3) existing buildings on-site. 2,874 square feet in two (2) existing buildings is proposed to be used for a caretaker's residence. Building square footage is as follows: building 1 is 2,857 square feet, building 2 is 2,448 square feet and building 3 is 544 square feet. Portions of the buildings 1 and 2 will be used for the winery and caretaker's residence. Building 3 will only be utilized as a production room for the winery.

Tasting room hours of operation are 10:00 a.m. to 5:00 p.m. daily. Four (4) wine club gatherings are allowed annually. No special events shall be permitted and no limousines or buses will be allowed. The project will have 13 parking spaces.

CHANGE OF ZONE NO. 7720 proposes to change the site's zoning classification from Residential Agriculture – 2-1/2 Acre Minimum (R-A-2-1/2) to Light Agriculture – 10 Acre Minimum (A-1-10).

The project is located in the Rancho California Zoning Area of the Southwest Area Plan, more specifically, northerly of Summitville Street and easterly of Warren Road.

SUMMARY OF FINDINGS:

- Existing General Plan Land Use (Ex. #5): Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum)
- Surrounding General Plan Land Use (Ex. #5): Open Space-Recreation (OS-R) to the north, Rural Residential (RR) (5 Acre Minimum) to the east, Agriculture (AG) (10 Acre Minimum) and Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) to the south and Agriculture (AG) (10 Acre Minimum) to the west
- Existing Zoning (Ex. #3): Residential Agriculture-2-1/2 Acre Minimum (R-A-2-1/2)
- Proposed Zoning (Ex. #3): Light Agriculture-10 Acre Minimum (A-1-10)
- Surrounding Zoning (Ex. #3): Rural Residential (R-R) to the north, Residential Agriculture (R-A) to the east and south, Light Agriculture-10 Acre Minimum (A-1-10) to the south and Citrus Vineyard (C/V) to the west
- Existing Land Use (Ex. #1): Single family residence and vineyards
- Surrounding Land Use (Ex. #1): Metropolitan Water District/Lake Skinner Recreation Area to the north, large lot single family residences to the east, Doffo winery to the south and vacant land to the west
- Project Data: Total Acreage: 10.19

Parking Spaces: 13
Vineyard Planting: 75%

9. Environmental Concerns:

See attached environmental assessment

RECOMMENDATIONS:

ADOPTION of a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42223**, based on the findings incorporated in the initial study and the conclusion that the project will not have a significant effect on the environment; and,

APPROVAL of **CHANGE OF ZONE NO. 7720**, in accordance with Exhibit 3, based upon the findings and conclusions incorporated in the staff report, and,

APPROVAL of **PLOT PLAN NO. 24279**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

CONCLUSIONS:

1. The proposed project is in conformance with the Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) Land Use Designation, and with all other elements of the Riverside County General Plan.
2. The proposed project is consistent with the Light Agriculture – 10 Acre Minimum (A-1-10) zoning classification of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348.
3. A winery and appurtenant and incidental uses with established on-site vineyard, are allowed in the Light Agriculture – 10 Acre Minimum (A-1-10) zone with a plot plan.
4. The public's health, safety, and general welfare are protected through project design.
5. The proposed project is conditionally compatible with the present and future logical development of the area.
6. The proposed project will not have a significant effect on the environment with mitigation incorporated.
7. The proposed project will not preclude reserve design for the Western Riverside Multi-Species Habitat Conservation Plan (MSHCP).

FINDINGS: The following findings are in addition to those incorporated in the summary of findings and in the attached environmental assessment, which is incorporated herein by reference.

1. The project site is designated Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) on the Southwest Area Plan.

2. The proposed use, a winery with a tasting room, is an agricultural use consistent with the Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) land use designation.
3. Agriculture is permitted in the Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) land use designation.
4. The zoning for the subject site is Light Agriculture – 10 Acre Minimum (A-1-10).
5. The proposed use, a winery and appurtenant and incidental uses with established on-site vineyard, is a permitted use, subject to approval of a plot plan in the Light Agriculture – 10 Acre Minimum (A-1-10) zone.
6. A tasting room has been determined to be an appurtenant and incidental use to a winery.
7. The proposed use, a winery with a tasting room, is consistent with the development standards set forth in the Light Agriculture – 10 Acre Minimum (A-1-10) zone.
8. The project site is surrounded by properties which are zoned Rural Residential (R-R) to the north, Residential Agriculture (R-A) to the east and south, Light Agriculture-10 Acre Minimum (A-1-10) to the south and Citrus Vineyard (C/V) to the west.
9. Winery uses have been constructed and are operating in the project vicinity.
10. This project is not located within a Criteria Area of the Western Riverside Multi-Species Habitat Conservation Plan.
11. Environmental Assessment No. 42223 identified the following potentially significant impacts:
 - a) Biological Resources
 - b) Cultural Resources
 - c) Noise
 - d) Recreation

These listed impacts will be fully mitigated by the measures indicated in the environmental assessment, conditions of approval, and attached letters. No other significant impacts were identified.

INFORMATIONAL ITEMS:

1. As of this writing, no letters, in support or opposition have been received.
2. The project site is not located within:
 - a. A city sphere of influence.
 - b. A flood zone.
 - c. A fault zone.
 - d. An area with potential for liquefaction.
 - e. A subsidence area.
 - f. An agricultural preserve.
 - g. An airport influence area.
3. The project site is locate within:

- a. The boundaries of the Temecula Valley Unified School District.
 - b. The Stephens Kangaroo Rat Fee Area.
 - c. A circulation element road.
 - d. A state responsibility fire area.
 - e. Prime farmland, farmland of statewide and local importance, and unique farmland.
4. The subject site is currently designated as Assessor's Parcel Numbers: 915-690-001 and 915-690-002.
 5. This project was filed with the Planning Department on October 19, 2009.
 6. This project was reviewed by the Land Development Committee three (3) times on the following dates 12/10/09, 10/14/10 and 12/09/10.
 7. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$18,951.96.

KH:kh

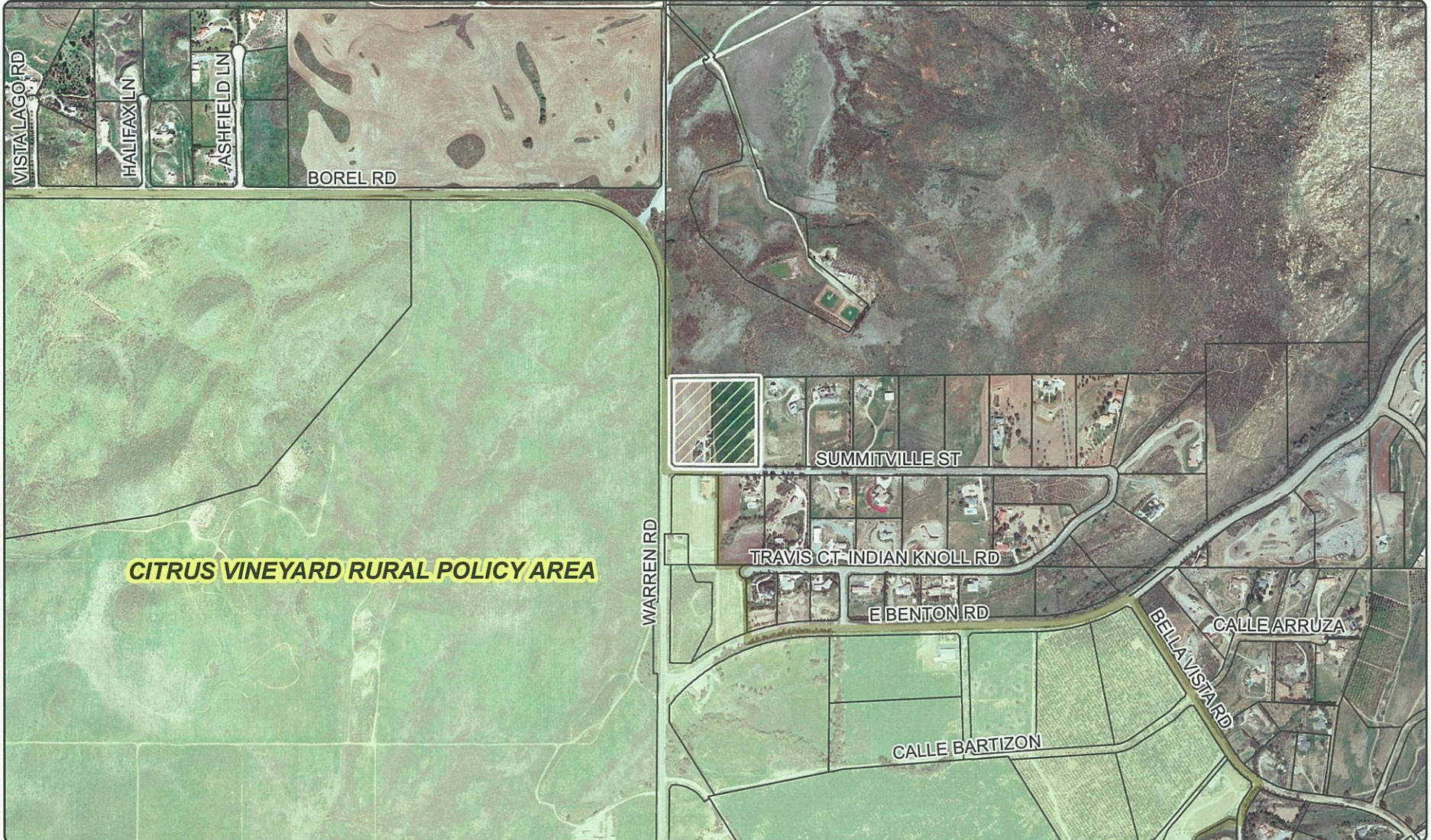
Y:\Planning Case Files-Riverside office\PP24279\Hearing Docs\Staff Report.pp24279.docx

Date Prepared: 12/07/10

RIVERSIDE COUNTY PLANNING DEPARTMENT
CZ07720 PP24279
VICINITY/POLICY AREAS

Supervisor Stone
District 3

Date Drawn: 12/13/10
Vicinity Map



Zoning Area: Rancho California
Township/Range: T7SR1W
Section: 18

Assessors Bk. Pg. 915-69
Thomas Bros. Pg. 930 D4
Edition 2009

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>



RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07720 PP24279

LAND USE

Supervisor Stone
District 3

Date Drawn: 12/13/10
Exhibit 1



Zoning Area: Rancho California
Township/Range: T7SR1W
Section: 18



Assessors Bk. Pg. 915-69
Thomas Bros. Pg. 930 D4
Edition 2009

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.ilma.co.riverside.ca.us/index.html>



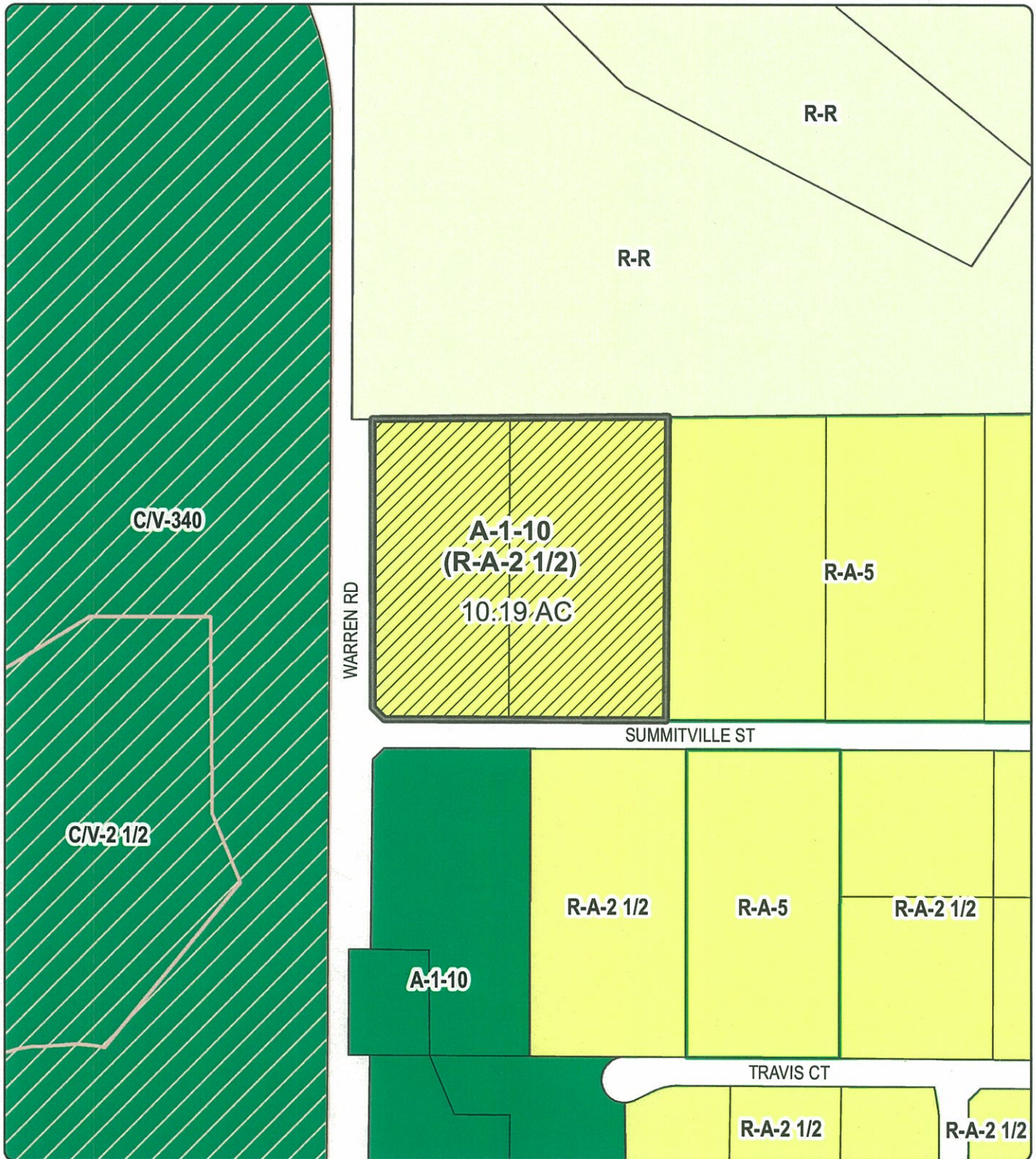
RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07720 PP24279

PROPOSED ZONING

Supervisor Stone
District 3

Date Drawn: 12/13/10
Exhibit 3



Zoning Area: Rancho California
Township/Range: T7SR1W
Section: 18

Assessors Bk. Pg. 915-69
Thomas Bros. Pg. 930 D4
Edition 2009



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RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07720 PP24279

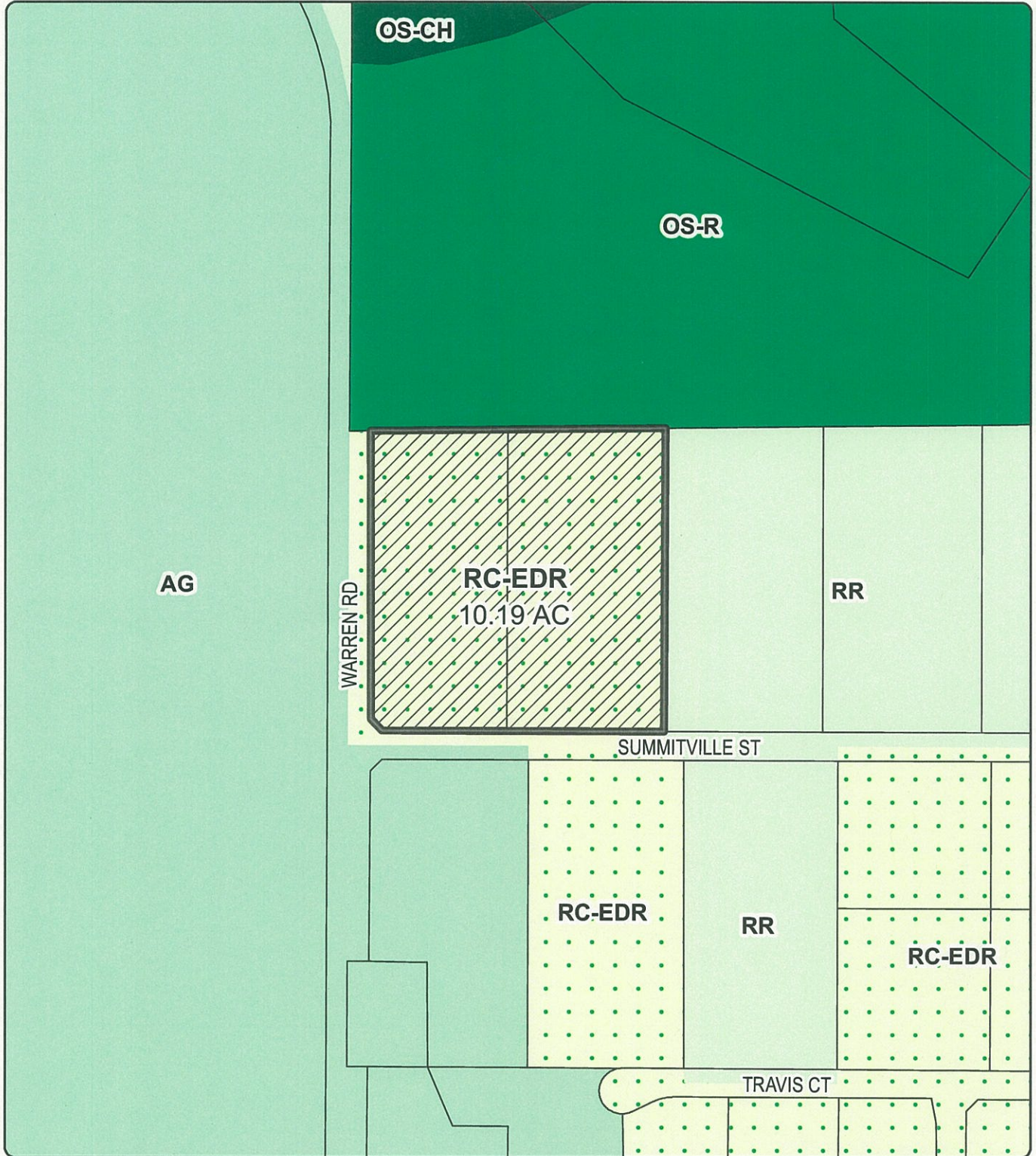
EXISTING GENERAL PLAN

Supervisor Stone

District: 3

Date Drawn: 12/13/10

Exhibit 5



Zoning Area: Rancho California
Township/Range: T7SR1W
Section: 18

Assessors Bk. Pg. 915-69
Thomas Bros. Pg. 930 D4
Edition 2009



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>

PLOT PLAN NO. 24279

CHAPIN FAMILY VINEYARDS, A.P.N 915-690-001 & 002 IN THE INCORPORATED TERRITORY OF RIVERSIDE COUNTY, STATE OF CALIFORNIA AMENDED NO.2

A.P.N. 015-080-010
ZONING: R-R
LANDUSE: OS-CH
OS-R

APPLICANT / OWNER

STEVE CHAPIN
2301 MARCA PLACE
CARLSBAD, CA 92009
TEL. NO. (760) 473-7704
EMAIL: CHAPINFAMILY@SBCAOL.COM

WQMP NOTE:

IMPERVED AREA IS LAIN OF INCLUDING
CONCRETE STAIR, TRASH ENCLOSURE AND PARKING
LOT. WETLAND SHIP IS NOT REQUIRED

ENGINEER

PACIFIC COAST LAND CONSULTANTS, INC.
23008 JEFFERSON AVENUE, SUITE-D
MIRAMONTE, CA 92552
TEL. NO. (951) 696-1350
FAX NO. (951) 695-8857
ATTN: JEL SH

PROJECT INFORMATION

ASSESSORS PARCEL NUMBER (APN) 915-690-001 & 002
SITE ADDRESS 3608A & 3618A SUMMITVILLE STREET
TEMECULA, CA 92592
PAGE 830 D-1, PUB. DATE 2006
R-A-2 1/2
A-1-10
RC-EDR
EXISTING LAND USE WINEERY, TASTING ROOM AND VINEYARDS
PROPOSED LAND USE 10.18 AC.
LOT AREA (GROSS) 9.10 AC. (A)

LEGAL DESCRIPTION

LOTS 1 & 2 OF TRACT NO. 12318 AS SHOWN BY MAP ON FILE IN BOOK 137
PAGE 44 AND 45 OF MAPS, RECORDS OF RIVERSIDE COUNTY, STATE OF
CALIFORNIA, IN FRACTIONAL SECTION 10, TOWNSHIP 7 SOUTH, RANGE 1 WEST, S4W
BROWNSBORO SECTION.

UTILITIES:

SEWER SEPTIC SYSTEM
WATER R.E.W.D.
GAS SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE VERIZON CALIFORNIA, INC.
ELECTRIC SOUTHERN CALIFORNIA Edison COMPANY
CABLE TV TO CALLEJON

SCHOOL DISTRICT

TEMECULA VALLEY UNIFIED SCHOOL DISTRICT

PARKING SUMMARY

REQUIRED PARKING	PROPOSED PARKING
TASTING ROOM: 810 SF/15 = 11 SPACES	STANDARD: 12 SPACES
2 EMPLOYEES = 1 SPACE	HANDICAPPED = 1 SPACE
TOTAL REQUIRED PARKING = 12 SPACES	TOTAL PARKING = 13 SPACES PROVIDED

NOTES

1. THE SITE IS NOT LOCATED IN A FLOOD PLAIN.
2. THE PROJECT IS NOT LOCATED WITHIN A SPECIFIC PLAIN.
3. THE SITE IS NOT SUBJECT TO LIQUIDATION OR OTHER GEOLOGIC HAZARDS
4. NO FLAMMABLE/COMBUSTIBLE LIQUIDS STORED ON SITE.
5. ALL BUILDING STRUCTURES ARE EXISTING.
6. PARKING IS BASED ON ONE SPACE PER 45 S.F. OF THE WINEERY/TASTING ROOM AREA.
7. THE WINEERY FACILITY HAVE A CAPACITY TO PRODUCE 3300 GALLS. OF WINE.

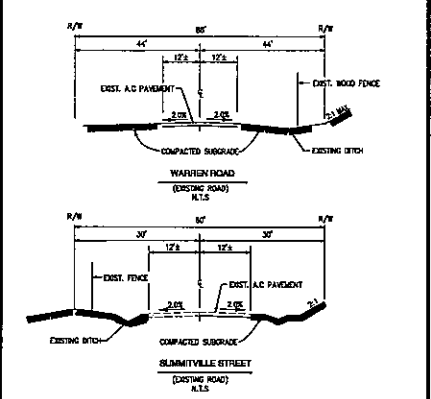
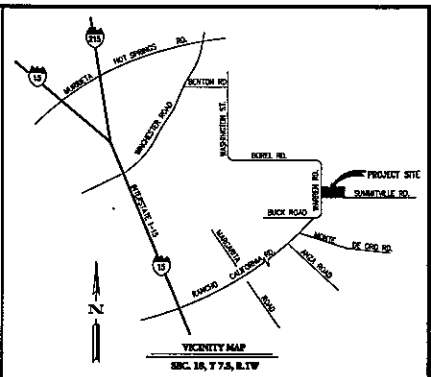
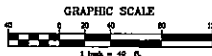
PROPOSED HOURS OF OPERATION

MONDAY-FRIDAY: 10:00 AM TO 6:00 PM
SATURDAY AND SUNDAY: 10:00 AM TO 5:00 PM

NO LIQUORNESS / BUS ALLOWED FOR THIS PROJECT
NO SPECIAL EVENTS SHALL BE PERMITTED

LEGEND

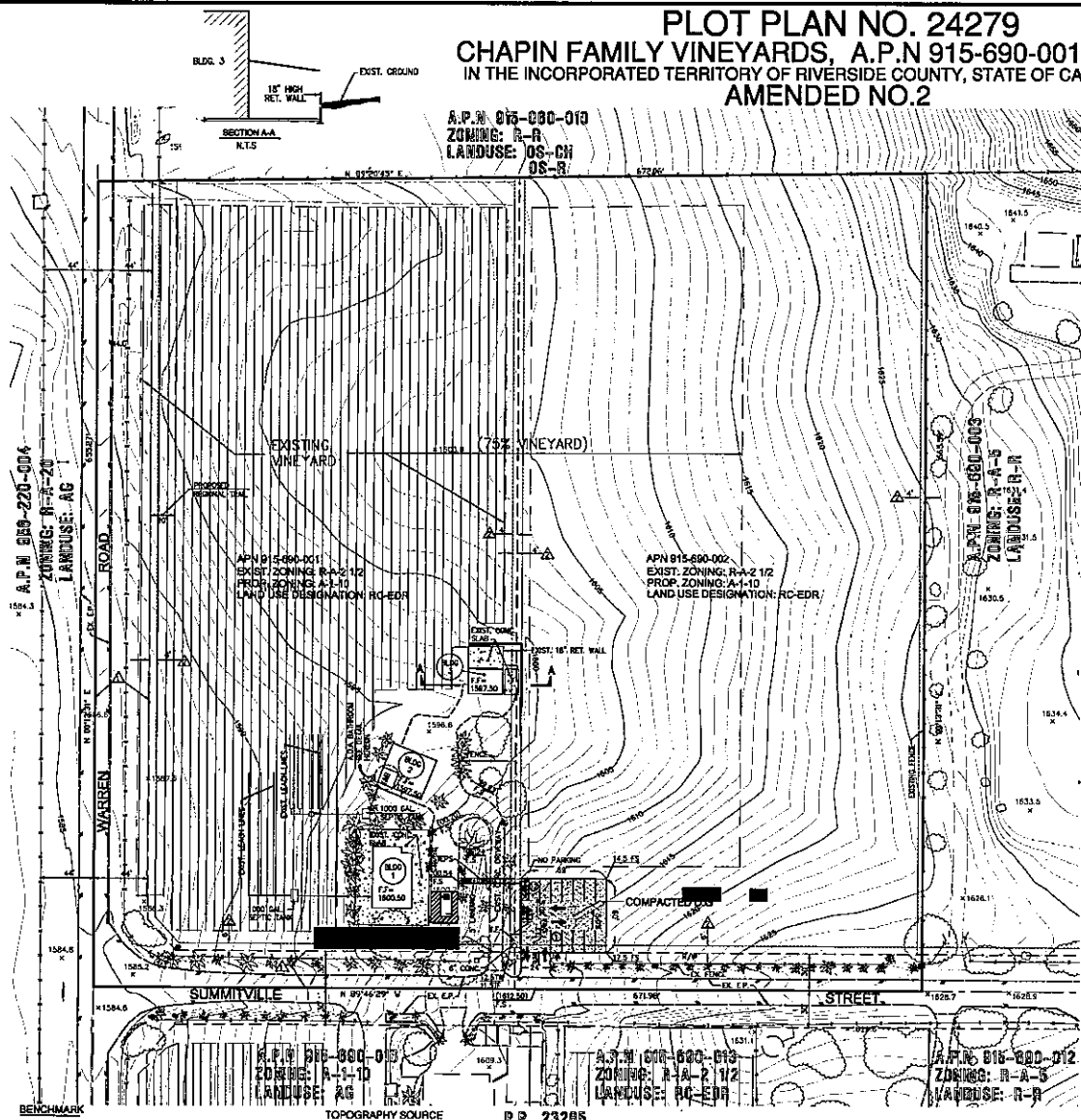
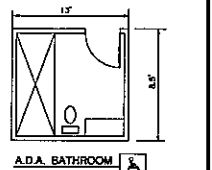
- PROPERTY BOUNDARY
- TRASH ENCLOSURE
- HANDICAP PARKING MARK
- LANDSCAPE AREA
- CONCRETE AREA
- PARCEL LINE
- PARKING COUNTS
- COMPACTED D.G.
- FLOW OF TRAFFIC
- ADA PATH OF TRAVEL



BUILDING MATRIX			
BUILDING NO.	STATUS	SQUARE FOOTAGE	PROPOSED USE
1	EXISTING (TOTAL = 2,957 SF)	512 (C) 1,450 (A)	TASTING ROOM STORAGE ROOM, BATHROOMS & ENTRY
2	EXISTING (TOTAL = 2,448 SF)	1,224 (B) 1,224 (B)	STORAGE ROOM CARTELLERS RESIDENCE
3	EXISTING (TOTAL = 244 SF)	244 (D)	PRODUCTION ROOM
TOTAL	WINEERY	2,276 (1+2+3)	-
		2,674 (A+B)	

EASEMENTS

1. AN EASEMENT FOR ROAD PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THEREON AS SHOWN OR AS OFFERED FOR RECORDATION PER RECORDED TRACT MAP NO. 12318.
2. AN EASEMENT GRANTED TO SOUTHERN CALIFORNIA Edison COMPANY FOR PUBLIC UTILITIES, INGRESS AND EGRESS PER INSTRUMENT NO. 84-17349 DATED JANUARY 28, 1959.
3. AN EASEMENT GRANTED TO CALIFORNIA GAS TRANSMISSION CO. FOR PUBLIC UTILITIES, INGRESS AND EGRESS PER INSTRUMENT NO. 3673 OF OFFICIAL RECORDS DATED JANUARY 12, 1952. (NOT PLATABLE FROM THE RECORD).



BENCHMARK
1-33-81 RESET 1986, 2" ALUMINUM DISK IN CONCRETE CYLINDER
FROM THE INTERSECTION OF FRONT STREET AND RANCHO CALIFORNIA ROAD,
84 METERS NE ON RANCHO CALIFORNIA ROAD TO THE INTERSECTION OF RANCHO
CALIFORNIA ROAD, WARREN ROAD AND EAST BROWN ROAD, IN THE NE CORNER
OF THE INTERSECTION BY 1/4" OF COURSELINE CORNER WHICH ROAD, SET 4171
CONTIGUOUS PARCELS EAST BROWN ROAD, 1/4" W/4" CORNER OF 3" INCHWOOD
EDGE, 7" W/4" FIRE HYDRANT, SET PROGRESSIVE WOODS POST 1" W/4" OF
MONUMENT.

TOPOGRAPHY SOURCE
DUNN-BROOK, INC.
4571 ALPHEA PLACE
TEMECULA, CA 92592
TEL: 951-330-7125
DATE: JUNE 24, 2009

P.P. 23205
A.P.N. 015-080-010
ZONING: R-R
LANDUSE: OS-CH

A.P.N. 015-690-001
EXIST. ZONING: R-A-2 1/2
PROP. ZONING: A-1-10
LAND USE DESIGNATION: RC-EDR

A.P.N. 015-690-002
ZONING: R-A-5
LANDUSE: OS-R

PACIFIC COAST LAND CONSULTANTS, Inc.
Civil Engineering • Land Planning • Land Surveying
23008 Jefferson Avenue, Suite-D, Miramonte, CA 92552
Tel: (951) 696-1350 Fax: (951) 695-8857

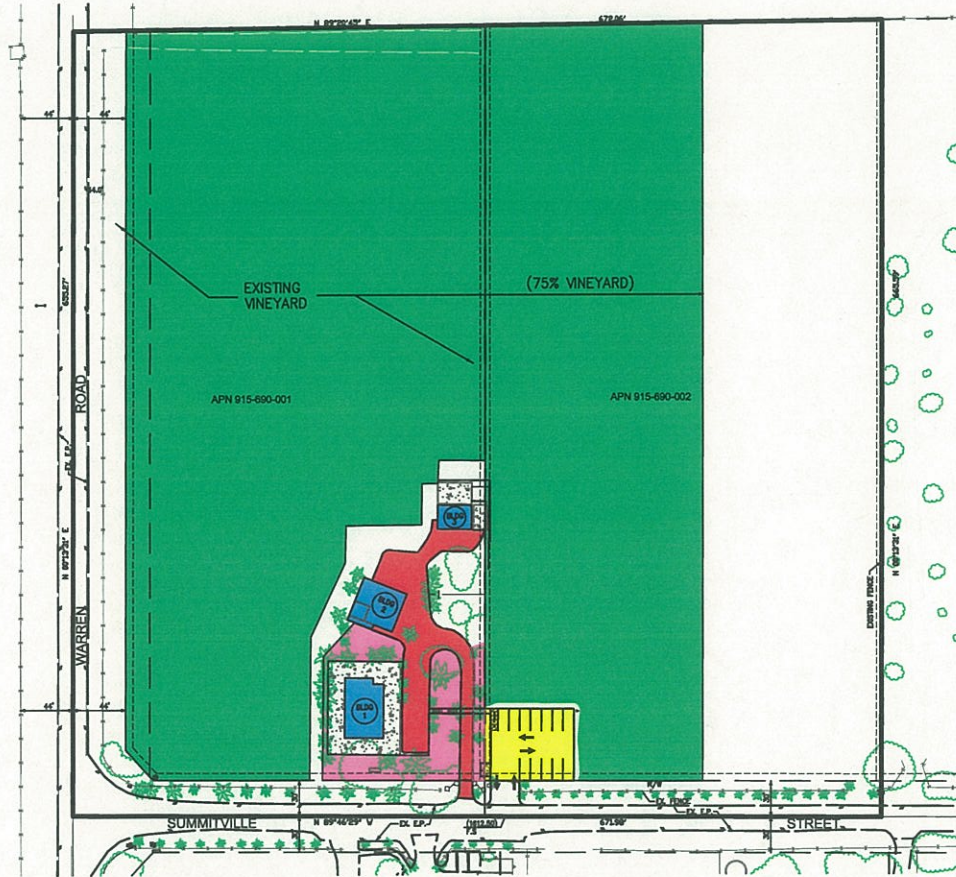
REVISION	DATE
AMENDED NO.1	08-03-10
AMENDED NO.2 REVISED PARKING LOT & BUILDING MATRIX	10-18-10

COUNTY OF RIVERSIDE

PLOT PLAN NO. 24279
PREPARED FOR:
CHAPIN FAMILY VINEYARDS, LLC.
APN 915-690-001 & 002

SHEET NO.:
1
OF 1 SHEETS

PP-24279 EXHIBIT



LOT INFORMATION	UNIT	LEGEND
GROSS	10.19 AC	———
NET	9.10 AC	
VINEYARD @ 75%	6.9 AC	

DISTURBED AREA		
EXISTING BUILDING	SQUARE FOOTAGE	LEGEND
CARETAKERS QUARTERS	1,224	
STORAGE FOR CARETAKERS QUARTERS	1,224	
BARREL ROOM STORAGE	544	
TASTING ROOM	510	
RESIDENCE/BATHROOM/ENTRYWAY	2,364	
LANDSCAPING	7,130	
DRIVEWAYS	7,384	
PROPOSED PARKING AREA	4,730	
TOTAL DISTURBED AREA	25,110	



PACIFIC COAST LAND CONSULTANTS, Inc.
 CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
 25096 JEFFERSON AVE., SUITE "D"
 MURRIETA, CALIFORNIA 92562
 TEL. (951) 698-1350

APPLICANT / OWNER

STEVE CHAFIN
2381 MARCA PLACE
CARLSBAD, CA 92009
TEL. NO. (760) 473-7704

ENGINEER / EXHIBIT PREPARER

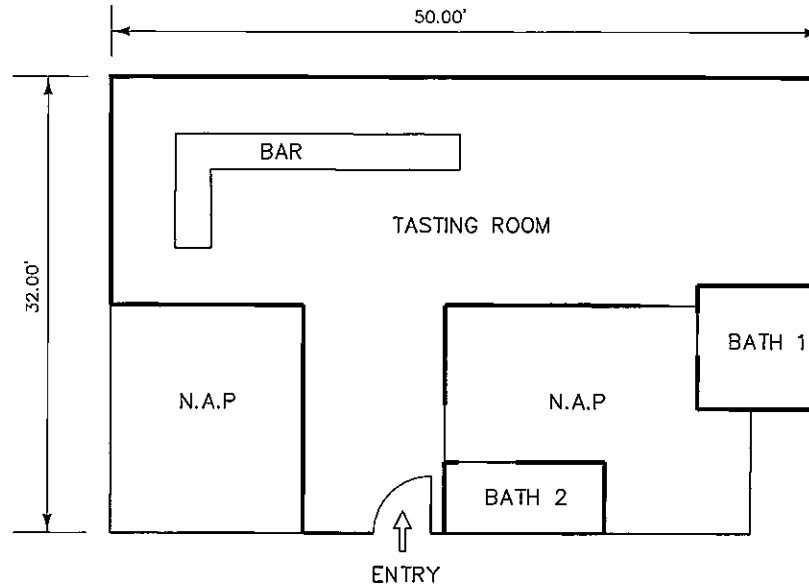
PACIFIC COAST LAND CONSULTANTS, INC.
25006 JEFFERSON AVENUE, SUITE-D
MURRIETA, CA 92562
TEL. NO. (951) 698-1350
FAX NO. (951) 698-8557
ATTN: JET KIM

PROJECT INFORMATION

ASSESSORS PARCEL NUMBER (APN) 915-690-001 & 002
SITE ADDRESS 38084 & 38184 SUMMITVILLE STREET
TEMECULA, CA. 92592

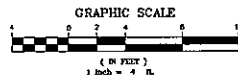
DATE EXHIBIT PREPARED:

JUNE, 2009



FLOOR PLAN

SCALE: 1" = 4'



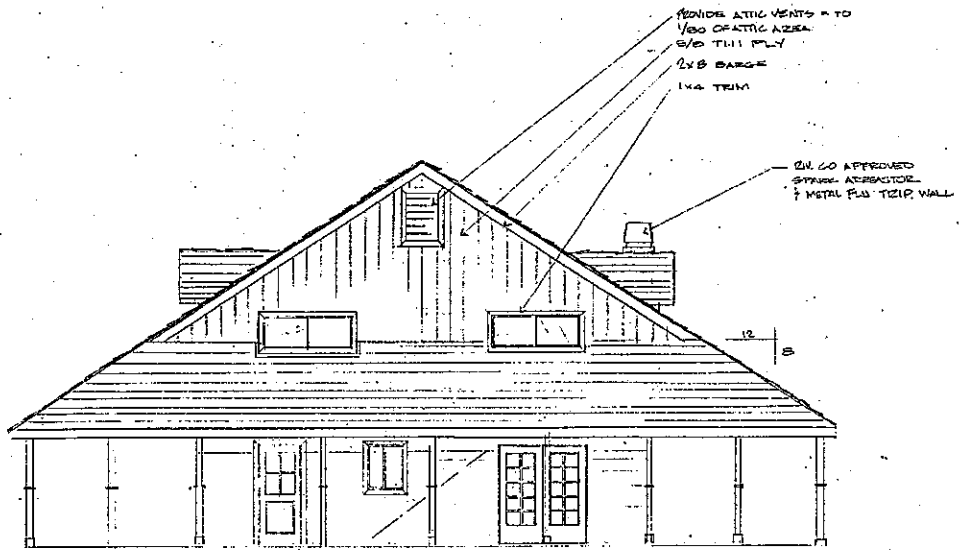
SQUARE FOOTAGE: 1080 S.F

REVISIONS	BY

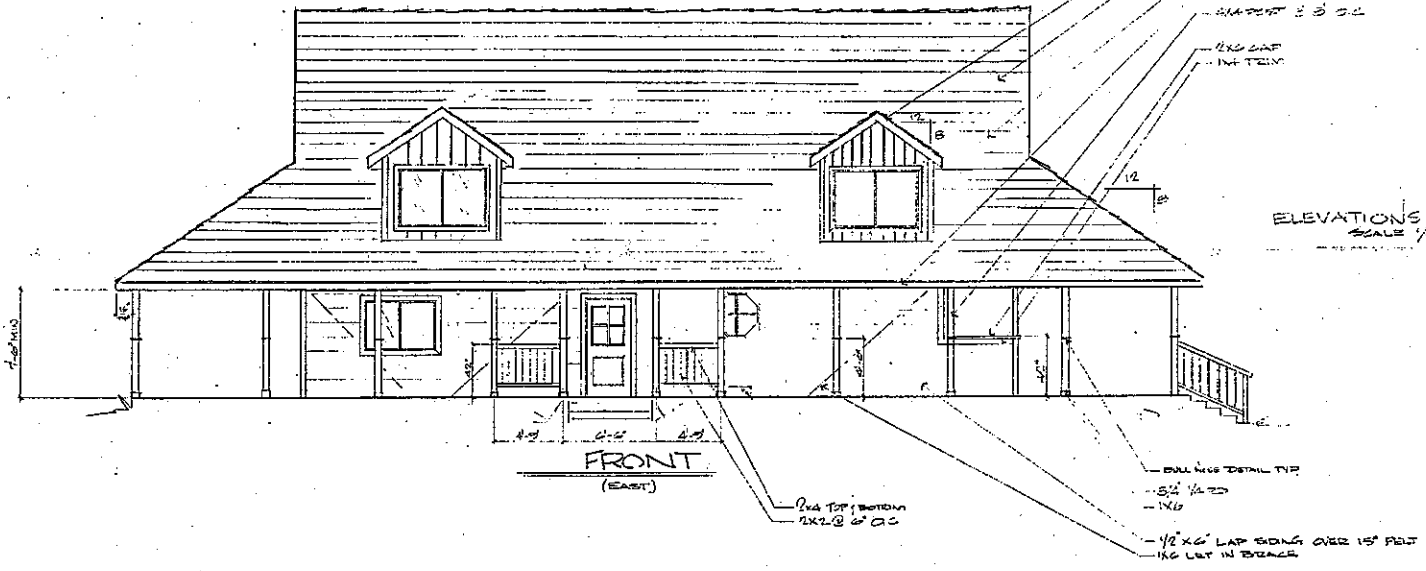
BUILDING 1
PRELIMINARY TASTING ROOM FLOOR PLAN

