



RIVERSIDE COUNTY PLANNING COMMISSION

RIVERSIDE COUNTY
PLANNING DEPARTMENT

9:00 A.M.

MARCH 23, 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 **PLOT PLAN NO. 24289** – Intent to Adopt a Mitigated Negative Declaration – Applicant: RealCom Associates – Engineer/Representative: HC&D Architects - Third Supervisorial District – Winchester Zoning Area – Harvest Valley/Winchester Area Plan: Community Development: Commercial Tourist (CD:CT) (0.20-0.35 Floor Area Ratio) – Location: Northerly of Craig Avenue, southerly of Holland Road, and easterly of Highway 79 (Winchester Road) – 37.57 Gross Acres - Zoning: Specific Plan (SP No. 310 - Planning Area No. 3) - **REQUEST:** The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 70' high pine tree with twelve (12) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by 6' high split-face masonry block wall will contain a 184 square foot equipment shelter and two (2) GPS antennas. - APN: 466-170-032. Project Planner, Damaris Abraham at 951-955-5719 or e-mail dabraham@rctlma.org. (Quasi-judicial)

1.2 **PLOT PLAN NO. 24077** – Intent to Adopt a Mitigated Negative Declaration – Applicant: Royal Street Communications CA, LLC – Engineer/Representative: Sohail Shah, PE - Fifth Supervisorial District - Nuevo Zoning Area – Lakeview/Nuevo Area Plan: Community Development: Commercial Retail (CD:CR) (0.20-0.35 Floor Area Ratio) – Location: Northerly of Nuevo Road, southerly of Sunset Avenue, easterly of Dunlap Drive, and westerly of Foothill Avenue, more specifically 27304 Nuevo Road – 4.82 Gross Acres - Zoning: Scenic Highway Commercial (C-P-S) - **REQUEST:** The plot plan

PLANNING COMMISSION

MARCH 23, 2011

proposes a wireless communication facility, for Royal Street Communications, disguised as a 70' high pine tree with six (6) panel antennas and one (1) microwave antenna. The 800 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain four (4) equipment cabinets and one (1) GPS antenna. Three 20' high live pine trees are also proposed to be planted in the project area. – APN: 307-270-020. 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 **CONDITIONAL USE PERMIT NO. 3439** – Intent to Adopt a Mitigated Negative Declaration – Applicant: Ottavio and Marie Forcone – Engineer: O'Malley Engineering Corporation – First Supervisorial District – Alberhill Zoning District - Elsinore Area Plan – Community Development: Light Industrial (CD: LI) (0.25 – 0.60 Floor Area Ratio) – Location: northeast of I-15 Freeway and southwest of Temescal Canyon Road within the Elsinore Area Plan – 1.59 gross acres – Zoning: Manufacturing-Service Commercial (M-SC) **REQUEST:** Is a proposal to develop a Liquid Propane Gas (LPG) distribution facility on 1.59 gross acres consisting of three (3) 30,000 gallon liquid propane tanks, a 2,400 square-foot manufactured mobile office trailer, seven (7) standard parking spaces, and one (1) disabled accessible parking space. – APN: 391-480-013. Project Planner, Wendell Bugtai at 951-955-2419 or e-mail wbugtai@rctlma.org. (Quasi-judicial)
- 3.2 **CONDITIONAL USE PERMIT NO. 3659** – CEQA Exempt – Applicant: Walgreen Co – Engineer/Representative: Brian Fish/Jennifer Chavez – Third Supervisorial District – Rancho California Zoning District – Southwest Area Plan: Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) – Location: North of Murrieta Hot Springs Road, south of Rancho Club Drive, east of Winchester Road, and west of Sky Canyon Drive – 2.49 Acres – Zoning: Specific Plan (SP) – **REQUEST:** Conditional Use Permit 3659 proposes to add the sale of beer and wine (type 20) for off premise consumption to an existing 13,650 square foot Walgreens store. The existing store will dedicate 2% of floor space to wine and beer sales. Approximately 49 square feet of refrigerated and non-refrigerated space will be devoted to the sale of wine and beer and approximately 18 square feet of floor space will be devoted to the storage of wine and beer. This Conditional Use Permit is ONLY for alcohol sales, and does not cover any other uses. – APN: 957-330-048 – Related Cases: PP17984, SP213. Project Planner, Adrienne Rossi at 951-955-6925 or e-mail arossi@rctlma.org. (Quasi-judicial)
- 3.3 **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)

4.0 WORKSHOPS: 9:30 a.m. or as soon as possible thereafter:

- 4.1 **GPA NO. 1077** - Project Description: The Wine Country Community Plan has been initiated by the County Board of Supervisors to ensure that the region develops in an orderly manner that maximizes the area’s unique viniculture potential, while protecting the area’s equestrian and rural lifestyles.

The Temecula Valley Wine Country is currently experiencing an unprecedented level of development interest, with more than thirty new projects in process. To meet the challenge of integrating these types of new projects into the existing community, on October 21, 2008, the Riverside County Board of Supervisors, under the leadership of Sup. Stone has directed Planning Staff to initiate a comprehensive plan for the Temecula Valley Wine Country. General Plan Amendment 1077 (GPA 1077) is an amendment that the County has initiated to comprehensively reassess the needs of the Temecula Valley Wine Country. GPA 1077 anticipates land use and circulation element changes to the Citrus Vineyard Policy Area of the Southwest Area Plan in the General Plan document. Project Planner Mitra Mehta-Cooper at 951-955-8514 or e-mail mmehta@rctlma.org.

This is not a public hearing and NO DECISION on the proposal will be made at this time.

- 4.2 **ORDINANCE NO. 348 - COMPREHENSIVE REVISION** – A workshop discussing the latest revisions to the comprehensive Ordinance No. 348 rewrite. Project Planner, Adam Rush, at 951-955-6646 or e-mail arush@rctlma.org

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: Harvest Valley/Winchester
Zoning Area: Winchester
Supervisorial District: Third
Project Planner: Damaris Abraham
Planning Commission: March 23, 2011

PLOT PLAN NO. 24289
E.A. NO. 42226
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 70' high pine tree with twelve (12) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a 6' high v-mesh chain-link fence with green slats, designed to match existing fencing on the property, will contain a 184 square foot equipment shelter and two (2) GPS antennas.

The project is located in the Harvest Valley/Winchester Area Plan, more specifically southerly of Holland Road and easterly of Highway 79 (Winchester Road).

RECOMMENDATION:

RECEIVE AND FILE the Notice of Decision for the above referenced case acted on by the Planning Director on January 24, 2011.

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

ADOPTED a MITIGATED NEGATIVE DECLARATION for ENVIRONMENTAL ASSESSMENT NO. 42226, 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. 24289, 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\PP24289\DH-PC-BOS Hearings\DH-PC\PC Cell Tower Receive and File Staff Report.PP24289.docx

Date Revised: 02/03/11

D/M

Agenda Item No.: 2.8
Area Plan: Harvest Valley/Winchester
Zoning Area: Winchester
Supervisorial District: Third
Project Planner: Damaris Abraham
Directors Hearing: January 24, 2011

PLOT PLAN NO. 24289
EA NO. 42226
Applicant: RealCom Associates, LLC
Engineer/Representative: HC&D Architects

COUNTY OF RIVERSIDE PLANNING DEPARTMENT ADDENDUM STAFF REPORT

The following items have been revised as a result of the January 24, 2011 Director's Hearing:

1. The following conditions of approval have been revised:
 10. EVERY.1 PROJECT DESCRIPTION – modified to show the change in the proposed fencing. Fencing has changed to 6' high v-mesh chain-link fence with green slats.
 10. EVERY.3 DEFINITIONS and 80. PLANNING.2 ELEVATIONS & MATERIALS – revised to reflect the latest revised exhibits submitted.
 80. PLANNING.5 BRANCH HT/ANTENNA SOCKS and 90. PLANNING.7 SITE INSPECTION – modified to include the branch density (a minimum of three branches per foot)
2. The following conditions of approval have been added to the project:
 10. PLANNING. 19 BRNCH HGT CNT ANT SOCK

Agenda Item No.: 2.8
Area Plan: Harvest Valley/Winchester
Zoning Area: Winchester
Supervisorial District: Third
Project Planner: Damaris Abraham
Director's Hearing: January 24, 2011

Plot Plan No. 24289
EA Number: 42226
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 70' high pine tree with twelve (12) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a 6' high split-face masonry block wall will contain a 184 square foot equipment shelter and two (2) GPS antennas.

The project is located in the Harvest Valley/Winchester Area Plan, more specifically southerly of Holland Road and easterly of Highway 79 (Winchester Road).

ISSUES OF POTENTIAL CONCERN:

The elevations for the monopine show the branches at starting 20'. The project has been conditioned to have the branches start at 15' from the bottom of the tree. In addition, the project has been conditioned to have all antennas covered with 'socks', or faux leaves, to provide further screening.

SUMMARY OF FINDINGS:

- | | |
|---------------------------------------|--|
| 1. Existing General Plan Land Use: | Community Development: Commercial Tourist (CD:CT) (0.20 – 0.35 Floor Area Ratio) |
| 2. Surrounding General Plan Land Use: | Open Space: Recreation (OS:R) to north and east
Community Development: Commercial Tourist (CD:CT) (0.20 – 0.35 Floor Area Ratio) to the south
Community Development: Mixed Use Planning Area (CD:MUPA) to the west |
| 3. Existing Zoning: | Specific Plan No. 310 (Domenigoni/Barton Properties), Planning Area 3 |
| 4. Surrounding Zoning: | Light Agriculture – 20 Acre Minimum to the north
Specific Plan No. 310 (Domenigoni/Barton Properties) to the south and west
Light Agriculture – 10 Acre Minimum to the east |
| 5. Existing Land Use: | Single family residence and agricultural use |
| 6. Surrounding Land Use: | Agricultural use to the south and west
Vacant to the north and east |
| 7. Project Data: | Total Acreage: 37.57 Acres
Lease Area: 900 Square Feet |
| 8. Environmental Concerns: | See Attached Environmental Assessment |

RECOMMENDATIONS:

ADOPTION of a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42226**, 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. 24289**, 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 Tourist (CD:CT) (0.20 - 0.35 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 Specific Plan No. 310 (Domenigoni/Barton Properties), Planning Area 3 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 Community Development: Commercial Tourist (CD:CT) (0.20 - 0.35 Floor Area Ratio) on the Harvest Valley/Winchester Area Plan.
2. The proposed use, a wireless telecommunication facility disguised as a 70 foot high pine tree, is permitted use in the Community Development: Commercial Tourist (CD:CT) (0.20 - 0.35 Floor Area Ratio) land use designation.
3. The project site is surrounded by properties which are designated Open Space: Recreation (OS:R) to north and east, Community Development: Commercial Tourist (CD:CT) (0.20 - 0.35 Floor Area Ratio) to the south, and Community Development: Mixed Use Planning Area (CD:MUPA) to the west.
4. The zoning for the subject site is Specific Plan No. 310 (Domenigoni/Barton Properties), Planning Area 3, which is modeled after the A-1 zone with modifications.
5. The proposed use, a wireless telecommunication facility disguised as a 70 foot high pine tree, is a permitted use, subject to approval of a plot plan in the Specific Plan No. 310 (Domenigoni/Barton Properties), Planning Area 3 zone.