DRAWN BY:	RY
CHECKED BY:	INC
SCALE:	1" = 4'
JOB NO.	
SHEET	

1 OF 6



RIGHT SIDE (NORTH)



FRONT (EAST)

ELEVATIONS
SCALE 1/4" = 1'

REVISIONS

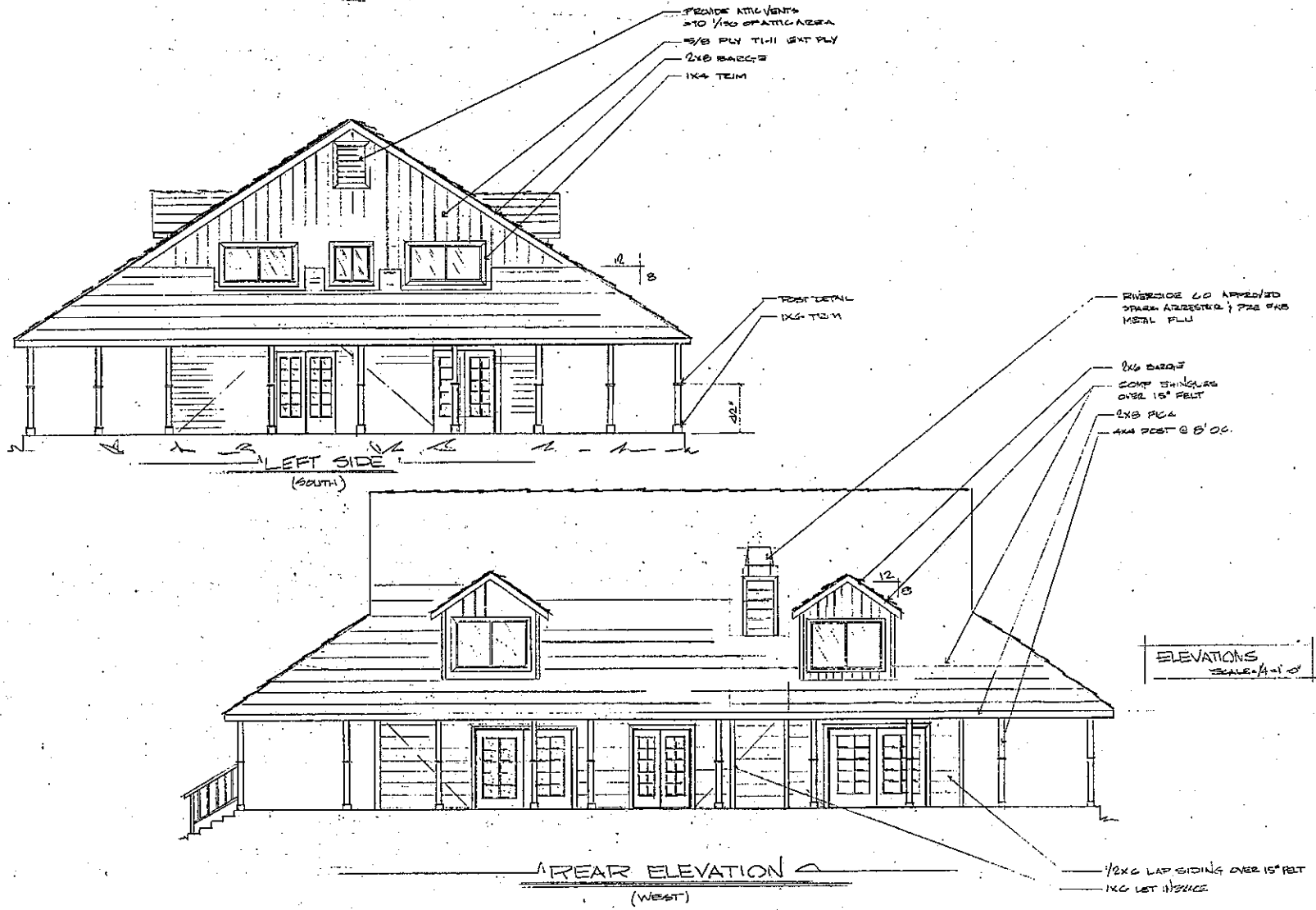
BUILDING 1
BUILDING ELEVATIONS

RF
CHECKED BY:
PC
SCALE:
1/4" = 1'
JOB NO.
SHEET

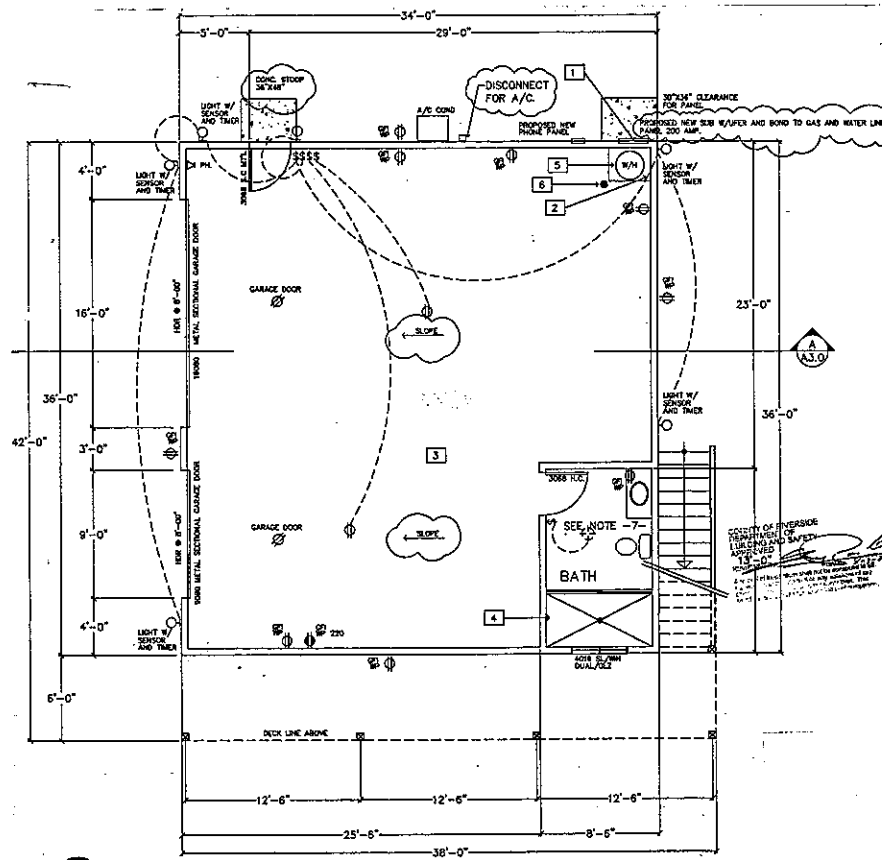
PRINTED ON CLEARPRINT 1000-6

REVISIONS

BUILDING 1
BUILDING ELEVATIONS



RFI
CHECKED BY:
PC
SCALE:
1/4" = 1'-0"
JOB NO.
SHEET
3 OF 6



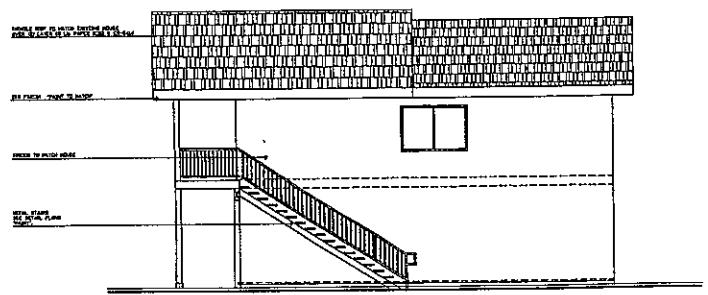
1 FIRST FLOOR PLAN
1224 SQ.FT.

REVISIONS	BY

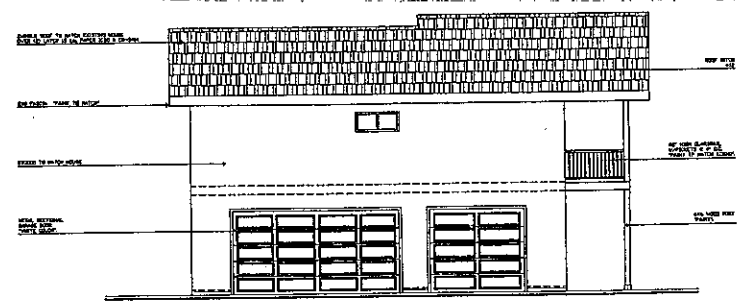
BUILDING 2
PRODUCTION ROOM

DRAWN BY:	DP
CHECKED BY:	PC
SCALE:	1/4" = 1'-0"
JOB NO.:	
SHEET	

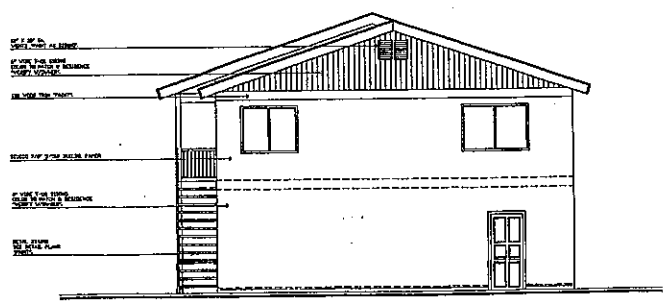
REVISIONS	BY



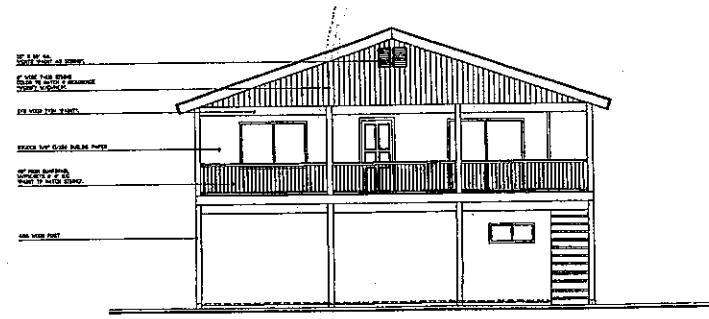
2 LEFT ELEVATION



1 FRONT ELEVATION



4 REAR ELEVATION



3 RIGHT ELEVATION

BUILDING 2
BUILDING ELEVATIONS

DRAWN BY:
RSC
CHECKED BY:
JC
SCALE:
1/4" = 1.0'
JOB NO.

SHEET
5 OF 6

OCT 13 2008

ATTIC VENTILATION

ATTIC AREA 60'- 5" x 24'- 0" FT.
 REQUIRED VENTILATION AREA (N DIVIDED BY 300 = 17'- 0")
 CONSTRUCTION TO SQUARE INCHES BY MULTIPLED BY 144 = 143 SQ. FT.
 304 SQ. IN.

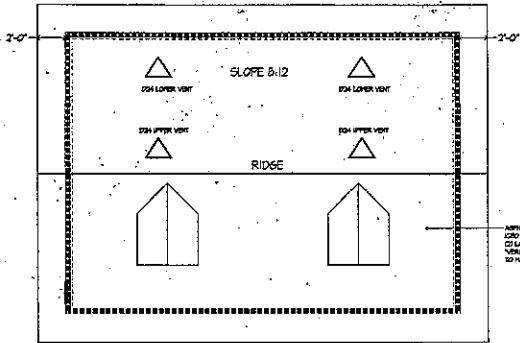
PROVIDED VENTILATED AREA
 UPPER PORTION OF ATTIC 240 SQ. IN.
 LOWER PORTION OF ATTIC 0 SQ. IN.
 LOWER PORTION OF ATTIC 240 SQ. IN.
 TOTAL VENTILATION = 480 SQ. IN.

REQUIRED VENTILATION AREA (N DIVIDED BY 300 = 17'- 0")
 CONSTRUCTION TO SQUARE INCHES BY MULTIPLED BY 144 = 143 SQ. FT.
 304 SQ. IN.

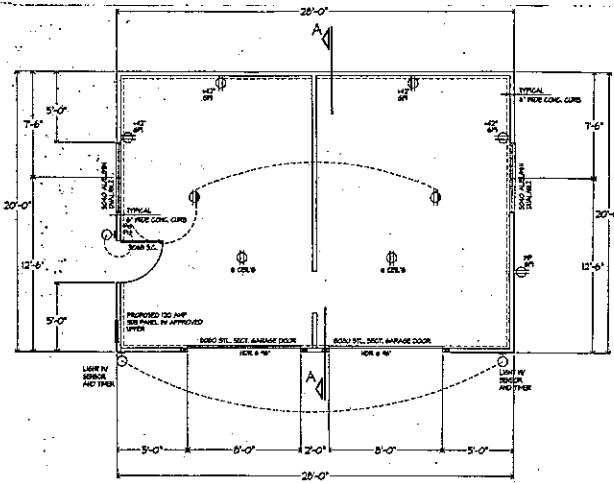
PROVIDED VENTILATED AREA
 UPPER PORTION OF ATTIC 240 SQ. IN.
 LOWER PORTION OF ATTIC 0 SQ. IN.
 LOWER PORTION OF ATTIC 240 SQ. IN.
 TOTAL VENTILATION = 480 SQ. IN.

LOWER PORTION OF ATTIC
 (1) LOWER DORMER VENTS -
 "TOMPSON STRONG, THE COMPANY"
 MODEL NO. D24 (20" DIA.)
 (2) 2" DIA. HOLES (24" IN. DIA.)
 (3) DAVE BLOCK VENTS -
 (4) 2" DIA. HOLES (24" IN. DIA.)
 SAME BLOCK VENTS SHALL BE PROVIDED AT EVERY OTHER TRUSS BAY (TYPICAL)

NOTE - ALL VENT OPENINGS SHALL BE COVERED WITH CORROSION RESISTANT METAL MESH WITH MESH OPENINGS OF MAX. 1/4" IN. DIA.



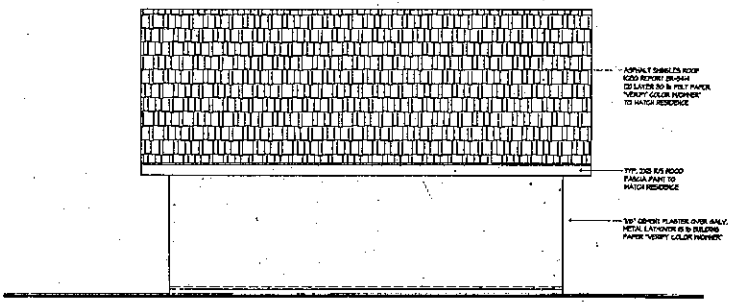
ROOF PLAN



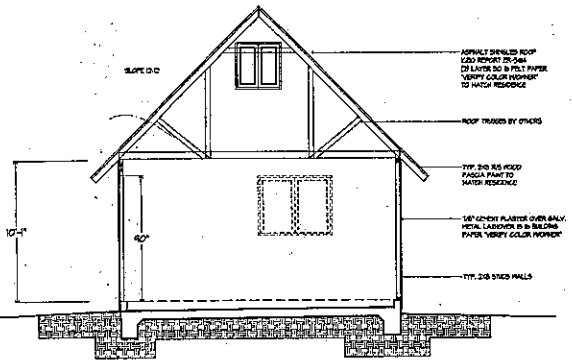
FLOOR PLAN



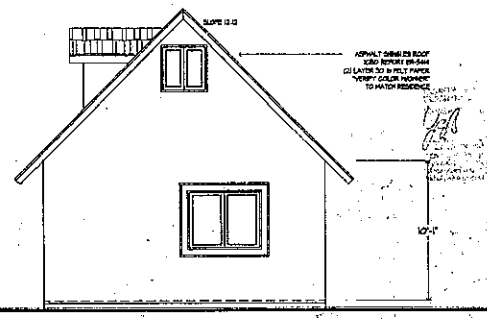
FRONT / SOUTH ELEVATION



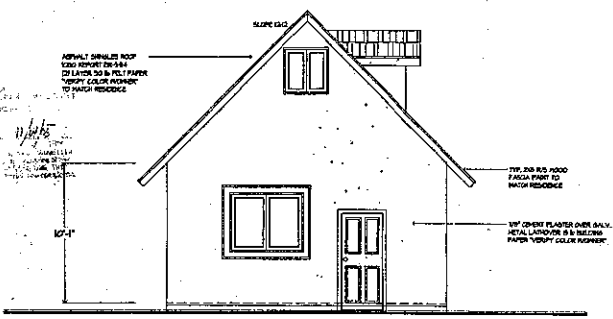
REAR / NORTH ELEVATION



SECTION A-A



EAST ELEVATION



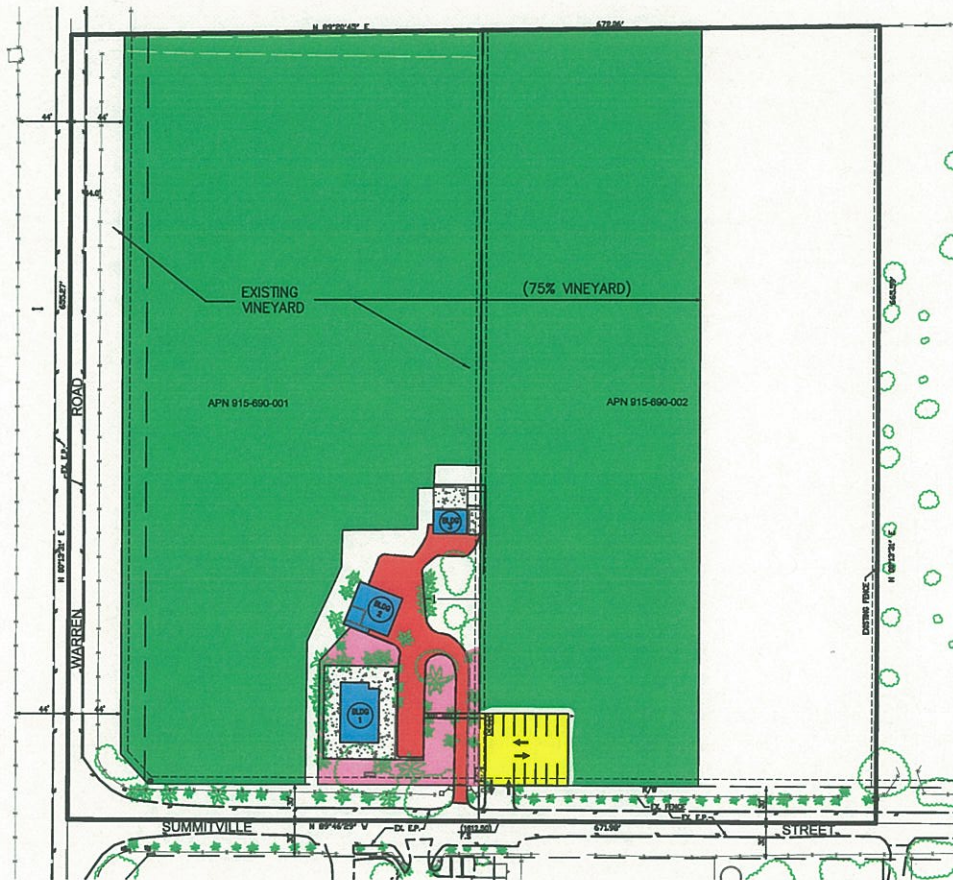
WEST ELEVATION

REVISIONS

BUILDING 3
STORAGE / TASTING ROOM
FLOOR PLAN & BUILDING ELEVATIONS

DRF
CHECKED BY:
SCALE:
1/4" = 1'-0"
JOB NO.
SHEET

PP-24279 EXHIBIT



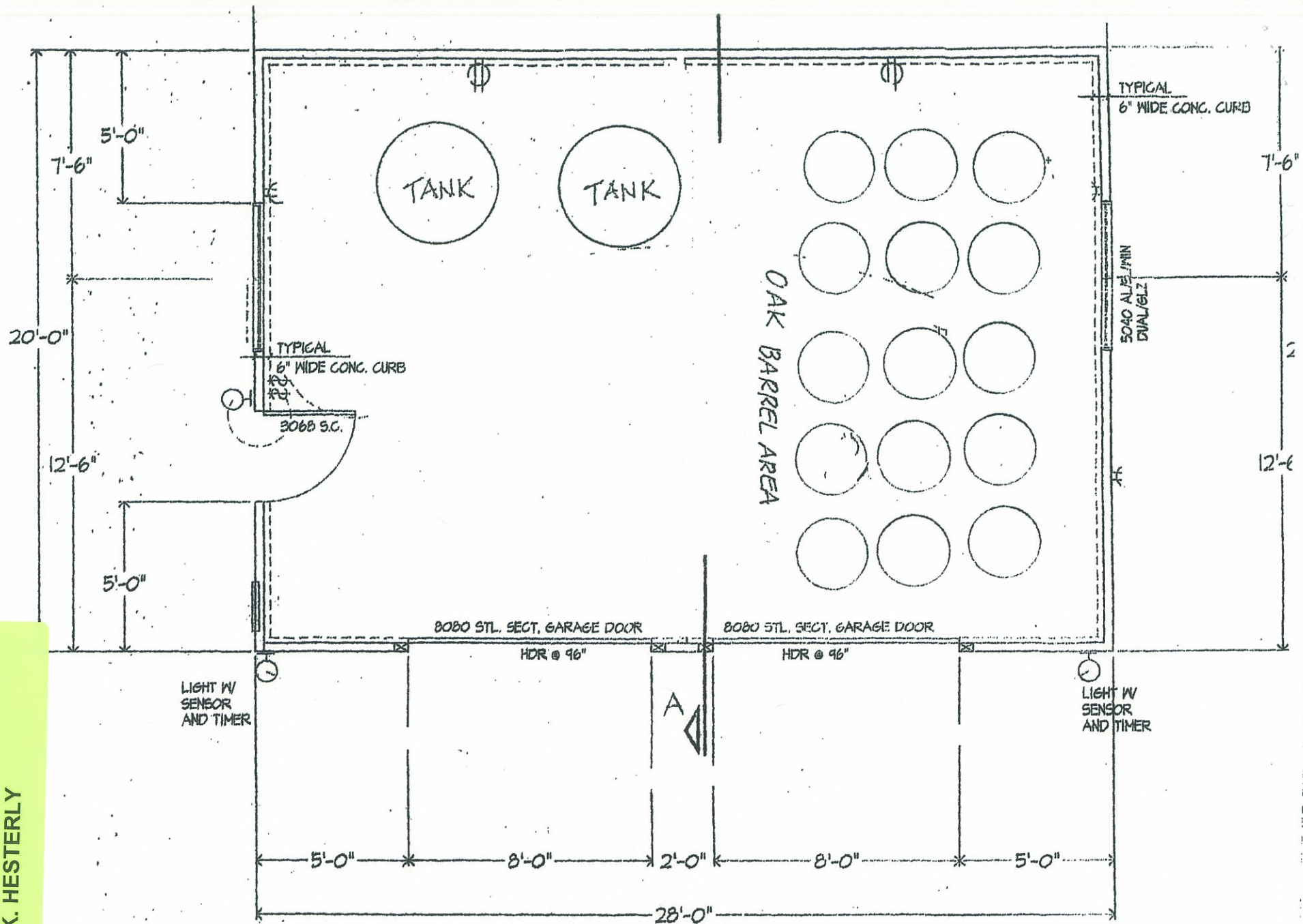
LOT INFORMATION	UNIT	LEGEND
GROSS	10.19 AC	
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VINEYARD @ 75%	6.9 AC	

DISTURBED AREA		
EXISTING BUILDING	SQUARE FOOTAGE	LEGEND
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STORAGE FOR CARETAKERS QUARTERS	1,224	
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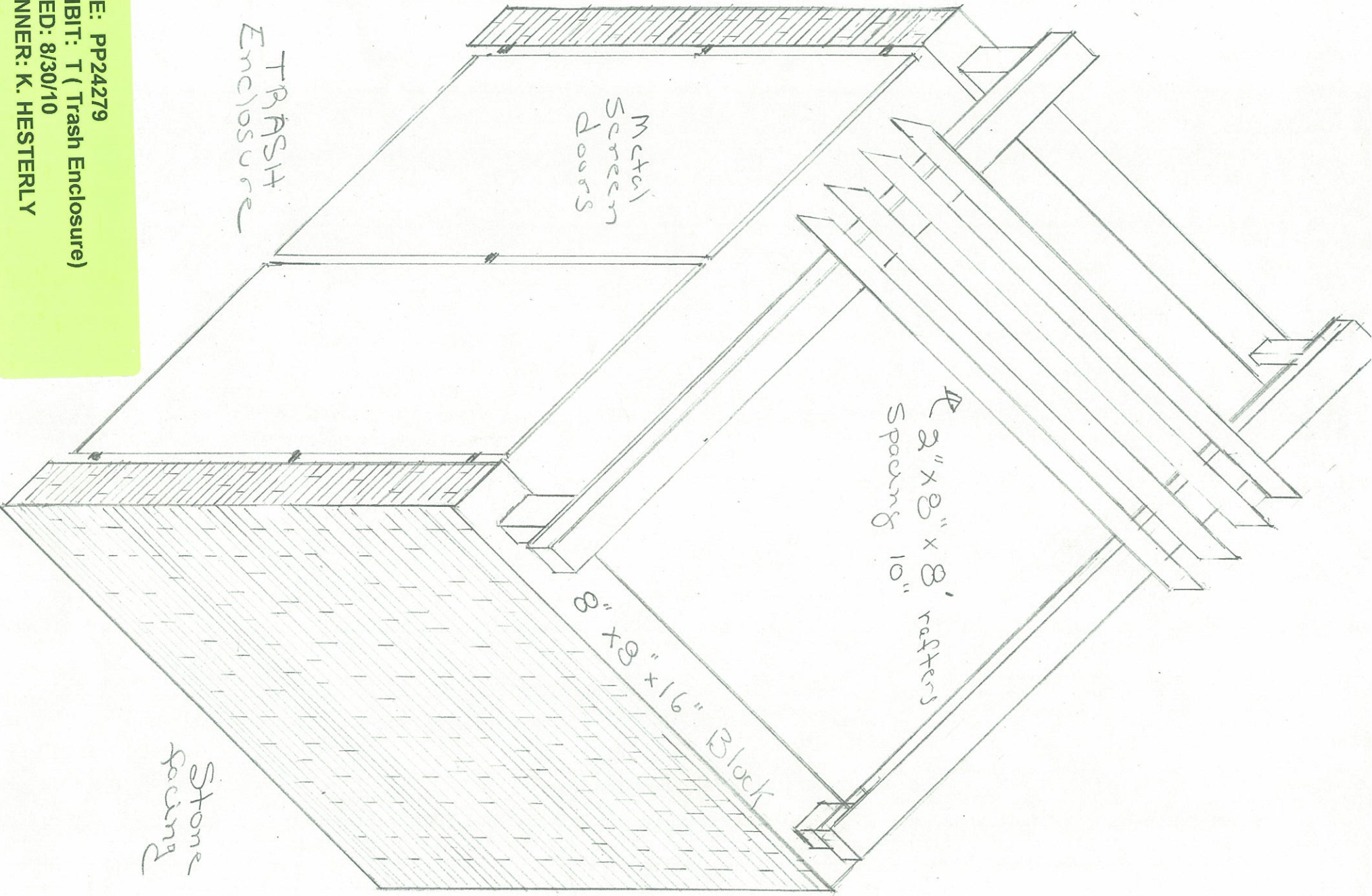
EXHIBIT NO. V
CASE NO. PP24279
DATE 12.14.10 SIGNATURE

 **PACIFIC COAST LAND CONSULTANTS, Inc.**
CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING
25096 JEFFERSON AVE., SUITE "D"
MURRIETA, CALIFORNIA 92562
TEL. (951) 698-1350

CASE: PP24279
EXHIBIT: C2 (Bldg. 3 Floor Plan)
DATED: 11/01/10
PLANNER: K. HESTERLY



PP # 24279
FLOOR PLAN FOR PRODUCTION / STORAGE



CASE: PP24279
EXHIBIT: T (Trash Enclosure)
DATED: 8/30/10
PLANNER: K. HESTERLY

Chapin Family Vineyards
Agricultural Operation
Winery and Tasting Room
PP 24279

Qualitative Greenhouse Gas Discussion

January 11, 2010

Owner: Steve Q. Chapin

Chapin Family Vineyards

Introduction

Chapin Family Vineyards has submitted Plot Plan 24279 to the Planning Department of Riverside County for approval of a Wine tasting Room and Winery. The Riverside County Planning Department has developed a draft of Standard Operating Procedures (SOP) for Greenhouse Gases (GHG) compliance. The Planning Department has provided Chapin Family Vineyards a GHG screening process that first identifies the type of project involved and then determines, based on the anticipated amount of GHG emissions generated for a particular project or category of project the feasibility of mitigation, and whether a qualitative or quantitative GHG analysis is required. Based on the "no" response for all 12 questions on the "initial checklist" on page 2 of the SOP and the "flowchart" on page 6 dictates that a "**Qualitative GHG Discussion is Required**". This report provides background information, description of the project, qualitative discussion, mitigation measures and conclusive action steps to save energy and reduce Greenhouse Gases.

Background Information on Greenhouse Gases:

Description of the Global Climate Change and the Greenhouse Effect

Global climate change refers to any significant change in climate measurements, such as temperature, precipitation, or wind, lasting for an extended period (i.e., decades or longer). Climate change may result from:

- Natural factors, such as change in the sun's intensity or slow changes in the Earth's orbit around the sun.
- Natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of GHG and other gases to the atmosphere from volcanic eruptions).
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuel(s) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

Greenhouse Gases:

The compounds listed below are GHG's subject to control under state law.

Carbon Dioxide(CO₂), Methane(CH₄), Nitrous Oxide(N₂O), Hydrofluorocarbons(HFC5), Perfluorocarbons(PFC5), Sulfur Hexafluoride(SF₆).

"Greenhouse Gas" Is Now Defined for CEQA Purposes:

CEQA now has a definition of "greenhouse gas." Under new section 15364.5, "Greenhouse gas" or "Greenhouse gases" includes, "but is not limited to, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and

hexafluoride."⁵ This definition is consistent with the greenhouse gas definition in AB 32.⁶ It also is consistent with the definition provided in the Environmental Protection Agency's (EPA) recent Endangerment Finding, which identified these six gases as constituting the "root cause of human-induced climate change and the resulting impacts on public health and welfare."⁷

In adopting this definition, the Resources Agency made it clear that "greenhouse gases" should not necessarily be limited to those listed in section 15364.5. As indicated by the phrase "but is not limited to," the definition is not intended to be exclusive, but expansive. As noted by the Resources Agency, lead agencies should not exclude from consideration GHGs that are not listed if substantial evidence suggests that other gases may result in significant adverse impacts.⁸ The EPA's recent Endangerment Finding similarly recognized that there are other substances, such as black carbon and nitrogen trifluoride, that contribute to climate change.⁹ While these substances were not specifically included in the EPA definition, the EPA noted that they deserve careful attention.

Thresholds of Significance

In CEQA, thresholds of significance establish the criteria for determining whether a given impact is significant. The term "threshold of significance" generally means a "...quantitative or qualitative standard, or set of criteria, pursuant to which the significance of a given environmental effect may be determined."¹¹

The CEQA Guidelines themselves do not establish any thresholds of significance. Lead agencies are encouraged to develop their own. Under the revisions to section 15064.7, a lead agency may now also consider thresholds of significance adopted by another agency or recommended by experts. The Resources Agency indicated this clarification is important with respect to GHG emissions because many lead agencies perform general governmental functions and may lack the technical expertise to develop

their own thresholds of significance. Recently, in discussing GHG emissions in Environmental Impact Reports, some lead agencies simply concluded that a project's impacts on global climate change was "too speculative" to make any significance determination. These agencies reasoned that since there were no adopted thresholds of significance, no conclusions could be drawn. That is no longer the case.

The adoption of new section 15064.4 clearly indicates that lead agencies should make a determination on the significance of impacts from GHG emissions, even in the absence of any agency-adopted threshold of significance. The Resources Agency noted that "[a] key component of environmental analysis under CEQA is the determination of significance." This position is consistent with the technical guidance previously provided by State Office of Planning and Research (OPR). In its Technical Advisory of June 2008, the OPR acknowledged that "[a]s with any environmental impact, [public] agencies must determine what constitutes a significant impact." In addition, "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact', individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice."

The Riverside County Planning Department is developing a draft Standard Operating Procedure (SOP) for GHG's and CEQA compliance. The Riverside County Planning Department has exercised its discretion by choosing to use a GHG screening process that first identifies the type of project involved and then determines, based on the anticipated amount of GHG emissions generated for a particular project or category of project and the feasibility of mitigation, whether a qualitative or quantitative GHG analysis is required. If the project is a type for which it can be determined with certainty that no cumulatively considerable impact would result, no GHG discussion is required. The draft SOP contains an initial screening list, which contains specific types of discretionary projects that have been determined to not result in any potentially significant cumulative impact on global climate change.

Projects that are not on the initial screening list are required to address initial checklist questions, which are designed to determine if a proposed project has the potential to result in a cumulatively significant impact on global climate change. An affirmative answer to any of the initial checklist questions requires a numerical GHG analysis.

- Construction: The total amount of GHG's emitted by all construction activities including, but not limited to, equipment and machinery usage, energy usage, vehicle miles traveled by construction employees, emissions from architectural coastings, emissions from paving or road construction activities, and other reasonably foreseeable emissions.
- Operations: The total amount of GHG's emitted by all operational activities per year including, but not limited to, emissions from use of electricity, use of natural gas, and other energy consumption, emissions resulting water demand, vehicular emissions, and other reasonably foreseeable emissions.

The draft SOP also requires that projects describe, analyze, and adopt all feasible mitigation measures for potentially significant GHG emissions and global climate change impacts.

Project Description and Location:

Chapin Family Vineyards is a very small boutique winery and winery. The ultimate goals of production is 3500 gallons per year consisting of five different varietals. The production level is well below the 26,000 gallon threshold for Permit to Operate by APCD. All wastewater from wine production is not allowed to leave the property. Grape skin waste is minimal at less than 2,000 lbs and is incorporated into the soil as part of the vineyard. The incorporation of the grape skin waste is immediately incorporated in the soil and avoids any

possible odor nuisance. All bottling activities are performed off-site.

Chapin Family Vineyards Plot Plan 24279 is a winery and tasting room and would fall under an Agricultural Operation by CEQA.

Chapin Family Vineyards is located in Southwest Riverside County with a better designation of Temecula Valley Wine Country. The specific address is 36084 Summitville and sets on Northeast corner of Summitville Street and Warren Ward.

The project when approved well set on 10.19 gross acres, 9.10 net acres with 6.9 acres in planted wine grape vines.

All three county permitted buildings were built prior to 2005. No additional building construction is planned. A 510 square foot tasting room is planned within one of the present buildings.

Riverside County is requiring construction of a trash enclosure, stairs and customer parking lot. The specific construction will be detailed in the next section.

It is estimated that 90% of the landscaping for the project is completed. A licensed landscape architect has completed landscape drawings. These landscape drawings have been accepted by the Riverside County Planning department.

Project Construction activity:

The construction activity consists of five phases;

1). Concrete entry driveway into the parking lot. Estimated square footage is 600 square feet.

- 2). Trash enclosure will be built to Riverside County Specifications, 12 ft X 17 ft or 204 sq. ft of concrete surface.
- 3). Parking lot will be leveled within 2% grade with an estimated grading of less than 120 cubic feet of soil. The base of the driveway will be compacted D.G.
- 4). Concrete steps from the parking lot to the tasting room level.

Note: Impervious area is 4.939 SF including concrete steps, trash enclosure and parking lot, therefore WQMP is not required.

- 5). Landscaping of parking lot. A landscape concept plan was submitted to Riverside County for review and approval. 90% of the landscaping was planted over 10 years ago and is stable. The new landscaping contains many drought resistant plants.

Qualitative discussion of Greenhouse Gases of the Project:

Greenhouse Gases and Energy Use

Worldwide character of Greenhouse Gases.

The greenhouse gases tracked by EIA include carbon dioxide (CO₂), methane, nitrous oxide, various hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Carbon Dioxide (CO₂) accounts for the lion's share, so for some purposes an analysis based only on CO₂ emissions is considered adequate.

Greenhouse gases are emitted by natural sources as well as by human activities. For example, CO₂ is emitted when an animal exhales or water evaporates from the ocean. In fact, the Intergovernmental Panel on Climate Change (IPCC) estimated that 97 percent of CO₂ emissions worldwide in the 1990s came from natural sources. However, the additional three percent that

resulted from human activity was enough to push emissions above the capacity of natural processes (such as photosynthesis) to absorb them. It is in this sense that human activity is responsible for the rising concentrations of CO₂ observed in the atmosphere.

EIA usually expresses emissions in millions of metric tons (MMT). EIA's preliminary estimates for 2005 include 6,009 MMT of CO₂, compared to only 27 MMT for methane and 1 MMT for nitrous oxide (the next two largest components of total greenhouse gas emissions).

Although CO₂ has a greater impact on global warming than other greenhouse gases, the difference is not quite as lopsided as the above numbers suggest. Non-CO₂ greenhouse gases have much greater "global warming potentials" per metric ton. For example, according to the most recent IPCC assessment, a metric ton of methane has 23 times the global warming potential of a metric ton of CO₂. For many greenhouse gases the ratio is over 1,000 to 1.

As a result, EIA usually reports total greenhouse gas emissions in MMT CO₂ equivalent, inflating metric tons of non-CO₂ gases to account for their greater impacts per ton. Even measured in MMT CO₂ equivalents, however, CO₂ accounted for 84 percent of U.S. greenhouse gas emissions in 2005.

EIA also typically breaks down U.S. energy consumption into four end-use categories: industry, transportation, residential, and commercial. Almost all residential greenhouse emissions are CO₂, and CO₂ emissions are strongly related to energy consumption. Thus, the residential sector accounts for 21-22 percent of both energy consumption and CO₂ emissions. However, the residential sector generates very little greenhouse gases other than CO₂, and so accounts for only 18 percent of total greenhouse gas emissions measured in MMT CO₂ equivalents.

Vehicular mileage of Visiting Customers:

The parking lot has a maximum capacity of 12 cars. A person travelling in a small car produces about 259grams of greenhouse gases for every kilometer travelled, in a mid-size car, 316 grams, and in a mini-van, sport-utility vehicle or big car, 460 grams. However, if those choosing to drive their cars decide to take passengers, their personal greenhouse gas emissions drop substantially. With just one passenger, car emissions are cut in half, with two passengers, they are cut by two thirds. The average number of passengers visiting a winery is two and often times four.

There are 6 wineries within a 2.5 mile road radius with most visitors visiting multiple wineries. Estimating the addition of car emission greenhouse gases by the addition of one winery is very speculative and almost impossible to determine.

Appliances utilizing Hot Water and related hot water emissions.

How is hot water energy use affected by clothes washers, dishwashers: Whether or not your household has a clothes washer, it is assumed that everyone uses one. In other words, the clothes washer you use does not have to be in your house or apartment. Your emissions from using a clothes washer are automatically included in hot water heating emissions. Not everyone has one, but a modern dishwasher uses as much or less hot water than the average person washing dishes by hand. Dishwashers only consume more energy and create more greenhouse gas emissions from hot water use when a special feature,

Winery Machinery(all electric):

Grape Destemmer: Usage is one day per year for 8 hours.
Grape Press: Usage is two days per year for total of 16 hours.

All bottling activity is performed offsite.

Concluding remarks for Greenhouse Gases and Chapin Family Vineyards;

A). With development of Chapin Family Vineyards every effort will be utilized to save energy and therefore reduce the Greenhouse Gas emissions.

I). First year energy saving opportunities for buildings and any construction;

a). Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.

b). Utilize built-in energy efficient appliances (i.e. Energy star)

c). Utilize double-paned windows.

d). Utilize energy efficient interior lighting.

II). Farming and vineyard Activities;

a). Utilize code of "Sustainable Winegrowing Practices".

b). Reduce fugitive dust by paving and/or utilizing compact DG in parking area. Maintain a policy of no more than 10 mph in dirt roads in the vineyard.

c). Reduce water consumption for landscaping by planting drought resistant plants and eliminating high water consuming landscaping like grass.

d). Utilize battery operated landscape maintenance tools wherever possible.

e). Plant drought resistant trees to shade buildings and save cooling energy requirements.