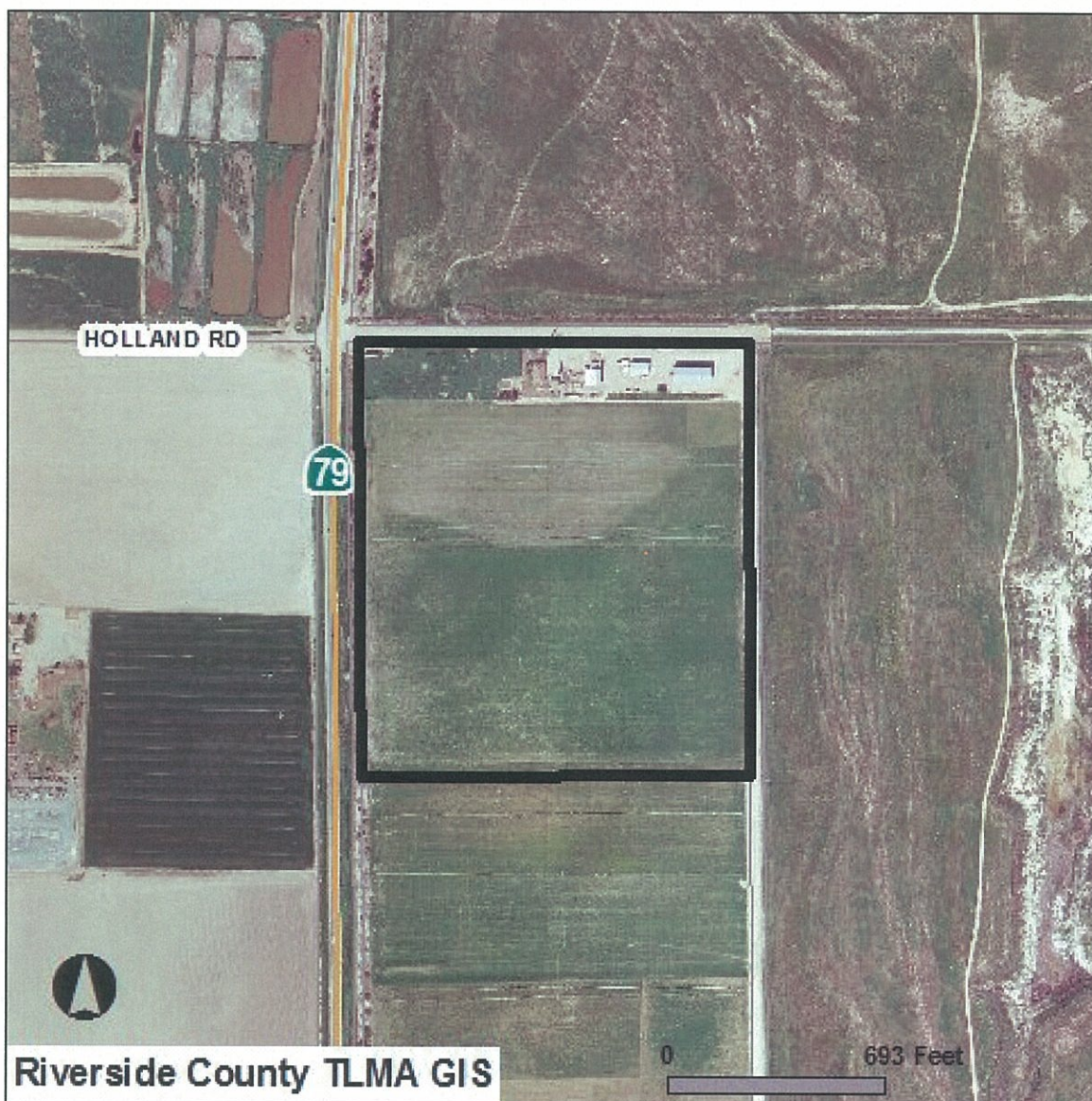
6. The proposed use, a wireless telecommunication facility disguised as a 70 foot high pine tree, is consistent with the development standards set forth in the Specific Plan No. 310 (Domenigoni/Barton Properties), Planning Area 3 zone.
7. The project site is surrounded by properties which are zoned Light Agriculture – 20 Acre Minimum to the north, Specific Plan No. 310 (Domenigoni/Barton Properties) to the south and west, and Light Agriculture – 10 Acre Minimum to the east.
8. The project is not located within Criteria Area of the Multi-Species Habitat Conservation Plan.
9. Environmental Assessment No. 42226 identified the following potentially significant impacts:
 - a) Aesthetics
 - b) Biological Resources
 - c) Hydrology/Water Quality

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 Fault Zone
 - b. A High Fire area.
 - c. A City Sphere of Influence
 - d. An Airport Influence Area.
3. The project site is located within:
 - a. A Flood Zone
 - b. County Service Area No. 146.
 - c. An area susceptible to Subsidence.
 - d. An area with low to moderate Liquefaction potential.
 - e. The Stephens Kangaroo Rat Fee Area.
 - f. The Boundaries of the Hemet Unified School District.
4. The subject site is currently designated as Assessor's Parcel Number 466-170-032.
5. This project was filed with the Planning Department on 10/28/2009.
6. This project was reviewed by the Land Development Committee one time on the following date 01/07/10.
7. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$11,678.

PP24289



Selected parcel(s):
466-170-032

LEGEND

SELECTED PARCEL
 CITY

INTERSTATES

HIGHWAYS

PARCELS

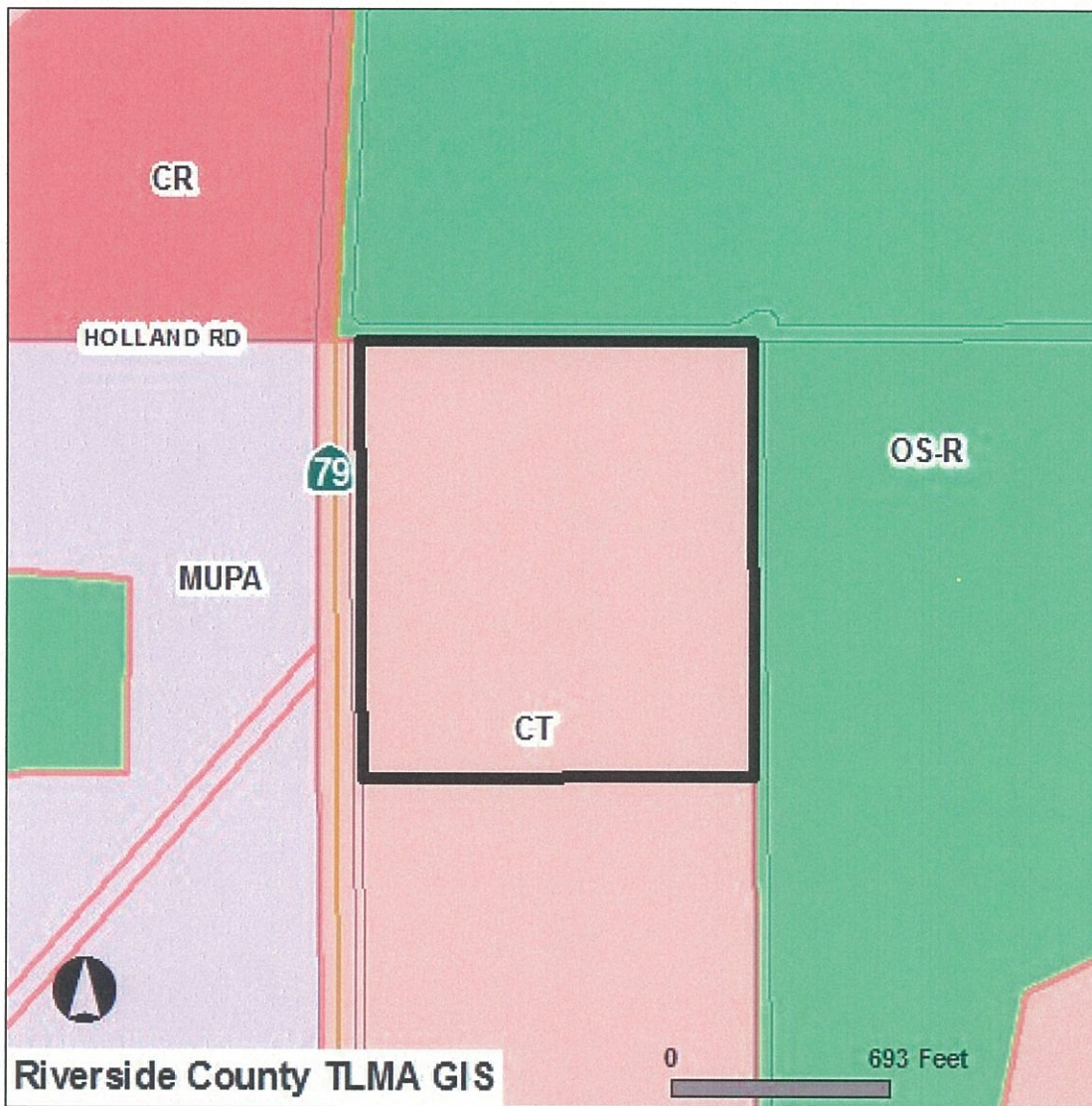
IMPORTANT

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...Thu Oct 14 11:01:02 2010

Version 100826

PP24289



Selected parcel(s):
466-170-032

LAND USE

- | | | | |
|------------------------------|------------------------|-------------------------|--------------------------------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | CITY |
| PARCELS | CR - COMMERCIAL RETAIL | CT - COMMERCIAL TOURIST | MUPA - MIXED USE PLANNING AREA |
| OS-R - OPEN SPACE RECREATION | | | |