III). Farm and winemaking equipment

a). Maintain all farm machinery and wine equipment in good working order.

IV). Apply mitigation measures as listed in table 1.

Greenhouse Gases

Mitigation Measures for Chapin Family Vineyards

January 11, 2011

Measure Type	Mitigation Measure	Pollutant Reduced
Site Design	Pave and maintain roads	Particulate(P)
Site Design	Dust reducer in parking lot with compacted DG	Particulate
Site Design	Plant plant vegetation between Roadway and site Hedges, trees,	Diesel Particulate Matter Particulate
Energy Efficiency	Plant drought tolerant, native shade tree along southern exposures of buildings reducing energy used to cool buildings in summer	Ozone(O), Greenhouse Gases(GHG)
Site Design	6.83 acres of vineyards....6 Mo's of greenery	O, GHG
Energy Efficiency	Large wrap around porch blocking summer sun all sides of the building	
Energy Efficiency	Double pane windows	O, GHG, P
Energy Efficiency	Utilize low energy efficient interior lighting	O, GHG, P
Energy Efficiency	Eliminate high water consumption landscape, no lawns, native plants, low Reactive Organic Gases ROG = Reactive Organic Gases	O, GHG
Energy Efficiency	Participate in and implement available energy - efficient rebate programs including air conditioning gas heating refrigeration, and lighting programs.	O, P, GHG
Energy Efficiency	Use clean engine technologies with disciplined maintenance program	O, GHG
Transportation	Utilize and maintain diesel particulate filters	DPM

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42223
Project Case Type (s) and Number(s): Change of Zone No. 7720 and Plot Plan No. 24279
Lead Agency Name: County of Riverside Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Kinika Hesterly, Project Planner
Telephone Number: (951) 955-1888
Applicant's Name: Steve Q. Chapin
Applicant's Address: 2381 Marca Place, Carlsbad, CA 92009
Engineer's Name: Pacific Coast Land Consultants
Engineer's Address: 25096 Jefferson Ave, Ste D, Murrieta, CA 92562

I. PROJECT INFORMATION

A. Project Description:

PLOT PLAN NO. 24279 is a winery consisting of 2,278 square feet used for a tasting room, storage and production room. This use is proposed to occur within three (3) existing buildings on-site. 2,874 square feet in two (2) existing buildings is proposed to be used for a caretaker's residence. Building square footage is as follows: building 1 is 2,857 square feet, building 2 is 2,448 square feet and building 3 is 544 square feet. Portions of the buildings 1 and 2 will be used for the winery and caretaker's residence. Building 3 will only be utilized as a production room for the winery.

Tasting room hours of operation are 10:00 a.m. to 5:00 p.m. daily. Four (4) wine club gatherings are allowed annually. No special events shall be permitted and no limousines or buses will be allowed. The project will have 13 parking spaces.

Change of Zone No. 7720 proposes to change the site's zoning classification from Residential Agriculture – 2-1/2 Acre Minimum (R-A-2-1/2) to Light Agriculture – 10 Acre Minimum (A-1-10).

B. Type of Project: Site Specific ; Countywide ; Community ; Policy .

C. Total Project Area: 10.19 Gross Acres

Residential Acres:	Lots:	Units:	Projected No. of Residents: 1
Commercial Acres: .58	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees: 1
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other: 6.19 Vineyard			

D. Assessor's Parcel No(s): 915-690-001 and 915-690-002

E. Street References:

The project is located in the Rancho California Zoning Area of the Southwest Area Plan, more specifically, northerly of Summitville Street and easterly of Warren Road.

F. Section, Township & Range Description or reference/attach a Legal Description:
Township 7 South, Range 1 West, Section 18

G. Brief description of the existing environmental setting of the project site and its surroundings: The project site contains a single family residence and vineyards. The remaining project site is open land. Surrounding land uses include the Metropolitan Water District/Lake Skinner Recreation Area to the north, large lot single family residences to the east, Doffo winery to the south and vacant land to the west previously approved for 216 rural residences, 8 winery production lots, and open space lots (TR34466).

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The project implements Policy LU 4.1, requiring new developments to be located and designed to visually enhance, not degrade the character of the surrounding area. The proposed project is consistent with all other Land Use policies.
- 2. Circulation:** Adequate circulation facilities exist to serve the proposed project. The proposed project meets with all applicable circulation policies of the General Plan.
- 3. Multipurpose Open Space:** No natural open space land is a part of this project. The project is not located within an MSHCP Criteria Cell. The proposed project meets with applicable Multipurpose Open Space element policies.
- 4. Safety:** The proposed project is not located within any special hazard zone (including FEMA flood zone, fault zone, high fire hazard area, dam inundation zone, area with high liquefaction potential, etc.). The proposed project has allowed for sufficient provision of emergency response services to the future residents of this project through the project design and payment of development impact fees. The proposed project meets with all other applicable Safety element policies.
- 5. Noise:** Sufficient mitigation against any foreseeable noise sources in the area has been provided for in the design of the project. The proposed project meets all other applicable Noise element policies.
- 6. Housing:** The project will not impact housing.
- 7. Air Quality:** **Air Quality:** The proposed project has been conditioned to control any fugitive dust during grading and construction activities. The proposed project meets all other applicable Air Quality Element policies.

B. General Plan Area Plan(s): Southwest

C. Foundation Component(s): Rural Community (RC)

D. Land Use Designation(s): Estate Density Residential (2 Acre Minimum) (RC:EDR)

E. Overlay(s), if any: Not Applicable

F. Policy Area(s), if any: Not Applicable

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:

Open Space-Recreation (OS-R) to the north, Rural Residential (RR) (5 Acre Minimum) to the east, Agriculture (AG) (10 Acre Minimum) and Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) to the south and Agriculture (AG) (10 Acre Minimum) to the west

H. Adopted Specific Plan Information

- 1. **Name and Number of Specific Plan, if any:** Not Applicable
- 2. **Specific Plan Planning Area, and Policies, if any:** Not Applicable

I. Existing Zoning: Residential Agriculture - 2 ½ Acre Minimum (R-A-2 ½)

J. Proposed Zoning, if any: Light Agriculture – 10 Acre Minimum (A-1-10)

K. Adjacent and Surrounding Zoning:

Rural Residential (R-R) to the north, Residential Agriculture (R-A) to the east and south, Light Agriculture-10 Acre Minimum (A-1-10) to the south and Citrus Vineyard (C/V) to the west

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

- I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed

project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.


Signature

December 14, 2010
Date

Kinika Hesterly
Printed Name

For Carolyn Syms Luna, Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure C-7 "Scenic Highways"

Findings of Fact:

a) The General Plan indicates that the project is not located within a designated scenic corridor. There will be no impact.

b) The project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features, or obstruct a prominent scenic vista or view open to the public, as these features do not exist on the project site. Additionally, the project will not result in the creation of an aesthetically offensive site open to public view. The design of this winery is compatible with the existing environmental and surrounding setting, and will, therefore, have a less than significant impact on scenic resources.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

2. Mt. Palomar Observatory				
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: GIS database, Ord. No. 655 (Regulating Light Pollution)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: The project is located 17.16 miles (Zone B – within 45 miles) from the Mt. Palomar Observatory.

a) The project is not anticipated to interfere with the nighttime use of the Mt. Palomar Observatory. The impact is considered less than significant. Condition of approval 10.Planning.30, requiring low pressure sodium vapor lighting, has been applied to the project. This is a standard condition and is not considered unique for CEQA purposes.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

b) Expose residential property to unacceptable light levels?

Source: On-site Inspection, Project Application Description

Findings of Fact:

a-b) The project is not anticipated to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, or expose residential property to unacceptable light levels. Condition of approval 10.Planning.5, requiring lighting to be hooded and directed, has been applied to the project. This is a standard condition and is not considered unique for CEQA purposes.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?

c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?

d) Involve other changes in the existing environment

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Source: Riverside County General Plan Figure OS-2 "Agricultural Resources," GIS database, and Project Application Materials.

Findings of Fact:

a) The project is located within the boundaries of land designated as Local Farmland, Prime Farmland, Unique Farmland and Farmland of Statewide Importance. Grading is proposed to occur for the parking area in the portion of the parcel designated as local farmland. The remainder of the project site does not propose grading and all buildings currently exist. Therefore, the project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use. The impact is considered less than significant.

b) The project will not conflict with an existing agricultural use, or a Williamson Act (agricultural preserve) contract. There will be no impact.

c) The winery is an ancillary use to the vineyard. Therefore, the project will not cause the development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm"). There will be no impact.

d) The project is not anticipated to involve other changes in the existing environment which, due to their location or nature, would result in conversion of Farmland, to a non-agricultural use. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

5. Forest

a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?

b) Result in the loss of forest land or conversion of forest land to non-forest use?

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

Source: Riverside County General Plan Figure OS-3 "Parks, Forests and Recreation Areas," and Project Application Materials.

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a-c) The project is not located in forest land and, therefore, will not conflict with existing zoning, result in the loss of forest land or involve changes in the environment that could result in the conversion of forest land to non-forest use. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: SCAQMD CEQA Air Quality Handbook Table 6-2

Findings of Fact:

Appendix G of the current State CEQA Guidelines indicates that a project will significantly impact air quality if the project violates any ambient air quality standard, contributes substantially to an existing air quality violation, or exposes sensitive receptors to substantial pollutant concentrations.

a) The project site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) Governing Board adopted its most recent Air Quality Management Plan (AQMP) for the SCAB on August 1, 2003. The AQMP is a plan for the regional improvement of air quality. As part of adoption of the County's General Plan in 2003, the General Plan EIR (SCH No. 2002051143) analyzed the General Plan growth projections for consistency with the AQMP and concluded that the General Plan is consistent with the SCAQMD's AQMP. The project is consistent with the County General Plan and would therefore be consistent with the SCAQMD's AQMP.

b-c) The South Coast Air Basin (SCAB) is in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed Project, would cumulatively contribute to these pollutant violations.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project is consistent with the General Plan and the Southwest Area Plan land use designations. The General Plan (2003) is a policy document that reflects the County's vision for the future of Riverside County. The General Plan is organized into eight separate elements, including an Air Quality Element. The purpose of the Air Quality Element is to protect County residents from the harmful effects of poor air quality. The Air Quality Element identifies goals, policies, and programs that are meant to balance actions regarding land use, circulation, and other issues with their potential effects on air quality. The Air Quality Element, in conjunction with local and regional air quality planning efforts, addresses ambient air quality standards set forth by the Federal Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). Potential air quality impacts resulting from the proposed Project would not exceed emissions projected by the Air Quality Element. The County is charged with implementing the policies in the General Plan Air Quality Element, which are focused on reducing concentrations of criteria pollutants, reducing negative impacts to sensitive receptors, reducing mobile and stationary pollutant sources, increasing energy conservation and efficiency, improving the jobs to housing balance, and facilitating multi-jurisdictional coordination for the improvement of air quality.

Implementation of the project would not impact air quality beyond the levels documented in EIR No. 441 prepared for the General Plan. The project would impact air quality in the short-term during grading and in the long-term through operation. Construction activities associated with the Project would result in emissions of carbon monoxide (CO), volatile organic gases (VOC), nitrogen dioxide (NOX), particulate sulfate (SOX) and particulate matter (PM10 and PM2.5). Construction emissions are expected from the use of construction equipment (including heavy diesel trucks) and fugitive dust (associated with site preparation and equipment travel on paved and unpaved roads). Construction emissions would occur in close proximity to the disturbance area, but some spillover into the surrounding community may occur. In accordance with standard county requirements, dust control measures and maintenance of construction equipment shall be utilized on the property to limit the amount of particulate matter generated. These are standard requirements and are not considered mitigation pursuant to CEQA.

The proposed project would primarily impact air quality through increased automotive emissions. Single projects typically do not generate enough traffic and associated air pollutants to violate clean air standards or contribute enough air pollutants to be considered a cumulatively considerable significant impact. Operational impacts associated with the project would be expected to result in emissions of VOC, NOX, CO, PM10, PM2.5 and SOX. Operational emissions would result from vehicle emissions, fugitive dust associated with vehicle travel, combustion emissions associated with natural gas use, emission related to electricity generation, and landscape equipment maintenance emissions. In the long term, emissions of VOC, NOX, CO, PM10 and PM2.5 and could exceed SCAQMD significance thresholds (in pounds per day). In accordance with CEQA Guidelines (section 15064 (h) (3)) a project's incremental contribution to a cumulative impact may be considered less than significant if the Project will comply with a mitigation program that addresses the impact. With compliance with standard requirements for use of low VOC paints and compliance with California Energy Commission Title 24 requirements for building energy efficiency, direct and cumulative air quality impacts would be reduced to a level below significance. These are standard requirements and are not considered mitigation pursuant to CEQA. Therefore, the impact is considered less than significant.

d) A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. Sensitive receptors (and the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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facilities that house them) in proximity to localized CO sources, toxic air contaminants or odors are of particular concern. High levels of CO are associated with major traffic sources, such as freeways and major intersections, and toxic air contaminants are normally associated with manufacturing and commercial operations. Land uses considered to be sensitive receptors include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. Surrounding land uses include residential, which is considered a sensitive receptor, however, a winery is not considered a substantial point source emitter or a sensitive receptor.

e) Surrounding land uses do not include significant localized CO sources, toxic air contaminants, or odors. A winery is not considered a substantial point source emitter or a sensitive receptor. There will be no impact.

f) The project will not create objectionable odors affecting a substantial number of people. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?

b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool,

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: GIS database, WRC-MSHCP and/or CV-MSHCP, On-site Inspection

Findings of Fact:

a) The project does not conflict with any adopted Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan. The project will have no impact.

b-d) Although the project could have a substantial adverse effect through habitat modifications or interference with a wildlife species, with mitigation (COA 60.EPD.1), the project is not anticipated to create an adverse impact.

e) The project will not have a substantial adverse effect on riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service, or on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Also, the project is not anticipated to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The project is anticipated to have a less than significant impact.

Mitigation: Within thirty (30) days prior to grading permit issuance, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results shall be provided in writing to the Environmental Programs Division per 60.EPD.1. The action taken by the Environmental Programs Division is dependent upon the outcome of the survey as detailed in this condition of approval.

Monitoring: Mitigation monitoring shall occur by the Environmental Programs Division during the building permit process.

CULTURAL RESOURCES Would the project

8. Historic Resources				
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: On-site Inspection, Project Application Materials

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a-b) All buildings onsite are existing and will remain, therefore, the project will not alter or destroy a historic site or cause a substantial adverse change in the significance of a historical resource. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

9. Archaeological Resources

a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials

Findings of Fact:

a-b) While no cultural resources survey was warranted for this project due to the fact that there are existing buildings and hardscape in place, the proposed parking lot area shall be monitored for subsurface cultural deposits due to the established high sensitivity for prehistoric resources in the vicinity (60.Planning.17 and 60.Planning.19). Therefore, with mitigation, the project is not anticipated to destroy an archaeological or cultural resource site or cause a substantial adverse change in the significant of an archaeological or cultural resource.

c) The site is not anticipated to disturb any human remains due to the limited amount of grading, however, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as the origin. If the Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (10.Planning.1). This is a standard condition of approval and is not considered unique for CEQA purposes. The impact is considered less than significant.

d) The project will not restrict existing religious or sacred uses within the potential impact area. There will be no impact.

Mitigation: Prior to grading permit issuance, the permit holder shall retain and enter into monitoring and mitigation service contract with a qualified Archaeologist and a monitor designated by the Pechanga Band of Luiseno Indians for services (60.Planning.17 and 60.Planning.19).

Monitoring: Mitigation monitoring shall be limited to the new parking lot area and the initial excavation and grading cuts. Monitoring shall take place during the building permit process by the Planning Department.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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10. Paleontological Resources

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

Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Findings of Fact:

a) The project is located in an area of undetermined paleontological sensitivity. Site disturbance has occurred, with exception of the proposed parking area. The site is unlikely to impact a unique paleontological resource, however, the project has been conditioned to retain a qualified paleontologist approved by the County of Riverside (60.Planning.1). This is a standard condition of approval and is not considered unique mitigation for CEQA purposes.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?

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

Source: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," GIS database, Geologist Comments

Findings of Fact:

a-b) The proposed project is not located within a fault zone and therefore, will not likely expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death. Also, the site will not likely be subject to rupture of a known earthquake fault as delineated on the Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

12. Liquefaction Potential Zone

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction"

Findings of Fact:

a) The project is not located within an area with the potential for liquefaction. Therefore, the impact is anticipated to be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone

Be subject to strong seismic ground shaking?

Source: Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map," and Figures S-13 through S-21 (showing General Ground Shaking Risk)

Findings of Fact:

The proposed project is not located within a fault zone and therefore is not likely to be subject to strong seismic ground shaking. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required

14. Landslide Risk

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

Source: On-site Inspection, Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope"

Findings of Fact:

a) The County Geologist reviewed the project's geological report and did not provide mitigation indicating that the project would be located on a geologic unit or soil that is unstable, potentially causing landslide, lateral spreading, collapse or rockfall hazards. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. Ground Subsidence

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

Source: Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map"

Findings of Fact:

a) The project is not located in a subsidence area and is not likely to be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in ground subsidence. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required

16. Other Geologic Hazards

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

Source: On-site Inspection, Project Application Materials

Findings of Fact:

a) The project is not located near close enough to a large body of water or a known volcanic area, therefore, the project site will not likely be impacted by seiche, mudflow or volcanic hazard on the project site. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

17. Slopes

a) Change topography or ground surface relief features?

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

c) Result in grading that affects or negates subsurface sewage disposal systems?

Source: Riv. Co. 800-Scale Slope Maps, Project Application Materials

Findings of Fact:

a) The majority of the project has been disturbed by the construction of three (3) buildings and planting of vineyards. The project proposes the addition of 13 parking spaces resulting in minimal

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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grading. The grading will not result in a substantial change in the existing topography or ground surface relief features. The impact is considered less than significant.

b) The project will not create cut or fill slopes greater than 2:1 or higher than 10 feet. There will be no impact.

c) The project is not anticipated to result in grading that affects or negates subsurface sewage disposal systems as proposed disturbance is not located near the existing septic system. The project is anticipated to have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

18. Soils

a) Result in substantial soil erosion or the loss of topsoil?

b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?

c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Source: U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection

Findings of Fact:

a-c) The project is not anticipated to result in substantial soil erosion or the loss of topsoil. The project is not located on expansive soil creating substantial risks to life or property, nor does it have soils incapable of adequately supporting use of septic tanks. Condition 10.BS Grade.6 has been applied to the project to reduce the potential impact of soil erosion or loss of topsoil to a level of less than significance. This is a standard condition of approval and is not considered unique for the purposes of CEQA.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

19. Erosion

a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?

b) Result in any increase in water erosion either on or off site?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: U.S.D.A. Soil Conservation Service Soil Surveys

Findings of Fact:

- a) The proposed project will not change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake.
- b) The project is proposing less than 5,000 square feet of impervious area and is not anticipated to result in any increase in water erosion either on or off site. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

20. Wind Erosion and Blowsand from project either on or off site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

Source: Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Ord. 460, Sec. 14.2 & Ord. 484

Findings of Fact:

- a) The project will not be significantly impacted by or result in an increase in wind erosion and blowsand, either on or offsite. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

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

Source: Project review

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project will have minimal construction equipment (grading for a 13 space parking area) and traffic generated by the project is not anticipated to be significant due to the lack of special events at the project site. The impact is considered less than significant.

The project is not anticipated to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project

22. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Application Materials

Findings of Fact:

a-e) The project will not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Also, the project will not impair implementation of or physically interfere with an adopted emergency response or evacuation plan, nor emit or handle hazardous emissions or waste within ¼ mile of a school. The project will not be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. The project will have a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

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

Source: Riverside County General Plan Figure S-19 "Airport Locations," GIS database

Findings of Fact:

a-d) The project is not located in an airport influence area or an airport compatibility zone, therefore, it will not result in an inconsistency with an Airport Master Plan or require review by the Airport Land Use Commission. Also, since the project is not located within an airport land use plan or within the vicinity of an airport or airstrip, it will not result in a safety hazard or people living or working in the project area. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

24. Hazardous Fire Area				
a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-11 "Wildfire Susceptibility," GIS database

Findings of Fact:

a) The project is not located in a high fire area. Therefore, it is not anticipated to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Nevertheless, the Riverside County Fire Department has provided standard project conditions of approval to reduce fire impacts to the project. These are not considered unique mitigation for CEQA purposes. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

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

HYDROLOGY AND WATER QUALITY Would the project

25. Water Quality Impacts

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

b) Violate any water quality standards or waste discharge requirements?

c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

g) Otherwise substantially degrade water quality?

h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?

Source: Riverside County Flood Control District Flood Hazard Report/Condition.

Findings of Fact:

a) All buildings are existing on site and proposed grading and construction should allow the natural drainage patterns of the area to continue. Therefore, the project is not anticipated to substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site. The impact is considered less than significant.

b-c) The project is not anticipated to violate any water quality standards or waste discharge requirements or substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. There will be no impact.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) Due to the minimal amount of construction involved, the project is not anticipated to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Also, the project proposes to contain less than 5,000 square feet of impervious area. As such, the impact is considered less than significant.

e-f) The project will not place housing or structures in a 100-year flood plain. There will be no impact.

g) The project is not anticipated to degrade water quality. The impact is considered less than significant.

h) The project does not include new or retrofitted stormwater treatment Control Best Management Practices (BMPs), the operation of which could result in significant environmental effects. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

26. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable <input checked="" type="checkbox"/>	U - Generally Unsuitable <input type="checkbox"/>	R - Restricted <input type="checkbox"/>
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-9 "100- and 500-Year Flood Hazard Zones," Figure S-10 "Dam Failure Inundation Zone," Riverside County Flood Control District Flood Hazard Report/Condition, GIS database

Findings of Fact:

a-b) The project did not require a floodplain review and therefore, is not anticipated to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off-site, or change absorption rates or the rate and amount of surface runoff. The impact is considered less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) The project is not anticipated to create flooding that would expose people or structures to a significant risk of loss, injury or death, including flooding as a result of the failure of a levee or dam (Dam Inundation Area). No impact is anticipated.

d) The project is not anticipated to create runoff that would change the amount of surface water in any water body. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project

27. Land Use

a) Result in a substantial alteration of the present or planned land use of an area?

b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?

Source: RCIP, GIS database, Project Application Materials

Findings of Fact:

a) The land use designation is Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) which allows agricultural uses. The winery and vineyard incorporate an agricultural use. Also, the project is located directly to the north of an existing winery with vineyards. Therefore, it will not result in a substantial alteration of the present or planned land use of the area. The impact is considered less than significant.

b) The project is not located within a city sphere of influence. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

28. Planning

a) Be consistent with the site's existing or proposed zoning?

b) Be compatible with existing surrounding zoning?

c) Be compatible with existing and planned surrounding land uses?

d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?

e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Riverside County General Plan Land Use Element, Staff review, GIS database

Findings of Fact:

a) The project proposes to change the site's zoning classification from Residential Agriculture - 2 1/2 Acre Minimum (R-A-2 1/2) to Light Agriculture - 10 Acre Minimum (A-1-10). The project has a minimum lot size of 10 acres. The A-1-10 zone allows a winery including appurtenant and incidental uses with an established on-site vineyard subject to the approval of a plot plan. The project proposal is consistent with the site's proposed zoning. The impact is less than significant.

b-d) The project is located directly to the north of an existing winery with vineyards. Also, the project is located adjacent to the Light Agriculture - 10 Acre Minimum (A-1-10) zone to the south as well as the Citrus Vineyard Policy Area to the west and south. The land use designation is Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) which allows agricultural uses. The winery and vineyard incorporate an agricultural use. Therefore, it will not result in a substantial alteration of the present or planned land use of the area. The impact is considered less than significant.

e) The project proposal includes limited construction and grading. Existing buildings will remain for the winery and caretaker's residence. Since changes at the site will be minimal, and winery uses are in use to the south and on other nearby properties, the project site will not disrupt or divide the existing community. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project

29. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-5 "Mineral Resources Area"

Findings of Fact:

a) The project site is within MRZ-3, which is defined as areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The RCIP identifies policies that encourage protections for existing mining operations and for appropriate management of mineral extraction. A significant impact that would constitute a loss of availability of a known mineral resource would include unmanaged extraction or encroach on existing extraction. No existing or abandoned quarries or mines exist in the area surrounding the project site. The project does not propose any mineral extraction on the project site. Any mineral resources on the project site will be unavailable for the life of the project; however, the project will not result in the permanent loss of significant mineral resources. There will be no impact.

b) The project will not result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. There will be no impact.

c) The project will not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine. There will be no impact.

d) The project will not expose people or property to hazards from proposed, existing or abandoned quarries or mines. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

NOISE Would the project result in

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable
 C - Generally Unacceptable D - Land Use Discouraged

30. Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

NA A B C D

Source: Riverside County General Plan Figure S-19 "Airport Locations," County of Riverside Airport Facilities Map

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The project site is not located within an airport land use plan or within two miles of a public airport or public use airport that would expose people residing on the project site to excessive noise levels. There will be no impact.

b) The project is not located within the vicinity of a private airstrip that would expose people residing on the project site to excessive noise levels. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

31. Railroad Noise

NA A B C D

Source: Riverside County General Plan Figure C-1 "Circulation Plan", GIS database, On-site Inspection

Findings of Fact:

The project site is not located adjacent to a rail line. No impacts will occur as a result of the proposed project.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

32. Highway Noise

NA A B C D

Source: On-site Inspection, Project Application Materials

Findings of Fact: The project site is not located adjacent to or near any highways. No impacts will occur as a result of the proposed project.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

33. Other Noise

NA A B C D

Source: Project Application Materials, GIS database

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No other noise sources have been identified near the project site that would contribute a significant amount of noise to the project.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

34. Noise Effects on or by the Project

a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"); Project Application Materials

Findings of Fact:

a) The proposed winery operation may cause a substantial permanent increase in ambient noise levels. The project is required to submit noise monitoring reports at the request of Code Enforcement if a significant amount of complaints have been received. If a significant amount of complaints have been received, one year after issuance of occupancy, the Director may reconsider the hours of operation. The impact is considered less than significant with mitigation.

b) Through adherence to County Ordinance No. 847, grading and construction shall be restricted to daylight hours. Construction equipment shall be required to be maintained in good working order and cannot be serviced or repaired at the site. The construction of single-family residences will result in an increase of noise levels, but these increased noise levels will be less than significant.

c) The winery is not anticipated to create noise levels in excess of standards established in the general plan; however, if a significant amount of excessive noise complaints have been received, one year after issuance of occupancy, the Director may reconsider the hours of operation. The impact is considered less than significant with mitigation.

d) The project will not expose any person to excessive ground-borne vibration or ground-borne noise levels. The impact is considered less than significant.

Mitigation: The project shall be required to submit noise monitoring reports at the request of Code Enforcement if a significant amount of complaints have been received. If a significant amount of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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complaints have been received, one year after issuance of occupancy, the Director may reconsider the hours of operation (COA 10.Planning.22 and 20.Planning.3).

Monitoring: Monitoring shall be conducted by the Code Enforcement Department.

POPULATION AND HOUSING Would the project

35. Housing

a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

d) Affect a County Redevelopment Project Area?

e) Cumulatively exceed official regional or local population projections?

f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Source: Project Application Materials, GIS database, Riverside County General Plan Housing Element

Findings of Fact:

a) A single family residence exists and will remain on the project site; therefore the project will not displace any housing.

b) The project will not create a demand for additional housing.

c) The project will not displace any people.

d) The project will not affect a County Redevelopment Project Area.

e) The project will not cumulatively exceed official regional or local population projections.

f) The project could encourage additional developments in the area, but the development would have to be consistent with the General Plan; therefore, the project would not induce substantial population growth.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

36. Fire Services

Source: Riverside County General Plan Safety Element

Findings of Fact:

The project area is serviced by the Riverside County Fire Department. Any potential significant effects will be mitigated by the payment of standard fees to the County of Riverside. The project will not directly physically alter existing facilities or result in the construction of new facilities. Any construction of new facilities required by the cumulative effects of surrounding projects would have to meet all applicable environmental standards. The project shall comply with County Ordinance No. 659 to mitigate the potential effects to fire services (COA 90.PLANNING.29). This is a standard condition of approval and pursuant to CEQA is not considered mitigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

37. Sheriff Services

Source: RCIP

Findings of Fact:

The proposed area is serviced by the Riverside County Sheriff's Department. The proposed project would not have an incremental effect on the level of sheriff services provided in the vicinity of the project area. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. The project shall comply with County Ordinance No. 659 to mitigate the potential effects to sheriff services. (COA 90.PLANNING.29) This is a standard condition of approval and pursuant to CEQA, is not considered mitigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

38. Schools

Source: Temecula Valley Unified School District correspondence, GIS database

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

The project will not physically alter existing facilities or result in the construction of new or physically altered facilities. The proposed project is located within the Temecula Valley Unified School District. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. This project has been conditioned to comply with School Mitigation Impact fees in order to mitigate the potential effects to school services. (COA 80.PLANNING.17) This is a standard condition of approval and pursuant to CEQA is not considered mitigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

39. Libraries

Source: RCIP

Findings of Fact:

The proposed project will not create a significant incremental demand for library services. The project will not require the provision of new or altered government facilities at this time. Any construction of new facilities required by the cumulative effects of surrounding projects would have to meet all applicable environmental standards. This project shall comply with County Ordinance No. 659 to mitigate the potential effects to library services. (COA 90.PLANNING.29) This is a standard condition of approval and pursuant to CEQA is not considered mitigation.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

40. Health Services

Source: RCIP

Findings of Fact:

The use of the proposed 10.19 acre parcel would not cause an impact on health services. The site is located within the service parameters of County health centers. The project will not physically alter existing facilities or result in the construction of new or physically altered facilities. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

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

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

Source: GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review

Findings of Fact:

- a-b) The proposed project does not create a substantial increase in demand for recreational facilities, as the project is a winery. There will be no impact.
- c) The project is not located within a County Service Area and winery projects, such as the one proposed, are not subject to park and recreation fees (Quimby). There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

42. Recreational Trails	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source: Riv. Co. 800-Scale Equestrian Trail Maps, Open Space and Conservation Map for Western County trail alignments

Findings of Fact:

The project is required to offer a dedication for the 20 foot regional trail easement shown on the exhibit as required by the Riverside County Parks Department.

Mitigation: Prior to building permit issuance, the regional trail easement shall be dedicated per COA 80.Parks.1.

Monitoring: Monitoring shall occur by the Parks Department during the Building and Safety plan check process.

TRANSPORTATION/TRAFFIC Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
43. Circulation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCIP

Findings of Fact:

The Transportation Department has not required a traffic study for the proposed project. The Transportation Department has determined that the project is exempt from traffic study requirements.

a) The project takes access from Summitville Street and will not conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The impact is considered less than significant.

b) A total of 13 parking spaces will be provided with one of these parking spaces designated as accessible parking. The project will not conflict with a congestion management program, including, but

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads. There will be no impact.

c) The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. There will be no impact.

d) The project will not alter waterborne, rail or air traffic. There will be no impact.

e) The project will not likely substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). The impact is considered less than significant.

f) The project will not cause an effect upon, or a need for new or altered maintenance of roads. There will be no impact.

g) Although the project could cause an effect upon circulation during the project's construction, this impact will be temporary in nature and the impact is considered less than significant.

h) The project will not result in inadequate emergency access or access to nearby uses. There will be no impact.

i) The project will not conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks). There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

44. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: RCIP

Findings of Fact:

The project is not located adjacent to or nearby any designated bike trail. There will be no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

UTILITY AND SERVICE SYSTEMS Would the project

45. Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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new or expanded entitlements needed?

Source: Department of Environmental Health Review

Findings of Fact:

a) The project will be served by Rancho California Water District (RCWD) pursuant to the arrangement of financial agreements. The project will not physically alter existing facilities. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. The impact is considered less than significant.

b) The project will have sufficient water supplies available to serve the project by Rancho California Water District (RCWD) pursuant to the arrangement of financial agreements. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

46. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source: Department of Environmental Health Review

Findings of Fact:

a-b) The project proposes to use the existing onsite septic system and will not require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities which would cause significant environmental effects. The project will not result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

47. Solid Waste

a) Is the project served by a landfill with sufficient

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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permitted capacity to accommodate the project's solid waste disposal needs?

b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: RCIP, Riverside County Waste Management District correspondence

Findings of Fact:

a-b) According to the Riverside County Waste Management Department, the proposed project has the potential to impact landfill capacity from the generation of solid waste during construction. The project will not physically alter existing facilities or result in the construction of new or physically altered facilities. Any construction of new facilities required by the cumulative effects of this project and surrounding projects would have to meet all applicable environmental standards. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

48. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

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

Source:

Findings of Fact:

a-c) The project will require utility services in the form of electricity, natural gas, and telecommunications. Utility service infrastructure is available to the project site and the project is not anticipated to create a need for new facilities.

d) Storm water drainage will be handled on-site.

e-f) Street lighting exists for the access to the project site, and the project will not require new roads. Overall, the project will have an incremental impact on the maintenance of public facilities, including roads.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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g) The project will not require additional government services.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

49. Energy Conservation

a) Would the project conflict with any adopted energy conservation plans?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source:

Findings of Fact:

The project will not conflict with any adopted energy conservation plans.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

OTHER

50. Other:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Staff review

Findings of Fact:

Mitigation:

Monitoring:

MANDATORY FINDINGS OF SIGNIFICANCE

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Staff review, Project Application Materials

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

52. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Staff review, Project Application Materials

Findings of Fact: The project does not have impacts which are individually limited, but cumulatively considerable.

53. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Staff review, project application

Findings of Fact: The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any:

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

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505

VI. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002)
102 Cal.App.4th 656.

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10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is a winery consisting of 2,278 square feet used for a tasting room, storage and production room. This use is proposed to occur within three (3) existing buildings on-site. 2,874 square feet in two (2) existing buildings is proposed to be used for a caretaker's residence. Building square footage is as follows: building 1 is 2,857 square feet, building 2 is 2,448 square feet and building 3 is 544 square feet. Portions of the buildings 1 and 2 will be used for the winery and caretaker's residence. Building 3 will only be utilized as a production room for the winery.

Tasting room hours of operation are 10:00 a.m. to 5:00 p.m. daily. Four (4) wine club gatherings are allowed annually. No special events shall be permitted and no limousines or buses will be allowed. The project will have 13 parking spaces.

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY) its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Plot Plan No. 24279. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Plot Plan No. 24279 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Site Plan for Plot Plan No. 24279, Exhibit A, Amended No. 2, dated November 1, 2010.

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10. GENERAL CONDITIONS

10. EVERY. 3 USE - DEFINITIONS (cont.) RECOMMND

APPROVED EXHIBIT B = Colored Elevations for Plot Plan No. 24279, Exhibit B (Sheets 1-4), dated August 30, 2010.

APPROVED EXHIBIT B & C = Elevations and Floor Plans for Plot Plan No. 24279, Exhibit B & C, October 19, 2009.

APROVED EXHIBIT C2 = Building 3 Floor Plan for Plot Plan No. 24279, dated November 1, 2010.

APPROVED EXHIBIT L = Landscape Plans for Plot Plan No. 24279, Exhibit L (Sheets 1-2), Amendment No. 1, dated November 1, 2010.

APPROVED EXHIBIT T = Trash Enclosure Plans for Plot Plan No. 24279, Exhibit T, dated August 30, 2010.

APPROVED EXHIBIT V = Vineyard Planting Plan for Plot Plan No. 24279, Exhibit V, dated December 14, 2010.

10. EVERY. 4 USE - 90 DAYS TO PROTEST RECOMMND

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 USE - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, over excavation and recompactation, and base or paving which require a grading permit are subject to the included Building and Safety Department Grading Division conditions of approval.

10.BS GRADE. 3 USE - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

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10. GENERAL CONDITIONS

10.BS GRADE. 4 USE - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

10.BS GRADE. 5 USE - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 6 USE-G2.3SLOPE EROS CL PLAN RECOMMND

Erosion control - landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47).

10.BS GRADE. 7 USE - 2:1 MAX SLOPE RATIO RECOMMND

Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 8 USE - SLOPE STABL'TY ANLYS RECOMMND

A slope stability report shall be submitted and approved by the County Geologist for all proposed cut and fill slopes over 30 feet in vertical height, or cut slopes steeper than 2:1 (horizontal to vertical)- unless addressed in a previous report. Fill slopes shall not be steeper than 2:1 (horizontal to vertical).

10.BS GRADE. 9 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood

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10. GENERAL CONDITIONS

- 10.BS GRADE. 9 USE-G2.7DRNAGE DESIGN Q100 (cont.) RECOMMND
Control & Water Conservation District.
- 10.BS GRADE. 10 USE - MINIMUM DRNAGE GRADE RECOMMND
Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.
- 10.BS GRADE. 11 USE - DRAINAGE & TERRACING RECOMMND
Provide drainage facilities and terracing in conformance with the California Building Code's chapter on "EXCAVATION & GRADING".
- 10.BS GRADE. 12 USE - SLOPE SETBACKS RECOMMND
Observe slope setbacks from buildings & property lines per the California Building Code as amended by Ordinance 457.
- 10.BS GRADE. 13 USE - OFFST. PAVED PKG RECOMMND
All offstreet parking areas which are conditioned to be paved shall conform to Ordinance 457 base and paving design and inspection requirements.
- 10.BS GRADE. 14 USE-G.3.1NO B/PMT W/O G/PMT RECOMMND
Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Grading Division of the Building and Safety Department.
- 10.BS GRADE. 17 USE - MANUFACTURED SLOPES RECOMMND
Plant and irrigate all manufactured slopes equal to or greater than 3 feet in vertical height with drought tolerant grass or ground cover; slopes 15 feet or greater in vertical height shall also be planted with drought tolerant shrubs or trees in accordance with the requirements of Ordinance 457.
- 10.BS GRADE. 18 USE-G4.3PAVING INSPECTIONS RECOMMND
The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

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10. GENERAL CONDITIONS

10.BS GRADE. 20

USE - NPDES INSPECTIONS

RECOMMND

Construction activities including clearing, stockpiling, grading or excavation of land which disturbs less than 1 acre and requires a grading permit or construction permit shall provide for effective control of erosion, sediment and all other pollutants year-round. The permittee shall be responsible for the installation and monitoring of effective erosion and sediment controls. Such controls may be evaluated by the Department of Building and Safety periodically to very compliance with industry recognized erosion control measures.

Construction activities including but not limited to clearing, stockpiling, grading or excavation of land, which disturbs 1 acre or more or on-sites which are part of a larger common plan of development which disturbs 5 acres or more are required to keep a current copy of the storm water pollution prevention plan (SWPPP) on the construction site and shall be made available to the Department of Building and Safety upon request.

Year-round, Best Management Practices (BMP's) shall be maintained and be in place for all areas that have been graded or disturbed and for all material, equipment and/or operations that need protection. Removal BMP's (those BMP's which must be temporarily removed during construction activities) shall be in place at the end of each working day when there is a forecast of rain within the next five days, by the National Weather Service or whenever rain is imminent.

Monitoring for erosion and sediment control is required and shall be performed by the person responsible for the SWPPP. The Department of Building and Safety will conduct periodic NPDES inspections of the site throughout the recognized storm season to verify compliance with the site Storm Water Pollution Prevention Plan (SWPPP).

E HEALTH DEPARTMENT

10.E HEALTH. 1

RCWD POTABLE WATER SERVICE

RECOMMND

Plot Plan#24279 is proposing Rancho California Water District (RCWD) potable water service. It is the responsibility of the developer to ensure that all requirements to obtain potable water service are met with RCWD as well as all other applicable agencies.

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10. GENERAL CONDITIONS

10.E HEALTH. 2 GENERAL COMMENTS-PP#24279 RECOMMND

Based on Pacific Coast Land Consultants, Inc. letter c/o Robert Federighi, PE, the total aggregate daily wastewater flows for the non-production and production areas of the winery are as follows:

NONPRODUCTION (CARETAKER'S UNIT)

Total Fixture Units = 14 FU's.....750 gpd
(2 Bedrooms)

PRODUCTION (TASTING ROOM)

30 Visitors Per Day Max (30 x 2.5 gpd).....75 gpd
Waste in sink and cleaning of glasses.....75 gpd
1 employee max /includes misc.usage maintenance..40 gpd
Other Domestic Wastewater.....250 gpd

TOTAL ESTIMATED DAILY WASTEWATER FLOW.....1190 gpd

PLEASE NOTE THAT IF THESE PARAMETERS CHANGE SUCH THAT THE ESTIMATED DAILY WASTEWATER FLOW EXCEEDS 1200 GPD, CLEARANCE FROM THE SAN DIEGO REGIONAL WATER QUALITY CONTROL BOARD (SDRWQCB) WILL BE REQUIRED

10.E HEALTH. 3 SDRWQCB PROJECT ASSESSMENT RECOMMND

Commercial projects in the Temecula Wine Country area proposing onsite wastewater treatment exceeding cumulative discharges of waste flow greater than 1,200 gallons per day must be referred to the San Diego Regional Water Quality Control Board (SDRWQCB) for assessment of compliance with water quality standards.