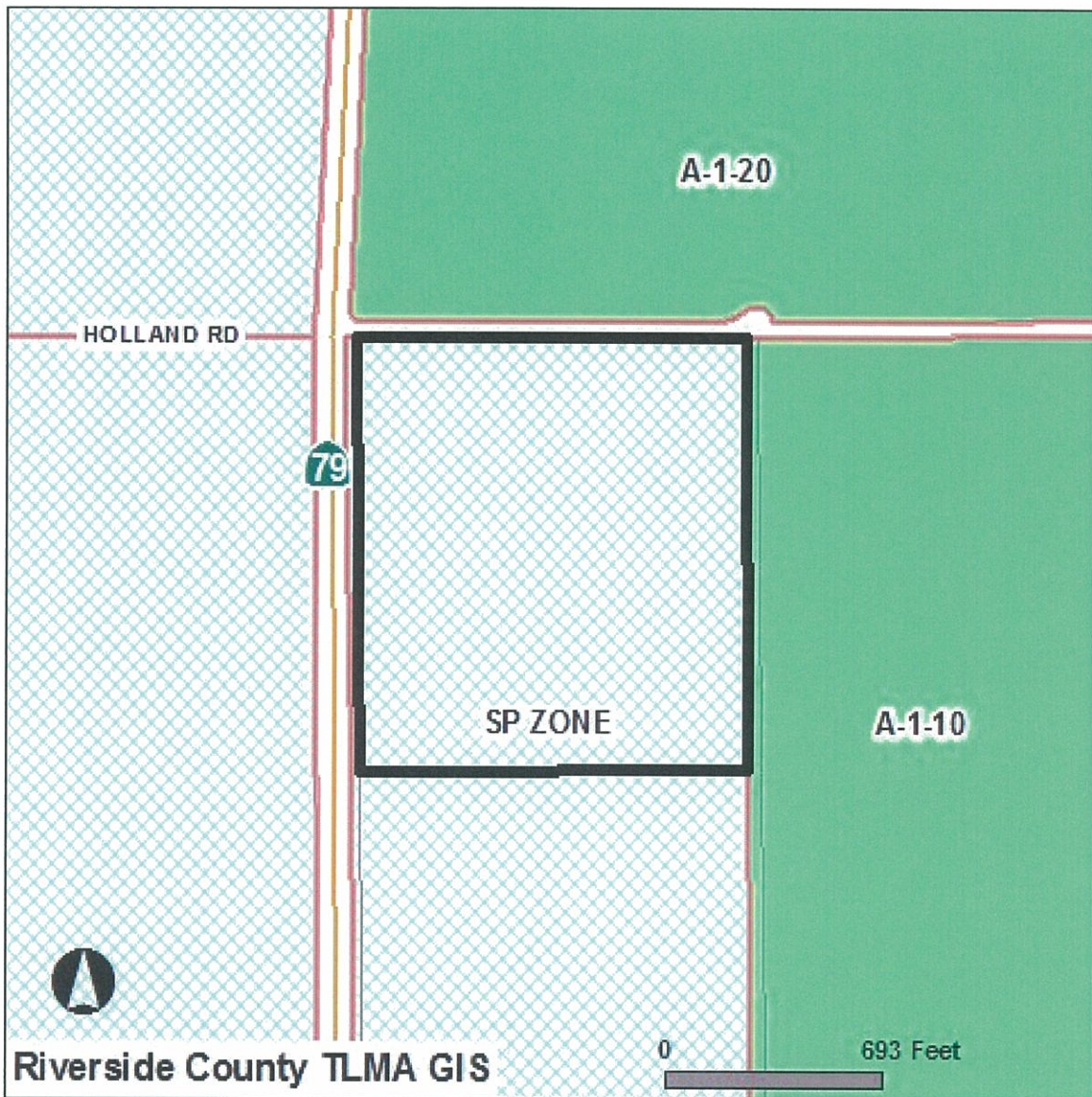
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PP24289



Selected parcel(s):
466-170-032

ZONING

-  SELECTED PARCEL
-  PARCELS
-  INTERSTATES
-  ZONING BOUNDARY
-  HIGHWAYS
-  A-1-10, A-1-20
-  CITY
-  SP ZONE

IMPORTANT

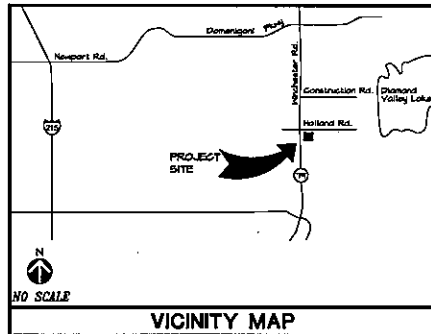
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verizon WIRELESS

BUMPY SOUTHEAST CORNER OF WINCHESTER RD AND HOLLAND RD WINCHESTER, CA 92596 PLOT PLAN



SCOPE OF WORK:
THIS IS AN UNBARRED TELECOMMUNICATIONS FACILITY FOR VERIZON WIRELESS

WORK INCLUDES THE INSTALLATION OF VERIZON WIRELESS 11'-6"x16'-0"x10'-3" 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 (3) SECTORS, (4) ANTENNAS PER SECTOR (12) ANTENNAS TOTAL, (1) 4'-0" MICROWAVE ANTENNAS ALL MOUNTED ON A PROPOSED NEW 10'-0" HIGH STEEL MONOPINE

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

PROJECT DATA:

APN: 466-110-026
ZONING: SF ZONE - SPECIFIC PLAN 310
EXISTING USE: TURF BUSINESS - COMMERCIAL
PROPOSED USE: TURF BUSINESS - COMMERCIAL / COMMUNICATIONS
JURISDICTION: COUNTY OF RIVERSIDE
GENERAL PLAN: GP
TOTAL VERIZON WIRELESS NET LEASE AREA: 400 SQ. FT.

OCCUPANCY TYPE B NON RATED, CONSTRUCTION TYPE II NON RATED

UTILITIES SURVEYORS

POWER: SCE WINCHESTER
TELEPHONE: VERIZON
WATER DISTRICT: WESTERN MUNICIPAL - (951) 764-5000

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	PARTIAL SITE PLAN AND ENLARGED AREA PLAN
4	A-2	EXTERIOR ELEVATIONS

SHEET INDEX

OWNER:
FRANCIS DOMENIGON
8101 WINCHESTER RD
SHERET, CA 92585
CONTACT: GINDY and ANDY DOMENIGON
PHONE: (951) 926-6424

ARCHITECT:
HG+D ARCHITECTS
1801 LAMPTON LANE
NORCO, CALIFORNIA 92660
CONTACT: DAN HINSON
(909) 511-2057

APPLICANT:
verizon WIRELESS
15505 SAND CANYON AVE.
BUILDING D, 1ST FLOOR
IRVINE, CA 92618
PHONE: (949) 226-7000

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

SURVEYOR:
H. PETTY & ASSOC. INC.
1702 SPOY PARK CIRCLE,
SUITE B
IRVINE, CALIFORNIA 92614
(949) 250-0212

SITE AGC: ALEXIS OSBORN
(944) 256-1513
ZONING: ALEXIS OSBORN
(944) 256-1513

PROJECT TEAM

REVISIONS		
INTER-OFFICE		
Δ	DATE	ISSUED BY: DESCRIPTION
	10/6/09	Alexis Osborn Moved Loose Area 70' South
	10/20/09	Alexis Osborn Revised per County Comments
	11/19/09	Alexis Osborn Revised Antenna Azimuth
COMMENTS:		
APPROVAL AGENCIES		
Δ	DATE	ISSUED BY: DESCRIPTION
	1/21/10	Added shrubs/trees, change chain-link to cmu block wall
	3/4/10	Removed Shrubs/Trees
	9/23/10	Revised Tower/Ant Hight
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 2007 CALIFORNIA BUILDING CODE (CBC) HVAC 2007 CALIFORNIA MECHANICAL CODE (CMC) PLUMBING 2007 CALIFORNIA PLUMBING CODE (CPC) ELECTRIC 2007 CALIFORNIA ELECTRIC CODE (CEC) FF&E 2007 CALIFORNIA BUILDING CODE and NFPA ENERGY CALIFORNIA TITLE 24 PART 6 OF 2007 CALIFORNIA BUILDING CODE ANSI/IEA-222-F LIFE SAFETY CODE LOCAL BUILDING CODE(S) CITY AND/OR COUNTY ORDINANCES/AMENDMENTS		



1801 LAMPTON LANE
NORCO, CALIFORNIA 92660
PHONE: 951-571-2057
FAX: 951-571-3424

SITE NAME AND ADDRESS
BUMPY
SOUTHEAST CORNER OF WINCHESTER RD
AND HOLLAND RD
WINCHESTER, CA 92596



CURRENT ISSUE DATE:
1-28-11

ISSUED FOR:
ZONING REVIEW

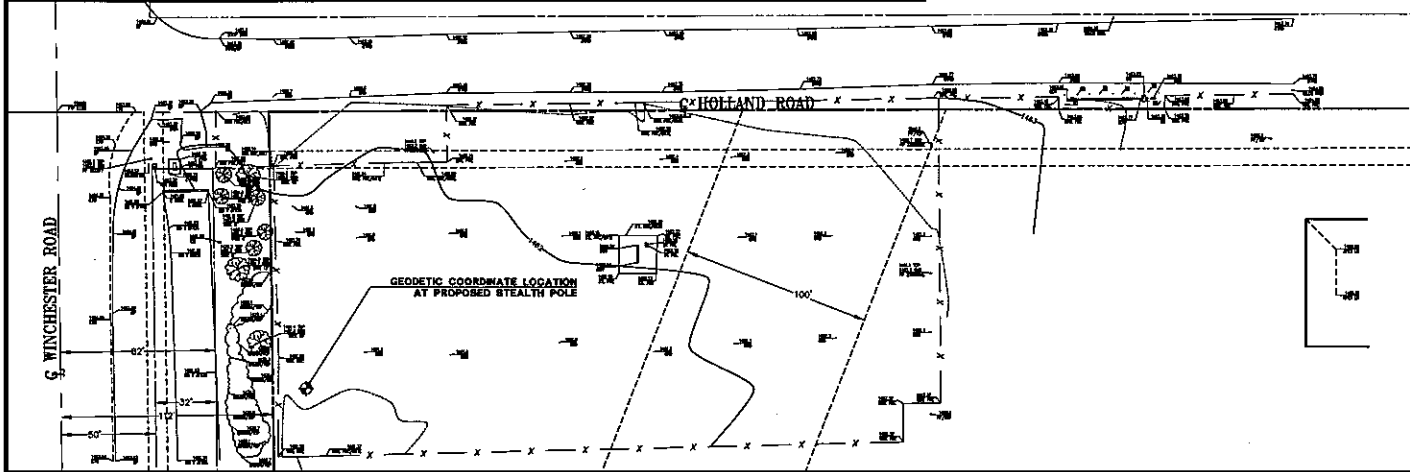
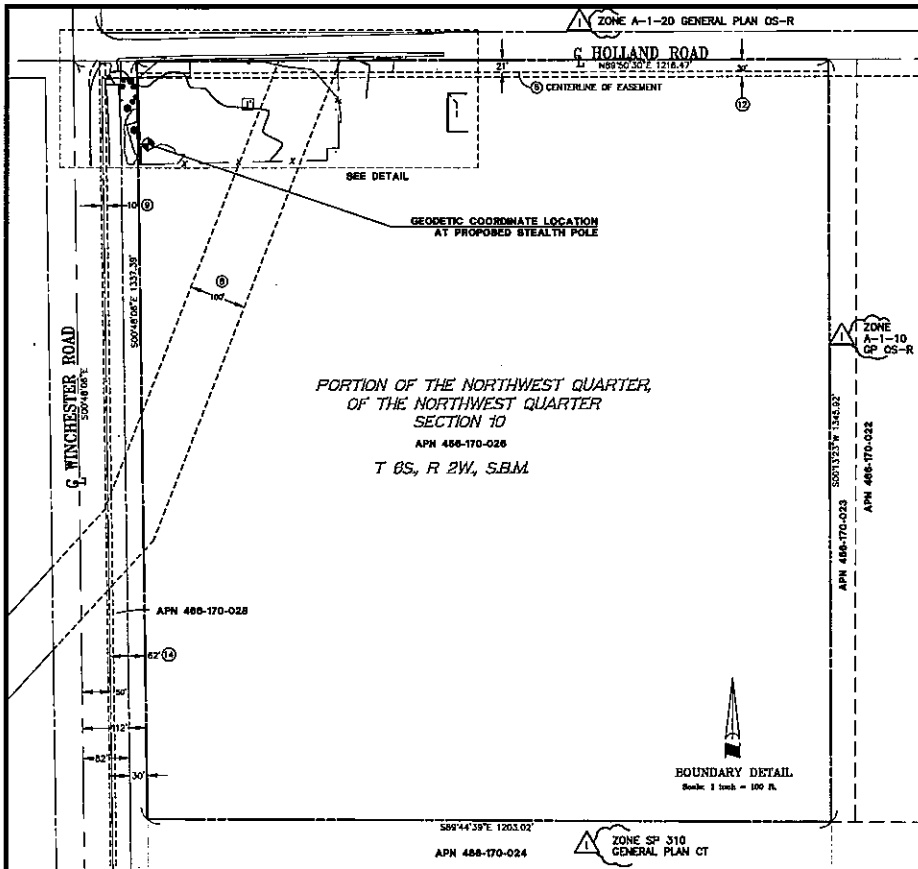
APPROVALS		
APPROVED BY:	INITIALS	DATE
LANDLORD		
LEASING		
ZONING		
RF		
E/P		
C.P.M.		

JOB NUMBER: **08032**
ISSUED FOR: **PLOT PLAN**
CHECKED BY: **S.B.**
DATE: **8-14-09**

Drawn By: **N.M.**

SHEET TITLE
**TITLE SHEET
PROJECT DATA
AND VICINITY MAP**

SHEET NUMBER
1 OF 4 **T-1**



- LEGEND:**
- BC BOLLARD
 - BOV BLOW OFF VALVE
 - BWS BARB WIRE
 - C.H.W. CONCRETE HEADWALL
 - CAS CASSETT
 - DTRD DRY ROAD
 - ED EDGE OF
 - EP EDGE OF PAVEMENT
 - ETW EDGE OF TRAVELED WAY
 - FNC FENCE
 - OND OROUND
 - ICS IRRIGATION CONTROL BOX
 - PNL PANEL
 - RSEB RISER
 - STL FNC STEEL FENCE
 - TELCO TELEPHONE
 - UT UTILITY
 - VZN VERIZON
 - WM WATER METER
 - WV WATER VALVE

TITLE REPORT IDENTIFICATION:
 FIDELITY NATIONAL TITLE COMPANY
 PRELIMINARY REPORT NO. 09-725124377-58
 DATED JULY 27, 2009

EASEMENT NOTES:

- THE EASEMENTS SHOWN HEREON ARE PER FIDELITY NATIONAL TITLE COMPANY PRELIMINARY REPORT NO. 09-725124377-58, DATED JULY 27, 2009
- ① AN EASEMENT FOR ELECTRIC LINES AND TELEPHONE LINES AND CABLE PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED DECEMBER 27, 1944, BOOK 801, PAGE 530, OF OFFICIAL RECORDS.
 - ② AN EASEMENT FOR PIPELINE PURPOSES, GRANTED TO THE UNITED STATES OF AMERICA, RECORDED OCTOBER 31, 1948, INSTRUMENT NO. 3633, BOOK 1120, PAGE 27, OF OFFICIAL RECORDS, AND RECORDED DECEMBER 14, 1933, BOOK 1335, PAGE 84, OF OFFICIAL RECORDS. THE INTEREST IN SAID EASEMENT HAS BEEN RELINQUISHED TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DOCUMENT RECORDED DECEMBER 11, 1997, AS INSTRUMENT NO. 454860, OF OFFICIAL RECORDS.
 - ③ AN EASEMENT FOR TELEPHONE LINE PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED DECEMBER 17, 1959, INSTRUMENT NO. 106694, BOOK 2607, PAGE 245, OF OFFICIAL RECORDS.
 - ④ AN EASEMENT FOR PUBLIC UTILITIES AND PUBLIC SERVICE FACILITY PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED NOVEMBER 2, 1990, INSTRUMENT NO. 403880, OF OFFICIAL RECORDS.
 - ⑤ AN EASEMENT FOR UNDERGROUND UTILITIES, INGRESS AND EGRESS PURPOSES, GRANTED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, RECORDED JULY 19, 1997, INSTRUMENT NO. 250793, OF OFFICIAL RECORDS. (DOES NOT AFFECT)
- DENOTES ITEM PLOTTED HEREON.

DATE OF SURVEY:
 AUGUST 4, 2009

SITE SURVEY PERFORMED BY:
MP Surveyors
 17821 SKY PARK CIRCLE, SUITE L
 IRVINE, CALIFORNIA 92614
 Office: (949) 250-0272
 Fax: (949) 250-0275
 EMAIL: mps@mpsurveyors.com
 WEBSITE: www.mpsurveyors.com

BASIS OF BEARINGS:

THE CENTERLINE OF HOLLAND ROAD, BEING NORTH 89°57'44" EAST, PER MAP RECORDED IN BOOK 72, PAGE 89 OF RECORDS OF SURVEYS, RECORDS OF RIVERSIDE COUNTY, (NOT SHOWN HEREON)

GEODETIC COORDINATES @ PROPOSED STEALTH POLE:

NAD 83
 LATITUDE: 33°47'13.65" N
 LONGITUDE: 117°05'03.80" W
GROUND ELEVATION @ PROPOSED STEALTH POLE: Elev. 1461.7 FEET
BENCHMARK: Elev. 1463.875 FEET
GPS BENCHMARK

ELEVATION WAS ESTABLISHED USING "TRIMARK 2 ASHTRO" GPS RECEIVERS AND ASHTRO SOLUTIONS VERSION 2.7 SOFTWARE FOR POST-PROCESSING.

ELEVATION = 1463.875 FEET (NAVD83)

A.P.N.: RIVERSIDE COUNTY A.P.N. 488-170-028

SITE LEGAL DESCRIPTION:

THE PROPERTY SHOWN HEREON IS LOCATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 10, TOWNSHIP 8 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE ORIGINAL PLAT THEREOF.

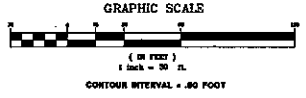
EXCEPT THAT PORTION ALONG THE WESTERLY LINE THEREOF AS CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JANUARY 18, 1948, IN BOOK 1045, PAGE 50, OF OFFICIAL RECORDS.

ALSO EXCEPTING THAT PORTION OF SAID LAND TAKEN BY THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA FINAL ORDER OF "CONDONATION" RECORDED JULY 17, 1997, AS INSTRUMENT NO. 250793, OF OFFICIAL RECORDS.

AREA:
 1,817,820 SQ. FT. = 37,133 ACRES

NOTES:

- * LAND IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGICAL HAZARD.
- * LAND IS WITHIN SANTA MARGARITA RIVER REGION SPECIAL STUDY ZONE
- * LAND IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD



1801 LAMPTON LANE
 NORCO, CALIFORNIA 92860
 PHONE: 951-571-2057
 FAX: 951-571-5424

SITE NAME AND ADDRESS

BUMPY
 SOUTHEAST CORNER OF WINCHESTER RD
 AND HOLLAND RD
 WINCHESTER, CA 92596



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

CURRENT ISSUE DATE:

1-28-11

ISSUED FOR:

ZONING REVIEW

APPROVALS

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

JOB NUMBER: 09032

DRAWN BY: N.M.

ISSUED FOR: PLOT PLAN

CHECKED BY: S.B. **DATE:** 8-14-09

SHEET TITLE

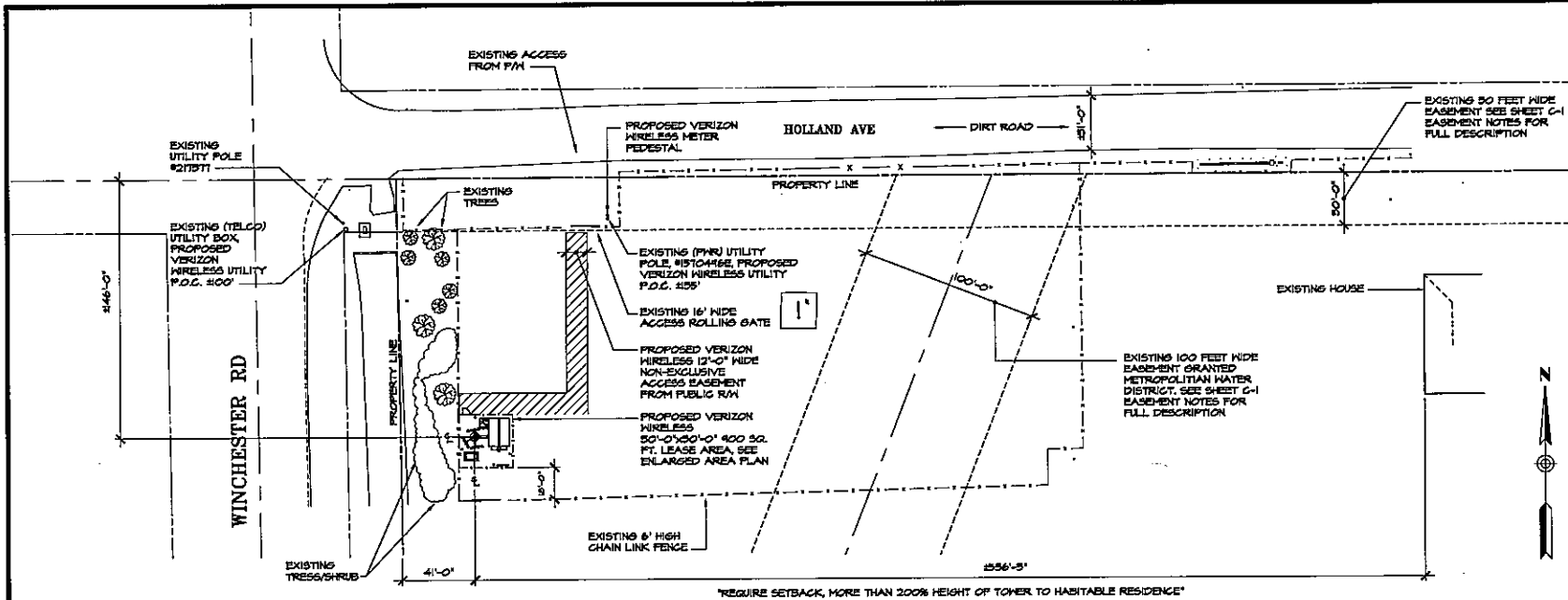
SITE SURVEY DATA AND EXISTING SITE PLAN

SHEET NUMBER

2 OF 4 **C-1**

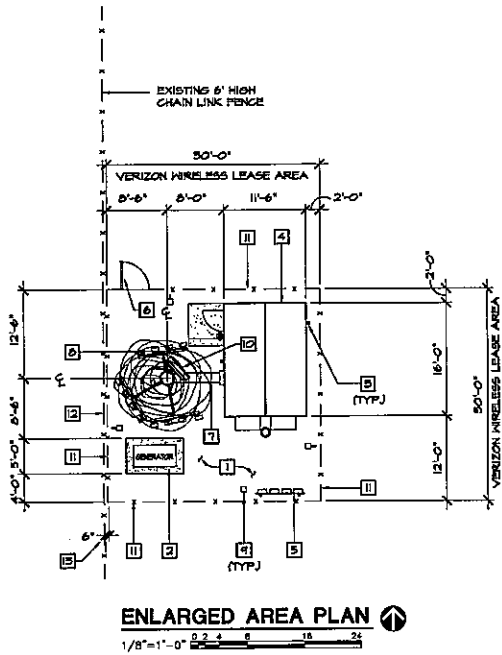
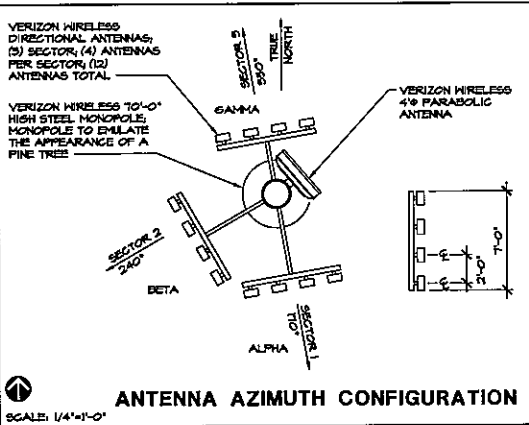
REVISIONS:

NO.	DATE	DESCRIPTION	BY
2	10/20/09	REV. SITE LOC. & COORDS.	DP
1	8/12/09	ADDED PTR & ESM'T DOCS.; REV. BOUNDARY AND AREA	DP



REQUIRE SETBACK, MORE THAN 200% HEIGHT OF TOWER TO HABITABLE RESIDENCE

PARTIAL SITE PLAN
1" = 30'



GENERAL KEY NOTES

- 1 PROPOSED VERIZON WIRELESS LEASE AREA 50'-0" X 50'-0", 100 SQ. FT.
- 2 PROPOSED VERIZON WIRELESS 5'-0" X 8'-0" EMERGENCY GENERATOR PAD FOR GENERATOR
- 3 PROPOSED VERIZON WIRELESS 6PS ANTENNAS MOUNTED ON EQUIPMENT SHELTER, TYPICAL OF (2)
- 4 PROPOSED VERIZON WIRELESS 11'-6" X 6'-0" X 10'-0" 1 HOUR FIRE RATED STATE APPROVED RADIO EQUIPMENT SHELTER, PAINTED TO MATCH CMU WALL
- 5 PROPOSED VERIZON WIRELESS 1" FRAME
- 6 PROPOSED VERIZON WIRELESS 4'-0" WIDE CHAIN LINK GATE, TO MATCH NEH PENCE
- 7 PROPOSED VERIZON WIRELESS COAX CABLE TRAY ABOVE GROUND FROM MONOPOLE TO EQUIPMENT SHELTER
- 8 PROPOSED VERIZON WIRELESS DIRECTIONAL ANTENNAS, (3) SECTOR, (4) ANTENNAS PER SECTOR, (12) ANTENNAS TOTAL, MOUNTED ON PROPOSED NEH 10'-0" HIGH MONOPOLE, TOP OF ANTENNAS @ 65'-0"
- 9 PROPOSED VERIZON WIRELESS 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'x8' PARABOLIC ANTENNA MOUNTED ON PROPOSED 10'-0" HIGH MONOPOLE
- 11 PROPOSED NEH 6'-0" HIGH V-MESH CHAIN LINK FENCE W/ TOP RAIL & GREEN VINYL SLATS TO MATCH EXISTING FENCING ON PROPERTY
- 12 EXISTING 6' HIGH CHAIN LINK FENCE, WEST SIDE OF PROPOSED VERIZON WIRELESS LEASE AREA TO BE REMOVED & PLACED AT VERIZON LEASE AREA
- 13 6' SEPARATION BETWEEN THE EXISTING FENCE AND PROPOSED NEW VERIZON WIRELESS CMU WALL

Hinson Consulting & Design ARCHITECTS Inc.

1801 LAMPTON LANE
NORCO, CALIFORNIA 92660
PHONE: 951-371-2251
FAX: 951-871-5424

SITE NAME AND ADDRESS
BUMPY
SOUTHEAST CORNER OF WINCHESTER RD
AND HOLLAND RD
WINCHESTER, CA 92596

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

CURRENT ISSUE DATE:
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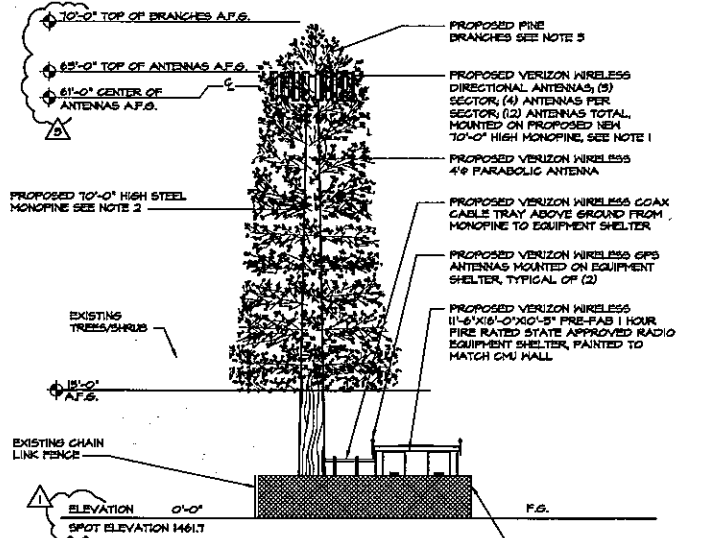
APPROVALS

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

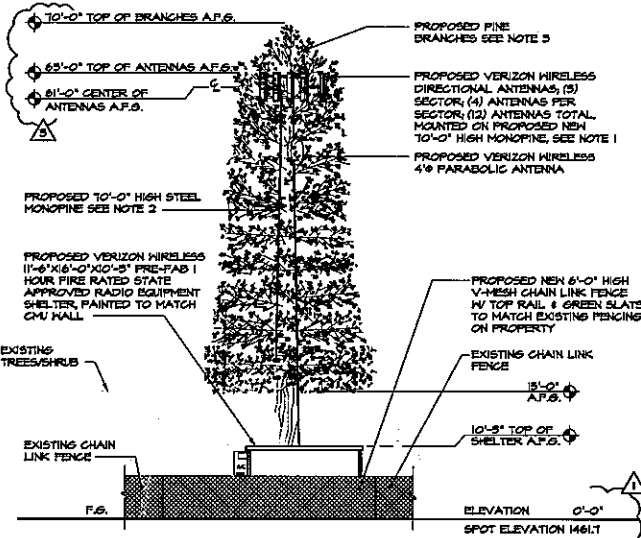
JOB NUMBER: **08032** DRAWN BY: **N.M.**
ISSUED FOR: **PLOT PLAN**
CHECKED BY: **S.B.** DATE: **8-14-09**

SHEET TITLE
PARTIAL SITE PLAN AND ENLARGED SITE PLAN

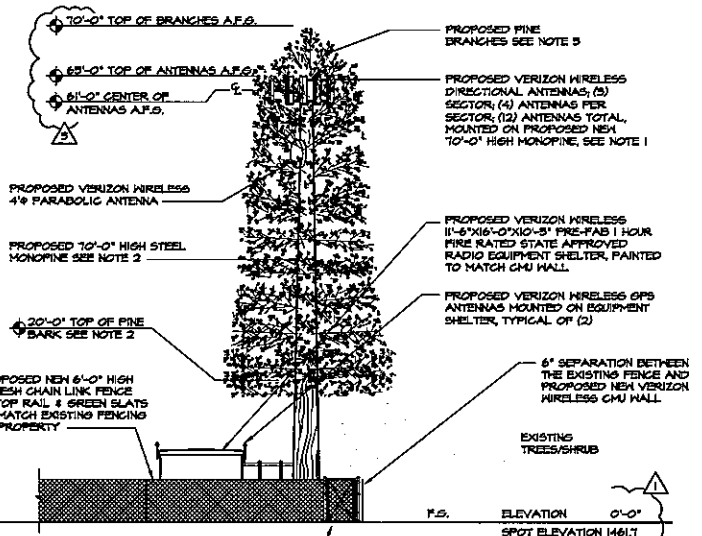
SHEET NUMBER
3 OF 4 **A-1**



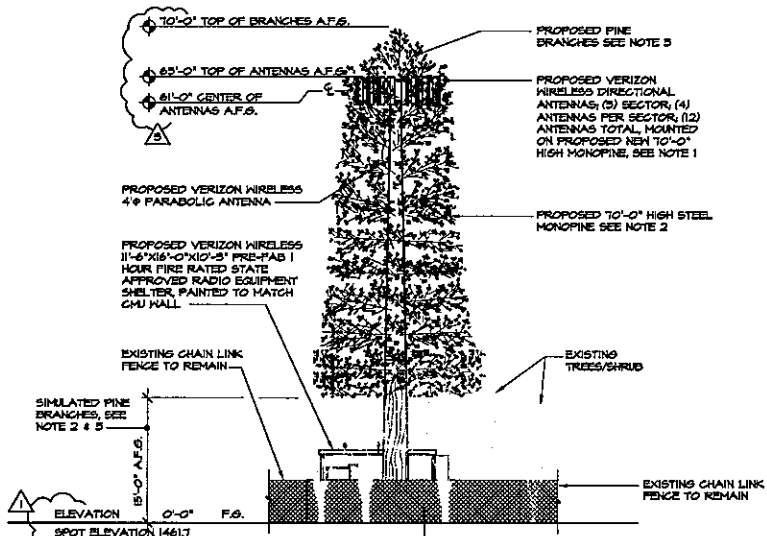
SOUTH ELEVATION
SCALE: 1/8"=1'-0"



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



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



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

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 20'-0" ABOVE FINISH GRADE. THE BALANCE OF THE MONOPOLE SHALL BE PAINTED FLAT BROWN, STARTING AT 20'-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.
3. 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 EXPOS 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 COLOR SHALL BE EMPLOYED OR BE VISIBLE FROM THE GROUND.
5. BRANCH DENSITY SHALL BE MIN. OF THREE (3) BRANCHES COMING OFF TRUNK FOR EACH FOOT (1'-0") OF VERTICAL HEIGHT. THIS SHALL NOT APPLY DIRECTLY TO ANTENNA AREAS.



1501 LAMPTON LANE
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SITE NAME AND ADDRESS

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APPROVALS

APPROVED BY:	INITIALS	DATE
LANDLORD		
LEASING		
ZONING		
RF		
E/P		
CPAL		

JOB NUMBER: 09032

DRAWN BY: J.W.

ISSUED FOR: PLOT PLAN

CHECKED BY: S.B. DATE: 8-14-09

SHEET TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

4 OF 4 **A-2**



BUMPY

33011 HOLLAND ROAD WINCHESTER CA 92596



VIEW 1



LOCATION

©2009 Google Maps



EXISTING



PROPOSED

LOOKING NORTHEAST FROM WINCHESTER ROAD

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



BUMPY

33011 HOLLAND ROAD WINCHESTER CA 92596



VIEW 2



LOCATION

©2009 Google Maps



EXISTING



PROPOSED

LOOKING SOUTHWEST FROM HOLLAND ROAD

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

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42226
Project Case Type (s) and Number(s): Plot Plan No. 24289
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
Applicant's Address: 27201 Puerta Real, Suite 240, Mission Viejo, CA 92570
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 70' high pine tree with twelve (12) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a 6' high v-mesh chain-link fence with green slats, designed to match existing fencing on the property, will contain a 184 square foot equipment shelter and two (2) GPS antennas.
- B. Type of Project:** Site Specific ; Countywide ; Community ; Policy .
- C. Total Project Area:** 900 square feet on a 37.57 acre parcel

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres:	Lots: 1	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):** 466-170-032
- E. Street References:** Southerly of Holland Road and easterly of Winchester Road.
- F. Section, Township & Range Description or reference/attach a Legal Description:**
Township 6 South, Range 2 West, Section 10
- G. Brief description of the existing environmental setting of the project site and its surroundings:** The site has a single family residence and has an agricultural use existing at the site. The site is surrounded by vacant land to the north and east and agricultural use to the south 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 Community Development: Commercial Tourist (CD:CT) (0.20 – 0.35 Floor Area Ratio) 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):** Harvest Valley/Winchester
- C. Foundation Component(s):** Community Development (CD)
- D. Land Use Designation(s):** Commercial Tourist (CT)
- E. Overlay(s), if any:** Not Applicable
- F. Policy Area(s), if any:** Diamond Valley Lake, Highway 79, and Specific Plan Required Policy Area
- 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 Open Space: Recreation (OS:R) to north and east, Community Development: Commercial Tourist (CD:CT) (0.20 – 0.35 Floor Area Ratio) to the south, and Community Development: Mixed Use Planning Area (CD:MUPA) to the west.
- H. Adopted Specific Plan Information**
1. **Name and Number of Specific Plan, if any:** Domenigoni/Barton Properties, Specific Plan No. 310
 2. **Specific Plan Planning Area, and Policies, if any:** Planning Area 3
- I. Existing Zoning:** Specific Plan No. 310 (Domenigoni/Barton Properties), Planning Area 3

J. Proposed Zoning, if any: Not Applicable

K. Adjacent and Surrounding Zoning: The project site is surrounded by properties which are zoned Light Agriculture – 20 Acre Minimum to the north, Specific Plan No. 310 (Domenigoni/Barton Properties) to the south and west, and Light Agriculture – 10 Acre Minimum to the north.