FIRE DEPARTMENT

10.FIRE. 1 USE-#50-BLUE DOT REFLECTOR RECOMMND

Blue retroreflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

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10. GENERAL CONDITIONS

10.FIRE. 2 USE-#23-MIN REQ FIRE FLOW RECOMMND

Minimum required fire flow shall be 1500 GPM for a 2 hour duration at 20 PSI residual operating pressure.

10.FIRE. 3 USE-#20-SUPER FIRE HYDRANT RECOMMND

Super fire hydrants) (6"x4"x 2-2 1/2") shall be located ot less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways.

10.FIRE. 4 USE-#84-TANK PERMITS RECOMMND

Applicant or Developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permits, from the Riverside County Fire Department and Environmental Health Departments. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tanks(s) shall meet the following standard: Tank must be tested and labeled to UL2085 Protected Tank Standard or SwRI 93-01. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans.

10.FIRE. 5 USE-#25-GATE ENTRANCES RECOMMND

ny gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38 foot turning radius shall be used.

10.FIRE. 6 USE-#88A-AUTO/MAN GATES RECOMMND

Gate(s) shall be automatic operated, minimum 20 feet in width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system.

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10. GENERAL CONDITIONS

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD RPT 11/24/10

RECOMMND

Plot Plan No. 24279 is a proposal for a winery consisting of 2,278 square foot (sf.) of existing building space to be used for a tasting room, storage and production room, and 2,874 sf. of existing building space to be used as a caretaker's residence. The project also proposes 13 parking spaces. The site is located in the Rancho California area, north of Summitville Street and east of Warren Road.

The site is subject to sheet flow type runoff from a tributary area of approximately 11.5 acres from the east. All building structures are existing.

Any grading or construction on the site should perpetuate the natural drainage patterns of the area. All new construction should comply with all applicable ordinances.

The site proposes the addition or creation of approximately 4,970 sf. of impervious area, just below the 5,000 sf. threshold for significant redevelopment and therefore treatment control Best Management Practices (BMPs) are a project specific is not required. However, the development of this project adversely impacts water quality. To mitigate for these impacts, the development must incorporate site design BMPs and source control BMPs, as applicable and feasible, into the project plans. Site design BMPs include minimizing urban runoff, minimizing impervious footprint, conserve natural areas, and minimize directly connected impervious areas. Additional information can be found in Section V.1 of the Water Quality Management Plan (WQMP) template.

It should be noted that if the development includes (a) the addition or creation of 5,000 or more square feet of impervious surface; and/or (b) restaurants (Standard Industrial Classification code 5812) where project site is 5,000 square foot or more, a Project Specific WQMP will be required for review and approval prior to the issuance of permits.

The site is located within the bounds of the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP) for which drainage fees have been established by the Board of Supervisors. Applicable ADP fees will be due (in

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10. GENERAL CONDITIONS

10.FLOOD RI. 1 USE FLOOD HAZARD RPT 11/24/10 (cont.) RECOMMND

accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits for this project. Although the current fee for this ADP is \$ 1,179 per acre, the fee due will be based on the fee in effect at the time of payment. The fee is payable to the Flood Control District by cashier's check or money order only. The District will not accept personal or company checks.

10.FLOOD RI. 2 USE WQMP RECOMMND

It should be noted that if the development includes (a) the addition or creation of 5,000 or more square feet of impervious surface; and/or (b) restaurants (Standard Industrial Classification code 5812) where project site is 5,000 square foot or more, a Project Specific WQMP will be required for review and approval prior to the issuance of permits.

10.FLOOD RI. 5 USE PERP DRAINAGE PATTERNS RECOMMND

The property's grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area, outlet points and outlet conditions; otherwise, a drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows. A copy of the recorded drainage easement shall be submitted to the District for review.

PLANNING DEPARTMENT

10.PLANNING. 1 GEN - IF HUMAN REMAINS FOUND RECOMMND

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

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be

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10. GENERAL CONDITIONS

10.PLANNING. 1 GEN - IF HUMAN REMAINS FOUND (cont.) RECOMMND

Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 2 GEN - INADVERTANT ARCHAEO FIND RECOMMND

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

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the

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10. GENERAL CONDITIONS

10.PLANNING. 2 GEN - INADVERTANT ARCHAEO FIND (cont.) RECOMMND

area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 3 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

10.PLANNING. 4 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 5 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

10.PLANNING. 6 USE - COLORS & MATERIALS RECOMMND

Building colors and materials shall be in substantial conformance with those shown on APPROVED EXHIBIT B.

10.PLANNING. 7 USE - LAND DIVISION REQUIRED RECOMMND

Prior to the sale of any individual structure as shown on APPROVED EXHIBIT A, a land division shall be recorded in accordance with Riverside County Ordinance No. 460, and any other pertinent ordinance.

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10. GENERAL CONDITIONS

10.PLANNING. 8 USE - HOURS OF OPERATION RECOMMND

Use of the facilities approved under this plot plan shall be limited to the hours of 10 a.m. to 5 p.m. daily in order to reduce conflict with adjacent residential zones and land uses.

10.PLANNING. 9 USE - BASIS FOR PARKING RECOMMND

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b), restaurant: 1 space per 45 square feet of service area and 1 space per 2 employees.

10.PLANNING. 11 USE - NO OUTDOOR ADVERTISING RECOMMND

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

10.PLANNING. 17 USE - RECLAIMED WATER RECOMMND

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

10.PLANNING. 21 USE - EXTERIOR NOISE LEVELS RECOMMND

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 45 db(A), 10-minute LEQ, between the hours of 10:00 p.m. to 7:00 a.m., and 55 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. The permit holder shall comply with the applicable standards of Ordinance No. 847.

10.PLANNING. 22 USE - NOISE MONITORING REPORTS RECOMMND

The permit holder may be required to submit periodic noise monitoring reports as determined by the Code Enforcement Department as part of a code enforcement action. Upon written notice from the Code Enforcement Department

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10. GENERAL CONDITIONS

10.PLANNING. 22 USE - NOISE MONITORING REPORTS (cont.) RECOMMND

requiring such a report, the permittee or the permittee's successor-in-interest shall prepare and submit an approved report within thirty (30) calendar days to the Code Enforcement Department, unless more time is allowed through written agreement by the Code Enforcement Department. The noise monitoring report shall be approved by the Office of Industrial Hygiene of the Health Services Agency (the permittee or the permittee's successor-in-interest shall be required to place on deposit sufficient funds to cover the costs of this approval prior to commencing the required report).

10.PLANNING. 24 USE - CAUSES FOR REVOCATION RECOMMND

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

10.PLANNING. 25 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 30 USE - MT PALOMAR LIGHTING AREA RECOMMND

Within the Mt. Palomar Special Lighting Area, as defined in Ordinance No. 655, low pressure sodium vapor lighting or overhead high pressure sodium vapor lighting with shields or cutoff luminaires, shall be utilized.

10.PLANNING. 32 USE - PERMIT SIGNS RECOMMND

No signs are approved pursuant to this project approval. Prior to the installation of any on-site advertising or directional signs, a signing plan shall be submitted to and approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

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10. GENERAL CONDITIONS

10.PLANNING. 35 USE - BUSINESS LICENSING RECOMMND

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department at www.rctlma.org.buslic.

10.PLANNING. 36 USE - LC LANDSCAPE REQUIREMENT RECOMMND

The developer/ permit holder shall:

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

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

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

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10. GENERAL CONDITIONS

10.PLANNING. 37 USE - PRODUCTION CAPACITY RECOMMND

The winery facility shall have a capacity to produce a minimum of 3,500 gallons of wine annually.

10.PLANNING. 38 USE - NO SPECIAL EVENTS RECOMMND

No special events shall be allowed. Four (4) annual wine club gatherings are not considered special events.

10.PLANNING. 39 USE - 75% VINEYARD PLANTING RECOMMND

Prior to use of the winery, 75% of the site shall be planted in vineyard as shown on APPROVED EXHIBIT A.

TRANS DEPARTMENT

10.TRANS. 1 USE - STD INTRO 3(ORD 460/461) RECOMMND

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

10.TRANS. 2 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site:
<http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

10.TRANS. 3 USE - TS/EXEMPT RECOMMND

The Transportation Department has not required a traffic study for the subject project. The Transportation Department has determined that the project is exempt from traffic study requirements.

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10. GENERAL CONDITIONS

10.TRANS. 4

USE - TRAFFIC MANAGEMENT PLAN

RECOMMND

1.Introduction

The purpose of this Traffic Management Plan is to describe the access to the proposed winery located at 36084 Summitville St. Temecula California 92592-8349; APN 915-690-001 and 002

2.Project Description / Location

The 10.2-acre site is located on the Northeast corner intersection of Warren Road and Summitville Street all in the unincorporated area of Riverside County California. The entrance to the proposed Vineyard is approx. 350- feet easterly of the intersection of Warren Rd and Summitville Street.

The project is on approximately 10.2 gross acres and is currently occupied by three existing buildings along and northerly of an existing concrete driveway adjacent to and perpendicular to Summitville Street. Approximately 1350 square foot winery/tasting room and production room are proposed for the site. Over 50 % of Plot Plan 24279 is planted as vineyard. Another 2.5 acres is staked and will be ready for planting in the next spring; thus resulting with over 75% of the proposed 10 acres of the site to be planted in vineyards

3.Ingress/Egress

The project takes access from Summitville Street. The Street is currently paved to a width of 24-feet.

Access to this site is provided by a 24- ft. wide driveway, which connects directly to Summitville Street. The proposed access driveway from Summitville Street will consist of a 24 foot section of well compacted 3" Class II Aggregate Base section with adjoining parking areas for (12) cars to the easterly most immediate driveway entrance to the proposed Vineyards; there will be additional parking along the Northerly end of the main driveway entrance for the handicapped visitors.

4.Parking

Onsite parking is in accordance with Riverside County Ordinance 348, Section 18.12. The design has included a

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10. GENERAL CONDITIONS

10.TRANS. 4 USE - TRAFFIC MANAGEMENT PLAN (cont.) RECOMMND

total of 12 parking spaces (See plot plan 24279 exhibit).

5.Hours of Operation / Employees

For hours of operation see Planning Department conditions of approval.

The winery is operated by the Chapin Family. In addition to family members, there will be 1-2 employees working at the winery.

6.Special Events

For special events see Planning Department conditions of approval.

7.Signage

A "stop" sign will be placed on the access driveway where the driveway meets with Summitville Street. Sufficient "No Parking" signs shall be placed along Summitville Street to prohibit visitors from parking on the street.

10.TRANS. 5 USE - NO ADD'L ON-SITE R-O-W RECOMMND

No additional on-site right-of-way shall be required on Summitville Street and Warren Road since adequate right-of-way exists per MB 137/44/-45.

10.TRANS. 6 USE - NO ADD'L ROAD IMPRVMENTS RECOMMND

No additional road improvements will be required at this time along Summitville Street and Warren Road due to existing improvements.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 3 USE - REVIEW OPERATION HOURS RECOMMND

One year after issuance of occupancy permit the Planning Director and the Code Enforcement Director may review this permit to consider the hours of operation. If significant complaints have been received regarding noise and nuisance,

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 3 USE - REVIEW OPERATION HOURS (cont.) RECOMMND

the hours of operation may be further restricted.

20.PLANNING. 6 USE - EXISTING STRUCTURE CHECK RECOMMND

WITHIN SIXTY (60) DAYS OF THE EFFECTIVE DATE OF THIS PERMIT, the permittee or the permittee's successors-in-interest shall apply to the Building and Safety Department for necessary permits to upgrade winery buildings to commercial standards, including the submission of all required documents and fees for the plan check review as determined by the Director of the Department of Building and Safety, to ensure that all existing buildings, structures and uses are in compliance with Ordinance No. 348 and Ordinance No. 457 and the conditions of approval of this permit.

TRANS DEPARTMENT

20.TRANS. 1 USE - REMOVE FENCE RECOMMND

Within two (2) years of the approval of this project, the owner shall be responsible for demolishing the existing fence located within the Summitville Street right-of-way along project boundary at the owner's expense and absolutely no cost shall be accrued to the County of Riverside for demolishing the existing fence.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G2.1 GRADING BONDS RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 2 USE-G2.4GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 2 USE-G2.4GEOTECH/SOILS RPTS (cont.) RECOMMND

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

60.BS GRADE. 3 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

60.BS GRADE. 4 USE-G2.14OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

60.BS GRADE. 7 USE-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 7 USE-G1.4 NPDES/SWPPP (cont.) RECOMMND

(SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

60.BS GRADE. 8 USE IMPORT/EXPORT RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety department. If an Environmental Assessment, prior to issuing a grading permit, did not previously approve either location, a Grading Environmental Assessment shall be submitted to the Planning Director and the Environmental Programs Director for review and comment and to the Building and Safety Department Director for approval. Additionally, if the movement of import/export occurs using county roads, review and approval of the haul routes by the Transportation Department will be required.

EPD DEPARTMENT

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR RECOMMND

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

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR (cont.) RECOMMND

passive) and 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 alternatively, a grading permit may be issued once the species has been actively relocated.

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

FLOOD RI DEPARTMENT

60.FLOOD RI. 8 USE MC/SANTA GRTDS MITCHARGE RECOMMND

The County Board of Supervisors has adopted the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP) for the purpose of collecting drainage fees. This project may require earlier construction of downstream ADP facilities. To mitigate this effect, the District recommends that this project be required to pay a flood mitigation fee. The mitigation fee should be based upon the fee structures set for land divisions having comparable anticipated impermeable surface areas.

PP24279 is located within the limits of the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan for which drainage fees have been adopted to help mitigate the impacts of this development. The mitigation charge for this proposal shall equal the prevailing Area Drainage Plan fee rate multiplied by the area of the new development. This new development has a total of 0.11 acres subject to the fee. The charge is payable to the Flood Control District by cashier's check or money order only, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits.

60.FLOOD RI. 9 USE WQMP RECOMMND

It should be noted that if the development includes (a) the addition or creation of 5,000 or more square feet of impervious surface; and/or (b) restaurants (Standard Industrial Classification code 5812) where project site is 5,000 square foot or more, a Project Specific WQMP will be required for review and approval prior to the issuance of permits.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.FLOOD RI. 11 USE EROS CNTRL AFTER RGH GRAD

RECOMMND

Temporary erosion control measures shall be implemented immediately following rough grading to prevent deposition of debris onto downstream properties or drainage facilities. Plans showing these measures shall be submitted to the District for review.

PLANNING DEPARTMENT

60.PLANNING. 1 USE - PALEO PRIMP & MONITOR

RECOMMND

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

PRIOR TO ISSUANCE OF GRADING PERMITS:

1.The applicant shall retain a qualified paleontologist approved by the County of Riverside to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

2.The project paleontologist retained shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standard and Society of Vertebrate Paleontology standards, are as follows:

1.Description of the proposed site and planned grading operations.

2.Description of the level of monitoring required for all earth-moving activities in the project area.

3.Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

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60. PRIOR TO GRADING PRMT ISSUANCE

60. PLANNING. 1 USE - PALEO PRIMP & MONITOR (cont.) RECOMMND

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

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

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

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

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

9. Fossil identification and curation procedures to be employed.

10. Identification of the permanent repository to receive any recovered fossil material. * The County of Riverside must be consulted on the repository/museum to receive the fossil material prior to being curated.

11. All pertinent exhibits, maps and references.

12. Procedures for reporting of findings.

13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees.

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

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 1 USE - PALEO PRIMP & MONITOR (cont.) (cont.) RECOMMND

implementation of the PRIMP.

60.PLANNING. 4 USE - PARCEL MERGR REQD (1) RECOMMND

Prior to the issuance of a grading permit, a Certificate of Parcel Merger shall be reviewed and aproved by the Planning Department. The Parcel Merger shall merge Assessor Parcel Nos. 915-690-001 and 915-690-002. The permit holder shall submit proof of recordation of the parcel merger to the Planning Department within 6 (six) months of Planning Department approval. The proposed parcel shall comply with the development standards of the Light Agriculture 10 Acre Minimum (A-1-10) zone.

60.PLANNING. 8 USE - SKR FEE CONDITION RECOMMND

Prior to the issuance of a grading permit, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 10.19 acres (gross) in accordance with APPROVED EXHIBIT NO. A. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

60.PLANNING. 10 USE - REQD APPLICATIONS (1) RECOMMND

No grading permits shall be issued until Change of Zone No. 7720 has been approved and adopted by the Board of Supervisors and have been made effective. This permit shall conform with the development standards of the designations and/or zones ultimately applied to the property.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 11 USE - FEE STATUS

RECOMMND

Prior to the issuance of grading permits for Plot Plan No. 24279, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

60.PLANNING. 17 GEN- CULTURAL RESOURCES PROFE

RECOMMND

While no cultural resources survey is warranted for this project due to the fact that there are existing buildings and hardscape in place, the proposed parking lot area shall be monitored for subsurface cultural deposits due to the established high sensitivity for prehistoric resources in the vicinity.

Prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for services. Monitoring shall be limited to the new parking lot area and to the initial excavation and grading cuts. The precise grading and areas where fill material is placed do not require monitoring.

This professional shall be known as the "Project Monitor." The Project Monitor shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and special interest monitors. The Project Monitor shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 17 GEN- CULTURAL RESOURCES PROFE (cont.) RECOMMND

NOTE:

1)The Project Monitor is responsible for implementing mitigation using standard professional practices for cultural resources. The Professional shall consult with the County, developer/permit holder and tribal group monitor throughout the process.

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

60.PLANNING. 19 GEN- TRIBAL MONITORING RECOMMND

No archaeological study was deemed warranted for this project as the project footprint has existing modern buildings, hardscape and landscaping. However, the proposed parking lot area will require some grading and could go to depths where previously undisturbed soil occurs. The general area is known for its high sensitivity for prehistoric cultural resources and is located within traditional Luiseno tribal territory. Additionally, the Pechanga Band of Luiseno Indians has requested that tribal monitoring for any grading be required due to the potential for subsurface cultural deposits. Therefore, it has been determined that tribal monitoring shall be accommodated for the purposes of consultation and tribal cultural resources interests.

Prior to the issuance of grading permits, the developer/permit holder shall enter into an agreement to retain one monitor designated by the Pechanga Band of Luiseno Indians for the initial excavation and grading cuts within the proposed parking lot area. Tribal monitoring is not warranted for later stages of precise grading or areas where fill or base material is laid down. This group shall be known as the Tribal Monitor for this project. The agreement shall address the treatment and ultimate disposition of cultural resources which may include repatriation and/or curation in a Riverside County approved curation facility, if required.

The Tribal Monitor(s) shall be allowed on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Tribal Monitor(s) shall have the authority to

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 19

GEN- TRIBAL MONITORING (cont.)

RECOMMND

temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the Project Archaeologist, for the purposes of tribal consultation only.

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

NOTE:

1) The Archaeological Monitor is responsible for implementing mitigation and standard professional practices for cultural resources, and shall consult with the County, tribal monitor, and developer/permit holder throughout the process.

2) Tribal monitoring does not replace any required Cultural Resources monitoring, but rather serves as a supplement for consultation and advisory purposes for tribal interests only.

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

4) The developer/permit holder may contact the Planning Director for consideration of this condition after forty-five (45) days, if an agreement with the tribe has not been met.

5) Should repatriation be preferred, it shall not occur until after the Phase IV monitoring report has been submitted to the Riverside County Planning Department. Should curation be preferred or required, the developer/permit holder is responsible for all costs.

80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1

USE* -G3.1NO B/PMT W/O G/PMT

RECOMMND

Prior to issuance of any building permit, the property owner shall obtain a grading permit and/or approval to

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80. PRIOR TO BLDG PRMT ISSUANCE

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT (cont.) RECOMMND

construct from the Grading Division of the Building and Safety Department.

E HEALTH DEPARTMENT

80.E HEALTH. 1 WATER WILL SERVE LETTER RECOMMND

A "will serve" letter is required from the agency serving potable water service.

80.E HEALTH. 2 USE - FOOD PLANS REQD RECOMMND

A total of 3 complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with current State and Local regulations.

FIRE DEPARTMENT

80.FIRE. 1 USE-#17A-BLDG PLAN CHECK \$ RECOMMND

Building Plan check deposit base fee of \$1,056.00, shall be paid in a check or money order to the Riverside County Fire Department after plans have been approved by our office.

80.FIRE. 2 USE-#4-WATER PLANS RECOMMND

The applicant or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements.
Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

FLOOD RI DEPARTMENT

80.FLOOD RI. 4 USE MC/SANTA GRTDS MITCHARGE RECOMMND

The County Board of Supervisors has adopted the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP) for the purpose of collecting drainage fees. This

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80. PRIOR TO BLDG PRMT ISSUANCE

PLANNING DEPARTMENT

80.PLANNING. 3 USE - CONFORM TO ELEVATIONS RECOMMND

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBITS B & C, B and T.

80.PLANNING. 4 USE - CONFORM TO FLOOR PLANS RECOMMND

Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT B & C and C2.

80.PLANNING. 5 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

80.PLANNING. 16 USE - WASTE MGMT. CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management District shall be provided to the Riverside County Planning Department verifying compliance with the conditions contained in their letter dated November 23, 2009, summarized as follows: The developer shall provide adequate areas for collecting and loading recyclable materials such as paper products, glass and green waste in commercial, industrial, public facilities and residential development projects.

80.PLANNING. 17 USE - SCHOOL MITIGATION RECOMMND

Impacts to the Temecula Valley Unified School District shall be mitigated in accordance with California State law.

80.PLANNING. 18 USE - LIGHTING PLANS RECOMMND

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 19 USE - FEE STATUS RECOMMND

Prior to issuance of building permits for Plot Plan No. 24279, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

80.PLANNING. 20 USE - LC LANDSCAPE PLOT PLAN RECOMMND

Prior to issuance of building permits, the developer/permit holder shall file a Landscaping Minor Plot Plan Application to the Riverside County Planning Department for review and approval along with the current fee. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping.

At minimum, plans shall include the following components:
1)Landscape and irrigation working drawings "stamped" by a California certified landscape architect;

2)Weather based controllers and necessary components to eliminate water waste;

3)A copy of the "stamped" approved grading plans; and,

4)Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1)Identification of all common/open space areas;

2)Natural open space areas and those regulated/conserved by the prevailing MSHCP;

3)Shading plans for projects that include parking lots/areas;

4)The use of canopy trees (24" box or greater) within the parking areas;

5)Landscaping plans for slopes exceeding 3 feet in height;

6)Landscaping and irrigation plans associated with entry monuments. All monument locations and dimensions shall be provided on the plan; and/or,

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 20 USE - LC LANDSCAPE PLOT PLAN (cont.) RECOMMND

7)If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

NOTE:

1)Landscaping plans for areas within the road right-of-way shall be submitted for review and approval by the Transportation Department only. The Planning Department shall not approve landscape plans within the Road Right-of-Way.

)When the Landscaping Plot Plan is located within a special district such as Valley-Wide Recreation and Park District, Jurupa Community Services District, Coachella Valley Water District, a County Service Area (CSA) or other maintenance district, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Planning Department that the subject District has approved said plans.

As part of the plan check review process and request for condition clearance, the developer/permit holder shall show proof of the approved landscaping plot plan by providing the Plot Plan number. The planning department shall verify the landscape route is approved and the Plot Plan is in TENTAPPR status. Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Planning Department shall clear this condition.

80.PLANNING. 21 USE - LC LANDSCAPE SECURITIES RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall submit an estimate to replace plantings, irrigation systems, ornamental landscape elements, walls and/or fences, in amounts to be approved by the Riverside County Planning Department, Landscape Division. Once the Planning Department has approved the estimate, the developer/permit holder shall submit the estimate to the Riverside County Department of Building and Safety who will then provide the developer/permit holder with the requisite forms. The required forms shall be completed and submitted to Building and Safety for processing and review in conjunction with County Counsel. Upon determination of compliance, the Department of Building and Safety shall clear this condition.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 21 USE - LC LANDSCAPE SECURITIES (cont.) RECOMMND

NOTE:

A cash security shall be required when the estimated cost is \$2,500.00 or less. It is highly encouraged to allow adequate time to ensure that securities are in place. The performance security shall be released following a successful completion of the One Year Post-Establishment Inspection, and the inspection report confirms that the planting and irrigation components are thriving and in good working order consistent with the approved landscaping plans.

80.PLANNING. 22 USE - LC LNDSCP COMMON AREA MA RECOMMND

Prior to building permit issuance, the developer/permit holder shall submit Covenants, Conditions, and Restrictions (CC&R) to the Riverside County Counsel for review along with the required fees set forth by the Riverside County Fee Schedule.

For purposes of landscaping and maintenance, the following minimum elements shall be incorporated into the CC&R's:
1)Permanent public, quasi-public or private maintenance organization shall be established for proper management of the water efficient landscape and irrigation systems. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the County of Riverside Guide to California Friendly Landscaping.

2)The CC&R's shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).

3)The common maintenance areas shall include all those identified on the approved landscape maintenance exhibit.

The Planning Department shall clear this condition once a copy of the County Counsel approved CC&R's has been submitted to the Planning Department.

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80. PRIOR TO BLDG PRMT ISSUANCE

TRANS DEPARTMENT

80.TRANS. 1 USE - REMOVE FENCE RECOMMND

Within two (2) years of the approval of this project, the owner shall be responsible for demolishing the existing fence located within the Summitville Street right-of-way along project boundary at the owner's expense and absolutely no cost shall be accrued to the County of Riverside for demolishing the existing fence.

80.TRANS. 2 USE - INSTALL/GATE RECOMMND

The proposed gate (as shown on Amended No. 2 exhibit) shall be installed 35' radial from the future curb line (55' from the road centerline) of Summitville Street. (Refer to County Standard No. 105, Section "C" for future curb line.)

90. PRIOR TO BLDG FINAL INSPECTION

BS GRADE DEPARTMENT

90.BS GRADE. 2 USE -PRECISE GRADE APPROVAL RECOMMND

Prior to final building inpection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department.

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact a Hazardous Materials Specialist, Hazardous Materials Management Division, at (951) 358-5055 for any

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90. PRIOR TO BLDG FINAL INSPECTION

90.E HEALTH. 3 USE - HAZMAT CONTACT (cont.) RECOMMND

additional requirements.

FIRE DEPARTMENT

90.FIRE. 1 USE-#45-FIRE LANES RECOMMND

The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#27-EXTINGUISHERS RECOMMND

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

90.FIRE. 3 USE-#36-HOOD DUCTS RECOMMND

A U.L. 300 hood duct fire extinguishing system must be installed over the cooking equipment. Wet chemical extinguishing system must provide automatic shutdown of all electrical componets and outlets under the hood upon activation. System must be installed by a licensed C-16 contractor. Plans must be submitted with current fee to the Fire Department for review and approval prior to installation.

NOTE: A dedicated alarm system is not required to be installed for the exclusive purpose of monitoring this suppression system. However, a new or pre-existing alarm system must be connected to the extinguishing system. (* separate fire alarm plans must be submitted for connection)

FLOOD RI DEPARTMENT

90.FLOOD RI. 1 USE WQMP RECOMMND

It should be noted that if the development includes (a) the addition or creation of 5,000 or more square feet of impervious surface; and/or (b) restaurants (Standard Industrial Classification code 5812) where project site is 5,000 square foot or more, a Project Specific WQMP will be required for review and approval prior to the issuance of

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90. PRIOR TO BLDG FINAL INSPECTION

90.FLOOD RI. 1 USE WQMP (cont.) RECOMMND
permits.

PLANNING DEPARTMENT

90.PLANNING. 1 USE - PALEO MONITORING REPORT RECOMMND

PRIOR TO BUILDING FINAL INSPECTION:

The applicant shall submit to the County Geologist one wet-signed copy of the Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally-qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall contain a report of findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.

90.PLANNING. 4 USE - PARKING PAVING MATERIAL RECOMMND

A minimum of thirteen (13) parking spaces shall be provided as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be surfaced with decomposed granite to current standards as approved by the Department of Building and Safety.

90.PLANNING. 5 USE - ACCESSIBLE PARKING RECOMMND

A minimum of one (1) accessible parking space for persons with disabilities shall be provided as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 5 USE - ACCESSIBLE PARKING (cont.) RECOMMND

the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense. Towed vehicles may be reclaimed at ___ or by telephoning ___."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

90.PLANNING. 9 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

90.PLANNING. 12 USE - UTILITIES UNDERGROUND RECOMMND

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider disallowing underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

90.PLANNING. 16 USE - TRASH ENCLOSURES RECOMMND

One (1) trash enclosures which is adequate to enclose a minimum of two (2) bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure shall be a minimum of six (6) feet in height and shall be made with decorative block and stone facing with metal screen doors to shield it from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 16 USE - TRASH ENCLOSURES (cont.) RECOMMND

the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

90.PLANNING. 17 USE - EXISTING STRUCTURES RECOMMND

All existing buildings, structures and uses on the entire property shall conform to all the applicable requirements of Ordinance No. 348 and Ordinance No. 457, and the conditions of this permit.

90.PLANNING. 24 USE - SKR FEE CONDITION RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection, whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance.

The amount of the fee required to be paid may vary, depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 10.19 acres (gross) in accordance with APPROVED EXHIBIT A. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 25 USE - CONDITION COMPLIANCE RECOMMND

The Department of Building and Safety shall verify that the Development Standards of this approval and all other preceding conditions have been complied with prior to any use allowed by this permit.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 28 USE - ORD 810 O S FEE (2)

RECOMMND

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 24279 is calculated to be 0.58 net acres. In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 29 USE - ORD NO. 659 (DIF)

RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 24279 has been calculated to be 0.58 net acres.

In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 29 USE - ORD NO. 659 (DIF) (cont.) RECOMMND

ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

90.PLANNING. 30 GEN - CULTURAL RESOURCES RPT RECOMMND

Prior to final inspection of the first building permit, the developer/permit holder shall prompt the Cultural Resources Professional to submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's requirements for such reports. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.

90.PLANNING. 31 USE - LC LNDSCP INSPECT DEPOST RECOMMND

Prior to building permit final inspection, the developer/permit holder shall file an Inspection Request Form and deposit sufficient funds to cover the costs of Installation, Six Month Establishment, and One Year Post-Establishment inspections. In the event that an open landscape case is not available, then the applicant shall open a FEE ONLY case to conduct inspections. The deposit required for landscape inspections shall be determined by the Riverside County Landscape Division. The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 32 USE - LC INSPCT REQMNTS RECOMMND

The permit holder's landscape architect responsible for preparing the Landscaping and Irrigation Plans (or on-site representative) shall arrange for a PRE-INSTALLATION INSPECTION with the Planning Department at least five (5) working days prior to the installation of any landscape or irrigation components.

Upon successful completion of the PRE-INSTALLATION INSPECTION, the applicant will proceed with the installation of the approved landscape and irrigation system and arrange for an INSTALLATION INSPECTION at least five 5 working days prior to the building final inspection

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 32 USE - LC INSPCT REQMNTS (cont.) RECOMMND

or issuance of occupancy permit, whichever occurs first and comply with the Planning Department's Milestone 80 conditions entitled "USE-LANDSCAPING SECURITY" and the Milestone 90 condition entitled "LANDSCAPE INSPECTION DEPOSIT." Upon successful completion of the INSTALLATION INSPECTION, the County Planning Department's Landscape Inspector and the permit holder's landscape architect (or on-site representative) shall execute a Landscape Certificate of Completion that shall be submitted to the Planning Department and the Department of Building and Safety. The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 33 USE - LC COMPLY W/ LNDSCP/ IRR RECOMMND

The developer/permit holder shall coordinate with their designated landscape representative and the Riverside County Planning Department's landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Planning Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Riverside County Planning Department's landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. Upon determination of compliance, the Planning Department shall clear this condition.

TRANS DEPARTMENT

90.TRANS. 1 USE - WRCOG TUMF RECOMMND

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

LAND DEVELOPMENT COMMITTEE
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

DATE: November 9, 2009

TO:

Riv. Co. Transportation Dept.
Riv. Co. Environmental Health Dept.
Riv. Co. Flood Control District
Riv. Co. Fire Department
Riv. Co. Dept. of Bldg. & Safety – Grading
Riv. Co. Dept. of Bldg. & Safety 2nd Floor
Regional Parks & Open Space District.
Riv. Co. Environmental Programs Dept.

P.D. Geology Section-D. Jones
P.D. Trails Section-J. Jolliffe
P.D. Landscaping Section-R. Dyo
P.D. Archaeology Section-L. Mouriquand
Riv. Co. EDA county Service Area #149
Riv. Co. Sheriff's Dept.
Riv. Co. Waste Management Dept.
3rd District Supervisor

3rd District Planning Commissioner
Temecula Valley Unified School Dist.
Riverside County Water Dist.
Eastern Information Center (UCR)
Temecula Valley Winegrowers Association
Southern California Edison
Southern California Gas Co.

CHANGE OF ZONE NO. 7720 AND PLOT PLAN NO. 24279 – EA42223 – Applicant: Steve Q. Chapin – Engineer/Representative: Pacific Coast Land Consultants, Inc. - Third Supervisorial District – Rancho California Zoning Area - Southwest Area Plan: Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) – Location: Northerly of Summitville Street and easterly of Warren Road – 10.19 Gross Acres - Zoning: Residential Agriculture – 2-1/2 Acre Minimum (R-A-2-1/2) - **REQUEST:** The **Change of Zone** proposes to change the site's zoning classification from Residential Agriculture – 2-1/2 Acre Minimum (R-A-2-1/2) to Light Agriculture – 10 Acre Minimum (A-1-10). The **Plot Plan** proposes a winery consisting of an existing 1,080 square foot building to be used for a wine tasting room, an existing 272 square foot building to be used as a production room, and an existing 1,224 square foot building to be used as a storage room. Proposed tasting room hours of operation are 10 AM to 5 PM daily. Four (4) wine club special events are proposed annually. The project proposes 21 parking spaces. - APNs: 915-690-001 and 915-690-002

Please review the attached map(s) and/or exhibit(s) for the above-described project. This case is scheduled for a **LDC meeting on December 10, 2009**. All LDC Members please have draft conditions in the Land Management System on or before the above date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and DENY the routing on or before the above date. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing.

All other transmitted entities, please have your comments, questions and recommendations to the Planning Department on or before the above date. Your comments/recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this project, please do not hesitate to contact **Kinika Hesterly**, Project Planner, at **(951) 955-1888** or email at khesterl@rctlma.org / **MAILSTOP# 1070**.

COMMENTS:

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.



Riverside County
Waste Management Department

Hans W. Kernkamp, General Manager-Chief Engineer

November 23, 2009

Kinika Hesterly, Project Planner
Riverside County Planning Department
P. O. Box No. 1409
Riverside, CA 92502-1409

RE: Plot Plan No. 24279 — Construct a Winery with a Wine Tasting Room, a Production Room, a Storage Room, and a 21-space Parking Lot


Dear Ms. Hesterly:

The Riverside County Waste Management Department (Department) has reviewed the proposed project located northerly of Summitville Street and easterly of Warren Road in the Rancho California Zoning Area. The Department is recommending that the following conditions be made a part of any Condition of Approval for the project:

Prior to issuance of a Grading Permit, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to ***Design Guidelines for Recyclables Collection and Loading Areas***, provided by the Waste Management Department, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/façade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (951) 486-3283.

Sincerely,



Sung Key Ma
Planner

Doc #83952

EASTERN INFORMATION CENTER

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM
Department of Anthropology, University of California, Riverside, CA 92521-0418
(951) 827-5745 - Fax (951) 827-5409 - eickw@ucr.edu
Inyo, Mono, and Riverside Counties

November 30, 2009

TO: Kinika Hesterly
Riverside County Planning Department, Riverside Office

RE: Cultural Resource Review
Case: CZ-7720/PP-24279/EA No. 42223

Records at the Eastern Information Center of the California Historical Resources Information System have been reviewed to determine if this project would adversely affect prehistoric or historic cultural resources:

- The proposed project area has not been surveyed for cultural resources and contains or is adjacent to known cultural resource(s). A Phase I study is recommended.
- Based upon existing data the proposed project area has the potential for containing cultural resources. A Phase I study is recommended.
- A Phase I cultural resource study (RI-) identified one or more cultural resources.
- The project area contains, or has the possibility of containing, cultural resources. However, due to the nature of the project or prior data recovery studies, an adverse effect on cultural resources is not anticipated. Further study is not recommended.
- A Phase I cultural resource study (RI-) identified no cultural resources. Further study is not recommended.
- There is a low probability of cultural resources. Further study is not recommended.
- If, during construction, cultural resources are encountered, work should be halted or diverted in the immediate area while a qualified archaeologist evaluates the finds and makes recommendations.
- Due to the archaeological sensitivity of the area, earthmoving during construction should be monitored by a professional archaeologist.
- The submission of a cultural resource management report is recommended following guidelines for Archaeological Resource Management Reports prepared by the California Office of Historic Preservation, Preservation Planning Bulletin 4(a), December 1989.
 - Phase I Records search and field survey
 - Phase II Testing [Evaluate resource significance; propose mitigation measures for "significant" sites.]
 - Phase III Mitigation [Preservation by avoidance or data-recovery investigation, or a combination of both.]
 - Phase IV Monitor earthmoving activities

COMMENTS:

It is recommended that the portion of the project area not previously surveyed be surveyed systematically.

If you have any questions, please contact us.

Eastern Information Center

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Planning Department
Ron Goldman · Planning Director

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- PLOT PLAN CONDITIONAL USE PERMIT TEMPORARY USE PERMIT
 REVISED PERMIT PUBLIC USE PERMIT VARIANCE

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP24279 DATE SUBMITTED: 10-19-09
BA42223 CFG 05578

APPLICATION INFORMATION

Applicant's Name: Steve Q. Chapin E-Mail: chapinvineyards@aol.com

Mailing Address: 2381 Marca place
Carlsbad, CA 92009
City State ZIP

Daytime Phone No: (760) 413-1104 Fax No: () _____

Engineer/Representative's Name: Pacific Coast Land Consultants, Inc E-Mail: JKIM@PCLC-HJK.NET

Mailing Address: 25096 Jefferson Ave, Suite "D"
Murrieta, CA 92562
City State ZIP

Daytime Phone No: (951) 698-1350 Fax No: (951) 698-8657

Property Owner's Name: Steve Q. Chapin E-Mail: chapinvineyards@aol.com

Mailing Address: 2381 Marca place
Carlsbad, CA 92009
City State ZIP

Daytime Phone No: (760) 413-1104 Fax No: () _____

If the property is owned by more than one person, attach a separate page that reference the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.


The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

APPLICATION FOR LAND USE AND DEVELOPMENT

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

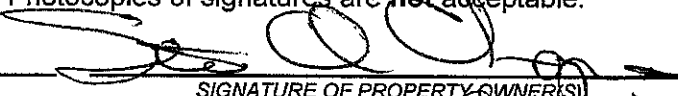

All signatures must be originals ("wet-signed"). Photocopies of signatures are ~~not~~ acceptable.

Steve Q. Chapin 
PRINTED NAME OF APPLICANT SIGNATURE OF APPLICANT

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf.

All signatures must be originals ("wet-signed"). Photocopies of signatures are ~~not~~ acceptable.

Steve Q. Chapin 
PRINTED NAME OF PROPERTY OWNER(S) SIGNATURE OF PROPERTY OWNER(S)
Max Q. Chapin 
PRINTED NAME OF PROPERTY OWNER(S) SIGNATURE OF PROPERTY OWNER(S)

If the property is owned by more than one person, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

See attached sheet(s) for other property owners signatures.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 915-690-001 & 002

Section: 18 Township: 75 Range: 1W

Approximate Gross Acreage: 10.2 AC ±

General location (nearby or cross streets): North of Summitville St., South of Borel Rd., East of Warren Rd., West of Mesa Rd.

Thomas Brothers map, edition year, page number, and coordinates: 2006, 930 D-4

APPLICATION FOR LAND USE AND DEVELOPMENT

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

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PRINTED NAME OF APPLICANT

SIGNATURE OF APPLICANT

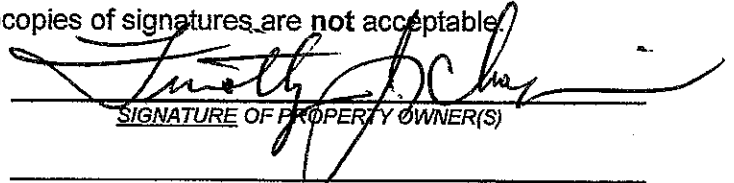
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Timothy J. Chapin

PRINTED NAME OF PROPERTY OWNER(S)



SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

If the property is owned by more than one person, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

See attached sheet(s) for other property owners signatures.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): _____

Section: _____ Township: _____ Range: _____

Approximate Gross Acreage: _____

General location (nearby or cross streets): North of _____, South of _____, East of _____, West of _____.