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 checked="" 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 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 28, 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 will blend in with the live trees existing 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 existing 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 70 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.10 and COA 80.PLANNING.2).

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 type="checkbox"/>	<input checked="" 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) The project site is located 24.78 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.17) 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 checked="" type="checkbox"/>	<input 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 Unique Farmland and Farmland of Statewide Importance. 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) The project site is located within the Winchester #2 Agricultural Preserve. However, due to the small size and limited development of the project site, the project will not conflict with the agricultural preserve. Therefore, the impact is considered less than significant.

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 Harvest Valley/Winchester 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"/>
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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"/>
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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"/>
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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"/>
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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"/>
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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"/>
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g) Conflict with any local policies or ordinances	<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
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protecting biological resources, such as a tree preservation policy or ordinance?

Source: GIS database, WRC-MSHCP and/or CV-MSHCP, Environmental Programs Department (EPD) review, PDB05694 – MSHCP Consistency Analysis Conducted 1/25/10 by Brandman Assoc. & Report prepared by 2/1/10.

Findings of Fact:

a) The property does not occur within a Criteria Cell and as such, development of the site is not subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process or the Joint Project Review (JPR) process. A habitat assessment report was required. The project will not conflict with the provisions of the MSHCP.

b-c) According to MSHCP Consistency Analysis report, no suitable burrows for burrowing owl were observed, but the species could inhabit the site in the future, 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) According to the MSHCP Consistency Analysis report, no natural watercourses or riparian habitat occur onsite and sandy soils preclude vernal pool formation. 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 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. (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

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 site is fully disturbed with a single family residence and an agricultural use existing 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 and for the agricultural use 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.16) 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.15) 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

10. Paleontological Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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, County Geologist Review

Findings of Fact:

a) The site is mapped in the County's General Plan as having a high potential for paleontological resources (fossils). The proposed project site grading/earthmoving activities could potentially impact this resource. With incorporation of the recommended mitigation measures, the project will have less than significant impact on paleontological resources.

Mitigation: Prior to the issuance of grading permits, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be submitted and approved by the County Geologist. (COA 60.PLANNING.1) A copy of the Paleontological Monitoring Report prepared for site grading operations at this site shall be submitted to the County Geologist prior to building final inspection. (COA 90.PLANNING.1)

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

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, County Geologist review (GEO02187)

Findings of Fact:

a-b) According to GEO02187, the most significant geologic hazard to the project is the potential for moderate to strong ground shaking from earthquakes generated on the faults near the vicinity of the site. The nearest major active fault with the potential for surface rupture to the site is the San Jacinto fault, located approximately 10 miles to the northeast. The potential for direct fault surface rupture at the site is considered unlikely. GEO02187 recommended that the proposed monopine may be supported by cast-in-place reinforced concrete caisson extended into competent native subgrade soils. (COA 10.PLANNING.14) 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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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12. Liquefaction Potential Zone

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 (GEO02187)

Findings of Fact:

a) According to GEO02187, the potential for earthquake induced liquefaction is low at this site. 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 (GEO02187)

Findings of Fact:

According to GEO02187, the most significant geologic hazard to the project is the potential for moderate to strong ground shaking from earthquakes generated on the faults near the vicinity of the site. The nearest major active fault with the potential for surface rupture to the site is the San Jacinto fault, located approximately 10 miles to the northeast. The potential for direct fault surface rupture at the site is considered unlikely. GEO02187 recommended that the proposed monopine may be supported by cast-in-place reinforced concrete caisson extended into competent native subgrade soils. (COA 10.PLANNING.14) 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"

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site is not 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. The project will have no 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"

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, County Geologist review (GEO02187)

a) According to GEO02187, seiches and tsunamis do not pose a risk hazard to the site. 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?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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	<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
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, 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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?	<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
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) The project is for the installation of an unmanned wireless communication facility disguised as a 70 foot high pine tree 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:

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

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
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.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	<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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residences are intermixed with wildlands?

Source: Riverside County General Plan Figure S-11 "Wildfire Susceptibility," GIS database

Findings of Fact:

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:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 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.
- 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.1). 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

<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
result in flooding on- or off-site?				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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) Due to the small size and limited development of the project site, 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. Therefore, the project will have less than significant impact

b) Due to the small size and limited development of the project site, the project will not result in changes in absorption rates or the rate and amount of surface runoff within a floodplain. Therefore, the project will have less than significant impact.

c) According to the Riverside County Flood Control District Flood Hazard Report/Condition, the construction of the Diamond Valley Reservoir has significantly reduced the drainage area tributary to the area. However, the site is still subject to flood inundation and therefore to protect the equipment associated with this facility from flood damage, the equipment associated with the facility be elevated a minimum of 18-inches above the highest adjacent ground. (COA 10.FLOOD RI.1 and 80.FLOOD RI.1) With the incorporation of this mitigation measure, the project will have a less than significant impact.

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

Mitigation: To protect the equipment associated with this facility from flood damage, the equipment shall be elevated a minimum of 18-inches above the highest adjacent ground (COA 10.FLOOD RI.1 and 80.FLOOD RI.1).

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

LAND USE/PLANNING Would the project	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: RCIP, GIS database, Project Application Materials

Findings of Fact:

a) The proposed use is in compliance with the current land use of Specific Plan No. 310 (Domenigoni/Barton Properties), Planning Area 3 and Community Development: Commercial Tourist (CD:CT) (0.20 – 0.35 Floor Area Ratio) in the Harvest Valley/Winchester 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 not located within a city sphere of influence. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

28. Planning	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 proposed project is consistent with the site's existing zoning of Specific Plan No. 310 (Domenigoni/Barton Properties), Planning Area 3 which is modeled after the A-1 zone. The project is surrounded by properties which are zoned Light Agriculture – 20 Acre Minimum to the north, Specific Plan No. 310 (Domenigoni/Barton Properties) to the south and west, and Light Agriculture – 10 Acre Minimum to the north. The project will have no impact.

c) The existing surrounding land uses include agricultural uses on large lots. The proposed cell tower will be designed as a 70 foot high monopine and the project site has existing trees where the cell tower is proposed to be located; the proposed project is therefore compatible with existing and planned surrounding land uses. Therefore, the impact is considered 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.

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

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"

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	

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

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 located adjacent to Highway 79. However, the project is for the installation of an unmanned wireless communication facility disguised as a 70 foot high pine tree and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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will not be a source of traffic or traffic related noise. The noise impact will not be significant due to the noise already caused by traffic within the area. The project will have less than significant 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.

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?

b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

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?

d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 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 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 70 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.

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

Source: Riverside County General Plan Safety Element

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Hemet 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 Hemet 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.4) 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

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
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"/>

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 70 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.

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 located within County Service Area No. 146. However, this is a commercial project, and as such, is not subject to Quimby fees. The project will have a less than significant 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				
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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,				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No-Impact
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"/>
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 type="checkbox"/>	<input checked="" 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:

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.

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

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?

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	<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 wastewater treatment facilities, including septic systems, or

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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"/>

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

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.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

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.

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 Geology Report No. 2187
- PDB05694 – MSHCP Consistency Analysis Conducted 1/25/10 by Brandman Assoc. & Report prepared by 2/1/10

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department
4080 Lemon Street, 12th 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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 70' high pine tree. The project will include twelve (12) panel antennas located on three (3) sectors at 63' high above grade level, with and one (1) microwave antenna, two (2) GPS antennas, and a 184 square foot equipment shelter in a 900 square foot lease area surrounded by a 6' high v-mesh chain-link fence with green slats designed to match existing fencing on the property.

(MODIFIED PER DIRECTOR'S HEARING ON JANUARY 24, 2011)

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 PP24289. 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. 24289 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Plot Plan No. 24289, Exhibit A (Sheets 1-4), dated February 8, 2011.

APPROVED EXHIBIT B = Plot Plan No. 24289, Exhibit B (Photo Simulations), Sheets 1 and 2, dated September 30, 2010.

(MODIFIED PER DIRECTOR'S HEARING ON JANUARY 24, 2011)

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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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10. GENERAL CONDITIONS

E HEALTH DEPARTMENT

10.E HEALTH. 1 UNMANNED FACILITY

RECOMMND

Plot Plan#24289 is proposing an unmanned wireless communications facility without plumbing. Therefore, no proposal to connect to a dedicated onsite wastewater treatment system, advanced treatment system, or sanitary sewer is required at this time.

However, the Department of Environmental Health (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 24289 is a proposal to construct an unmanned wireless telecommunications facility disguised as a monopine tree on a portion of an approximately 36.6-acre site. The site is located in the Winchester area on the southeast corner of Winchester Road and Holland Road.

The construction of the Diamond Valley Reservoir has significantly reduced the drainage area tributary to the area. However, the site is still subject to flood inundation and therefore to protect the equipment associated with this facility from flood damage, the equipment associated with this facility be elevated a minimum of 18-inches above the highest adjacent ground.

This project is located in the Warm Springs Valley sub-watershed of the Murrieta Creek Area Drainage Plan where fees have been adopted by the Board of Supervisors. Normally a mitigation fee is charged to development based upon the fee structures set for land division having a comparable anticipated impervious surface area. The increase in impervious area of this project is insignificant and therefore no mitigation fee will be charged with this proposal. However, should additional development be proposed, the mitigation fee may be levied at that time.

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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. 4 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. 5 USE - MAX HEIGHT RECOMMND

The monopine located within the property shall not exceed a height of 70 feet.

10.PLANNING. 6 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 are received by the County and it is considered feasible, subject to an agreement between the applicant/operator, the

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10. GENERAL CONDITIONS

10.PLANNING. 6 USE - CO-LOCATION (cont.) RECOMMND

other proposed wireless telecommunications provider, and the property owner.

10.PLANNING. 7 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. 10 USE - NO USE PROPOSED LIMIT CT RECOMMND

The balance of the subject property, APN: 466-170-026 (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. 11 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 monopole (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. 12 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. 13

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. 14

USE - GEO02187

RECOMMND

County Geologic Report (GEO) No. 2187, submitted for this project (PP24289) was prepared by Geotechnical Solutions, Inc. and is entitled: "Geotechnical Engineering and Geology Report, Verizon Wireless Facility, Bumpy, Located at SE Corner of Winchester Road and Holland Road, Winchester, California, 92596", dated February 4, 2010. In addition, Geotechnical Solutions, Inc. prepared "Response to County Comments, Verizon Wierelss - Bumpy, SE Corner of Winchester Road and Holland Road, Winchester, California", dated March 17, 2010. This document is herein incorporated as a part of GEO02187.

GEO02187 concluded:

1.The most significant geologic hazard to the project is the potential for moderate to strong ground shaking from earthquakes generate on the faults near the vicinity of the site.

2.Groundwater is not anticipated to impact the site development adversely.

3.The nearest major active faults with potential for surface fault rupture to the site is the San Jacinto fault, located approximately 10 miles to the northeast.

4.The potential for direct fault surface rupture at the site is considered unlikely.

5.The potential for earthquake induced liquefaction is low at this site.

6.Seiches do not pose a hazard to the site.

7.Tsunamis do not pose a risk hazard to the site.

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10. GENERAL CONDITIONS

10.PLANNING. 14 USE - GEO02187 (cont.)

RECOMMND

8.In the event of a breakage in the dams associated with Diamond Valley Lake, the site will be inundated.

GEO02187 recommended:

1.The proposed monopine may be supported by cast-in-place reinforced concrete caisson extended into competent native subgrade soils.

2.The subgrade of the proposed equipment cabinets pad should be scarified, moisture conditioned and recompacted at the top 12 inches of subgrade.

3.The support equipment should be supported by a concrete pad.

GEO02187 satisfies the requirement for a Geologic Study for Planning / CEQA purposes. GEO02187 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. 15 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

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10. GENERAL CONDITIONS

10.PLANNING. 15 GEN - IF HUMAN REMAINS FOUND (cont.) RECOMMND

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. 16 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 mitigation measures.

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10. GENERAL CONDITIONS

10.PLANNING. 17 PPA - 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. 18 USE - MAINTAIN ANT SOCKS/BRANC RECOMMND

The proposed monopine shall be kept in good repair. The branches as well as the antenna "socks" shall remain in good condition. If at any time the "socks" are missing, they shall be replaced within 30 days.

10.PLANNING. 19 USE - BRNCH HGT CNT ANT SOCK RECOMMND

The branches for the monopine shall start 15 feet from the bottom of the tree and shall be spaced at three (3) branches per foot and all antennas shall have "socks".

(ADDED PER DIRECTOR'S HEARING ON JANUARY 24, 2011)

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.

10.TRANS. 2 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

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10. GENERAL CONDITIONS

10.TRANS. 2 USE - STD INTRO 3 (ORD 460/461) (cont.) RECOMMND

Department.

10.TRANS. 3 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 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,

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 2 USE - LIFE OF PERMIT (cont.)

RECOMMND

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-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.

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

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR (cont.) RECOMMND

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. 1 USE - PALEO PRIMP & MONITOR RECOMMND

This site is mapped in the County's General Plan as having a High 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:

PLOT PLAN:TRANSMITTED Case #: PP24289

Parcel: 466-170-026

60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 1

USE - PALEO PRIMP & MONITOR (cont.)

RECOMMND

- 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.
- 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 and a written agreement between the property owner/developer and the repository must be in place prior to site grading.
- 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.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 1 USE - PALEO PRIMP & MONITOR (cont.) (cont.) RECOMMND

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 implementation of the PRIMP.

60.PLANNING. 2 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.

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. 4 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

PLOT PLAN:TRANSMITTED Case #: PP24289

Parcel: 466-170-026

60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 4 USE - SKR FEE CONDITION (cont.) RECOMMND

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 37.133 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

FLOOD RI DEPARTMENT

80.FLOOD RI. 1 MAP ELEVATE EQUIP 18-INCHES RECOMMND

The equipment shall be elevated a minimum of 18-inches above the highest adjacent ground.

PLANNING DEPARTMENT

80.PLANNING. 1 USE- LC LANDSCAPE SPECIFIC RECOMMND

Landscape and irrigation plan to be submitted if screening of walls or fence with the trailer of Holland Rd. is not completed

80.PLANNING. 2 USE - ELEVATIONS & MATERIALS RECOMMND

Building and structure elevations shall be in substantial conformance with that shown on the APPROVED EXHIBIT A, dated February 8, 2011.

80.PLANNING. 3 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

PLOT PLAN:TRANSMITTED Case #: RP24289

Parcel: 466-170-026

80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 3 USE - LIGHTING PLANS CT (cont.) RECOMMND

Riverside County General Plan.

80.PLANNING. 4 USE - SCHOOL MITIGATION RECOMMND

Impacts to the Hemet Unified School District shall be mitigated in accordance with California State law.

80.PLANNING. 5 USE - BRANCH HT/ANTENNA SOCKS RECOMMND

Prior to building permit issuance, the Planning Department shall review the plan check approved building plans to insure that all antennas have "socks", the branches start 15' from the bottom of the tree, and the branches for the monopine are spaced at three (3) branches per foot and are in substantial conformance with the APPROVED EXHIBIT A, dated February 8, 2011.

(MODIFIED PER DIRECTOR'S HEARING ON JANUARY 24, 2011)

TRANS DEPARTMENT

80.TRANS. 1 USE - EVIDENCE/LEGAL ACCESS RECOMMND

Provide evidence of legal access.

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.

PLOT PLAN:TRANSMITTED Case #: PP24289

Parcel: 466-170-026

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.

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 Western Center, 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. 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 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

PLOT PLAN:TRANSMITTED Case #: PP24289

Parcel: 466-170-026

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 4 USE - SKR FEE CONDITION (cont.)

RECOMMND

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 37.133 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 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. 24289 has been calculated to be 0.02 net acres.

In the event Riverside County Ordinance No. 659 is

PLOT PLAN:TRANSMITTED Case #: PP24289

Parcel: 466-170-026

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 5 USE - ORD NO. 659 (DIF) (cont.) RECOMMND

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.

90.PLANNING. 7 USE - SITE INSPECTION RECOMMND

Prior to final inspection, the Planning Department shall inspect and determine that the conditions of PP24289 have been met; specifically that all antennas have "socks" and the branches start at 15' from the bottom of the tree, and that the branches for the proposed monopine are spaced at three (3) branches per foot and are in substantial conformance with the APPROVED EXHIBIT A, dated February 8, 2011.

(MODIFIED PER DIRECTOR'S HEARING ON JANUARY 24, 2011)

PLOT PLAN:TRANSMITTED Case #: PP24289

Parcel: 466-170-026

90. PRIOR TO BLDG FINAL INSPECTION

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

DATE: March 6, 2009

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
P.D. Landscaping Section - Kristi Lovelady

FIRST EXTENSION OF TIME FOR TENTATIVE TRACT MAP NO. 32081 - Applicant: Phillip Rheingans - Third Supervisorial District – Ramona Zoning District – San Jacinto Valley Area Plan: Community Development – Medium Density Residential (MDR) (2-5 Dwelling Units Per Acre). - Location: The project is located southerly of Thornton Ave., westerly of Dartmouth St., northerly of Crest Dr. and easterly of Cornell St. – 6.41 Gross Acres - Zoning: One Family Dwellings, 7,200 square feet (R-1-10000) - Approved Project Description: Schedule A subdivision of 6.41 acres into 16 residential lots with 10,000 square foot minimum lot sizes. - **REQUEST:** EXTENSION OF TIME TO MARCH 1, 2010 - FIRST EXTENSION.

Please review the attached information, together with your existing records for the above-described project. This extension request is being placed on the **April 2, 2009 LDC Comment Agenda** in order to establish a deadline for review and comment. All County Agencies and Departments are to have completed their review prior to the above referenced LDC Comment date. Failure to complete the review and/or provide comments within the indicated time frame will result in a presumption that the affected Agency/Department has no comment, and the extension request will be moved forward to the Planning Commission based on that presumption.

If, it is determined necessary, that in order to maintain conformance with the County General Plan, and/or ensure that the project does not adversely affect the general health, safety and welfare of the public, each LDC Agency or Department may prepare recommended conditions of approval and place them in the County's Land Management System for the affected project.

LDC MEMBERS ARE ENCOURAGED TO DIFFERENTIATE THOSE CONDITIONS ADDED AS PART OF THE EXTENSION BY ADDING A REFERENCE IN THE CONDITION TITLE AND/OR BODY OF THE CONDITION (i.e. "EOT 1, EOT 2)

Each LDC Agency or Department who does so must then provide documentation to the Planning Department justifying the application of said conditions. Any such conditions, and their justification, will be presented to the Advisory Agency for their consideration as part of their action relative to the extension of time request.

If any LDC Agency or Department finds that the project, as approved, cannot be found to be in conformance with the General Plan and/or finds the project adversely affects the general health, safety and welfare of the public without the processing and approval of a Minor Change or Revised Map to the Approved Map, said Agency or Department must provide to the Planning such a recommendation and provide details as to what issues such an application must address.

Should you have any questions regarding this item, please do not hesitate to contact Chantell Griffin, Planning Commission Secretary, at (951) 955-3251 or email at cgriffin@RCTLMA.org/ **MAILSTOP# 1070**.

Morales, Catherine

From: Morales, Catherine
Sent: Wednesday, February 02, 2011 7:41 AM
To: Fairhurst, Richard; Gramlich, Rebecca; Khorashadi, Farah; Mooman, Shaheen; Salhab, Marwan; Tadesse, Tesfu; Tsang, Kevin; Mouriquand, Leslie; Barber-Tyars, Felicia
Cc: Juarez, Raymond
Subject: TR32081 EOT #1
Attachments: EOT LDC Transmittal Form_KS.pdf

Good morning,

This EOT went to LDC on April 2, 2009 (see attached copy of original transmittal letter). I am sending the request once again to ensure that the conditions of approvals are up to date.

Please have your comments, if applicable, in LMS **by 2/16/11**. We intend to schedule the EOT on the next available Planning Commission agenda.

Please let either myself or Ray Juarez know should you have any questions.

Thank you,

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

LAND DEVELOPMENT COMMITTEE
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

DATE: November 23, 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. IT Attn: John Sarkasian
Riv. Co. EDA County Service Area # 146
Riv. Co. Waste Management Dept.
3rd District Supervisor
3rd District Planning Commissioner
Hemet Unified School Dist.

PLOT PLAN NO. 24289 – EA42226 – Applicant: RealCom Associates – Engineer/Representative: HC&D Architects - Third Supervisorial District – Winchester Zoning Area – Harvest Valley/Winchester Area Plan: Community Development: Commercial Tourist (CD:CT) (0.20-0.35 Floor Area Ratio) – Location: Northerly of Craig Avenue, southerly of Holland Road, and westerly of Winchester Road – 36.56 Gross Acres - Zoning: Specific Plan (SP No. 310 - Planning Area No. 3) - **REQUEST:** The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 68' high pine tree (72' with foliage), with eighteen (18) panel antennas located on three (3) sectors, and one (1) microwave antenna. The 900 square foot lease area surrounded by 6' high chain-link fence will contain a 184 square foot equipment shelter, and two (2) GPS antennas. - APN: 466-170-026.

Please review the attached map(s) and/or exhibit(s) for the above-described project. This case is scheduled for a **LDC Comments on January 7, 2010**. 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 **Damaris Abraham**, Project Planner, at (951) 955-5719 or email at dabraham@rcplma.org / **MAILSTOP# 1070**.