Thomas Brothers map, edition year, page number, and coordinates: _____

APPLICATION FOR LAND USE AND DEVELOPMENT

Proposal (describe project, indicate the number of proposed lots/parcels, units, and the schedule of the subdivision, Vesting Map, PRD):

The plot plan proposal is for a wine Tasting room and production facility.
Total plot plan proposal is gross 10 ac.
(See Attachment plot plan for detail)

Related cases filed in conjunction with this request:

change of zone

Is there a previous development application filed on the same site? Yes No

If yes, provide Case No(s). _____ (Parcel Map, Zone Change, etc.)

E.A. No. (if known) _____ E.I.R. No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a copy: _____

Is water service available at the project site? Yes No

If "No," how far must the water line(s) be extended to provide service? (No. of feet/miles) _____

Will the proposal eventually require landscaping either on-site or as part of a road improvement or other common area improvements? Yes No

Is sewer service available at the site? Yes No

If "No," how far must the sewer line(s) be extended to provide service? (No. of feet/miles) Septic Tank

Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet? Yes No

How much grading is proposed for the project site?

Estimated amount of cut = cubic yards: _____

Estimated amount of fill = cubic yards _____

Does the project need to import or export dirt? Yes No

Import _____ Export _____ Neither

APPLICATION FOR LAND USE AND DEVELOPMENT

What is the anticipated source/destination of the import/export?

on-site

What is the anticipated route of travel for transport of the soil material?

on-site

How many anticipated truckloads? _____ truck loads.

What is the square footage of usable pad area? (area excluding all slopes) _____ sq. ft.

Is the development proposal located within 8½ miles of March Air Reserve Base? Yes No

If yes, will any structure exceed fifty-feet (50') in height (above ground level)? Yes No

Does the development project area exceed more than one acre in area? Yes No

If yes, in which one of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

Check answer:

Santa Ana River

Santa Margarita River

San Jacinto River

Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5 requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted as complete without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that:

The project is not located on or near an identified hazardous waste site.

The project is located on or near an identified hazardous waste site. Please list the location of the hazardous waste site(s) on an attached sheet.

Owner/Representative (1) _____

Date 7/21/09

Owner/Representative (2) _____

Date _____

✓
ck

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Planning Department
Ron Goldman · Planning Director

APPLICATION FOR CHANGE OF ZONE

CHECK ONE AS APPROPRIATE:

CC 005155

Standard Change of Zone

There are three different situations where a Planning Review Only Change of Zone will be accepted:

- Type 1:** Used to legally define the boundaries of one or more Planning Areas within a Specific Plan.
- Type 2:** Used to establish or change a SP zoning ordinance text within a Specific Plan.
- Type 3:** Used when a Change of Zone application was conditioned for in a prior application.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: CZ 07720 DATE SUBMITTED: 10-19-09

APPLICATION INFORMATION EA 42223 CF 6 05578

Applicant's Name: Steve Q. Chapin E-Mail: chapinvineyards@aol.com

Mailing Address: 2381 Marca place
Carlsbad, CA 92009
Street City State ZIP

Daytime Phone No: (760) 413-1104 Fax No: () _____

Engineer/Representative's Name: PACIFIC COAST LAND CONSULTANTS, INC E-Mail: JKIM@PCLC-HJK.NET

Mailing Address: 25096 Jefferson Ave, Suite "D"
Murrieta, CA 92562
Street City State ZIP

Daytime Phone No: (951) 698-1350 Fax No: (951) 698-8657

Property Owner's Name: Steve Q. Chapin E-Mail: chapinvineyards@aol.com

Mailing Address: 2381 Marca place
Carlsbad, CA 92009
Street City State ZIP

Daytime Phone No: (760) 413-1104 Fax No: () _____

If the property is owned by more than one person, attach a separate page that reference the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

Riverside Office · 4080 Lemon Street, 9th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-3157

Desert Office · 38686 El Cerrito Road
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555

APPLICATION FOR CHANGE OF ZONE

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

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Steve Q. Chapin

PRINTED NAME OF APPLICANT

[Handwritten Signature]

SIGNATURE OF APPLICANT

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Steve Q. Chapin

PRINTED NAME OF PROPERTY OWNER(S)

[Handwritten Signature]

SIGNATURE OF PROPERTY OWNER(S)

Max Q. Chapin

PRINTED NAME OF PROPERTY OWNER(S)

Max Q. Chapin

SIGNATURE OF PROPERTY OWNER(S)

If the property is owned by more than one person, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 915-690-001 & 002

Section: 18 Township: 7S Range: 1W

Approximate Gross Acreage: 10.2 AC ±

General location (nearby or cross streets): North of Summitville St., South of Borel Rd., East of Warren Rd., West of Mess Rd.

Thomas Brothers map, edition year, page number, and coordinates: 2006, 930 D-4

APPLICATION FOR CHANGE OF ZONE

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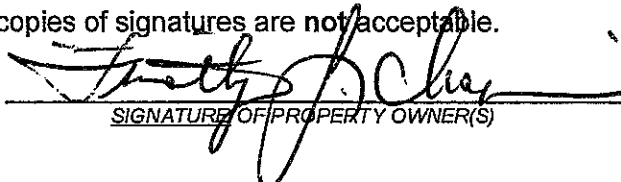
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Timothy J. Chapin
PRINTED NAME OF PROPERTY OWNER(S)


SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

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PROPERTY INFORMATION:

Assessor's Parcel Number(s): _____

Section: _____ Township: _____ Range: _____

Approximate Gross Acreage: _____

General location (nearby or cross streets): North of _____, South of _____, East of _____, West of _____.

Thomas Brothers map, edition year, page number, and coordinates: _____

APPLICATION FOR CHANGE OF ZONE

Proposal (describe the zone change, indicate the existing and proposed zoning classifications. If within a Specific Plan, indicate the affected Planning Areas):

Existing Zoning R-A-2 1/2
proposed zoning A-1-10

Related cases filed in conjunction with this request:

plot plan

APPLICATION FOR CHANGE OF ZONE

**RIVERSIDE COUNTY PLANNING DEPARTMENT
CASE SUBMITTAL PACKAGE**

To insure that all applications are processed smoothly, and to minimize time between submittal of the application and completion, the applicant must provide the following information, plans, and fees, together with the completed application.

APPLICATIONS WILL NOT BE ACCEPTED UNLESS ALL REQUIRED INFORMATION IS PRESENT.

	Zone Change Type			
	Standard	1	2	3
1. ✓ Completed and signed application.	X	X	X	X
2. ✓ Change of Zone Deposit-based fee.	X	X	X	X
3. ✓ Twenty (20) copies of complete and accurate site plan exhibit (See Primary Exhibit Checklist below). Exhibits must be folded no larger than 8.5" x 14" in size.	X	X		X
4. ✓ One (1) copy of Assessor's Map, with the subject property identified.	X	X		X
5. ✓ One (1) copy of property's legal description as recorded in the Office of the County Recorder.	X	X		X
6. ✓ Submittal of the current fees for County of Riverside County Counsel review of Specific Plan Zoning Ordinance text (separate check, not to be deposited into Change of Zone deposit set.)			X	
7. ✓ Ten (10) paper copies and an electronic copy (Microsoft Word format) of the entire existing Specific Plan zoning ordinance text, with the proposed zoning ordinance text changes shown in red-lined/strikeout for comparison.			X	

CHANGE OF ZONE PRIMARY EXHIBIT

The following minimum information is required on the primary exhibit. IF ANY REQUIRED INFORMATION IS NOT APPLICABLE TO A SPECIFIC PROJECT, AN EXPLANATORY NOTE MUST BE PLACED ON THE EXHIBIT NEXT TO THE REVISION BLOCK, EXPLAINING WHY THE INFORMATION IS NOT NECESSARY. All exhibits must be clearly drawn and legible. NOTE: Additional information may be required during review of the land use proposal, including information not specifically required by this checklist. Exhibits must be folded to a size no larger than 8½ " x 14".

1. ✓ Name, address, and telephone number of applicant.
2. ✓ Name, address, and telephone number of landowner.
3. ✓ Name, address, and telephone number of exhibit preparer.
4. ✓ Assessor's Parcel Numbers and, if available, address of the property.
5. ✓ Scale (number of feet per inch) Use Engineer's Scale for all maps/exhibits.
6. ✓ North arrow.
7. ✓ Date Exhibit Prepared.

APPLICATION FOR CHANGE OF ZONE

8. ✓ Title of Exhibit (i.e. "Change of Zone").
9. ✓ Complete legal description of property.
10. ✓ Overall dimensions and total net and gross acreage of property.
11. ✓ Vicinity map, showing site relationship to major highways and cities, and two access roads. (Proposed and existing paved roads will be indicated by heavy lines or noted as paved.)
12. ✓ Thomas Brothers map page and coordinates. (Identify edition year used)
13. ✓ Location of adjoining property and lot lines.
14. ✓ Existing and proposed zoning and land use of property.
15. ✓ Existing use and zoning of property immediately surrounding subject property.
16. If project is within a Specific Plan, indicate the Specific Plan Planning Area number and the land use designation of subject property and all surrounding property.
17. ✓ Names of utility purveyors and school district(s) including providers of water, sewer, gas, electricity, telephone, and cable television.
18. ✓ FEMA mapped floodplains and floodways including zone designations.

CHANGE OF ZONE FINAL MAP REQUIREMENTS

SUBSEQUENT REQUIREMENTS FOR TYPE 1, TYPE 3, AND STANDARD CHANGE OF ZONE APPLICATIONS:

Prior to completion of administrative review of the Change of Zone application, the applicant must prepare and submit a Change of Zone Final Map to County Geographical Information Systems (GIS) Staff for review and approval (see No. 14). If the Map is deemed unacceptable, it must be revised and resubmitted until such time it is deemed acceptable. The Change of Zone Final Map must include all of the elements/information listed below:

1. The Change of Zone Final Map shall be drawn clearly depicting the new zoning boundaries with a complete legal description on an 18" x 26" sheet. All writing must be clearly drawn and legible. Because the map will ultimately be published in a newspaper at a significantly reduced size (approximately 2 x 3) in order to satisfy the legal requirements of adopting the change of zone, the map preparer should consider using a font size similar to that used in either Format A or B, whenever possible. No freehand drawn maps will be accepted. Section lines may be used in place of bearings whenever the proposed zoning boundaries exactly follow these lines.
2. If the site or property is located in a Zoning District, follow the format that applies (**FORMAT A**). Type/insert the Zoning District name between "CHANGE OF OFFICIAL ZONING PLAN" and "DISTRICT;" or,
3. If the site or property is located in a Zoning Area, follow the format that applies (**FORMAT B**). Put the Zoning Area name just above section, township, and range description (at the top part of the format).
4. The property in question must be drawn to acceptable scale (see acceptable scales list, #8 below) with all proposed zonings and their boundaries clearly delineated (use solid bold line

NOTICE OF PUBLIC HEARING
and
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider the project shown below:

PLOT PLAN NO. 24279 / CHANGE OF ZONE NO. 7720 – Intent to Adopt a Mitigated Negative Declaration – Applicant: Steve Q. Chapin – Engineer/Representative: Pacific Coast Land Consultants, Inc. - Third Supervisorial District – Rancho California Zoning Area - Southwest Area Plan: Rural Community: Estate Density Residential (RC:EDR) (2 Acre Minimum) – Location: Northerly of Summitville Street and easterly of Warren Road – 10.19 Gross Acres - Zoning: Residential Agriculture – 2- ½ Acre Minimum (R-A-2- ½) - **REQUEST:** The change of zone proposes to change the site's zoning classification from Residential Agriculture – 2-1/2 Acre Minimum (R-A-2-1/2) to Light Agriculture – 10 Acre Minimum (A-1-10). The plot plan proposes a winery consisting of 2,278 square feet of existing building area to be used for a tasting room, storage and production room, and 2,874 square feet of existing building area to be used as a caretaker's residence. The project will utilize 3 existing buildings on-site. The project proposes 13 parking spaces. - APNs: 915-690-001 and 915-690-002. (Quasi-judicial)

TIME OF HEARING: 9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING: February 16, 2011
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER
BOARD CHAMBERS, 1ST FLOOR
4080 LEMON STREET
RIVERSIDE, CA 92501

For further information regarding this project, please contact Project Planner, Kinika Hesterly, at 951-955-1888 or email khesterly@rctlma.org or go to the County Planning Department's Planning Commission agenda web page at http://www.tlma.co.riverside.ca.us/planning/content/hearings/pc/current_pc.html.

The Riverside County Planning Department has determined that the above project will not have a significant effect on the environment and has recommended adoption of a mitigated negative declaration. The Planning Commission will consider the proposed project and the proposed mitigated negative declaration, at the public hearing. The case file for the proposed project and the proposed mitigated negative declaration may be viewed Monday through Thursday, 8:30 a.m. to 5:00 p.m., at the County of Riverside Planning Department, 4080 Lemon Street, 9th Floor, Riverside, CA 92502. For further information or an appointment, contact the project planner.

Any person wishing to comment on a proposed project may do so, in writing, between the date of this notice and the public hearing or appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Commission, and the Planning Commission will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Be advised that, as a result of public hearings and comment, the Planning Commission may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands, within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Kinika Hesterly
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN, certify that on 12/8/2010,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PP 24279 / C207720 For

Company or Individual's Name Planning Department,

Distance buffered 1600'.

Pursuant to application requirements furnished by the Riverside County Planning Department, Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.


NAME: Vinnie Nguyen

TITLE GIS Analyst

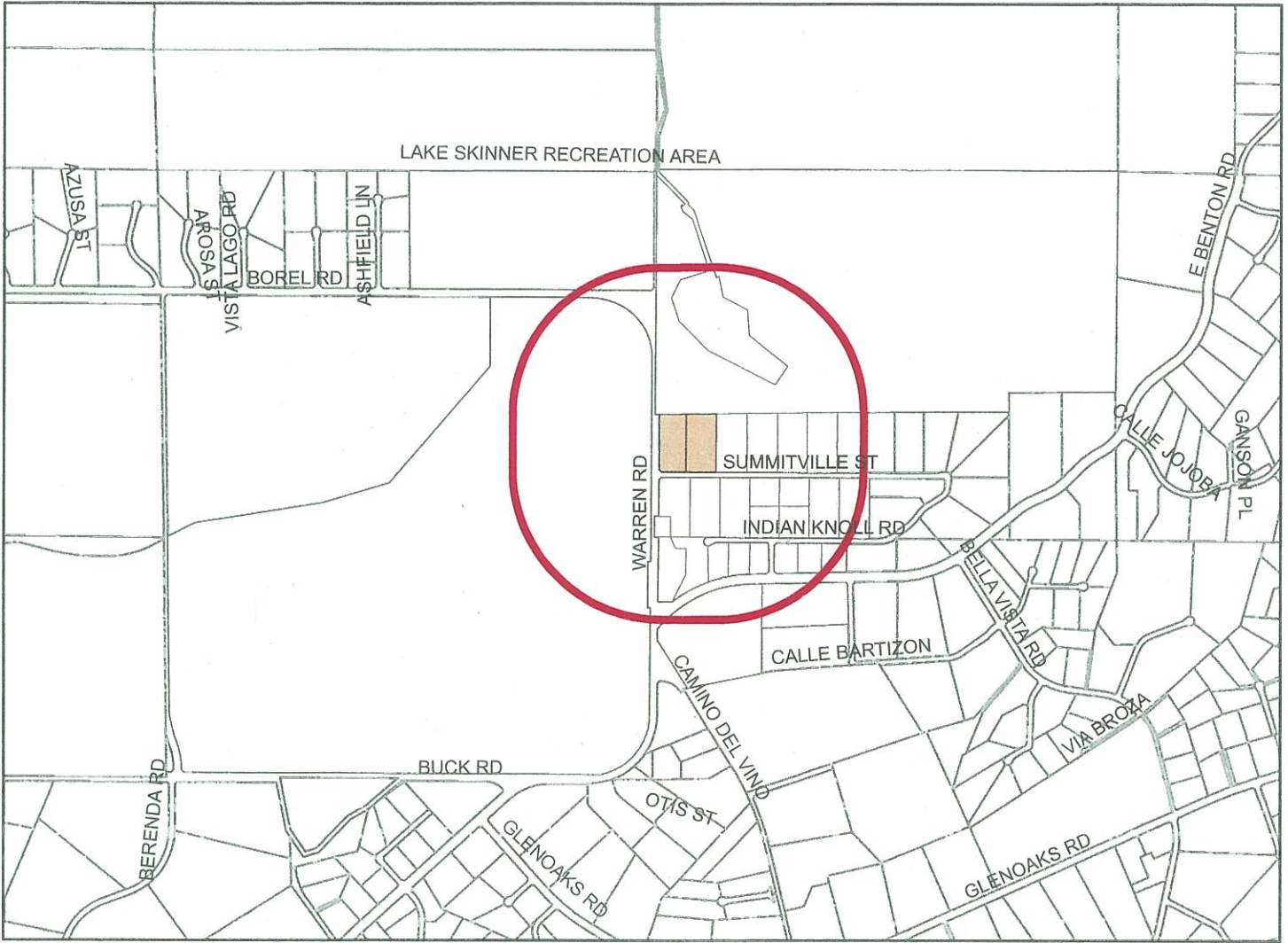
ADDRESS: 4080 Lemon Street 2nd Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. - 5 p.m.): (951) 955-8158

✓ 1/5/2011 
EXPIRES: 6/8/2011

1600 feet buffer



Selected Parcels

924-370-008	915-690-007	924-370-014	964-070-010	924-370-005	915-690-020	915-690-006	915-690-002	924-370-011	924-370-015
915-690-019	915-690-008	915-690-015	915-690-016	924-370-018	924-370-019	964-160-004	915-690-009	915-690-021	915-690-018
915-060-010	915-060-011	924-370-016	924-370-012	915-690-004	915-690-012	915-690-013	924-370-010	915-690-003	915-690-005
915-690-001									



Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

APN: 924370008, ASMT: 924370008
ALBERT SALAZAR, ETAL
1501 E BOYLE AVE
ESCONDIDO CA 92027

APN: 915690002, ASMT: 915690002
ENTRUST ADMINISTRATION INC, ETAL
555 12TH ST STE 1250
OAKLAND CA 94607

APN: 915690007, ASMT: 915690007
CAT DUY MAI, ETAL
7527 MAGELLAN ST
CARLSBAD CA 92009

APN: 924370011, ASMT: 924370011
FREDERICK C VONVOIGHT, ETAL
36325 INDIAN KNOLL RD
TEMECULA CA. 92592

APN: 924370014, ASMT: 924370014
CHARLES RICHARD PITKIN, ETAL
P O BOX 2107
TEMECULA CA 92593

APN: 924370015, ASMT: 924370015
GARY L ROWELL, ETAL
36195 TRAVIS CT
TEMECULA CA. 92592

APN: 964070010, ASMT: 964070010
CHEN SHEN WANG, ETAL
18965 AMBERLY PL
ROWLAND HEIGHTS CA 91748

APN: 915690019, ASMT: 915690019
JAMES R PARADISO, ETAL
36373 SUMMITVILLE ST
TEMECULA CA. 92592

APN: 924370005, ASMT: 924370005
CLEVELAND INV CO INC, ETAL
28046 DEL RIO RD STE C
TEMECULA CA 92590

APN: 915690008, ASMT: 915690008
JEFFREY MAICHEL, ETAL
P O BOX 890039
TEMECULA CA 92589

APN: 915690020, ASMT: 915690020
DOUGLAS R HOVIS, ETAL
750 W EL MORADO CT
ONTARIO CA 91764

~~APN: 915690015, ASMT: 915690015
MARCELO DOFFO
36083 SUMMITVILLE
TEMECULA CA 92592~~

APN: 915690006, ASMT: 915690006
ELISE THUY ANH NGUYEN
P O BOX 70210
RIVERSIDE CA 92513

APN: 915690016, ASMT: 915690016
MARCELO DOFFO
36083 SUMMITVILLE ST
TEMECULA CA. 92592



APN: 924370019, ASMT: 924370019
MARCELO DOFFO
36083 SUMMITVILLE
TEMECULA CA 92592

APN: 915690004, ASMT: 915690004
R SCOTT SANDERS, ETAL
P O BOX 890313
TEMECULA CA 92589

APN: 964160004, ASMT: 964160004
MB BONA
C/O OSM
650 3RD AVENUE S STE 1450
MINNEAPOLIS MN 55402

APN: 915690012, ASMT: 915690012
ROBERT KRAUSE, ETAL
P O BOX 891898
TEMECULA CA 92589

APN: 915690021, ASMT: 915690021
MICHAEL T CADY, ETAL
36374 INDIAN KNOLL RD
TEMECULA CA 92592

APN: 915690013, ASMT: 915690013
ROBERT S RADICAN, ETAL
36161 SUMMITVILLE ST
TEMECULA CA. 92592

APN: 915690018, ASMT: 915690018
MICHAEL UVA, ETAL
36309 SUMMITVILLE
TEMECULA CA. 92592

APN: 924370010, ASMT: 924370010
SCOTT I MAXWELL, ETAL
36285 INDIAN KNOLL DR
TEMECULA CA. 92592

APN: 915060011, ASMT: 915060011
MWD
C/O ASSEST MANAGEMENT
P O BOX 54153
LOS ANGELES CA 90054

APN: 915690003, ASMT: 915690003
SEAN MCGOVERN, ETAL
36246 SUMMITVILLE ST
TEMECULA CA. 92592

APN: 924370016, ASMT: 924370016
NATAHA LIGHTFOOT, ETAL
36125 TRAVIS CT
TEMECULA CA. 92592

APN: 915690005, ASMT: 915690005
STEPHEN K MOSS, ETAL
36370 SUMMITVILLE ST
TEMECULA CA. 92592

APN: 924370012, ASMT: 924370012
PAUL BERINSON, ETAL
36395 INDIAN KNOLL RD
TEMECULA CA. 92592

APN: 915690001, ASMT: 915690001
STEVE Q CHAPIN
2381 MARCA PL
CARLSBAD CA 92008

Centralized Correspondence,
Southern California Gas Company
P.O. Box 3150
San Dimas, CA 91773

Eastern Information Center
Dept. of Anthropology
1334 Watkins Hall, University of
California, Riverside
Riverside, CA 92521-0418

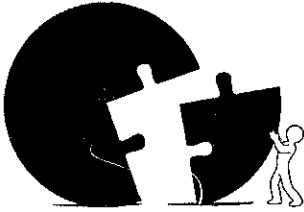
Southern California Edison
2244 Walnut Grove Ave., Rm 312
P.O. Box 600
Rosemead, CA 91770

Temecula Valley
Unified School District
31350 Rancho Vista Rd.
Temecula, CA 92592-6200

Temecula Wine Growers
P.O. Box 1601
Temecula, CA 92593

Applicant/Owner:
Steve Chapin
2381 Marca Place
Carlsbad, CA 92009

Eng-Rep:
Pacifi Coast Land Consultants
25096 Jefferson Ave. Ste. D
Murrieta, CA 92562



RIVERSIDE COUNTY
PLANNING DEPARTMENT

Carolyn Syms Luna
Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: PLOT PLAN NO. 24279 / CHANGE OF ZONE NO. 7720

Based on the Initial Study, it has been determined that the proposed project, subject to the proposed mitigation measures, will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment and Conditions of Approval)

COMPLETED/REVIEWED BY:

By: Kinika Hesterly Title: Planner IV Date: December 14, 2010

Applicant/Project Sponsor: Steve Q. Chapin Date Submitted: October 19, 2009

ADOPTED BY: Planning Commission

Person Verifying Adoption: _____ Date: _____

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:

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

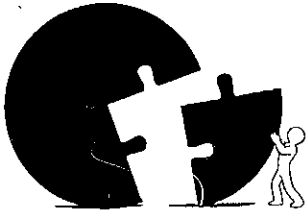
For additional information, please contact Kinika Hesterly at (951) 955-1888.

Y:\Planning Case Files-Riverside office\PP24279\Hearing Docs\Mitigated Negative Declaration.PP24279.docx

Please charge deposit fee case#: ZEA42223 ZCFG05578

FOR COUNTY CLERK'S USE ONLY

Empty rectangular box for County Clerk's use.



RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna
Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

EA42223/PLOT PLAN NO. 24279/CHANGE OF ZONE NO. 7723

Project Title/Case Numbers

Kinika Hesterly
County Contact Person

(951) 955-1888
Phone Number

N/A
State Clearinghouse Number (if submitted to the State Clearinghouse)

Steve Q. Chapin
Project Applicant

2381 Marca Place, Carlsbad, CA 92009
Address

The project is located in the Rancho California Zoning Area of the Southwest Area Plan, more specifically, northerly of Summitville Street and easterly of Warren Road.
Project Location

PLOT PLAN NO. 24279 is a winery consisting of 2,278 square feet of existing building area to be used for a tasting room, storage and production room, and 2,874 square feet of existing building area to be used as a caretaker's residence. Tasting room hours of operation are 10:00 a.m. to 5:00 p.m. daily. Four (4) wine club gatherings are allowed annually. The project will have 13 parking spaces.

CHANGE OF ZONE NO. 7720 proposes to change the site's zoning classification from Residential Agriculture – 2-1/2 Acre Minimum (R-A-2-1/2) to Light Agriculture – 10 Acre Minimum (A-1-10).
Project Description

This is to advise that the Riverside County Planning Commission, as the lead agency, has approved the above-referenced project on _____, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for the project pursuant to the provisions of the California Environmental Quality Act (\$2,044.00 + \$64.00).
3. Mitigation measures WERE made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
5. A statement of Overriding Considerations WAS NOT adopted for the project.

This is to certify that the Mitigated Negative Declaration, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Signature

Planner IV
Title

January 10, 2011
Date

Date Received for Filing and Posting at OPR: _____

Please charge deposit fee case#: ZEA42223 ZCFG5578 \$2,108.00

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

* REPRINTED * R0914615

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 600-6100

38686 El Cerrito Road
Palm Desert, CA 92211
(760) 863-8277

Received from: CHAPIN STEVE Q \$64.00
paid by: CK 1599
paid towards: CFG05578 CALIF FISH & GAME: DOC FEE
CA F&G FEE FOR EA42223
at parcel #: 36084 SUMMITVILLE ST TEM
apl type: CFG3

By _____ Oct 19, 2009 13:09
SBROSTRO posting date Oct 19, 2009

Account Code	Description	Amount
658353120100208100	CF&G TRUST: RECORD FEES	\$64.00

Overpayments of less than \$5.00 will not be refunded!

Additional info at www.rctlma.org

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

* REPRINTED * R1100021

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 600-6100

38686 El Cerrito Road
Palm Desert, CA 92211
(760) 863-8277

Received from: CHAPIN STEVE Q \$2,044.00
paid by: CK 6047
paid towards: CFG05578 CALIF FISH & GAME: DOC FEE
CA F&G FEE FOR EA42223
at parcel #: 36084 SUMMITVILLE ST TEM
appl type: CFG3

By _____ Jan 03, 2011 15:41
MGARDNER posting date Jan 03, 2011

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$2,044.00

Overpayments of less than \$5.00 will not be refunded!

Additional info at www.rctlma.org

Agenda Item No.: 3.7
Area Plan: Southwest
Zoning Area: Rancho California
Supervisory District: Third
Project Planner: Kinika Hesterly
Planning Commission: February 16, 2011
Continued From: 12/01/10, 9/15/10, 7/14/10,
5/05/10 and 4/07/10

CHANGE OF ZONE NO. 7444
PLOT PLAN NO. 22271
CEQA Determination Pending
Applicant: Ken & Christina Falik

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

The change of zone proposes to change the site's zoning classification from Residential Agricultural 10 Acre-Minimum (R-A-10) to Citrus Vineyard (C/V).

The plot plan proposes that the existing 7,829 square foot, two-story building, with a 3,456 square foot garage, be used as a winery and caretaker's residence. 1,500 square feet of the garage is proposed to be used for the tasting room and the remaining 1,956 square feet is proposed to be used for the winery operation. The proposed caretaker's residence is 4,373 square feet.

The project proposes to host up to fifty (50) special events per year with approximately 50-100 guests, which include wine maker dinners, private corporate parties, and small weddings. The winery proposes to be open for wine tasting by appointment only Friday through Sunday and some holidays from 11:00 A.M. to 5:00 P.M. The project proposes 14 parking spaces and overflow parking in the northeast portion of the site to accommodate an additional 20 parking spaces for special events.

The project site is located in the Rancho California Community of the Southwest Area Plan of Western Riverside County, more specifically, easterly of De Portola Road, northerly of Oak Mountain Road, and southerly of Galway Downs Drive.

FURTHER PLANNING CONSIDERATIONS:

On December 1, 2010, the project was continued to allow the General Plan Amendment to go through initiation proceedings. The General Plan Amendment (GPA) was continued for 30 days at the January 11, 2011 Board of Supervisor's meeting so that Supervisor Stone could look into the potential impacts of the GPA to the neighboring property to the west.

On September 15, 2010, the project was continued to allow the applicant to apply for a General Plan Amendment (GPA) that proposes that the Citrus Vineyard Policy Area be extended to the subject site. The submittal of the GPA, on October 13, 2010, began the initiation process so that special events can be considered if the GPA is initiated for adoption on a future Board of Supervisors agenda.

On July 14, 2010, the project was continued to allow the applicant to resolve corrections. Geology corrections were resolved and Transportation is working with the applicant on a fair share payment agreement for De Portola Road. Special events remain an outstanding concern with Planning and staff is researching the process needed to allow special events at the property.

On May 5, 2010, the project was continued to allow the applicant to resolve departmental corrections. These corrections were not resolved as of the writing of the staff report.

P.M.

On April 7, 2010, the project was continued to allow Commissioner Petty and staff to visit the site and meet with the project applicants. This site visit and meeting occurred on April 21, 2010.

ISSUES OF CONCERN:

1. General Plan Amendment – Staff is unable to schedule the project for a decision at Planning Commission until the Board either initiates or declines to initiate the proposed General Plan Amendment to change the General Plan Policy Area from Valle De Los Caballos to Citrus Vineyard Rural Policy Area.

2. Code Violation - Operating Without Land Use Approval

The applicant has been operating the winery and tasting room, in addition to hosting special events, without permits. Thus, planning staff cannot ensure the public's safety, health, and welfare is protected until the applicant has complied with the requirements of the County departments. A code violation was issued in 2008 for the operation of a winery and tasting room without land use approval.

The applicant requests an extension of time in accordance with the Board of Supervisors Policy A-57 Disposition Guideline which states *"It will be the responsibility of the hearing body to approve, deny, or grant a time extension to the review process at the time of the Initial Hearing."*

3. Outstanding Corrections – Resolved Except Transportation and Planning

The project has been transmitted for Land Development Committee (LDC) review four times: December 14, 2006, March 29, 2007, July 26, 2007 and July 16, 2009. Geology report corrections have been resolved. The project currently has denials from Transportation and Planning.

- Transportation previously requested that a left turn pocket be provided on De Portola Road. The applicant did not want to make this improvement. After several meetings with the applicant, the Transportation department proposed a condition of approval for the applicant to pay its fair share of the cost to improve De Portola Road. This has not been confirmed by the Transportation Department.
- If the General Plan Amendment application is initiated for adoption by the Board of Supervisor's, Planning staff will be able to support special events for this project.

SUMMARY OF FINDINGS:

- | | |
|-----------------------------------|---|
| 1. Existing Land Use (Ex. #1): | Falik residence |
| 2. Surrounding Land Use (Ex. #1): | Scattered rural residences to the north, east, south, and west. Additionally, Oak Mountain Winery (PP21447) and Renzoni Winery (PP22263) are located in the project vicinity. |
| 3. Proposed Zoning (Ex. #3): | Citrus Vineyard (C/V) |
| 4. Surrounding Zoning (Ex. #3): | Rural Residential (R-R) to the north, Residential Agricultural – 10 Acre Minimum to the south and east, and Citrus Vineyard (C/V) to the west. |
| 5. General Plan Land Use: | Rural: Rural Residential (RR) (5 Acre Minimum) |
| 6. Project Data: | Total Acreage: 20.01 gross acres
Total Net Acreage: 19.61 acres
Conserved Area: 2.44 acres |

7. Environmental Concerns:

Environmental Assessment Pending

RECOMMENDATIONS:

CONTINUE CHANGE OF ZONE NO. 7444 and PLOT PLAN NO. 22271 to April 6, 2011 to allow time for GENERAL PLAN AMENDMENT NO. 1107 to complete the initiation process at the Board of Supervisors.

INFORMATIONAL ITEMS:

1. As of this writing, one (1) letter, expressing concern with the project, has been received.
 - a. A letter of concern was received from Herbert and Erin Kinney, dated March, 29, 2010.
2. The project site is not located within:
 - a. A city of sphere of influence;
 - b. A 100-year flood plain, an area drainage plan, or dam inundation area;
 - c. A High Fire Area;
 - d. An Alquist-Priolo fault hazard zone; or
 - e. A Specific Plan.
3. The project site is located within:
 - a. The boundaries of the Temecula Valley Unified School District;
 - b. The Valle De Los Caballos Policy Area;
 - c. Cell Nos. 6807 and 6808 of the Multi-Species Habitat Conservation Plan;
 - d. Zone A (13.85 miles) of the Ord. 655 Mt. Palomar Lighting Influence Area;
 - e. The Stephens Kangaroo Rat Fee Area.
4. The subject site is currently designated as Assessor's Parcel Number 927-280-036.
5. This project was filed with the Planning Department on November 2, 2006.
6. This project was reviewed by the Land Development Committee four (4) times on the following dates: December 14, 2006, March 29, 2007, July 26, 2007 and July 16, 2009.
7. Deposit Based Fees charged for this project, including the General Plan Amendment, as of the time of staff report preparation, total \$41,056.68.

Agenda Item No.: 3.8
Area Plan: Western Coachella Valley
Zoning District: Thousand Palms
Supervisory District: Fourth
Project Planner: Jay Olivas
Planning Commission: February 16, 2011

CONDITIONAL USE PERMIT NO. 3643
No Further Environmental Documentation
Required
Applicant: Dereck Henderson
Representative: Dereck Henderson

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

The project proposes to renew the entitlement of an existing 74 space RV storage facility on 2.6 acres with existing managers office and on-site operators residence in one commercial building of approximately 1,350 square feet which use was previously approved under CUP 3257 which expired on July 1, 2009. The application seeks to extend the life of the permit indefinitely. Proposed business hours are from 7:00 a.m. to 8:00 p.m. seven days a week, not including overnight storage of vehicles. The RV storage facility includes storage of boats, RV's, and trailers. No new construction is proposed. The project is located northerly of Ramon Road, easterly of San Miguelito Drive and westerly of Taylors Road at 31913 Taylors Road, Thousand Palms, CA.

ISSUES OF POTENTIAL CONCERN:

The original project has been approved since 1998. A previous proposal to include auto sales was denied in 2007. The project is fully improved with 74 RV storage spaces with manager's office/residence, no changes are proposed to the built site. The applicant is requesting an extension with no expiration of permit life.

Recent issues arose with regards to a low deposit balance on the proposed CUP and need for landscape inspection within the front landscape buffer along Taylors Road. The applicant recently submitted supplemental deposit to correct the low balance. The County planning staff completed an inspection in August 2010 which recommended repairs to existing landscaping which repairs and re-inspection were completed in January 2011. Staff is recommending approval.

SUMMARY OF FINDINGS:

- | | |
|--|---|
| 1. Existing Land Use (Ex. #1): | RV Storage Facility |
| 2. Surrounding Land Use (Ex. #1): | Vacant land zoned for commercial uses to the east, commercial building to the west, vacant land and retail uses to the south, commercial uses to the north. |
| 3. Existing Zoning (Ex. #2): | Scenic Highway Commercial (C-P-S) |
| 4. Surrounding Zoning (Ex. #2): | Scenic Highway Commercial (C-P-S) to the south, east and west; General Residential (R-3-6,000) to the north. |
| 5. Existing General Plan Land Use (Ex. #5): | Commercial Retail (CR) (.20 - .35 FAR) |
| 6. Surrounding General Plan Land Use (Ex. #5): | Commercial Retail (CR) to the south, east, and west, Medium High Density Residential (MHDR) to the north |
| 7. Project Data: | |

Total Acreage: 2.6 Gross Acres

8. Environmental Concerns:

No Further Environmental Documentation Required (see prior attached environmental assessment EA37295 completed with original CUP03257 in 1998)

RECOMMENDATIONS:

APPROVAL of **CONDITIONAL USE PERMIT NO. 3643**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

CONCLUSIONS:

1. The proposed project is in conformance with all elements of the Riverside County General Plan.
2. The proposed project is consistent with the Scenic Highway Commercial (C-P-S) zoning classification of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348.
3. The public's health, safety and general welfare are protected through project design.
4. The proposed project is conditionally compatible with the present and future logical development of the area.
5. No new environmental documentation is required since environmental impacts were previously addressed in EA No. 37295 which was certified in 1998 with the original CUP 3257.
6. The proposed project will not preclude reserve design for the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP).

FINDINGS: The following findings are in addition to those incorporated in the summary of findings, and in the attached environmental assessment, which is incorporated herein by reference.

1. The project site is designated Commercial Retail (CR) (.20 -.35 FAR) on the Western Coachella Valley Area Plan.
2. The proposed use as an RV storage facility including outdoor storage yard for trailers and boats with managers office and on-site operators residence is a permitted use within the Commercial Retail land use designation.
3. The project site is surrounded by properties which are designated Commercial Retail and Medium-High Density Residential (5-8 DU/AC) and Medium Density Residential (2-5 DU/AC).
4. The zoning for the subject site is Scenic Highway Commercial (C-P-S) with surrounding properties zoned Multiple Family Dwellings (R-2-6,000) and General Residential (R-3-6,000).
5. The proposed use as an RV storage facility is a permitted use, subject to approval of a conditional use permit, in the Scenic Highway Commercial (C-P-S) zone.

6. The proposed use is consistent with the development standards set forth in the Scenic Highway Commercial (C-P-S) zone due to existing site improvements such as street improvements, curbs, driveway entrance, and existing desert landscaping.
7. The project site is surrounded by properties which containing vacant land, single family residential dwellings, existing nursery and other commercial uses along the Ramon Road corridor. The project is compatible with surrounding land uses in that the RV storage lot is fully improved with perimeter block walls and landscaping acting as a buffer and the use has been in existence since 1998.
8. Commercial and residential uses have been constructed and are operating in the project vicinity.
9. This project is not located within a Conservation Area of the Coachella Valley Multi-Species Habitat Conservation Plan.
10. No further environmental documentation is required since environmental impacts were previously addressed and reviewed under the certified EA No. 37295 for previous CUP03257. This project involves no expansion of an existing use since this permit is to renew an existing RV storage facility which has been established since 1998.
11. The project was unanimously supported by the Thousand Palms Community Council on June 24, 2010.

INFORMATIONAL ITEMS:

1. As of this writing (1/10/11), no letters, in support or opposition have been received.
2. The project site is not located within:
 - a. A City sphere of influence.
 - b. Conservation Area of the Coachella Valley Multispecies Plan.
 - c. High Fire Area.
3. The project site is locate within:
 - a. A 100-year flood plain (Zone A)
 - b. The boundaries of the Palm Springs Unified School District.
 - c. The Desert Recreation District.
4. The subject site is currently designated as Assessor's Parcel Number 650-290-020.
5. The project was filed with the Planning Department on April 19, 2010.
6. The project was reviewed by the Land Development Committee one time on May 6, 2010.
7. Deposit Based Fees charged for this project, as of the time of the staff report preparation (1/10/11), totals approximately nine-thousand dollars (\$9,000).

RIVERSIDE COUNTY PLANNING DEPARTMENT
CUP03643

Supervisor Benoit
District 4

Date Drawn: 07/01/10
Vicinity Map

VICINITY/POLICY AREAS



Zoning District: Thousand Palms
Township/Range: T4SR6E
Section: 17

Assessors Bk. Pg. 650-29
Thomas Bros. Pg. 788 E2
Edition 2009

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>



RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03643

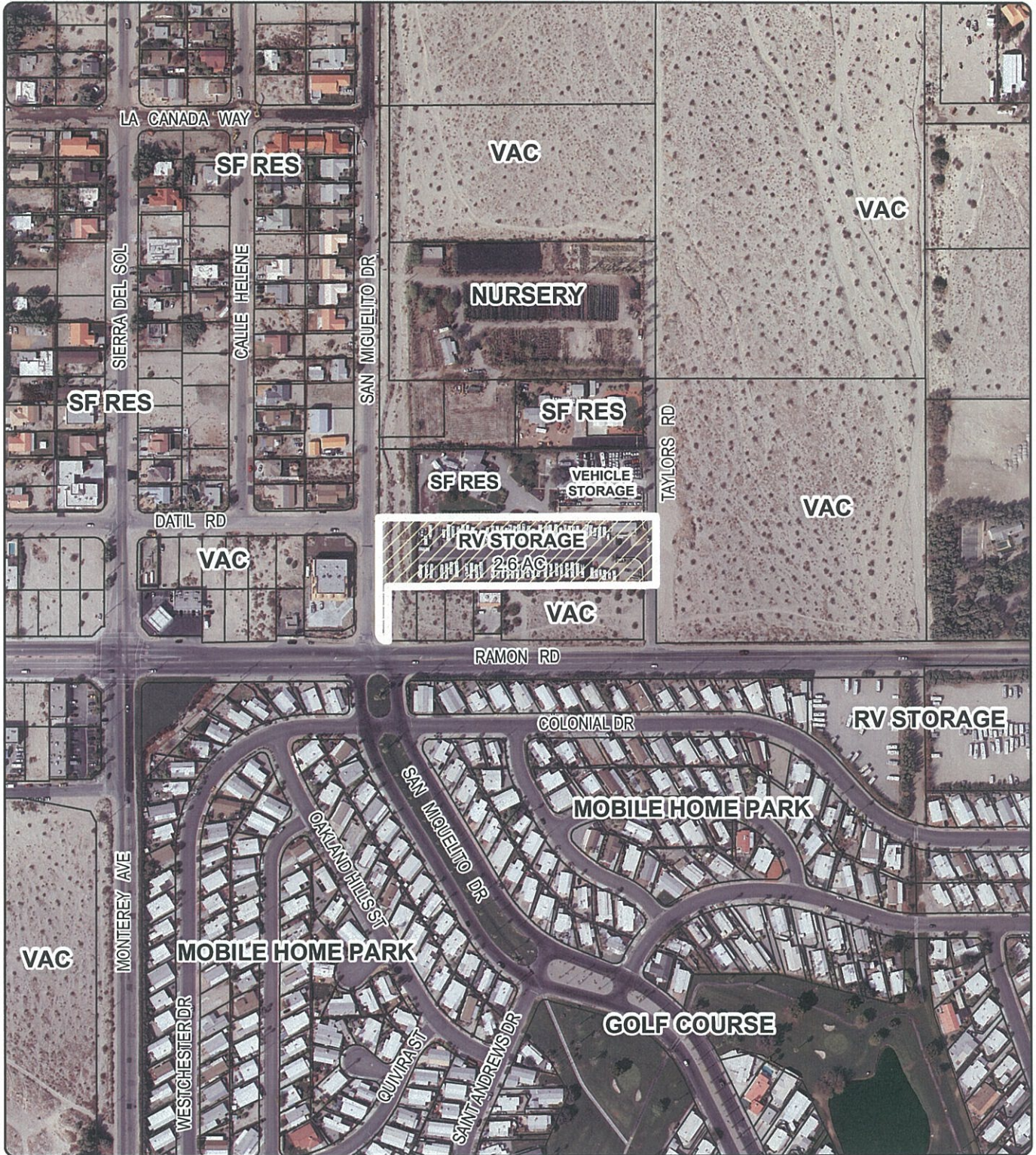
LAND USE

Supervisor Benoit

District: 4

Date Drawn: 7/01/10

Exhibit 1



Zoning District: Thousand Palms
 Township/Range: T4SR6E
 Section: 17

Assessors Bk. Pg. 650-29
 Thomas Bros. Pg. 788 E2
 Edition 2009



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>

RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03643

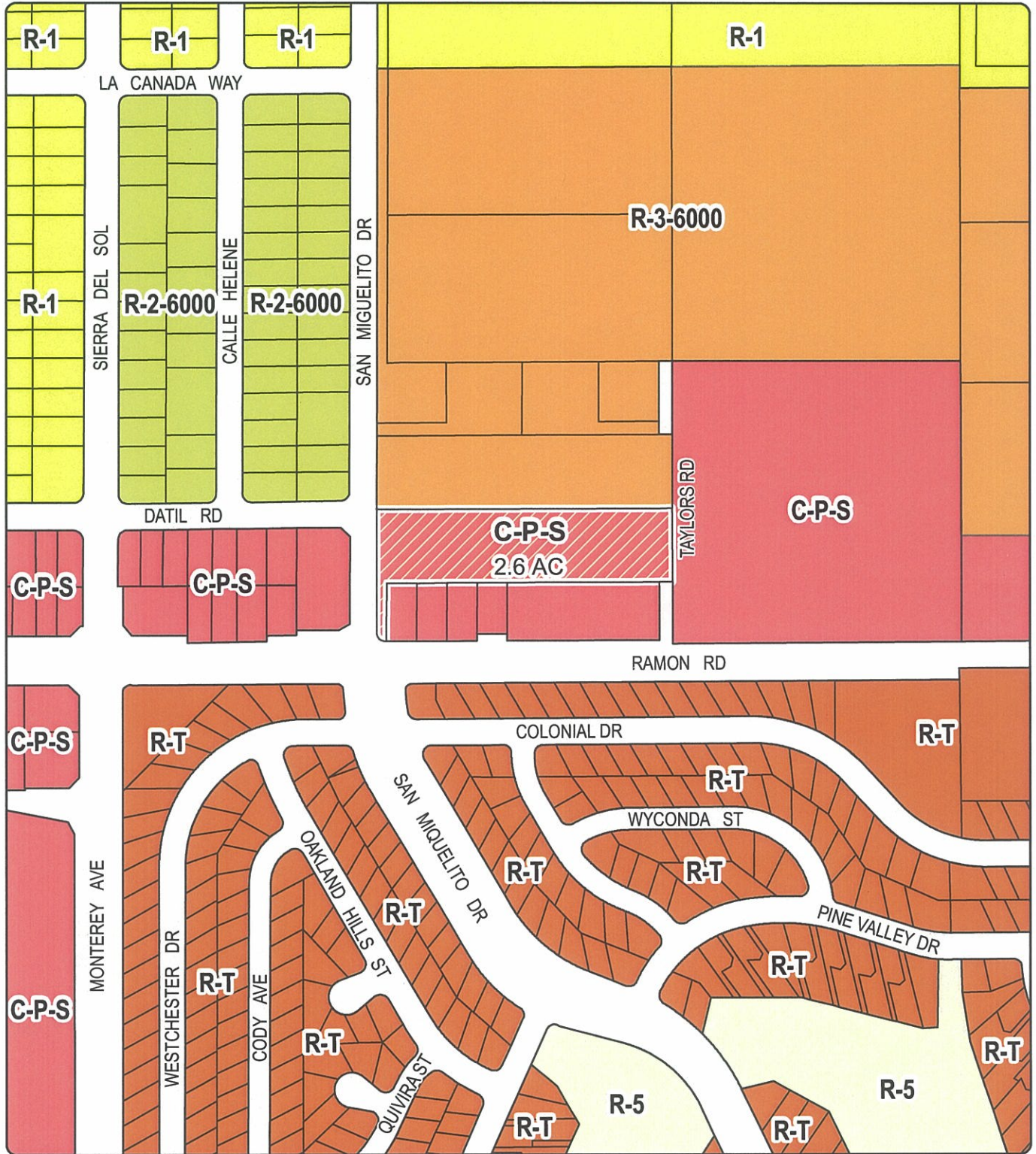
Date Drawn: 7/01/10

Supervisor Benoit

District: 4

EXISTING ZONING

Exhibit 2



Zoning District: Thousand Palms
Township/Range: T4SR6E
Section: 17

Assessors Bk. Pg. 650-29
Thomas Bros. Pg. 788 E2
Edition 2009



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.ftma.co.riverside.ca.us/index.html>

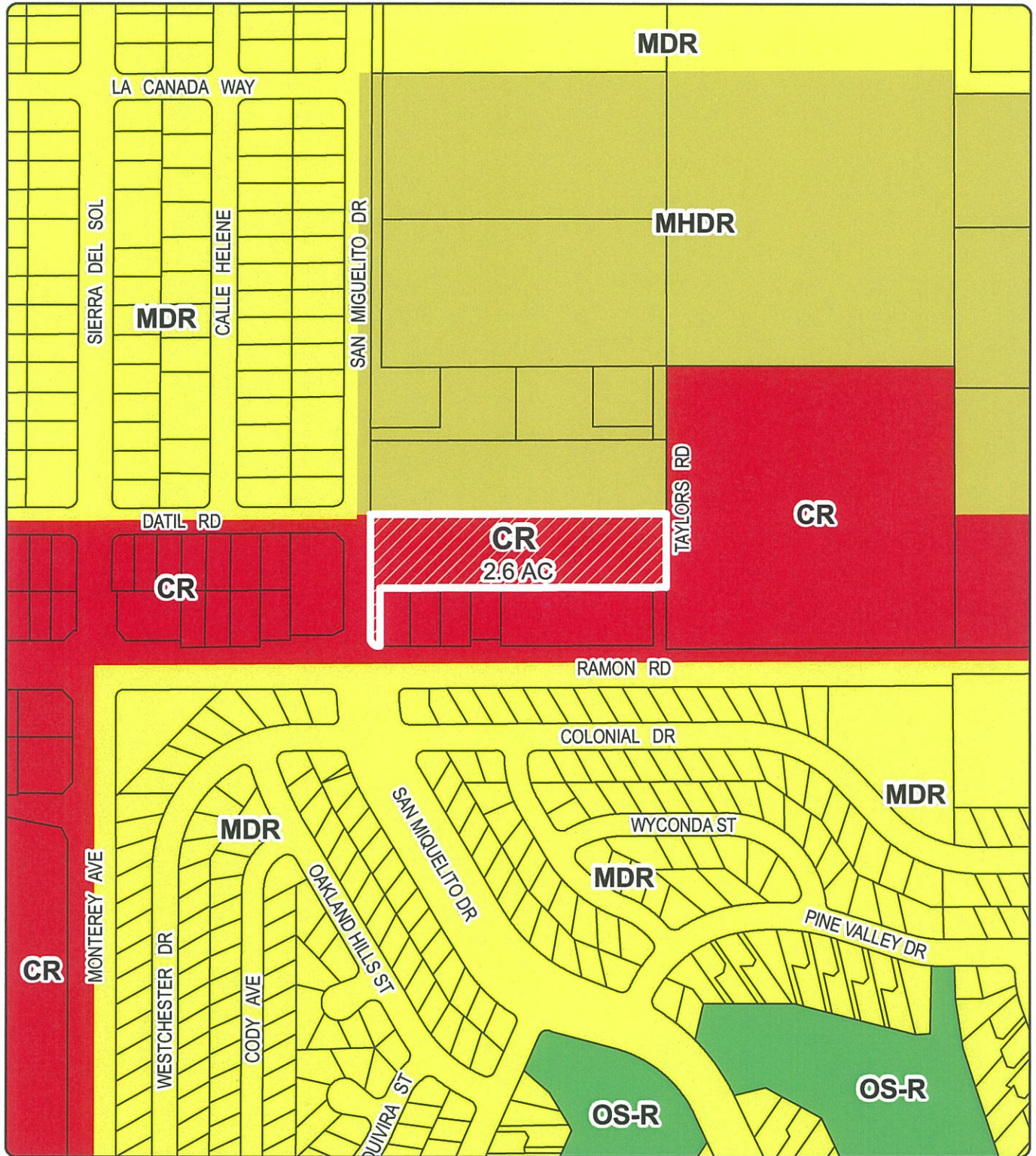
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03643

EXISTING GENERAL PLAN

Supervisor Benoit
District: 4

Date Drawn: 7/01/10
Exhibit 5



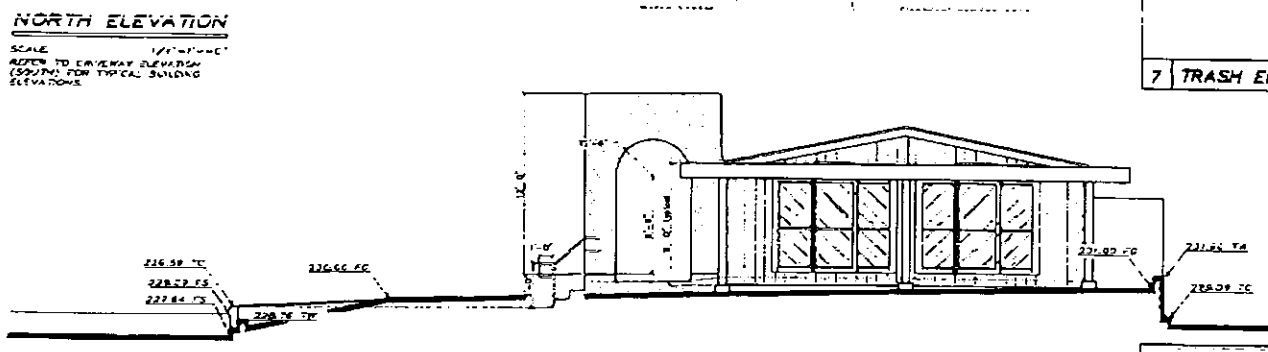
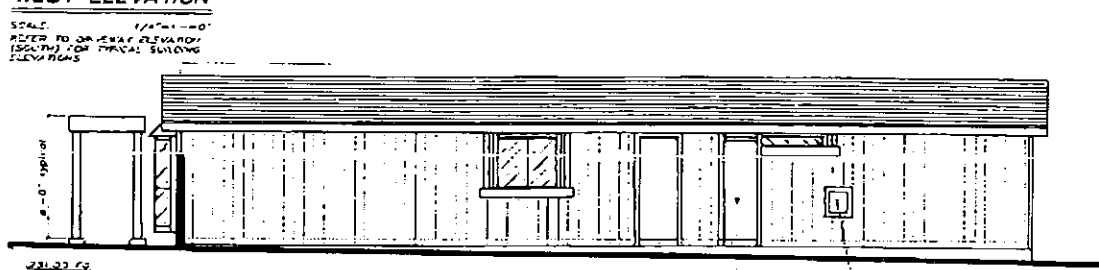
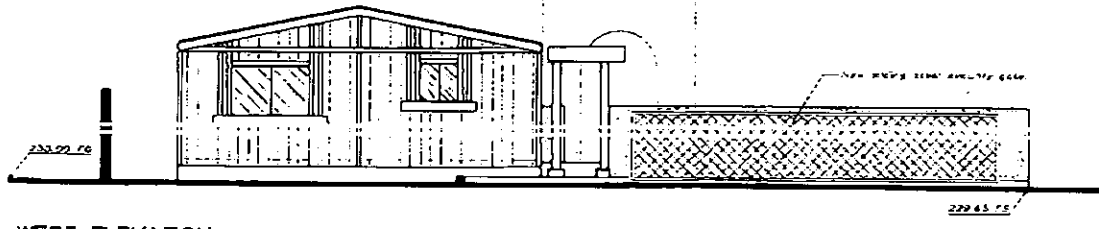
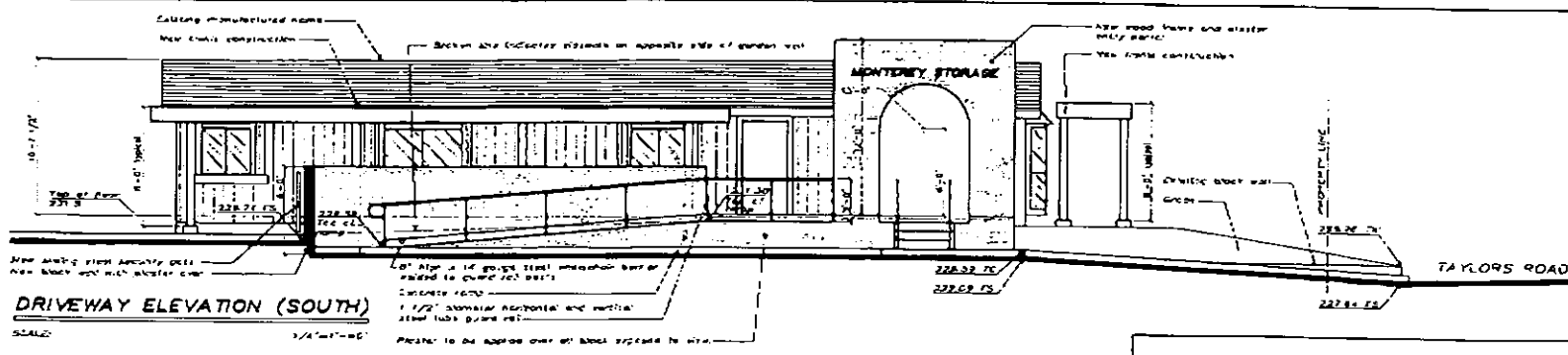
Zoning District: Thousand Palms
Township/Range: T4SR6E
Section: 17

Assessors Bk. Pg. 650-29
Thomas Bros. Pg. 788 E2
Edition 2009

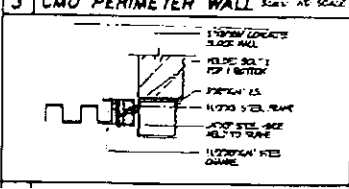
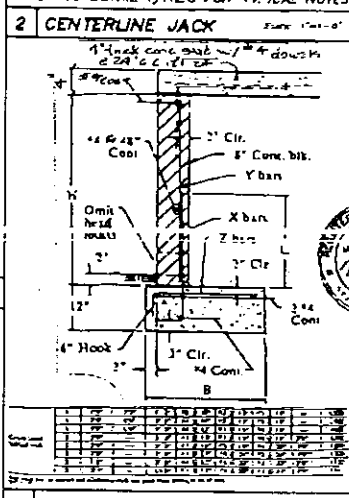
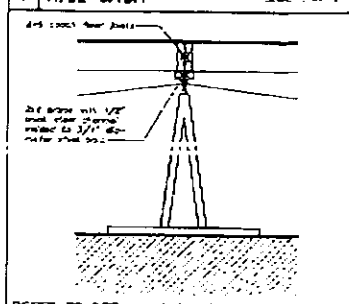
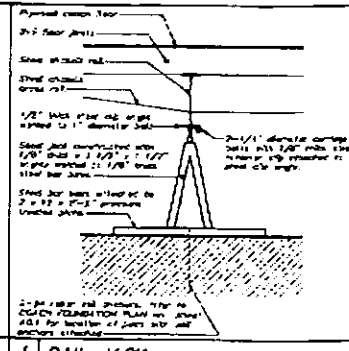
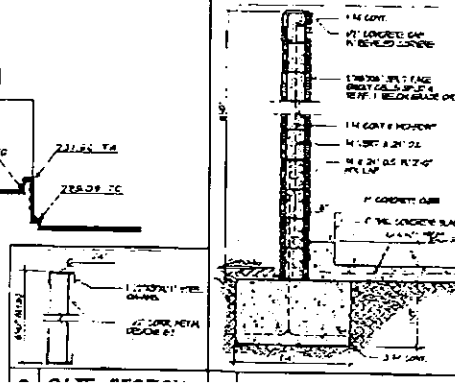
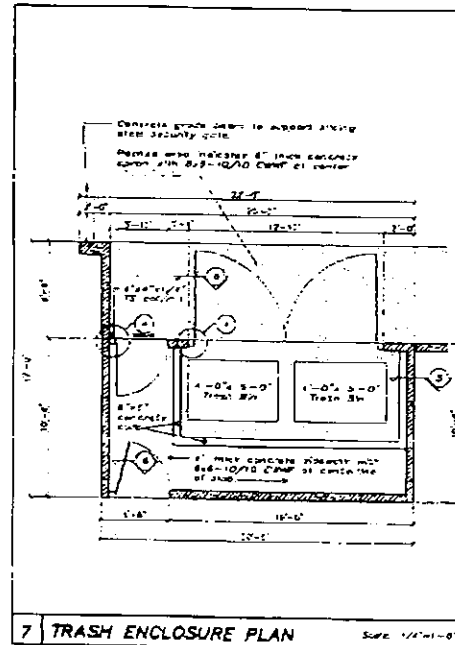


DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.tlma.co.riverside.ca.us/index.html>

003/003



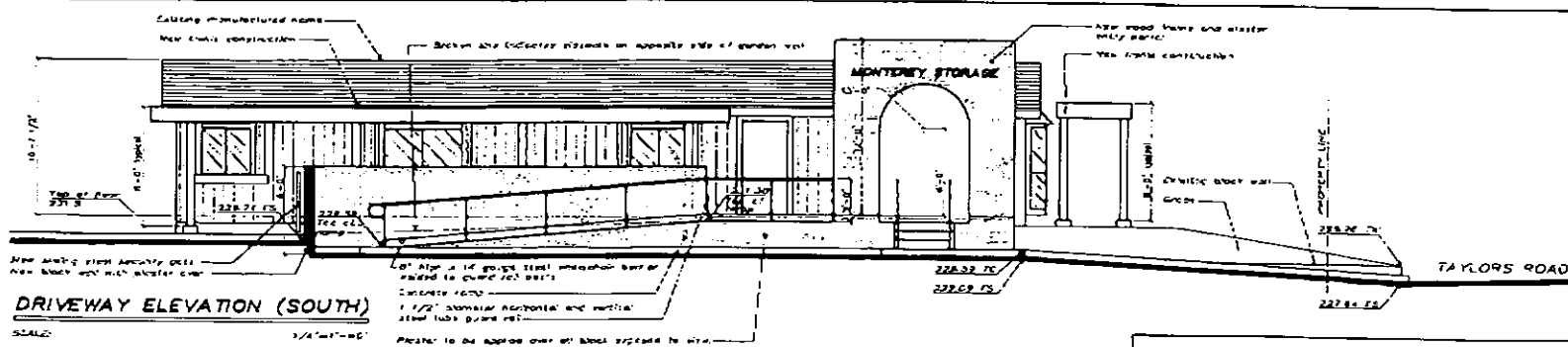
TAYLORS ROAD ELEVATION (EAST)
 SCALE: 1/4" = 1'-0"
 REFER TO DRIVEWAY ELEVATION (SOUTH) FOR TYPICAL BUILDING ELEVATIONS



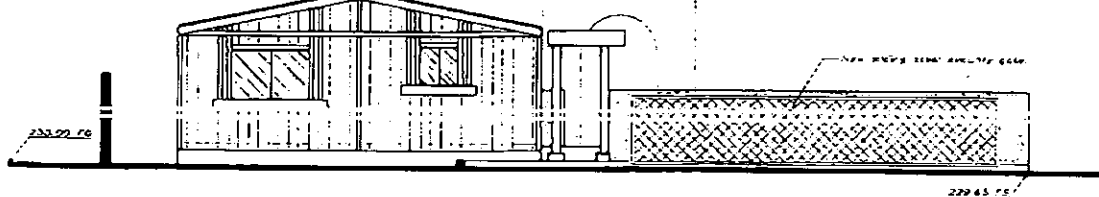
0 OCTOBER 2008
 12/15/07
 88666
MICHAEL SWARTZ, ARCHITECT
 4104 Wilshire II Suite 40
 Los Angeles, CA 90048
 Phone: (310) 206-1100
 Fax: (310) 206-1101
 www.mswartz.com
 OWNER
3KP, INC.
 22500 AVENUE OF THE STATES
 PALMDALE, CALIFORNIA 93226
 10/15/07
NEW RECREATIONAL VEHICLE STORAGE
31-913 TAYLOR ROAD
 THOUSAND PALMS, CALIFORNIA 92278
 10/15/07
 10/15/07

Pat Transport

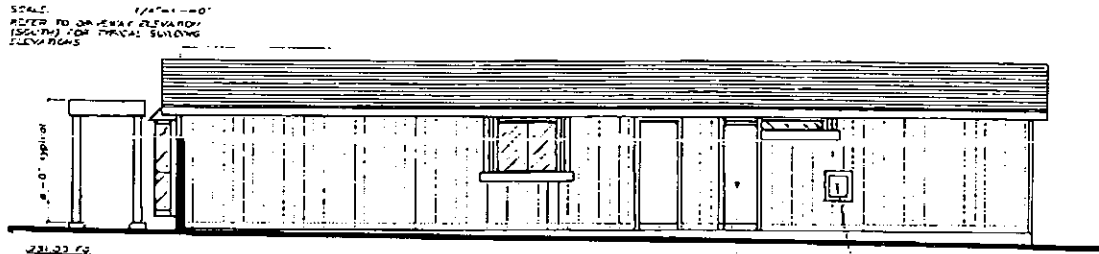
01/24/2011 03:13 FAX 7603437217



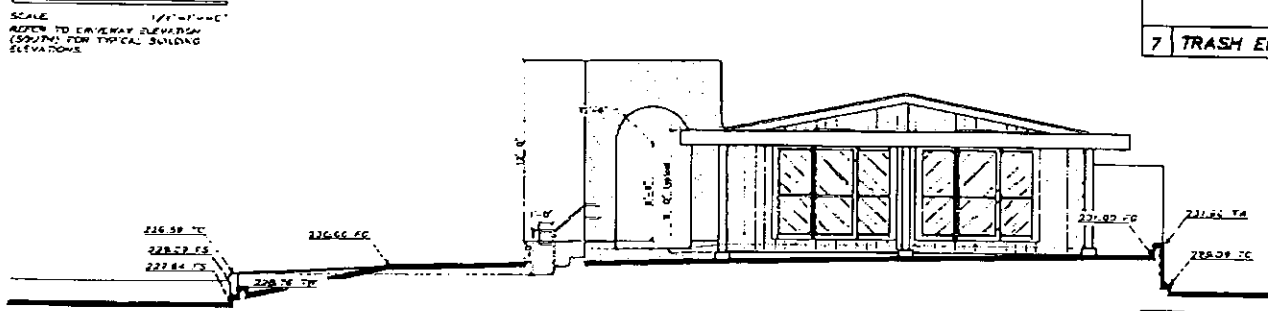
DRIVEWAY ELEVATION (SOUTH)



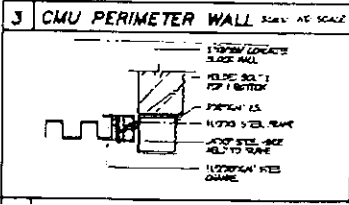
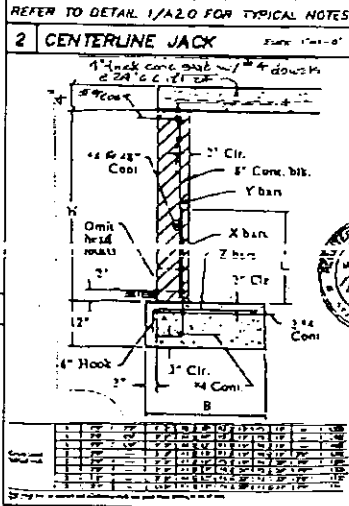
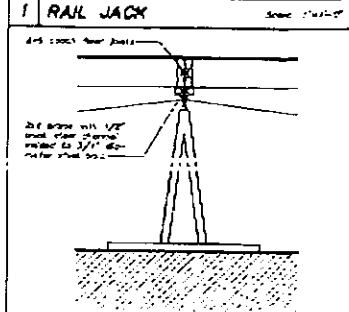
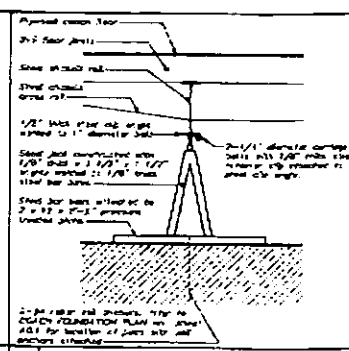
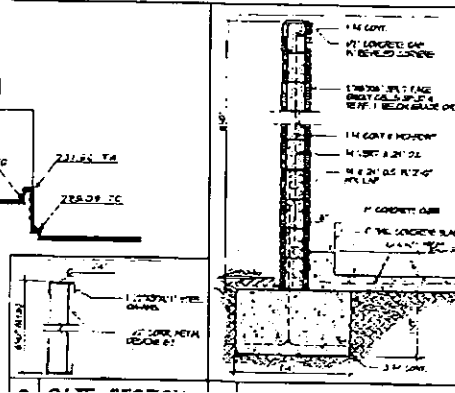
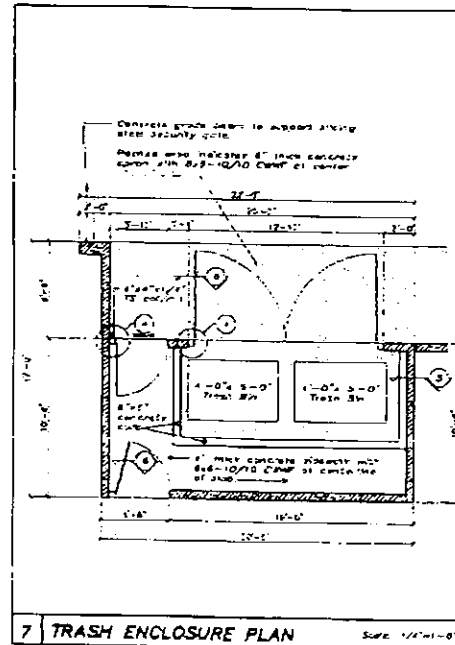
WEST ELEVATION



NORTH ELEVATION



TAYLORS ROAD ELEVATION (EAST)



01/24/2011 03:13 FAX 7603437217

NEW RECREATIONAL VEHICLE STORAGE
 31-913 TAYLOR ROAD
 THOUSAND PALMS, CALIFORNIA 92278

OWNER
 3KP, INC.
 22500 AVENUE OF THE STATES
 PALMDALE, CALIFORNIA 92278

ARCHITECT
 MICHAEL SWARTZ, ARCHITECT
 4150 WILSON AVENUE SUITE 400
 PALM BEACH, CALIFORNIA 92061
 PHONE: (760) 833-7600 FAX: (760) 833-7601
 WWW.MSWARTZARCHITECT.COM

DATE: 01/24/2011 03:13 FAX 7603437217

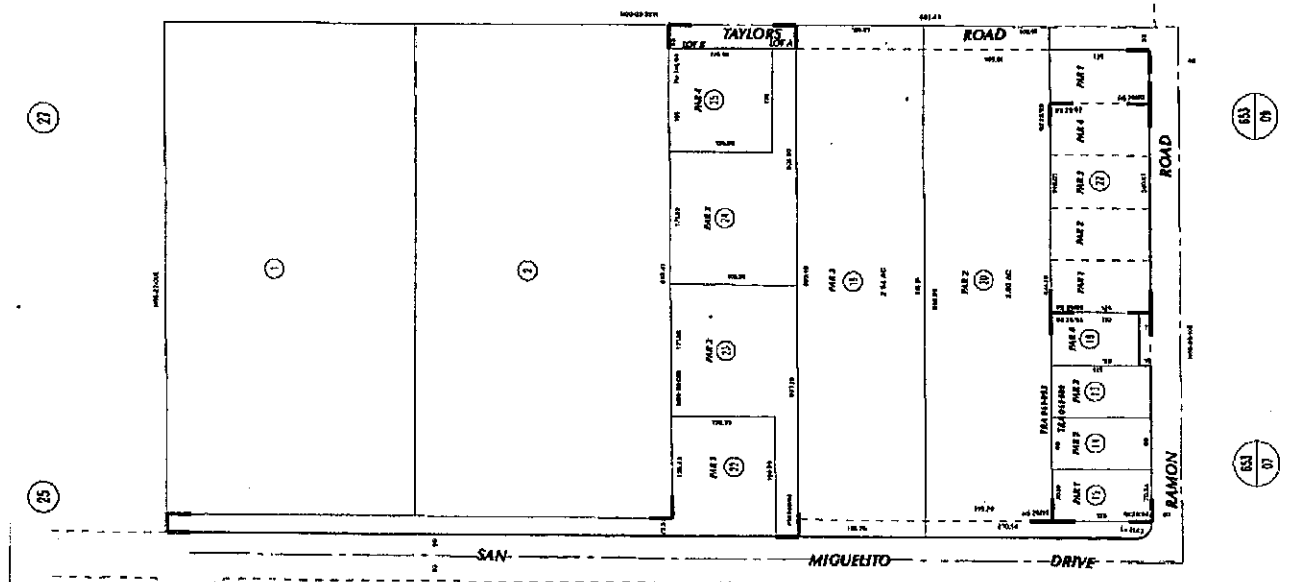
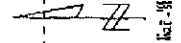
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSessor'S PARTIAL MAP NOT COMPATIBLE WITH LEGAL LOT-SPLIT OR BUILDING SITE CONVEYANCES.

POR. SW 17 T. 4S., R. 6E

T.R.A. 661-053
661-100

650-29
24-70-3

AUG 17 2006



ASSESSOR'S MAP 65029 PG. 29
Shasta County, Calif.

RS 29/92 RECORD OF SURVEY
RS 29/93 RECORD OF SURVEY
RS 29/94 RECORD OF SURVEY
PM 146/94-95 PARCEL MAP NO. 21753

Aug 2006

NO.	DATE	DESCRIPTION	BY
1	08/17/06	ASSESSOR'S MAP	...
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RIVERSIDE COUNTY

ENVIRONMENTAL ASSESSMENT FORM: STANDARD EVALUATION

Environmental Assessment (E.A.) Number: 37295

Project Case Type(s) and Number(s): CUP03257

Applicant's Name: Kenneth D. Owen

Address of Applicant: 31-913 Taylors Road

Thousand Palms, CA 92276

Name of Person(s) Preparing E.A.: Paul F. Clark, AICP, Senior Planner and Jay Olivas, Planner III

I. PROJECT INFORMATION

A. Project Description (include proposed uses and minimum lot size as applicable):

The applicant proposes a trailer, boat, and Recreational Vehicle (RV) storage lot consisting of 2.5 acres acres in a commercial zone. The applicant proposes to grade 500 cubic yards of cut and 1,500 cubic yards of fill.

B. Type of Project: Site Specific ; Countywide ; Community ; Policy .

Two or more of the above may apply. A Site Specific Project involves fewer than 1000 property owners in a definable area and results in a change in existing land uses, zoning, open space designations or Community Plan land use designations. If Site Specific Project was checked fill out the remainder of this page. If Site Specific Project was not checked and the project covers a defined area, fill in only Item C "Total Project Area" and G below.

C. Total Project Area: 2.45 acres

To the extent possible, fill out the remaining information for Item "C" as it applies to the project.

Residential: Acres _____; Lots _____; Units _____; Projected No. of Residents _____.

Commercial: Acres 2.45; Lots 1; Sq. Ft. of Bldg. Area _____; Est. No. of Employees _____

Industrial: Acres _____; Lots _____; Sq. Ft. of Bldg. Area _____; Est. No. of Employees _____

Other: _____

D. Assessor's Parcel No.(s): 650-290-020

E. Street References: Northerly of Ramon Road and easterly of Taylors Road.

F. Section, Township, & Range description or attach a Legal Description: Section 17, Township 4 South, Range 6 East.

G. Brief description of the existing environmental setting of the project site and its surroundings: Vacant land and an existing mobile home on-site to be relocated.

II. APPLICABLE GENERAL PLAN LAND USE POLICIES

This page must only be completed for proposals that qualify as Site Specific Projects. The information on this page is not required for projects which are not Site Specific; however, completion of applicable portions of this section is encouraged. For Items A through I, state the policies associated with each item which are applicable to the proj. If more space is required, use Section VI. If the response to Items M, N, O, R, S, or T is "No" or "Conditional" discuss the items receiving these responses. If more space is required, use Section VI.

A. **Open Space and Conservation Map Designation(s):** N/A

B. **Land Use Planning Area:** Upper Coachella Valley.

C. **L.U.P.A. Subarea, if any:** Thousand Palms

D. **Community Policy Area, if any:** Coachella Valley

E. **Community Plan, if any:** Western Coachella Valley Plan

F. **Community Plan Designation(s), if any:** Commercial

G. **Adopted Specific Plan, if any:** N/A

H. **Specific Plan Planning Area(s), if any:** N/A

I. **Existing Zoning:** C-P-S Scenic Highway Commercial

J. **Proposed Zoning, If any:** N/A

K. **Adjacent Zoning:** C-P-S, R-3 6000, R-2 6000, R-T

II. APPLICABLE GENERAL PLAN LAND USE POLICIES

L. Is the proposal consistent with the sites existing or proposed zoning (Does not apply to zone change proposals)? Yes

M. Is the proposal compatible with existing, surrounding zoning? Yes

N. If the proposal is implementing a specific plan, is it consistent with the specific plan's designation?
N/A

O. Based on existing conditions, what land use category(ies), REMAP category(ies) or Open Space Designation(s) best describe the site? If possible, indicate subcategories such as residential, commercial, etc. Category II Commercial

P. In order for the proposed project to be approved, for what land use category(ies), REMAP category(ies) or Community Plan Policy(ies) would the site have to qualify? Category II Commercial

Q. Will the land use category(ies), REMAP category(ies) or Community Plan Policy(ies) required to approve the proposal be met on the site through conditions of approval applied at the development stage? Yes

R. Is the proposal compatible with existing and planned surrounding land uses? Yes

S. Is the proposal consistent with the land use designations and policies of the Comprehensive General Plan? Yes

In accordance with CEQA (Public Resources Code Section 21000 - 21178.1), this Initial Study has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with Section 15063 of the State CEQA Guidelines, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration or an Environmental Impact Report (EIR) is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

All referenced figures listed below are contained in the Riverside County Comprehensive General Plan. For any issue marked "Yes" or "Maybe" will be discussed in more detail in Section VI. Any Issue marked "No" has been determined to be of No Impact.

III. ENVIRONMENTAL ISSUES ASSESSMENT	Yes	No	Maybe
LAND USE			
1. Land Use			
a) Will the proposal result in a substantial alteration of the present or planned land use of an area?		✓	✓
b) Is the proposal affected by a city sphere of influence and/or adjacent to a city or county boundary?		✓	
c) Conflict with General Plan designation or zoning?		✓	
d) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the development?		✓	
e) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?		✓	
f) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?		✓	
CIRCULATION			
2. Circulation (Fig. IV.1-IV.11)			
Would the proposal result in:			
a) Generation of substantial additional vehicular movement?	✓		
b) Effects on existing parking facilities, or demand for new parking?	✓		
c) Substantial impact upon existing transportation systems?		✓	
d) Alteration to present patterns of circulation or movement of people and/or goods?	✓		
e) Alteration to waterborne, rail or air traffic?		✓	
f) Increase in traffic hazards to motor vehicles, bicyclists, pedestrian (or equestrian) traffic?	✓		
g) An effect upon, or a need for new or altered maintenance of roads?		✓	
h) An effect upon circulation during the project's construction?		✓	
i) Inadequate emergency access or access to nearby uses?		✓	
j) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		✓	
3. Bike Trails (Fig. IV.12-IV.13)			
		✓	

III. ENVIRONMENTAL ISSUES ASSESSMENT	Yes	No	Maybe
WATER			
4. Water (Fig. IV.14-IV.15 & Agency Letters) Will the proposal result in:			
a) The need for new systems or sources or substantial alteration to water provision systems?	✓		
b) Extension of water lines through an undeveloped area?		✓	
c) The need for the formation of a public water system?		✓	
SEWER			
5. Sewer (Fig. IV.14 & Agency Letters) Will the proposal result in:			
a) The need for new systems, or substantial alteration to existing sewer and septic tank systems?	✓		
b) Extension of sewer lines through an undeveloped area?		✓	
c) The need for installation of a dry sewer system as sanitary sewers are not immediately available?		✓	
PUBLIC SERVICES			
6. Fire Services (Fig. IV.16-IV.18) Will the proposal have an effect upon, or result in a need for new or altered fire protection services?		✓	✓
7. Sheriff Services (Fig. IV.17-IV.18) Will the proposal have an effect upon, or result in a need for new or altered sheriff protection services?		✓	✓
8. Schools (Fig. IV.17-IV.18) Will the proposal have an effect upon, or result in a need for new or altered schools?		✓	
9. Solid Waste (Fig. IV.17-IV.18) a) Will the proposal result in a need for new systems, or substantial alteration of solid waste generation and disposal services?		✓	
b) Is the proposal inconsistent with CIWMP (County Integrated Waste Management Plan)?		✓	
10. Libraries (Fig. IV.17-IV.18)		✓	
11. Health Services (Fig. IV.17-IV.18)		✓	
RECREATION			
12. Parks and Recreation (Fig. IV.19-IV.20, Ord. No. 460, Section 10.35, Ord. No 659) a) Will the proposal have an effect upon, or result in a need for new or altered parks or other recreational facilities?		✓	
b) Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?		✓	
c) Is the proposal located within a CSA or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?		✓	
13. Recreational Trails (Fig. IV.19-IV.24, Riv. Co. 800 Scale Equestrian Trail Maps, Open Space and Conservation Map for Western County trail alignments).		✓	

III. ENVIRONMENTAL ISSUES ASSESSMENT		Yes	No	Maybe
UTILITIES				
14. Utilities (Fig. IV.25-IV.26)				
Will the proposal result in a need for new systems, or substantial alteration of the following utilities:				
a) Electricity?		✓		
b) Natural gas?			✓	
c) Communications systems?			✓	
d) Storm water drainage?		✓		
e) Street lighting?				✓
f) Maintenance of public facilities, including roads?			✓	
g) Other governmental services?			✓	
h) Conflict with adopted energy conservation plan?			✓	
MISCELLANEOUS				
15. Airports (Fig. II.18.2-II.18.4, II.18.8-II.18.10 & IV.27-IV.36)				
Will the proposal:				
a) Result in an inconsistency with an Airport Master Plan?			✓	
b) Require review by the Airport Land Use Commission?			✓	
16. Other N/A			✓	
HOUSING				
17. Housing				
a) Will the proposal affect existing housing?			✓	
b) Will the proposal create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?			✓	
c) Will the proposal alter the location, distribution, density or growth rate of the human population of an area?			✓	
d) Is the proposal within a County Redevelopment Project Area?			✓	
e) Cumulatively exceed official regional or local population projections?			✓	
f) Induce substantial growth in an area either directly or indirectly (e.g., through developments in an undeveloped area or extension of major infrastructure)?			✓	
Definitions for Land Use Suitability Ratings Where indicated below, the appropriate Land Use Suitability Rating(s) box has been checked. NA - Not Applicable S - Generally Suitable PS - Provisionally Suitable U - Generally Unsuitable R - Restricted				
EARTH				
18. a. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zone - Land Uses				
<input type="checkbox"/> Critical <input type="checkbox"/> Essential <input type="checkbox"/> Normal-High Risk <input checked="" type="checkbox"/> Normal Low Risk				
18. b. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zone Suitability (Fig. VI.1-VI.2)				
A-P Zones: <input checked="" type="checkbox"/> NA <input type="checkbox"/> PS <input type="checkbox"/> U <input type="checkbox"/> R, CFH Zones: <input checked="" type="checkbox"/> NA <input type="checkbox"/> PS <input type="checkbox"/> U <input type="checkbox"/> R (Fig. VI.3)				

III. ENVIRONMENTAL ISSUES ASSESSMENT	Yes	No	Maybe
19. Liquefaction Potential Zone <input checked="" type="checkbox"/> NA <input type="checkbox"/> S <input type="checkbox"/> PS <input type="checkbox"/> U <input type="checkbox"/> R (Fig. VI.4)		✓	
20. Groundshaking Zone <input type="checkbox"/> NA <input checked="" type="checkbox"/> S <input type="checkbox"/> PS <input type="checkbox"/> U <input type="checkbox"/> R (Fig. VI.5)	✓		
21. Slopes (Riv. Co. 800 Scale Maps)			
Will the proposal result in:			
a) Change in topography or ground surface relief features?		✓	
b) Cut or fill slope greater than 2:1 or higher than 10 feet?		✓	
c) Grading that affects or negates subsurface sewage disposal systems?		✓	
22. Landslide Risk (Riv. Co. 800 Scale Seismic Maps or On-site Inspection)			
<input checked="" type="checkbox"/> NA <input type="checkbox"/> S <input type="checkbox"/> PS <input type="checkbox"/> U <input type="checkbox"/> R (Fig. VI.6)			
Will the proposal result in:			
a) Unstable earth conditions or in changes in geological substructures?		✓	
b) Exposure of people or property to possible slope failure or rockfall hazards?		✓	
23. Soils (U.S.D.A. Soil Conservation Services Soil Surveys)			
Will the proposal result in:			
a) Disruptions, displacements, compaction or overcovering of the soil?	✓		
b) Exposure of structures to shrink/swell soil conditions?		✓	
24. Erosion (U.S.D.A. Soil Conservation Services Soil Surveys)			
Will the proposal result in:			
a) Changes in deposition, siltation or erosion which may modify the channel of a river or stream or the bed of a lake?	✓		
b) Any increase in water erosion either on or offsite?	✓		
25. Wind Erosion and Blowsand from project either on or offsite (Fig. VI.1-VI.2, Ord. 460, Sec. 14.2 & Ord. 484)	✓		
26. Ground Subsidence		✓	
27. Unique Features			
Will the proposal result in:			
Destruction, covering or modification of any unique geologic or physical features?		✓	
28. Other			
Seiche, tsunami, or volcanic hazard?		✓	
FLOOD			
29 Dam Inundation Area (Fig. VI.7)		✓	
30. Floodplains (Fig. VI.7)			
<input type="checkbox"/> NA <input type="checkbox"/> U <input checked="" type="checkbox"/> R (Fig. VI.8)			
Will the proposal result in:			
a) Alteration to the course or flow of flood waters?	✓		
b) Changes in course or direction of water movements?	✓		
c) Changes in absorption rates or the rate and amount of surface runoff?	✓		
d) Exposure of people or property to water related hazards such as flooding?	✓		

III. ENVIRONMENTAL ISSUES ASSESSMENT			Yes	No	Maybe
e) Changes in the amount of surface water in any water body?				✓	
NOISE					
31. Airport Noise (Fig. II.18.5, II.18.11 & VI.12, 1984 AICUZ Report, M.A.F.B.) <input checked="" type="checkbox"/> NA <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D				✓	
32. Railroad Noise (Fig. VI.13-VI.16) <input type="checkbox"/> NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D (Fig. VI.11)					✓
33. Highway Noise (Fig. VI.17-VI.29) <input type="checkbox"/> NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D (Fig. VI.11)					✓
34. Other Noise <input checked="" type="checkbox"/> NA <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D (Fig. VI.11)				✓	
35. Noise Effects on or by the Project (Fig. VI.11)				✓	
a) Will the proposal result in increases in existing noise levels?				✓	
b) Will the proposal result in the exposure of people to severe noise levels?				✓	
AIR QUALITY					
36. Air Quality Impacts					
Will the proposal result in:					
a) Substantial air emissions or deterioration of ambient air quality?				✓	
b) Creation of objectionable odors?				✓	
c) Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?				✓	
d) Exposure of land uses associated with sensitive receptors which are located within one mile of a project site to project point source emissions?				✓	
e) The construction of a sensitive receptor located within one mile of an existing point source emitter?				✓	
WATER QUALITY					
37. Water Quality Impacts					
Will the proposal result in:					
a) Discharge into surface waters or any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?				✓	
b) Substantial reduction in the amount of water otherwise available to the public?				✓	
c) Percolation of waste materials or contaminants into groundwater resources, including but not limited to nitrates and petroleum-based contaminants?				✓	
d) Exposure of a project sensitive to water quality to unhealthful water supplies?				✓	
HAZARDOUS MATERIALS AND CONDITIONS					
38. Does the proposal involve a risk of explosion or the release of hazardous substances (including but not limited to: oils, pesticides, chemicals or radiation) in the event of an accident or upset condition?				✓	
39. Does the proposal involve possible interference with an emergency response plan or an emergency evacuation plan?				✓	

III. ENVIRONMENTAL ISSUES ASSESSMENT				Yes	No	Maybe
40. Will the proposal result in the exposure of people to potential health hazards?					✓	
41. Hazardous Fire Area (Fig. VI.30-VI.31)					✓	
42. Mt. Palomar (Ord. No. 655)				✓		
43. Other Lighting Issues Will the proposal result in:						
a) Production of new light or glare?				✓		
b) Exposure of residential property to unacceptable light levels?					✓	
44. Other N/A					✓	
45. Other N/A					✓	
AGRICULTURE						
46. Agriculture (Fig. VI.34-VI.35) Will the proposal result in:						
a) Reduction in acreage of any agricultural crop or prime farmland?					✓	
b) Conversion of farmland within, or adjacent to, an agricultural preserve (Riv. Co. Agricultural Land Conservation Contract Maps)?					✓	
c) Development of non-agricultural uses within 300 feet of agriculturally zoned property?					✓	
WILDLIFE						
47. Wildlife (Fig. VI.36-VI.37) Will the proposal result in:						
a) Impacts on an adopted Habitat Conservation Plan?					✓	
b) Change in the diversity of species, or overall number of any species of animals (birds, land mammals, reptiles, fish, and invertebrates including insects and aquatic species)?					✓	
c) Reduction of the numbers of any unique, rare, threatened or endangered species of animal?					✓	
d) Introduction of new species of animals into an area, or a barrier to the migration or movement of animals?					✓	
e) Deterioration of existing fish or wildlife habitat?					✓	
VEGETATION						
48. Vegetation (Fig. VI.38-VI.40) Will the proposal result in:						
a) Change in the diversity of species, or overall number of any species of plant (including trees, shrubs, grass, and aquatic plants)?					✓	
b) Reduction in the numbers of any unique, rare, threatened or endangered species of plants?					✓	
c) Introduction of new species of plants into an area, or a barrier to the normal replenishment of existing species?					✓	
d) Reduction in the numbers of any plant species which are integral to the life cycle of any sensitive animal species?					✓	

III. ENVIRONMENTAL ISSUES ASSESSMENT	Yes	No	Maybe
MINERAL RESOURCES			
49. Mineral Resources (Fig. VI.41-VI.42)			
Will the proposal result in:			
a) Preclusion of use of all or part of a State classification or designated MRZ-2 zone resource?		✓	
b) Incompatible land uses being located adjacent to a State classified or designated MRZ-2 zone area or existing surface mine?		✓	
c) Exposure of people or property to hazards from proposed, existing or abandoned quarries or mines?		✓	
ENERGY RESOURCES			
50. Energy Resources (Fig. VI.43-VI.44)			
Will the proposal result in:			
a) Use of substantial amounts of fuel or energy?		✓	
b) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?		✓	
c) Preclusion of the use of a resource for alternative energy (solar, wind, cogeneration, geothermal, or biomass and waste-to-energy) projects?		✓	
WATER RESOURCES			
51. Water Resources			
Will the proposal result in:			
a) Change in the amount of surface water in any water body (including fresh water marshes, vernal pools, oases, tenajas, blueline streams, seeps and springs)?		✓	
b) Alteration of the direction or rate of flow of ground waters?		✓	
c) Changes in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?		✓	
d) Alteration, dredging or filling of wetlands (including fresh water marshes, vernal pools, oases, tenajas, blueline streams, seeps and springs)?		✓	
SCENIC RESOURCES			
52. Scenic Resources			
a) Is the proposal within a scenic highway corridor? (Fig. VI.45)	✓		
b) Will the proposal result in the obstruction of any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to public view?		✓	
HISTORIC RESOURCES			
53. Historic Resources (Fig. VI.32-VI.33 & VI.48)			
Will the proposal result in:			
a) Alteration or destruction of an historic site?		✓	
b) Adverse physical or aesthetic effects to an historic building, structure or object?		✓	
ARCHAEOLOGICAL RESOURCES			
54. Archaeological Resources (Fig. VI.32-VI.33 & VI.46-VI.48)			
Will the proposal result in:			
a) Alteration or destruction of a prehistoric resource site?		✓	
b) Adverse physical or aesthetic effects to a prehistoric building, structure or object?		✓	

III. ENVIRONMENTAL ISSUES ASSESSMENT		Yes	No	Maybe
c) A physical change which would affect unique ethnic cultural values?			✓	
d) Adverse physical or aesthetic effects to a burial site?			✓	
e) Restriction of existing religious or sacred uses within the potential impact area?			✓	
PALEONTOLOGICAL RESOURCES				
55. Paleontological Resources (Paleontological Resources Map)			✓	
RESOURCE USE				
56. Will the proposal result in a substantial depletion of any non-renewable natural resource?			✓	
57. Will the proposal alter the rate of use of any natural resource?			✓	
OTHER				
58. Other N/A			✓	
59. Other N/A			✓	
MANDATORY FINDINGS OF SIGNIFICANCE				
60. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
61. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? A short-term impact on the environmental is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.			✓	
62. Does the project have impacts that are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant).			✓	
63. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

IV. PRIOR ANALYSES

Prior analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following:

- a) Prior analyses used. N/A
- b) Impacts adequately addressed. N/A

V. ENVIRONMENTAL IMPACT DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section VI have been or will be incorporated into the project. A NEGATIVE DECLARATION will be prepared
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature:

Paul F. Clark FOR

Date: 9/16/98

Prepared by: Paul F. Clark, AICP, Senior Planner

CONDITIONAL USE PERMIT 3257
ENVIRONMENTAL ASSESSMENT NO. 37295

SOURCES, AGENCIES CONSULTED, FINDINGS OF FACT, MITIGATION MEASURES AND
MONITORING REQUIREMENTS:

Sources utilized for each section include the Riverside County Comprehensive General Plan and, where geographically applicable, EIR Nos: 189 or 193 (Eastern/Western Coachella Valley Plan). Mitigation used throughout reference conditions filed by responsible county departments and other agencies on file electronically within the Riverside County Land Management System (Sierra Computer Systems, Inc. -- "Permits"), hereafter referred to as LMS. Any previous approvals, including environmental documentation, are incorporated herein by this reference.

As a Condition of Approval for this project, the applicant will provide written reports to the Planning Director outlining the methods used to achieve compliance with the project conditions of approval and the mitigation measures described below.

SECTION NO. III:

1. Source: Sphere of Influence Map: Riverside County Local Agency Formulation Commission.
Findings of Fact: The site for the proposed trailer, boat, and Recreational Vehicle (RV) storage lot is not located within the sphere of influence of any city, however, the project is within the area of the Thousand Palms Community Council. The council's transmittal letter dated 5/28/98 recommends 15-foot wide storage spaces (12 feet proposed by applicant) and the need to maintain adequate screen walls and landscaping. The Tri-Palms Homeowners Association transmittal letter of 3/11/98 was in favor of the project. See also discussion under Sections I and II, herein, as it relates to project land use, zoning and general plan consistency.
Mitigation: Landscaping, six foot screen walls, and the minimum RV storage space size per the county code will be required as contained within the conditions of approval on file in the LMS.
Monitoring: Monitoring to be provided by the Building and Safety Department and Planning Department.

2. Source: Coachella Valley Area Transportation Study, 1987, with applicable updates, Coachella Valley Regional Mobility Program, 1993.
Findings of Fact: The project will incrementally add to vehicle miles traveled and trips generated from the increase in parking/storage spaces for 87 Recreational Vehicles (RV's).
Mitigation: Compliance with the Transportation Department's requirements for street right-of-way and improvements in order to protect the traveling public, as contained within the conditions of approval on file in the LMS. Off-street parking spaces shall be provided pursuant to Section 18.12 of Ordinance No. 348.

Monitoring: Monitoring to be provided by the Transportation Department and through Ordinances Nos. 461, 499 and 673.

3. Source: Coachella Valley Trails Maps (October 1991) as part of the Western Coachella Valley Plan.
Findings of Fact: No bike path exists on or very near the project site.
Mitigation: None required.
Monitoring: None required.
4. Findings of Fact: The project will be affected by the water and sewer programs and land use standards of the Comprehensive General Plan.
Mitigation: Compliance with the Health Department requirements and the Coachella Valley Water District transmittal letter of March 18, 1998, as contained within the conditions of approval on file in the LMS.
Monitoring: Monitoring to be provided by the Building & Safety Department and the transmittal agency.
- 6.,38. Findings of Fact: The project will be affected by the fire services programs and land use standards of the Comprehensive General Plan.
Mitigation: Compliance with the Fire Protection Department's requirements as contained within the conditions of approval on file in the LMS. Ordinance No. 460 provides for minimum circulation and emergency vehicle ingress standards for street lengths and lot access strips.
Monitoring: Monitoring to be provided by the Building and Safety Department and the transmittal agency.
7. Findings of Fact: The project will be affected by the Sheriff services programs and land use standards of the Comprehensive General Plan; the Sheriff's Department transmittal of 2/24/98 recommends a security system and/or security features for the storage lot as a preventative crime measure.
Mitigation: Compliance by the landowner with the public safety and security recommendations of the Sheriff's Department.
Monitoring: Monitoring to be provided by the affected agency and through Ordinance No. 348.
- 6.,7.,
10.,11. Findings of Fact: Commercial or industrial development generally will not create residential development which has negative impacts to the county's fiscal ability to provide public facilities and services; commercial and industrial development has positive impacts on the county's fiscal ability to provide public facilities and services.
Mitigation: None required.
Monitoring: None required.

12. Findings of Fact: The project site does lie within the boundaries of the Coachella Valley Recreation and Park District, a public agency designated to receive land dedication or fees pursuant to Section 10.35 of Ordinance No. 460. Per the Coachella Valley Recreation & Parks District transmittal of 4/14/98, no comments or conditions are being proposed for the project.
Mitigation: None required.
Monitoring: None required.
13. Source: Coachella Valley Trails Maps as part of Western Coachella Valley Plan (October 1991).
Findings of Fact: No recreational trails exist on or very near the project site.
Mitigation: None required.
Monitoring: None required.
14. Findings of Fact: The project is affected by utilities issues and land use standards identified in the Comprehensive General Plan.
Mitigation: Compliance with the transmittals received, and on file with this case, from affected public utilities or special districts.
Monitoring: Monitoring to be provided by the Department of Building and Safety, Transportation Department and the affected utility/ district and through Ordinance Nos. 348, 457, 458, 460, 499, 503 and 684.
20. Findings of Fact: The site is located within a ground shaking zone.
Mitigation: Compliance with the Uniform Building Code, Ordinance No. 457.
Monitoring: Monitoring to be provided by the Building and Safety Department and through Ordinance No. 457.
23. Source: Soil Survey of Riverside County, Coachella Valley Area, USDA.
Findings of Fact: The soil on the subject property is classified as Coachella fine sand, hummocky, 2-5 percent slopes. Wind and soil erosion of this soil is considered low and the hazard of blowing soil is high respectively.
Mitigation: Compliance by the Building and Safety Department's Grading Section's requirements contained within the conditions of approval on file in the LMS.
Monitoring: Monitoring to be provided by the Building and Safety Department and through Ordinance Nos. 348 and 457.
24. Findings of Fact: The project is impacted by soil, erosion and drainage issues as identified in the Comprehensive General Plan.
Mitigation: Compliance with the Building Department's Grading Section's

requirements contained within the conditions of approval on file in the LMS. Landscaping shall be utilized to control erosion as provided by Section 4(J)11 of Ordinance No. 457.

Monitoring: Monitoring to be provided by the Building and Safety Department, and through Ordinance Nos. 348 and 457.

25. Findings of Fact: The project is not within an area influenced by significant wind erosion and blowsand issues. Air quality and PM10 concerns are addressed in Section A-36.

Mitigation: Compliance, to extent necessary for localized construction related dust control, with the Building and Safety Department, Grading Section's requirements found in the conditions of approval on file in the LMS.

Monitoring: Monitoring to be provided by the Building and Safety Department, and through County Ordinance Nos. 484, 457, and 460 (Sec. 14.2).

30. Findings of Fact: The project is influenced by flooding and drainage issues as identified in the Comprehensive General Plan. The paving and covering over of a portion of the site will result in some additional storm water run-off compared to existing situations.

Mitigation: Compliance with the Coachella Valley Water District's transmittal received on March 18, 1998 contained within the conditions of approval on file in the LMS.

Monitoring: Monitoring to be provided by the Building and Safety Department and the transmittal agency and through Ordinance No. 458.

31., 32. Findings of Fact: The project is influenced by noise issues as identified in the Comprehensive General Plan, Noise Section.

33., 34.,
35. Mitigation: Compliance with conditions of approval on file with the LMS. Compliance with 65 db(A) noise limit as established by Comprehensive General Plan, including but not limited to any outdoor public address system, contained in the conditions of approval on file in the LMS. Excessive construction noise shall be prohibited pursuant to Section 1(G) of Ordinance No. 457.

Monitoring: Monitoring to be provided by the Building and Safety Department and the transmittal agency and through Ordinance No. 457.

47. Source: Fee assessment area map adopted pursuant to the Habitat Conservation Plan.

Findings of Fact: The project site lies within the mitigation fee area of the Coachella Valley Fringe-toed Lizard.

Mitigation: The payment of the fee as established by the Habitat Conservation Plan as contained in the conditions of approval on file in the LMS.

Monitoring: Monitoring to be provided by the Road Commissioner or Building and Safety Department and through Ordinance Nos. 460 and 457.

52. Findings of Fact: Ramon Road is located within a scenic corridor area; the Western Coachella Valley Plan, under Scenic Highways, requires any on-site signs to be minimal in size for identification purposes only and for the design to blend with the surrounding environment, using natural materials where possible. The California Desert is a recreational resort area attracting substantial numbers of tourists and travelers. Desert area residents in the past have expressed concerns regarding obstructions of views.

Mitigation: All site plans shall be compatible with the scenic setting and with adjacent land uses by required building setbacks and review and approval during the permit process. The property shall be required to conform to appropriate property maintenance standards. Construction related rubbish and debris shall be removed as provided by Section 1(F) of Ordinance No. 457.

Monitoring: Monitoring to be provided by the Building and Safety and Planning Departments and through Ordinance Nos. 348 and 457.

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9/16/98

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 USE - PROJECT DESCRIPTION RECOMMND

The use hereby permitted is for an outdoor storage yard for trailers, boats, and RV's with managers office and on-site operators residence within an existing commercial building on 2.6 acres located within Assessors Parcel Number 650-290-020.

10. EVERY. 2 USE - HOLD HARMLESS RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY) its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning Conditional Use Permit No. 3643. The COUNTY will promptly notify the applicant/permittee of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 3 USE - DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Conditional Use Permit No. 3643 shall be henceforth defined as follows:

APPROVED EXHIBIT A =
Exhibit A (site plan)
Exhibit B (elevations)
Exhibit C (floor plans)

10. EVERY. 4 USE - 90 DAYS TO PROTEST RECOMMND

The project developer has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of this project.

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

10. GENERAL CONDITIONS

BS GRADE DEPARTMENT

10.BS GRADE. 1 USE - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Department Grading Division conditions of approval.

10.BS GRADE. 3 USE - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 USE - DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

10.BS GRADE. 5 USE-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

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Parcel: 650-290-020

10. GENERAL CONDITIONS

E HEALTH DEPARTMENT

10.E HEALTH. 1 GENERAL COMMENTS - CUP#3257 RECOMMND

This project, Conditional Use Permit#3643, is proposing to renew the entitlement of an existing 74 space RV storage facility approved under Conditional Use Permit# 3257 which expired on 7/1/09. Please note that all conditions of approval listed under Conditional Use Permit#3257 will also apply to this project.

10.E HEALTH. 2 USE - SEPTIC SYSTEM RECOMMND

Alteration of sewage flow quantity and quality from previous approved uses will require additional approval from the Department of Environmental Health (DEH).

FIRE DEPARTMENT

10.FIRE. 1 USE-#50-BLUE DOT REFLECTOR INEFFECT

Blue retroreflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 2 USE-#23-MIN REQ FIRE FLOW INEFFECT

Minimum required fire flow shall be 1500 GPM for a 2 hour duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site. Fire flow is based on type V-B construction per the 2007 CFC and Building(s) having a fire sprinkler system.

10.FIRE. 3 USE-#20-SUPER FIRE HYDRANT INEFFECT

Super fire hydrants) (6"x4"x 2-2 1/2") shall be located ot less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways.

10.FIRE. 4 USE-#88A-AUTO/MAN GATES INEFFECT

Gate(s) shall be automatic operated, minimum 20 feet in width, with a setback of 35 feet from face of curb/flow

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10. GENERAL CONDITIONS

10.FIRE. 4 USE-#88A-AUTO/MAN GATES (cont.) INEFFECT

line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD RPT 06/08/10 RECOMMND

Conditional Use Permit no. 3643 is a proposal to renew the entitlement of an existing 74 space RV storage facility approved under CUP3257 but subsequently expired on July 1, 2009. The site is located in the Coachella Valley area, north of Ramon Road and west of Taylor Road at 31913 Taylor Road.

The site is located within the Zone AO floodplain limits (depth of 1 feet, velocity of 6 feet per second) as delineated on Panel No. 06065C1585G effective date August 28, 2008 of the Flood Insurance Rate Maps issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA).

It should be noted that since the site is outside the Riverside County Flood Control District's (District's) jurisdiction, drainage aspects/impacts have not been reviewed. The District's review is limited to the water quality/WQMP aspects of the project.

Based on a phone conversation with 3KP, Inc. (owner), previous design plans for the site were submitted. Plan features called out as "new" have been built and no new construction is proposed.

Since the project is existing, a Water Quality Management Plan (WQMP) is not required. If in the future the applicant changes the use or proposes more than 5000 sq. ft of impervious area then a preliminary site specific WQMP will likely be required at the submittal of the land use case.

The development of this project adversely impacts water

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

10. GENERAL CONDITIONS

10.FLOOD RI. 1 USE FLOOD HAZARD RPT 06/08/10 (cont.) RECOMMND

quality. To mitigate for these impacts, the development must incorporate source control Best Management Practices (BMPs), as applicable and feasible, into the project plans. Source control BMPs include (but are not limited to) education, activity restrictions and proper maintenance. Additional information can be found in Section V.2 of the WQMP template.

PLANNING DEPARTMENT

10.PLANNING. 1 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

10.PLANNING. 2 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 3 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

10.PLANNING. 5 USE - LAND DIVISION REQUIRED RECOMMND

Prior to the sale of any individual structure as shown on APPROVED EXHIBIT A, a land division shall be recorded in accordance with Riverside County Ordinance No. 460, and any other pertinent ordinance.

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

10. GENERAL CONDITIONS

10.PLANNING. 6 USE - EXTERIOR NOISE LEVELS RECOMMND

xterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 45 db(A), 10-minute LEQ, between the hours of 10:00 p.m. to 7:00 a.m., and 65 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. he permit holder shall comply with the applicable standards of Ordinance No. 847.

10.PLANNING. 7 USE - NOISE MONITORING REPORTS RECOMMND

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

10.PLANNING. 8 USE - NO OUTDOOR ADVERTISING RECOMMND

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

10.PLANNING. 9 USE - LIMIT ON SIGNAGE RECOMMND

Signage for this project shall be limited to the wall signs shown on APPROVED EXHIBIT A. Any additional signage shall be approved by the Planning Department pursuant to the requirements of Section 18.30 (Planning Department review only) of Ordinance No. 348.

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Parcel: 650-290-020

10. GENERAL CONDITIONS

10.PLANNING. 11 USE - AGRICULTURE CODES RECOMMND

This property is located within the Coachella Valley and all landscape planting shall comply with the requirements of the State Agriculture Code and the directives of the Riverside County Agricultural Commissioner. All landscaping plans submitted to the Planning Department shall included the following notation: "Warning: Plant material listed may or may not have been approved by the Agricultural Commissioner's office. Landscape contractor, please contact the developer for status of Agricultural Commissioner's approval or denial. Plan material not conforming with quarantine laws may be destroyed and civil action taken. All plant material is subject to inspection at the discretion of the Agricultural Commissioner's office. All plant material must be free from Red Scale (Aonidiella aurantii.)"

10.PLANNING. 13 USE - VOID RELATED PROJECT RECOMMND

Any approval for use of or development on this property that was made pursuant to CUP03257 shall become null and void upon final approval of CUP03643 by the County of Riverside.

10.PLANNING. 14 USE - CAUSES FOR REVOCATION RECOMMND

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

10.PLANNING. 15 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 16 USE - COMPLY WITH ORD. 655 RECOMMND

All lighting shall comply with any applicable provisions of Riverside County Ordinance No. 655.

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

10. GENERAL CONDITIONS

10.PLANNING. 17 USE - NO RV PARK APPROVED RECOMMND

No approval is given and no occupancy of the site shall be allowed for living, sleeping, or housekeeping purposes, except within the "managers office" designated on the APPROVED EXHIBIT A which can be used as an on-site operators residence. The project shall not be used as an RV Park at any time.

10.PLANNING. 18 USE - MAX NUMBER OF SPACES RECOMMND

The maximum number of RV's, trailers, boats, or any combination of the same, under this permit shall be 74.

10.PLANNING. 19 USE - NO SWAP MEET APPROVED RECOMMND

No approval is given by this permit for a swap meet or any outdoor event.

10.PLANNING. 20 USE - LC LNDSCP REQUIREMENTS INEFFECT

Prior to the installation or rehabilitation of 2,500 square feet or more of landscaped area, the developer/ permit holder/landowner shall:

- 1) Submit landscape and irrigation plans to the County Planning Department for review and approval. Such plans shall be submitted as a Minor Plot Plan subject to the appropriate fees and inspections as determined by the County, comply with Ordinance No. 859 and be prepared in accordance with the County of Riverside Guide to California Friendly Landscaping. Emphasis shall be placed on using plant species that are drought tolerant and low water using.
- 2) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 3) Ensure all landscaping is provided with a weather based irrigation controller(s) as defined by County Ordinance No. 859;
- 4) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 5) Ensure that all common area landscaping is healthy, free of weeds, disease and pests and all plant materials are maintained in a viable growth condition.

The developer/permit holder is responsible for the maintenance, viability and upkeep of all slopes, landscaped

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10. GENERAL CONDITIONS

10.PLANNING. 20 USE - LC LNDSACP REQUIREMENTS (cont.) INEFFECT

areas, and irrigation systems until the successful completion of the Installation Inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

10.PLANNING. 21 USE - LC LNDSACP SPECIES INEFFECT

The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. The list can be found at the following web site <http://www.rctlma.org/planning/content/devproc/landscape/landscape.html> . Use of plant material with a "low" or "very low" water use designation is strongly encouraged.

10.PLANNING. 22 USE - LC VIABLE LANDSCAPING INEFFECT

All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the life of this permit. All irrigation components shall be maintained in optimal working condition.

10.PLANNING. 23 USE - HOURS OF OPERATION RECOMMND

Use of the facilities approved under this conditional use permit shall be limited to the hours of 7:00 a.m. to 8:00 p.m., Monday through Sunday, not including overnight storage of vehicles, in order to reduce conflict with adjacent residential zones and/or land uses.

TRANS DEPARTMENT

10.TRANS. 5 USE - STD INTRO 3(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement tandards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. These Ordinances and all

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

10. GENERAL CONDITIONS

10.TRANS. 5 USE - STD INTRO 3(ORD 460/461) (cont.) RECOMMND

conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 7 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

10.TRANS. 8 USE - TS/EXEMPT RECOMMND

The Transportation Department has not required a traffic study for the subject project. The Transportation Department has determined that the project is exempt from traffic study requirements.

20. PRIOR TO A CERTAIN DATE

TRANS DEPARTMENT

20.TRANS. 1 USE - DRAIN EASEMENT RECOMMND

By December 31, 2010, or prior to receive and file by the Board of Supervisors, whichever comes first, the applicant shall record a drainage easement by separate instrument for the on-site retention basins to the benefit of the Riverside County for flood control purposes. A note shall be included identifying and describing the easements as follows, "Drainage Easements- No buildings, obstructions, or encroachments by landfills are allowed. Maintenance will be performed by property owner".

ABOVE MENTIONED DRAINAGE EASEMENTS HAVE BEEN COMPLETED. INSTRUMENT NO.'S 0508665 & 0508666 WERE RECORDED OCTOBER 25, 2010.

20.TRANS. 2 USE - R-O-W DEDICATION RECOMMND

The right-of-way dedication shall be completed by December 31, 2010 or prior to receive and file by the Board of Supervisors whichever comes first.

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

20. PRIOR TO A CERTAIN DATE

20.TRANS. 2 USE - R-O-W DEDICATION (cont.)

RECOMMND

Sufficient public street right-of-way along Taylors Road shall be conveyed for public use to provide for a 30-foot half-width right-of-way.

ABOVE MENTIONED DEDICATION HAS BEEN COMPLETED. INSTRUMENT NO.'S 0508665 & 0508666 WERE RECORDED OCTOBER 25, 2010.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G1.4 NPDES/SWPPP

RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

80. PRIOR TO BLDG PRMT ISSUANCE

E HEALTH DEPARTMENT

80.E HEALTH. 1 USE - WATER WILL SERVE

RECOMMND

A "Will-Serve" letter is required from the appropriate water agency.

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

80. PRIOR TO BLDG PRMT ISSUANCE

FIRE DEPARTMENT

80.FIRE. 1 USE-#51-WATER CERTIFICATION INEFFECT

The applicant or developer shall be responsible to submit written certification from the water company noting the location of the existing fire hydrant and that the existing water system is capable of delivering 1500 GPM fire flow for a 2 hour duration at 20 PSI residual operating pressure. If a water system currently does not exist, the applicant or developer shall be responsible to provide written certification that financial arrangements have been made to provide them.

TRANS DEPARTMENT

80.TRANS. 3 USE - TUMF RECOMMND

Prior to the issuance of a building permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 673.

90. PRIOR TO BLDG FINAL INSPECTION

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact a Hazardous Materials Specialist, Hazardous Materials Management Division, at (951) 358-5055 for any additional requirements.

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

90. PRIOR TO BLDG FINAL INSPECTION

FIRE DEPARTMENT

90.FIRE. 1 USE-#45-FIRE LANES INEFFECT

The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#66-DISPLAY BOARDS INEFFECT

Display Boards will be as follows: Each complex shall have an illuminated diagrammatic representation of the actual layout which shows name of complex, all streets, building designators, unit numbers, and fire hydrant locations within dimension and located next to roadway access. The minimum size shall be no less than 4 feet x 4 feet.

90.FIRE. 3 USE-#27-EXTINGUISHERS INEFFECT

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

90.FIRE. 4 FINAL INSPECTION INEFFECT

Prior to occupancy a Fire Department inspection is required to verify all conditions stated at plan check are met.

Riverside office (951)955-4777
Murrieta office (951)600-6160
Indio Office (760)863-8886

PLANNING DEPARTMENT

90.PLANNING. 1 USE PARKING PAVING MATERIAL RECOMMND

A minimum of six (6) parking spaces shall be maintained as shown on the APPROVED EXHIBIT A, unless otherwise approved by the Planning Department. The parking area shall be maintained with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

CONDITIONAL USE PERMIT Case #: CUP03643

Parcel: 650-290-020

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 2 USE - ACCESSIBLE PARKING

RECOMMND

A minimum of one (1) accessible parking space for persons with disabilities shall be maintained as shown on APPROVED EXHIBIT A. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

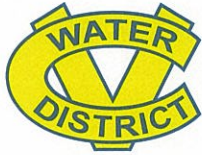
"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense. Towed vehicles may be reclaimed at ___ or by telephoning ___."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

90.PLANNING. 4 USE - TRASH ENCLOSURES

RECOMMND

One (1) trash enclosure which is adequate to enclose a minimum of two (2) bins shall be maintained as shown on the APPROVED EXHIBIT A. The enclosure shall be maintained a minimum of six (6) feet in height and shall be made with masonry block and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.



Established in 1918 as a public agency

Coachella Valley Water District

Directors:

Patricia A. Larson, President
Peter Nelson, Vice President
Tellis Codekas
Franz W. De Klotz
Russell Kitahara

Officers:

Steven B. Robbins, General Manager-Chief Engineer
Julia Fernandez, Board Secretary

Redwine and Sherrill, Attorneys

June 30, 2010

RECEIVED

JUL 07 2010

Riverside County
Planning Department
Desert Office

File: 0163.1

0421.1

0721.1

Jay Olivas
Riverside County Planning Department
38-686 El Cerrito Road
Palm Desert, CA 92211

Dear Mr. Olivas:

Subject: Conditional Use Permit No. 3643

This letter supercedes the District's letter dated May 24, 2010, copy enclosed.

This project lies within the area of the Whitewater River Basin Thousand Palms Flood Control Project, which will provide regional flood protection to a portion of the Thousand Palms area. The District is currently in the design phase of this project. Upon completion of the design phase, developers and property owners within the area may be required to dedicate right-of-way for regional flood control facilities and/or participate in the financing of a portion of these facilities. Until construction of this project is complete, the developer shall comply with Riverside County Ordinance 458.

Approval of the Conditional Use Permit No. 3643 does not constitute any approval to construct, locate or substantially improve structures. It does not constitute approval to perform grading.

Riverside County Ordinance No. 458, as amended, states:

No structure shall be constructed, located or substantially improved, no land shall be graded or developed and no permit or approval shall be granted unless it complies with all applicable requirements.

This area is shown to be subject to shallow flooding and is designated Zone AO, depth 1 foot on Federal Flood Insurance rate maps, which are in effect at this time.

The county shall require mitigation measures to be incorporated into the development to prevent flooding of the site or downstream properties. These measures shall require on-site retention of the incremental increase of runoff from the 100-year storm.

The District will provide domestic water and sanitation service to this area and such service will be subject to the satisfaction of terms and conditions established by the District and exercised from time to time, including but not limited to fees and charges, water conservation measures, etc.

The District may need additional facilities to provide for the orderly expansion of its sanitation systems. These facilities may include pipelines, lift stations, treatment plants and other facilities. The developer may be required to install these facilities and provide land and/or easements on which some of these facilities will be located. These sites shall be shown on the tract map as lots and/or easements to be deeded to the District for such purpose.

This notice of domestic water and sanitation service availability can only be used and relied upon for the specific property for which it was issued and shall expire three (3) years from date of issuance.

Domestic water and sanitation service remains at all times subject to changes in regulations adopted by the District's Board of Directors including reductions in or suspensions of service.

Plans for grading, landscaping and irrigation systems shall be submitted to the District for review. This review is for ensuring efficient water management.

The project lies within the Upper Whitewater River Subbasin Area of Benefit. Groundwater production within the area of benefit is subject to a replenishment assessment in accordance with the State Water Code.

All water wells owned or operated by an entity producing more than 25 acre-feet of water during any year must be equipped with a water-measuring device. A District Water Production Metering Agreement is required to ensure District staff regularly read and maintain this water-measuring device.

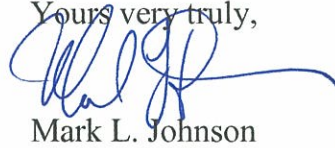
Jay Olivas
Riverside County
Planning Department

3

June 30, 2010

If you have any questions, please call Tesfaye Demissie, Stormwater Engineer, extension 2605.

Yours very truly,



Mark L. Johnson
Director of Engineering

cc: Alan French
Riverside County Transportation Department
4080 Lemon Street, 8th Floor
Riverside, CA 92501

Majeed Farshad
Riverside County Department of Transportation
38-686 El Cerrito Road
Palm Desert, CA 92211

Michael Mistica
Department of Environmental Health
Post Office Box 1280
Riverside, CA 92502

TD:ch/eng/sw/10/june/CUP 3643-supercedes

040617-3



Established in 1918 as a public agency
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Julia Fernandez, Board Secretary

Redwine and Sherrill, Attorneys

May 24, 2010

File: 0163.1
0421.1
0721.1
040617-3

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Prior to approval of Conditional Use Permit No. 3643, the developer shall comply with Riverside County Ordinance No. 458 as amended in the preparation of on-site flood protection facilities for this project. The developer will be required to pay fees and submit plans to the District as part of the flood management review by our consultant. Flood protection measures shall include detailed hydrologic and hydraulic analysis of off-site flows and plans for flood protection. Flood protection measures may include design and construction of flood conveyance facilities.

Construction of block walls may be in violation of Ordinance 458. When the District reviews a project for compliance with Ordinance 458., block walls are reviewed carefully and seldom found to be compatible with the goals of Ordinance 458. Block walls can cause diversion and concentration of storm flows onto adjacent properties and thus be in violation of Ordinance 458. and California drainage law.

Walls must be constructed in a manner that will not increase the risk of off-site stormwater flows on the adjacent properties. This can be accomplished by constructing open sections in the wall to accommodate flow-through. To achieve this, the District requires that if walls are constructed in a special flood hazard area, at least 50 percent of the total lineal footage of the wall be constructed of wrought iron fencing or similar material that will provide for flow-through of off-site stormwater flows. Construction materials used within the open sections must extend the entire vertical wall height so not to obstruct flow at the finish grade/surface.

This area is shown to be subject to shallow flooding and is designated Zone AO, depth 1 foot on Federal Flood Insurance rate maps, which are in effect at this time.

The county shall require mitigation measures to be incorporated into the development to prevent flooding of the site or downstream properties. These measures shall require on-site retention of the incremental increase of runoff from the 100-year storm.

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Riverside County
Planning Department

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May 24, 2010

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If you have any questions, please call Tesfaye Demissie, Stormwater Engineer, extension 2605.

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Mark L. Johnson
Director of Engineering

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Riverside County Transportation Department
4080 Lemon Street, 8th Floor
Riverside, CA 92501

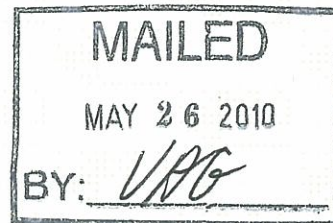
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Riverside County Department of Transportation
38-686 El Cerrito Road
Palm Desert, CA 92211

Michael Mistica
Department of Environmental Health
Post Office Box 1280
Riverside, CA 92502

bc: Tommy Fowlkes
Patti Reyes

TD:ch/eng/sw/10/may/CUP 3643

040617-3



RECEIVED MAY 26 2010

V 5/25/10

T. Demissie
5/25/10

FILE

Olivas, Jay

From: Gialdini, Michael [mgialdini@rcbos.org]
Sent: Monday, June 21, 2010 5:09 PM
To: Olivas, Jay
Cc: Baez, Ken; Mares, David
Subject: RE: cup 03643 Western Trails RV Storage, T Palms

Jay:
Thanks. No need to attend the council meeting. I will use your comment ".I believe we can move it forward since its already existing and no changes are proposed."

I'll let you know if the council has any issues with the project.

Thank you,

Mike Gialdini, Legislative Assistant
4th District Supervisor John J. Benoit
Riverside County Board of Supervisors
www.RivCo4.org
760.863.8211

Note: Through June 30, 2010, the 4th District office will be closed Fridays due to employee furloughs.

From: Olivas, Jay [mailto:JOLIVAS@rcbtma.org]
Sent: Monday, June 21, 2010 3:44 PM
To: Gialdini, Michael
Cc: Baez, Ken; Mares, David
Subject: RE: cup 03643 Western Trails RV Storage, T Palms

Several remaining outstanding clearances required including from Transportation and Landscaping. I believe we can move it forward since its already existing and no changes are proposed. I can assist with any meetings from the depts. May be low case balance.

From: Gialdini, Michael [mailto:mgialdini@rcbos.org]
Sent: Monday, June 21, 2010 3:37 PM
To: Olivas, Jay
Cc: Baez, Ken; Mares, David
Subject: cup 03643 Western Trails RV Storage, T Palms

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What is the status on this project? It is going before the T Palms Community Council this Thursday.

Thank you,

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760.863.8211

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Olivas, Jay

From: Lovelady, Kristi
Sent: Thursday, January 13, 2011 7:36 AM
To: Dyo, Ron; Olivas, Jay
Subject: RE: CUP03643 RV Storage Henderson

Thank you, Ron.

From: Dyo, Ron
Sent: Thursday, January 13, 2011 7:35 AM
To: Olivas, Jay; Lovelady, Kristi
Subject: RE: CUP03643 RV Storage Henderson

All taken care of

ron

From: Olivas, Jay
Sent: Wednesday, January 12, 2011 10:30 AM
To: Lovelady, Kristi; Dyo, Ron
Subject: FW: CUP03643 RV Storage Henderson

The landscaping is improved from before, let me know if you can clear the LMS. Thanks for your assistance. Jay

From: Luke Taylor [mailto:luke@rga-pd.com]
Sent: Wednesday, January 12, 2011 10:01 AM
To: Olivas, Jay
Subject: RE: CUP03643 RV Storage Henderson

Jay,

Attached is the report and photos of the RV storage site. It looks much better than it originally did, albeit not great.

Thank you,
Luke Taylor
Designer, CLIA, LEED® AP BD+C
CA lic #5229

RGALANDSCAPE ARCHITECTS, INC.

74020 Alessandro Dr., Ste. E
Palm Desert, CA 92260
Phone: 760-568-3624
Fax: 760-773-5615
www.rga-pd.com
luke@rga-pd.com



Please consider your environmental responsibility before printing this e-mail.

From: Olivas, Jay [mailto:JOLIVAS@rctlma.org]
Sent: Thursday, January 06, 2011 2:48 PM



PROJECT RECORD

DATE: August 24, 2010
PROJECT: County of Riverside Inspection Services (R0930)
CASE NO: CUP03643 – RV Storage Henderson
SUBJECT: Landscape Review
FROM: Luke Taylor
TO: Ron Dyo, County of Riverside (RDYO@rctlma.org)
Jay Olivas, County of Riverside (jolivas@tctlma.org)
C: Ron Greogry, RGA Landscape Architects, Inc.
Bill Kortsch, RGA Landscape Architects, Inc.

On 8/20/10, I conducted a landscape of the RV Storage Henderson project on of Taylor Road in Thousand Palms for the County of Riverside. I was scheduled to meet "Derek" on site to discuss the landscape; however, I did not see him while I was there. The following are my observations:

1. There are many weeds and Bermuda grass throughout the site that must be removed.
2. The two palms south of the entry must be trimmed.
3. It appears as though there are gophers on the south side of the entry; these must be eradicated.
4. Pennisetum setaceum (fountain grass), an invasive species, is growing in the project's landscape. This grass must be killed and removed.
5. All dead and missing plants must be removed and replaced with shrubs and groundcovers per the County approved plans. These include: (11) grasses, (1) Cassia artemisioides, (1) Bougainvillea and (7) unidentifiable plants at parking lot.
6. I was unable to reach the irrigation controller that controlled the parkway irrigation, as it was behind the locked gate. I did manually turn on the valve located to the south of the entry and noticed a leak in the pipe nearby. I was unable to see water irrigating all of the shrubs. The irrigation must be repaired so that all plants and trees receive the proper amount of water. All clogged irrigation emitters must be replaced.
7. Trim the Bougainvillea and Texas Ranger shrubs around the building.

Once these items are addressed, please contact the County Planning Department.

LT/bc

Olivas, Jay

From: Gialdini, Michael [mgialdini@rcbos.org]
Sent: Monday, June 21, 2010 5:09 PM
To: Olivas, Jay
Cc: Baez, Ken; Mares, David
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Set ID#
CC 005974

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Planning Department
Ron Goldman · Planning Director

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- PLOT PLAN CONDITIONAL USE PERMIT TEMPORARY USE PERMIT
 REVISED PERMIT PUBLIC USE PERMIT VARIANCE

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER

CU03643

RECEIVED

DATE SUBMITTED: 04/19/10
APR 19 2010

APPLICATION INFORMATION

Applicant's Name: DERECK P. HENDERSON

Riverside County
Transportation & Land
Management Agency
GRADING - INDIO

PHtransport@ad.wa

Mailing Address: P.O. BOX 805 Thousands Palms CA 92276

City State ZIP

Daytime Phone No: (760) 275-0077 Fax No: (760) 343-7217

Engineer/Representative's Name: SAN-BORN A/E INC E-Mail: _____

Mailing Address: 71-780 SAN-JACINTO DR. BLDG. E-1

Rancho MIRAGE CA. 92270

City State ZIP

Daytime Phone No: (760) 423-0600 Fax No: (760) 423-0603

Property Owner's Name: DERECK P. Henderson E-Mail: _____

Mailing Address: 31913 TAYLOR RD.

Thousands Palms CA 92276

City State ZIP

Daytime Phone No: (760) 275-0077 Fax No: (760) 343-7217

If the property is owned by more than one person, attach a separate page that reference the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

APPLICATION FOR LAND USE AND DEVELOPMENT

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

DERECK R Henderson Dereck R Henderson
PRINTED NAME OF APPLICANT SIGNATURE OF APPLICANT

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

DERECK R. Henderson Dereck R Henderson
PRINTED NAME OF PROPERTY OWNER(S) SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S) SIGNATURE OF PROPERTY OWNER(S)

If the property is owned by more than one person, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

See attached sheet(s) for other property owners signatures.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 650-290-020

Section: _____ Township: T45R6E Range: SEC 17

Approximate Gross Acreage: 2.6

General location (nearby or cross streets): North of Ramon RD., South of I 10, East of monterey, West of Desert moon

Thomas Brothers map, edition year, page number, and coordinates: PAGE 788 GRID: E2

APPLICATION FOR LAND USE AND DEVELOPMENT

Proposal (describe project, indicate the number of proposed lots/parcels, units, and the schedule of the subdivision, Vesting Map, PRD):

(Approved) CUPO3257R1
Extend Life of permit without expiration.
R.V. Storage 2 employees 7 am to 8 pm hrs. of operation
Total 74 R.V. storage spaces

Related cases filed in conjunction with this request:

(Approved) CUPO3257R1

Is there a previous development application filed on the same site: Yes No

If yes, provide Case No(s). CUPO3257R1 (Parcel Map, Zone Change, etc.)

E.A. No. (if known) _____ E.I.R. No. (if applicable): _____

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes No

If yes, indicate the type of report(s) and provide a copy: (Approved) CUPO3257R1

Is water service available at the project site: Yes No

If "No," how far must the water line(s) be extended to provide service? (No. of feet/miles) _____

Will the proposal eventually require landscaping either on-site or as part of a road improvement or other common area improvements? Yes No C Approved CUPO3257R1

Is sewer service available at the site? Yes No

If "No," how far must the sewer line(s) be extended to provide service? (No. of feet/miles) C Approved CUPO3257R1

Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet? Yes No

How much grading is proposed for the project site?

Estimated amount of cut = cubic yards: _____

Estimated amount of fill = cubic yards _____

Does the project need to import or export dirt? Yes No

Import _____ Export _____ Neither _____

APPLICATION FOR LAND USE AND DEVELOPMENT

What is the anticipated source/destination of the import/export?

N/A

What is the anticipated route of travel for transport of the soil material?

N/A

How many anticipated truckloads? _____

N/A

truck loads.

What is the square footage of usable pad area? (area excluding all slopes) _____

N/A

sq. ft.

Is the development proposal located within 8½ miles of March Air Reserve Base? Yes No

If yes, will any structure exceed fifty-feet (50') in height (above ground level)? Yes No

Does the development project area exceed more than one acre in area? Yes No

Is the development project located within any of the following watersheds (refer to Riverside County Land Information System (RCLIS) (<http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html>) for watershed location)?

Santa Ana River

Santa Margarita River

San Jacinto River

Whitewater River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5 requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted as complete without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that:

The project is not located on or near an identified hazardous waste site.

The project is located on or near an identified hazardous waste site. Please list the location of the hazardous waste site(s) on an attached sheet.

Owner/Representative (1) _____

Derek Anderson

Date

04/19/10

Owner/Representative (2) _____

Date _____

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN, certify that on 1/11/2011.

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers CUPO3643 For

Company or Individual's Name Planning Department,

Distance buffered 600'.

Pursuant to application requirements furnished by the Riverside County Planning Department, Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

NAME: Vinnie Nguyen

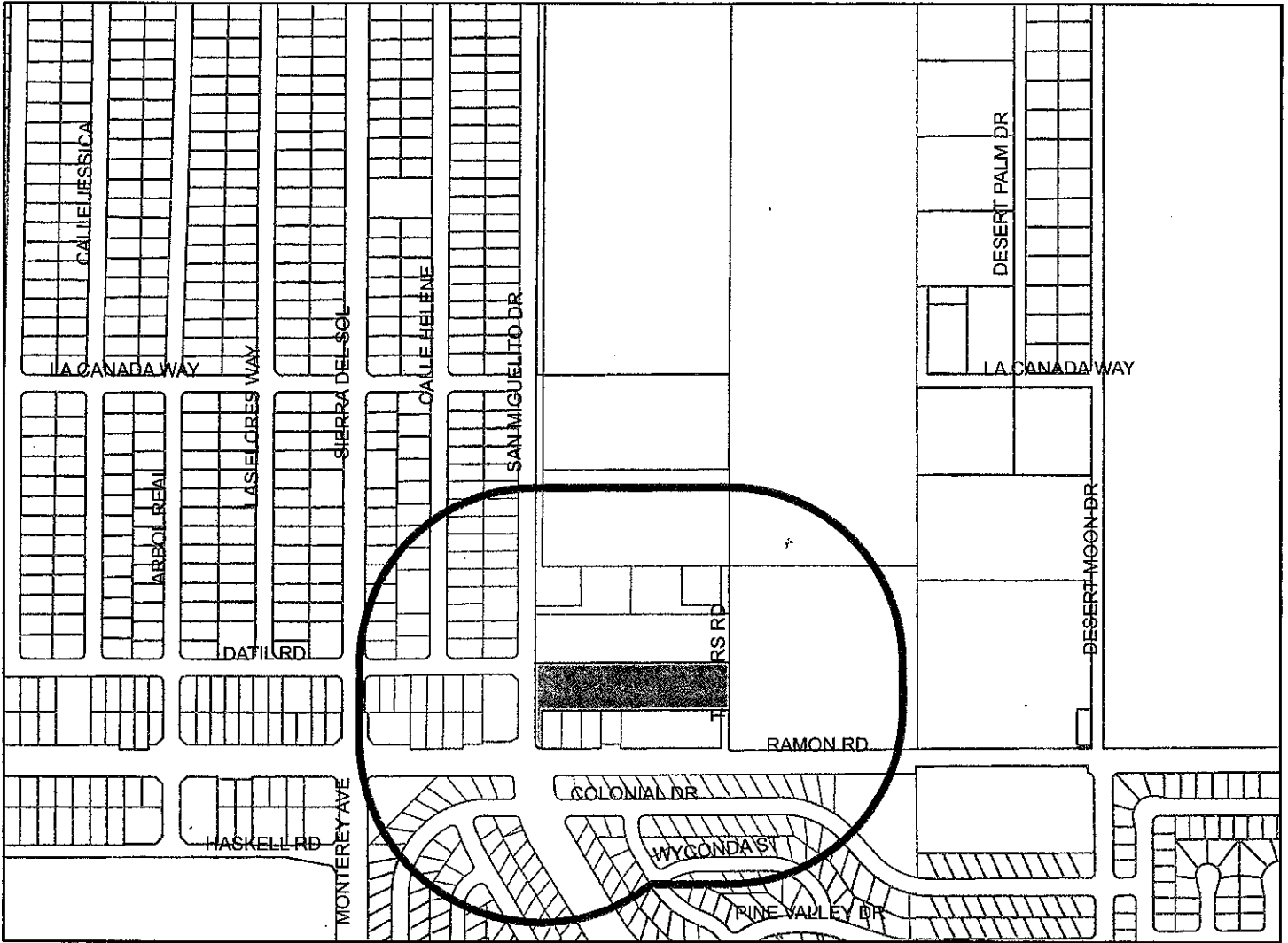
TITLE GIS Analyst

ADDRESS: 4080 Lemon Street 2nd Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

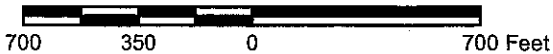
600 feet buffer



Selected Parcels

650-290-014	650-290-013	693-062-004	650-263-022	693-051-010	693-061-008	693-054-005	693-055-007	650-261-008	650-290-018
693-054-027	693-054-025	693-062-011	693-062-012	693-062-051	650-290-027	693-055-002	693-062-005	693-062-001	650-262-017
693-061-006	693-055-003	693-055-020	650-261-011	650-261-030	693-062-008	693-053-015	693-051-001	693-061-011	650-290-015
650-263-001	650-262-012	650-262-011	650-263-026	693-052-016	693-062-054	693-061-003	650-262-027	650-262-018	650-290-019
693-056-001	650-290-020	650-263-013	650-263-006	650-261-007	650-261-021	693-061-009	693-062-009	693-054-004	693-062-010
693-055-023	693-054-023	693-063-011	650-290-022	650-290-023	650-290-002	693-062-049	693-056-002	650-261-035	693-062-056
693-056-007	693-062-006	650-261-009	693-056-006	650-262-008	693-051-004	693-052-003	650-261-010	693-054-026	693-051-007
693-052-004	650-263-007	693-055-004	693-054-007	650-261-024	693-062-048	650-261-028	693-054-003	693-054-030	693-062-046
693-055-006	693-052-014	650-262-016	650-261-025	693-056-005	693-061-007	693-054-022	693-056-004	693-063-013	650-262-014

rst 90 parcels shown



Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

APN: 650290014, ASMT: 650290014
4 DAY PARTNERS
C/O PAC MORT EX TIM GRAHAM
73241 HWY 111 STE 1 A
PALM DESERT CA 92260

APN: 693055007, ASMT: 693055007
ANDRUS SYLVIA ESTATE OF
C/O KENNETH R ANDRUS
3242 4TH AVE
SAN DIEGO CA 92103

APN: 650290013, ASMT: 650290013
4 DAY PARTNERS
73241 HWY 111 NO 1A
PALM DESERT CA 92260

APN: 650261008, ASMT: 650261008
ANGEL LEON, ETAL
31715 SAN MIGUELITO DR
THOUSAND PLMS CA. 92276

APN: 693062004, ASMT: 693062004
ABIGAIL DURAN REYES
73201 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 650290018, ASMT: 650290018
ANITA ALCORN
44200 SAN PASCUAL NO 14
PALM DESERT CA 92260

APN: 650263022, ASMT: 650263022
AGRESSIVE INC
C/O CIRCLE K CORP PROP TAX DEPT DC17
P O BOX 52085
PHOENIX AZ 85072

APN: 693054027, ASMT: 693054027
ANNA GRETA OVERSHOWN
32020 OAKLAND HILLS ST
THOUSAND PLMS CA. 92276

APN: 693051010, ASMT: 693051010
ALBERT L CORDER, ETAL
P O BOX 1032
PALM SPRINGS CA 92263

APN: 693054025, ASMT: 693054025
ANNA LAVERAL THOMPSON
5336 OLIVE AVE
LONG BEACH CA 90805

APN: 693061008, ASMT: 693061008
ALICE A HANSELMAN
73270 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 693062011, ASMT: 693062011
ARSON BROWN, ETAL
52271 ELDERBERRY LN
LA PINE OR 97739

APN: 693054005, ASMT: 693054005
ALVIN STAMBAUGH, ETAL
333 4512 52ND AVE
RED DEER AB CANADA T4N7B9 0

APN: 693062012, ASMT: 693062012
AUDREY F FEIT CASTRO
73291 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 693062051, ASMT: 693062051
BARBARA A LENTZ
38180 W DESERT GREENS DR
PALM DESERT CA 92260

APN: 693055003, ASMT: 693055003
BRUCE E SCRIBNER, ETAL
32080 SAN MIQUELITO DR
THOUSAND PLMS CA. 92276

APN: 650290027, ASMT: 650290027
BARRY P GIDDEN
P O BOX 449
TEMPLE TX 76503

APN: 693055020, ASMT: 693055020
C HAYDEN ELLINGHAM, ETAL
236 E HIGHWAY 81
BURLEY ID 83318

APN: 693055002, ASMT: 693055002
BERNARD PAQUETTE
32060 SAN MIGUELITO DR
THOUSAND PLMS CA 92276

APN: 650261011, ASMT: 650261011
CARLOS HERNANDEZ
31765 SAN MIGUELITO DR
THOUSAND PLMS CA. 92276

APN: 693062005, ASMT: 693062005
BETTY H SHEEHAN, ETAL
22427 CIRCLE J RANCH RD
SANTA CLARITA CA 91350

APN: 650261030, ASMT: 650261030
CARLOS PERAZA, ETAL
69622 WILLOW LN
CATHEDRAL CY CA 92234

APN: 693062001, ASMT: 693062001
BILLY L WILLIAMS, ETAL
73171 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 693062008, ASMT: 693062008
CHUCK APPLE
73241 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 650262017, ASMT: 650262017
BONNIE K CROZIER
74354 MERCURY CIR E
PALM DESERT CA 92260

APN: 693053015, ASMT: 693053015
CLARE F ADAMS
P O BOX 728
THOUSAND PALMS CA 92276

APN: 693061006, ASMT: 693061006
BRADLEY KRAUSE, ETAL
28495 3 MILE RD
DANBURY WI 54830

APN: 693061011, ASMT: 693061011
CLUB AT SHENANDOAH SPRINGS VILLAGE INC
C/O RON SAFREN
32700 DESERT MOON DR
THOUSAND PALMS CA 92276

APN: 650290015, ASMT: 650290015
 CORONEL ENTERPRISES INC, ETAL
 C/O CORONEL
 P O BOX 389
 LA QUINTA CA 92253

APN: 693061003, ASMT: 693061003
 DAYRIT INV
 428 A AVE
 CORONADO CA 92118

APN: 650263001, ASMT: 650263001
 CVWD
 P O BOX 1058
 COACHELLA CA 92236

APN: 650262027, ASMT: 650262027
 DEBORAH R REED
 3601 PASEO PRIMARIO
 CALABASAS CA 91302

APN: 650262012, ASMT: 650262012
 DANIEL M MOLNAR
 8939 BELLA VISTA DR
 MORONGO VALLEY CA 92256

APN: 650262018, ASMT: 650262018
 DEBRA L JENKINS
 45707 DEEP CANYON RD
 PALM DESERT CA 92260

APN: 650262011, ASMT: 650262011
 DANIEL OROZCO
 39201 BEL AIR DR
 CATHEDRAL CITY CA 92234

APN: 650290019, ASMT: 650290019
 DENNIS MARIO, ETAL
 91 DUNES CIR
 CATHEDRAL CITY CA 92234

APN: 650263026, ASMT: 650263026
 DAVID CERVANTES, ETAL
 P O BOX 1043
 THOUSAND PLMS CA 92276

APN: 693056001, ASMT: 693056001
 DENNY HAYES
 73150 COLONIAL DR
 THOUSAND PLMS CA. 92276

APN: 693052016, ASMT: 693052016
 DAVID J PATTOCK, ETAL
 29372 DOVE RD
 CUSHING MN 56443

APN: 650290020, ASMT: 650290020
 DEREK P HENDERSON, ETAL
 P O BOX 805
 THOUSAND PALMS CA 92276

APN: 693062054, ASMT: 693062054
 DAVID SEVILLA, ETAL
 73200 WYCONDA ST
 THOUSAND PLMS CA. 92276

APN: 650263006, ASMT: 650263006
 DESERT FRANK
 C/O JACK EASUM
 P O BOX 1976
 PALM DESERT CA 92261

APN: 650261007, ASMT: 650261007
 DEUTSCHE BANK NATL TRUST CO
 C/O RECONTRUST CO
 1800 TAPO CANYON SV2202
 SIMI VALLEY CA 93063

APN: 693054023, ASMT: 693054023
 EDWARD C REED, ETAL
 12101 SE 352ND AVE
 BORING OR 97009

APN: 650261021, ASMT: 650261021
 DIANA MEDERO
 31650 CALLE HELENE
 THOUSAND PLMS CA. 92276

APN: 693063011, ASMT: 693063011
 EDWARD R BIRD, ETAL
 404 200 BETHEL DR
 SHERWOOD PARK
 AB CANADA T8H2C5 0

APN: 693061009, ASMT: 693061009
 DONALD R HOPKINS, ETAL
 73280 COLONIAL DR
 THOUSAND PLMS CA. 92276

APN: 650290022, ASMT: 650290022
 EFIJENIO VILLALVA RAMIREZ, ETAL
 31700 SAN MIGUELITO
 THOUSAND PALMS CA 92276

APN: 693062009, ASMT: 693062009
 DRAGAN GAVRILOV, ETAL
 73251 COLONIAL DR
 THOUSAND PLMS CA. 92276

APN: 650290023, ASMT: 650290023
 EFIJENIO VILLALVA RAMIREZ, ETAL
 31700 SAN MIGELITO
 THOUSAND PALMS CA 92276

APN: 693054004, ASMT: 693054004
 DUANE D MYERS, ETAL
 32071 SAN MIQUELITO DR
 THOUSAND PLMS CA. 92276

APN: 650290002, ASMT: 650290002
 EFIJENIO VILLALVA RAMIREZ
 C/O EFIJENIO VILLALVA
 31700 SAN MIGUELITO DR
 THOUSAND PALMS CA 92276

APN: 693062010, ASMT: 693062010
 EDGAR R GILLHAM
 73271 COLONIAL DR
 THOUSAND PLMS CA. 92276

APN: 693062049, ASMT: 693062049
 EILEEN PATRICIA COOMBE
 2101 EAGLE WATCH DR
 HENDERSON NV 89012

APN: 693055023, ASMT: 693055023
 EDUARDO PIMENTEL, ETAL
 73151 COLONIAL DR
 THOUSAND PLMS CA. 92276

APN: 693056002, ASMT: 693056002
 ELIZABETH L SCHMIT, ETAL
 P O BOX 494 DAVIDSON
 SASKATCHEWAN CANADA SOG1AO 0

APN: 650261035, ASMT: 650261035
 ERNEST D TAMEZ, ETAL
 P O BOX 191
 THOUSAND PLMS CA 92276

APN: 693051004, ASMT: 693051004
 GORDON FARRIMOND
 724 N STEPHENS
 FULLERTON CA 92633

APN: 693062056, ASMT: 693062056
 EVELYN L PINSON, ETAL
 32100 SAUCON VALLEY ST
 THOUSAND PLMS CA. 92276

APN: 693052003, ASMT: 693052003
 GRANT L THOMPSON, ETAL
 32080 WESTCHESTER DR
 THOUSAND PLMS CA. 92276

APN: 693056007, ASMT: 693056007
 FEDERAL NATL MORTGAGE ASSN
 C/O GREEN TREE SVCING
 7360 KYRENE RD
 TEMPE AZ 85283

APN: 650261010, ASMT: 650261010
 GREGG PHOTIAS
 79817 BARCELONA DR
 LA QUINTA CA 92253

APN: 693062006, ASMT: 693062006
 FEDERAL NATL MORTGAGE ASSN
 C/O GREEN TREE SVCING
 33600 6TH AVE S STE 220
 FEDERAL WAY WA 98003

APN: 693054026, ASMT: 693054026
 GUYRUN AMIRGHAN, ETAL
 33401 ACAPULCO TRL
 THOUSAND PLMS CA 92276

APN: 650261009, ASMT: 650261009
 FLOYD REDD
 1002 CAPRA WAY
 FALLBROOK CA 92028

APN: 693051007, ASMT: 693051007
 HAROLD D GROGAN
 32011 WESTCHESTER DR
 THOUSAND PLMS CA. 92276

APN: 693056006, ASMT: 693056006
 GAETANO MASSIE, ETAL
 6006 32ND AVE NW
 SEATTLE WA 98107

APN: 693052004, ASMT: 693052004
 HAROLD J HAVENS, ETAL
 32100 WESTCHESTER DR
 THOUSAND PLMS CA. 92276

APN: 650262008, ASMT: 650262008
 GARY JONES, ETAL
 37508 COVENTRY ST
 INDIO CA 92203

APN: 650263007, ASMT: 650263007
 HEIRS OF HELENE V MALNICK
 C/O BEVERLY FLORI
 2790 DOIDGE AVENUE
 PINOLE CA 94564

APN: 693055004, ASMT: 693055004
HENRY C BIGELOW, ETAL
2123 MARTIN DR
MEDFORD OR 97501

APN: 693062046, ASMT: 693062046
JACK B SHAW, ETAL
73280 WYCONDA ST
THOUSAND PLMS CA. 92276

APN: 693054007, ASMT: 693054007
HOWARD S JOHNSON, ETAL
2287 PINE VISTA PL
WESTBANK BC CANADA V1T 2Y1 0

APN: 693055006, ASMT: 693055006
JACK D MCKNIGHT
5904 THELMA AVE
LA PALMA CA 90623

APN: 650261024, ASMT: 650261024
INVESTMENT MARKETING SERVICE HOLDING:
19 KILLINI
LAGUNA NIGUEL CA 92677

APN: 693052014, ASMT: 693052014
JACK W NEAL, ETAL
4203 MEADOWSWEET ST
PASCO WA 99301

APN: 693062048, ASMT: 693062048
IRMA ROJAS
73260 WYCONDA ST
THOUSAND PLMS CA. 92276

APN: 650262016, ASMT: 650262016
JAVIER C RIVERA, ETAL
43689 NAVAJO ST
INDIO CA 92203

APN: 650261028, ASMT: 650261028
IRMA SILVA
20880 ARTESIA RD
DSRT HOT SPG CA 92241

APN: 650261025, ASMT: 650261025
JAYNE DUANE
3931 WISTERIA ST
SEAL BEACH CA 90740

APN: 693054003, ASMT: 693054003
J KENNETH JOHNSON, ETAL
55366 WINTER LAKE RD
COQUILLE OR 97423

APN: 693056005, ASMT: 693056005
JERRY W DUFFLE
73190 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 693054030, ASMT: 693054030
JACINTO O MAGANA, ETAL
32021 SAN MIQUELITO DR
THOUSAND PLMS CA. 92276

APN: 693061007, ASMT: 693061007
JOAN A ABBOTT
73450 PINE VALLEY DR
THOUSAND PLMS CA 92276

APN: 693054022, ASMT: 693054022
JOHN CONZELMAN, ETAL
32080 OAKLAND HILLS ST
THOUSAND PLMS CA. 92276

APN: 693056003, ASMT: 693056003
KIMBERLEY MAREK
73170 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 693056004, ASMT: 693056004
JOHN M COOMBE, ETAL
P O BOX 11509
NEWPORT BEACH CA 92658

APN: 693063002, ASMT: 693063002
LA BARGE VENTURES
C/O JOSHUA P LA BARGE
305 E 9TH ST
UPLAND CA 91786

APN: 693063013, ASMT: 693063013
JOHN SWINGLE, ETAL
608 SEAVIEW STREET
LAGUNA BEACH CA 92651

APN: 693054020, ASMT: 693054020
LARRY W KING
32110 OAKLAND HILLS ST
THOUSAND PLMS CA. 92276

APN: 650262014, ASMT: 650262014
JOSE ALFREDO SANCHEZ, ETAL
P O BOX 2291
PALM DESERT CA 92261

APN: 693063001, ASMT: 693063001
LAWRENCE K HOYT, ETAL
305 S CASCADE DR
WOODBURN OR 97071

APN: 650262013, ASMT: 650262013
JOSE ALFREDO SANCHEZ, ETAL
31840 SIERRA DEL SOL
THOUSAND PLMS CA 92276

APN: 693051003, ASMT: 693051003
LEE H OLLSEN, ETAL
C/O AL TRBOVICH
3305 SEAWIND CIR
ANCHORAGE AK 99516

APN: 693053001, ASMT: 693053001
JOYCE E HAYES
32121 OAKLAND HILLS ST
THOUSAND PLMS CA. 92276

APN: 693051005, ASMT: 693051005
LINDA M GILLHAM, ETAL
C/O CATHERINE LANTHIER
32007 WESTCHESTER DR
THOUSAND PLMS CA. 92276

APN: 693054021, ASMT: 693054021
JUDY COOK
32100 OAKLAND HILLS ST
THOUSAND PLMS CA. 92276

APN: 693061002, ASMT: 693061002
LORNE C HAAKONSON
795 SUDDEN VALLEY
BELLINGHAM WA 98229

APN: 650263014, ASMT: 650263014
LUIS HUERTA
28900 PUSHAWALLA ST
INDIO HILLS CA 92241

APN: 693061001, ASMT: 693061001
MATTHEW MARK MESSIER
73200 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 693062055, ASMT: 693062055
MACK ARNOLD EUGENE ESTATE OF
C/O LYNN STERLING
1722 FLEETWOOD ST
BOULDER NY 89005

APN: 693055021, ASMT: 693055021
MYRON STANGLER, ETAL
C/O NORMA STANGLER
32081 SAUCON VALLEY ST
THOUSAND PLMS CA. 92276

APN: 650263002, ASMT: 650263002
MANUEL F RIOS, ETAL
45100 PALM ST
INDIO CA 92201

APN: 693052015, ASMT: 693052015
NADINE GREGG, ETAL
32081 CODY AVE
THOUSAND PLMS CA. 92276

APN: 693063012, ASMT: 693063012
MARIA DEL CARMEN BLANCO
73221 WYCONDA ST
THOUSAND PLMS CA. 92276

APN: 650262007, ASMT: 650262007
NELSON ANNA E ESTATE OF
C/O RUSSELL L DAVIS
74900 HIGHWAY 111 STE 114
INDIAN WELLS CA 92210

APN: 650261015, ASMT: 650261015
MARIA T JIMENEZ
31895 SAN MIGUELITO
THOUSAND PLMS CA. 92276

APN: 693062002, ASMT: 693062002
NOREEN KAY CASWELL
4450 W 156TH ST
LAWNDALE CA 90260

APN: 693054006, ASMT: 693054006
MARIAN HAWKINS, ETAL
948 BELMONT AVE
N VANCOUVER CANADA V7R 1J8 0

APN: 693061004, ASMT: 693061004
NORMA J HARPER, ETAL
8181 FALSOM BLVD 220
SACRAMENTO CA 95826

APN: 693052001, ASMT: 693052001
MARION F WOODY, ETAL
C/O MARY E KENDALL
32020 WESTCHESTER DR
THOUSAND PLMS CA. 92276

APN: 693062047, ASMT: 693062047
P J BROCK, ETAL
7872 HUMBOLDT RD
BUTTE MEADOWS CA 95942

APN: 693055005, ASMT: 693055005
 PATRICIA A MEALEY, ETAL
 C/O WILLIAM NEALY
 32120 SAN MIQUELITO DR
 THOUSAND PLMS CA. 92276

APN: 693061005, ASMT: 693061005
 RICHARD C BUDZIK, ETAL
 15090 SE WOODLAND HTS RD
 AMITY OR 97218

APN: 693053002, ASMT: 693053002
 PATRICIA I INMAN, ETAL
 2409 MOUNT HOOD ST
 THE DALLES OR 97058

APN: 693055019, ASMT: 693055019
 RICHARD CASTILLO
 32121 SAUCON VALLEY ST
 THOUSAND PLMS CA. 92276

APN: 650300017, ASMT: 650300017
 PAUL KOURI, ETAL
 1 REGENCY
 RANCHO MIRAGE CA 92270

APN: 693051006, ASMT: 693051006
 ROBERT A SHERMAN, ETAL
 15777 VERNON RD
 WHITEWATER CA 92282

APN: 693054029, ASMT: 693054029
 PAUL LIVECCHI, ETAL
 32031 SAN MIGUELITO
 THOUSAND PLMS CA 92276

APN: 693062050, ASMT: 693062050
 ROBERT D SWEENEY
 73240 WYCONDA ST
 THOUSAND PLMS CA. 92276

APN: 693054001, ASMT: 693054001
 PAUL LIVECCHI, ETAL
 33411 NAVAJO TR
 CATHEDRAL CITY CA 92234

APN: 693062013, ASMT: 693062013
 ROBERT E INNES, ETAL
 3107 ANTROBUS CRESCENT
 VICTORIA BC CANADA V9B5M8 0

APN: 693051002, ASMT: 693051002
 RAY WILLIAMS
 P O BOX 373
 CATHEDRAL CY CA 92235

APN: 693054028, ASMT: 693054028
 ROBERT GEORGE OUELLETTE, ETAL
 750 S FIRCREFT
 COVINA CA 91723

APN: 650262006, ASMT: 650262006
 REX J ACOSTA
 31689 CALLE HELENE
 THOUSAND PLMS CA. 92276

APN: 693062052, ASMT: 693062052
 ROBERT L MYERS
 19120 E GRANITE LN
 OTIS ORCHARDS WA 99207

APN: 693062053, ASMT: 693062053
ROBERT R RANKIN, ETAL
4812 E STETSON LN
ORANGE CA 92869

APN: 650290024, ASMT: 650290024
RUSSELL L LEACH, ETAL
C/O TREVER J LEACH
31899 TAYLOR RD
THOUSAND PLMS CA. 92276

APN: 693062003, ASMT: 693062003
RODRIGUEZ CONTRACTORS INC, ETAL
C/O LA BARGE INDUSTRIES INC
305 E 9TH ST
UPLAND CA 91786

APN: 650261023, ASMT: 650261023
RUSSELL R MARASCO
1425 EDGEWOOD DR
ALHAMBRA CA 91803

APN: 693051009, ASMT: 693051009
ROGELIO MARTINEZ
32035 WESTCHESTER DR
THOUSAND PLMS CA. 92276

APN: 650263015, ASMT: 650263015
SALVADOR SOTO
43101 PORTOLA AVE 86
PALM DESERT CA 92260

APN: 693055001, ASMT: 693055001
ROGER A FISHER, ETAL
32040 SAN MIGUELITO DR
THOUSAND PLMS CA. 92276

APN: 650263003, ASMT: 650263003
SALVADORE SOTO
43101 PORTOLA AVE NO 86
PALM DESERT CA 92260

APN: 650261027, ASMT: 650261027
RUBEN PINEDA, ETAL
31800 CALLE HELENE
THOUSAND PLMS CA. 92276

APN: 650262015, ASMT: 650262015
SANDRA CARRILLO
31780 CL SIERRA DEL SOL
THOUSAND PALMS CA 92276

APN: 650261029, ASMT: 650261029
RUSSELL H FRAZER
P O BOX 836
THOUSAND PALMS CA 92276

APN: 693054008, ASMT: 693054008
SAUGSTAD FAMILY TRUST
829 E 78TH AVE
ANCHORAGE AK 99518

APN: 693061010, ASMT: 693061010
RUSSELL L HUDSON, ETAL
73290 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 650261022, ASMT: 650261022
SECRETARY HOUSING & URBAN DEV OF WAS
44855 SAN LUIS REY
PALM DESERT CA 92260



APN: 650261026, ASMT: 650261026
SHEPARD & HALL DESERT PROP
C/O HAL HALL
68895 PEREZ RD
CATHEDRAL CY CA 92234

APN: 650263023, ASMT: 650263023
THOMAS M WARD
73070 RAMON RD
THOUSAND PLMS CA. 92276

APN: 693052002, ASMT: 693052002
SHIRLEY ROSENTERER, ETAL
15130 SE NEWPORT WAY
BELLEVUE WA 98006

APN: 693054024, ASMT: 693054024
TOORAN GILLIAM
550 FRONT ST NO 1304
SAN DIEGO CA 92101

APN: 693055022, ASMT: 693055022
STEPHEN WILLIAM PETERSON, ETAL
73141 COLONIAL DR
THOUSAND PLMS CA. 92276

APN: 650261006, ASMT: 650261006
VENUS RODRIGUEZ
31655 SAN MIGUELITO DR
THOUSAND PLMS CA. 92276

APN: 693054002, ASMT: 693054002
SYLVIA FRENS
32041 SAN MIGUELITO DR
THOUSAND PLMS CA. 92276

APN: 693063009, ASMT: 693063009
WILBUR SCHUTTE, ETAL
10 MCLEOD DR
WHITECOURT AB
CANADA T7S1H4 0

APN: 693052013, ASMT: 693052013
TERRENCE L BENNETT, ETAL
12313 E SIOUX CIR
SPOKANE WA 99206

APN: 650263004, ASMT: 650263004
WILLIAM P GREEN, ETAL
3570 E LOMBARD RD
PASADENA CA 91107

APN: 693063010, ASMT: 693063010
THOMAS C HAYDUK, ETAL
22035 VALERIO ST
CANOGA PARK CA 91303

APN: 693051008, ASMT: 693051008
WILLIAM STEWART, ETAL
32017 WESTCHESTER DR
THOUSAND PLMS CA. 92276

APN: 693055018, ASMT: 693055018
THOMAS E BURGE, ETAL
498 VAUGHN TR
AKRON OH 44319

APN: 693062007, ASMT: 693062007
WINIFRED STANTON
73231 COLONIAL DR
THOUSAND PLMS CA. 92276





APN: 650290025, ASMT: 650290025
YACOUB ELIAS KAWAJA
3372 FALLENLEAF DR
CORONA CA 92882

Coachella Valley Water District
Attn: Principal Stormwater Engineer
P.O. Box 1058
Coachella, CA 92236

Verizon
Attn: Chris Brown
295 N. Sunrise Way
Palm Springs, CA 92262

Dereck P. Henderson
P.O. Box 805
Thousand Palms, CA 92276

4th District Planning Commissioner
Attn: Jim Porras
47-395 Monroe St #137
Indio, CA 92201

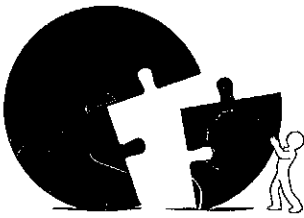
Indio Sherriff's Dept.
Attn: Lieutenant Armstrong
82-695 Doctor Carreon Blvd
Indio, CA 92201

SAN BORN A/E Inc.
71780 San Jacinto Drive #E-1
Rancho Mirage, CA 92270

Palm Springs Unified School Dist.
980E Tahquitz Canyon Way
Ste. 204
Palm Springs, CA 92262

4th District Supervisor
73-710 Fred Waring Drive, Ste 222
Palm Desert, CA 92260

Extra Labels for
CUP03643



RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna
Director

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

EA42304 / CUP03643
Project Title/Case Numbers

Jay Olivas, Project Planner
County Contact Person

(951) 955-1195
Phone Number

N/A
State Clearinghouse Number (if submitted to the State Clearinghouse)

Dereck Henderson
Project Applicant

P.O. Box 805 Thousand Palms, CA 92276
Address

Northerly of Ramon Road, westerly of San Miguelito, easterly of Taylors Road at 31913 Taylors Road.
Project Location

Conditional Use Permit to renew 74 space RV storage facility with managers office/on-site operators residence with business hours from 7:00 a.m. to 8:00 p.m.
Project Description

This is to advise that the Riverside County Planning Commission, as the lead agency, has approved the above-referenced project on February 16, 2011, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. A finding that nothing further is required was prepared for the project pursuant to the provisions of the California Environmental Quality Act (\$64.00).
3. Mitigation measures WERE NOT made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS NOT adopted.
5. A statement of Overriding Considerations WAS NOT adopted for the project.

This is to certify that the earlier EA, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Signature

Project Planner

Title

February 16, 2011

Date

Date Received for Filing and Posting at OPR: _____

DM/rj
Revised 8/25/2009
Y:\Planning Master Forms\CEQA Forms\NOD Form.doc

Please charge deposit fee case#: ZEA42304 ZCFG05666

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

* REPRINTED * I1001108

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 600-6100

38686 El Cerrito Road
Palm Desert, CA 92211
(760) 863-8277

Received from: WESTERN TRAILS \$64.00
paid by: CK 1415
paid towards: CFG05666 CALIF FISH & GAME: DOC FEE
CFG FOR CUP03643 / EA42304
at parcel #: 31913 TAYLOR RD THOU
apl type: CFG3

By _____ Apr 19, 2010 16:18
JCMITCHE posting date Apr 19, 2010

Account Code	Description	Amount
658353120100208100	CF&G TRUST: RECORD FEES	\$64.00

Overpayments of less than \$5.00 will not be refunded!

Additional info at www.rctlma.org