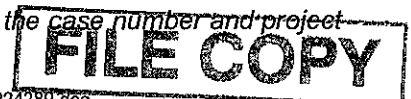
COMMENTS:

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

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: PP24289 DATE SUBMITTED: 10-28-09

APPLICATION INFORMATION EA42226 CFG 05581

Applicant's Name: Alexis Osborn, RealCom Associates E-Mail: alex.imagine@gmail.com

Mailing Address: 27201 Puerta Real, Ste 240
Mission Viejo CA 92570
City State ZIP

Daytime Phone No: (949) 838-7313 Fax No: (801) 407-1643

Engineer/Representative's Name: HC&D Architects, Steve Bulkley E-Mail: stevenb@hcanddarchitects.com

Mailing Address: 250 E. Rincon St, Ste 106
Corona CA 92570
City State ZIP

Daytime Phone No: (951) 571-2057 Fax No: (951) 571-5924

Property Owner's Name: Cindy Domenigoni E-Mail: _____

Mailing Address: 51011 Winchester Rd
Hemet CA 92545
City State ZIP

Daytime Phone No: (951) 926-6924 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.

Cindy Domenigoni

PRINTED NAME OF PROPERTY OWNER(S)

See attached 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): 466-170-026

Section: 10 Township: 6 Range: 2 West

Approximate Gross Acreage: 36.26 acres

General location (nearby or cross streets): North of Craig Ave, South of Holland Rd, East of Holland Rd, West of Winchester Rd.

Thomas Brothers map, edition year, page number, and coordinates: _____

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 72' monopine to hold and disguise 18 panel antennas. The associated equipment shelter will be constructed of aggregate stone material and will measure 11'6" x 16' x 10'5" 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 ^X _____

What is the anticipated source/destination of the import/export?
N/A

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. 24289 – Intent to Adopt a Mitigated Negative Declaration – Applicant: RealCom Associates – Engineer/Representative: HC&D Architects - Third Supervisorial District – Winchester Zoning Area – Harvest Valley/Winchester Area Plan: Community Development: Commercial Tourist (CD:CT) (0.20-0.35 Floor Area Ratio) – Location: Northerly of Craig Avenue, southerly of Holland Road, and easterly of Highway 79 (Winchester Road) – 37.57 Gross Acres - Zoning: Specific Plan (SP No. 310 - Planning Area No. 3) - **REQUEST:** The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 70' high pine tree with twelve (12) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by 6' high split-face masonry block wall will contain a 184 square foot equipment shelter and two (2) GPS antennas. - APN: 466-170-032. (Quasi-judicial)

TIME OF HEARING: 1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING: January 24, 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 10/28/2010,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PP 24289 For

Company or Individual's Name Planning Department,

Distance buffered 2400'.

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

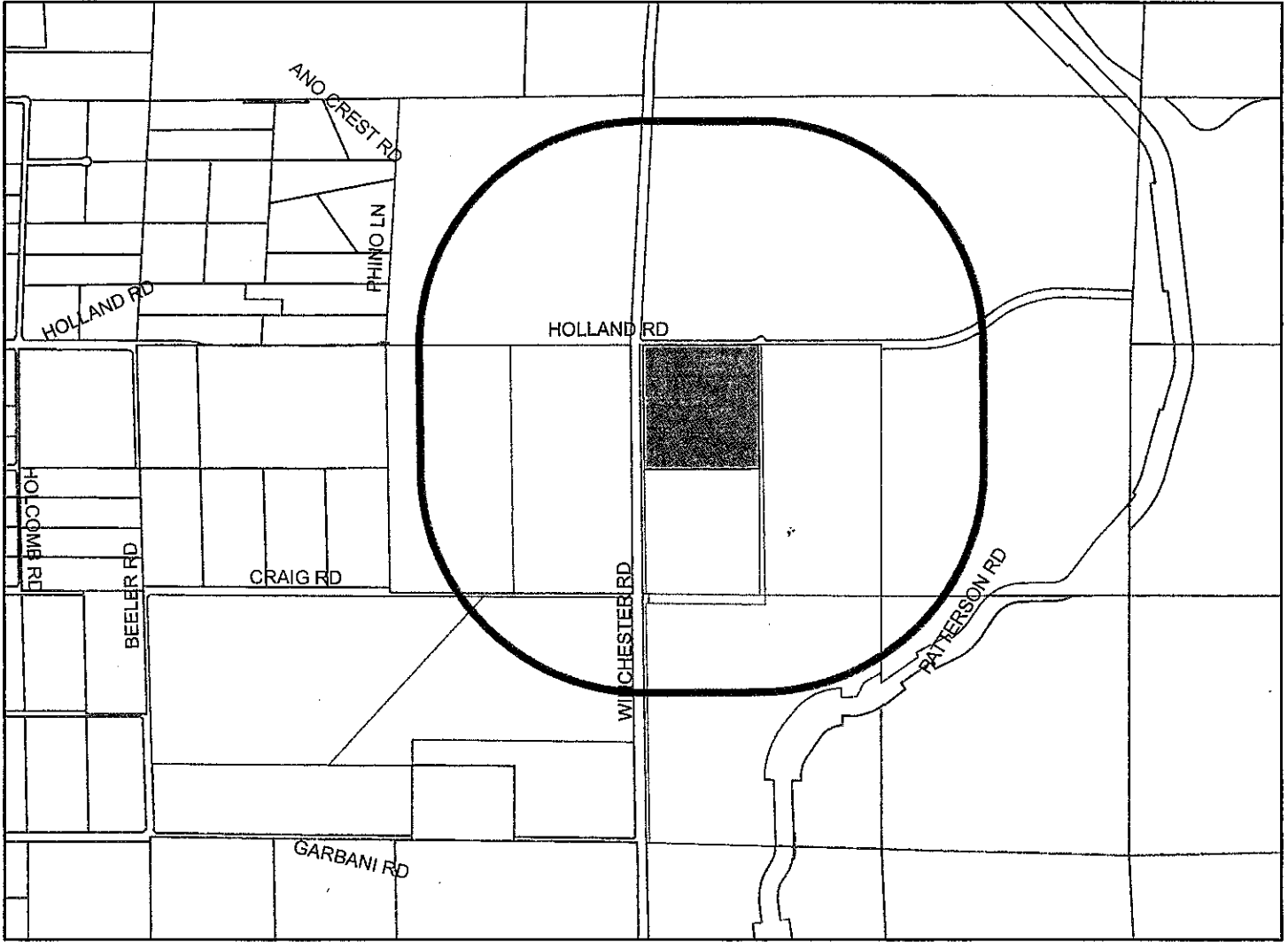
ADDRESS: 4080 Lemon Street 2nd Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

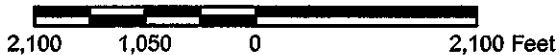
*checked by: V. Caldera
exp: 4.28.2011*

2400 feet buffer



Selected Parcels

- | | | | | | | | | | |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 466-160-015 | 466-160-014 | 466-180-018 | 466-170-033 | 466-170-023 | 466-150-007 | 466-170-032 | 466-180-015 | 466-180-011 | 466-170-029 |
| 466-170-022 | 466-170-017 | 466-070-028 | 466-180-020 | 466-360-035 | 466-150-005 | | | | |



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: 466160014, ASMT: 466160014
CRAIG 435
C/O DOMENIGONI BARTON PROP MGMT
3301 HOLLAND RD
WINCHESTER CA 92596

APN: 466170033, ASMT: 466170033
DOMENIGONI BARTON PROP
C/O CINDY DOMENIGONI
31851 WINCHESTER RD
WINCHESTER CA 92596

APN: 466150007, ASMT: 466150007
DOMENIGONI BARTON PROP
33011 HOLLAND RD
WINCHESTER CA 92596

APN: 466170032, ASMT: 466170032
FRANCIS DOMENIGONI
C/O CINDY DOMENIGONI
31851 WINCHESTER RD
WINCHESTER CA 92596

APN: 466180020, ASMT: 466180020
MWD
C/O ASSEST MANAGEMENT
P O BOX 54153
LOS ANGELES CA 90054

APN: 466360035, ASMT: 466360035
STIEFEL FAMILY
32750 HOLLAND RD
WINCHESTER CA. 92596

APN: 466150005, ASMT: 466150005
WINCHESTER WESSELINK
32605 HOLLAND RD
WINCHESTER CA 92596



Hemet Unified School District
2350 W. Latham Ave.
Hemet, CA 92545-3654

Applicant:
Realcom Assoc. Alexis Osborn
27201 Puerta Real, Suite 240
Mission Viejo, CA 92570

Owner:
Domenigoni Cindy
51011 Winchester Rd.
Hemet, CA 92545



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.

EA42226/Plot Plan No. 24289
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 Harvest Valley/Winchester Area Plan, more specifically southerly of Holland Road and easterly of Winchester Road.
Project Location

The plot plan proposes a wireless communication facility, for Verizon Wireless, disguised as a 70' high pine tree with twelve (12) panel antennas located on three (3) sectors and one (1) microwave antenna. The 900 square foot lease area surrounded by a 6' high v-mesh chain-link fence with green slats, designed to match existing fencing on the property, will contain a 184 square foot equipment shelter and two (2) GPS antennas.
Project Description

This is to advise that the Riverside County Planning Director, as the lead agency, has approved the above-referenced project on January 24, 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 24, 2011
Date

Date Received for Filing and Posting at OPR: _____

DM/rj
Revised 8/25/2009
Y:\Planning Case Files-Riverside office\PP24289\DH-PC-BOS Hearings\DH-PC\NOD.PP24289 Form.docx

Please charge deposit fee case#: ZEA42226 ZCFG05581 \$.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. 24289

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: December 14, 2010

Applicant/Project Sponsor: RealCom Associates Date Submitted: October 28, 2009

ADOPTED BY: Planning Director

Person Verifying Adoption: Damaris Abraham Date: January 24, 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#: ZEA42226 ZCFG05581 \$2,108

FOR COUNTY CLERK'S USE ONLY

Empty rectangular box for County Clerk's use.

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

O* REPRINTED * R0915082

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
paid by: CK 11445
CFG FOR EA42226
paid towards: CFG05581 CALIF FISH & GAME: DOC FEE
at parcel:
appl type: CFG3
\$64.00

By _____ Oct 28, 2009 14:11
SBROSTRO posting date Oct 28, 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

N* REPRINTED * R1011685

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 \$2,010.25
paid by: CK 2262
CFG FOR EA42226
paid towards: CFG05581 CALIF FISH & GAME: DOC FEE
at parcel:
appl type: CFG3

By _____ Oct 26, 2010 09:55
MGARDNER posting date Oct 26, 2010

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$2,010.25

Overpayments of less than \$5.00 will not be refunded!

verizon WIRELESS

BUMPY SOUTHEAST CORNER OF WINCHESTER RD AND HOLLAND RD WINCHESTER, CA 92596 PLOT PLAN

Hinson
Consulting
&
Design
ARCHITECTS
Inc.

1801 LAMPTON LANE
NORCO, CALIFORNIA 92860
PHONE: 951-371-2057
FAX: 951-371-5924

SITE NAME AND ADDRESS

BUMPY
SOUTHEAST CORNER OF WINCHESTER RD
AND HOLLAND RD
WINCHESTER, CA 92596

verizon WIRELESS

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

CURRENT ISSUE DATE:

1-28-11

ISSUED FOR:

ZONING REVIEW

APPROVALS

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

JOB NUMBER: 09032	DRAWN BY: N.M.
ISSUED FOR: PLOT PLAN	
CHECKED BY: S.B.	DATE: 8-14-09

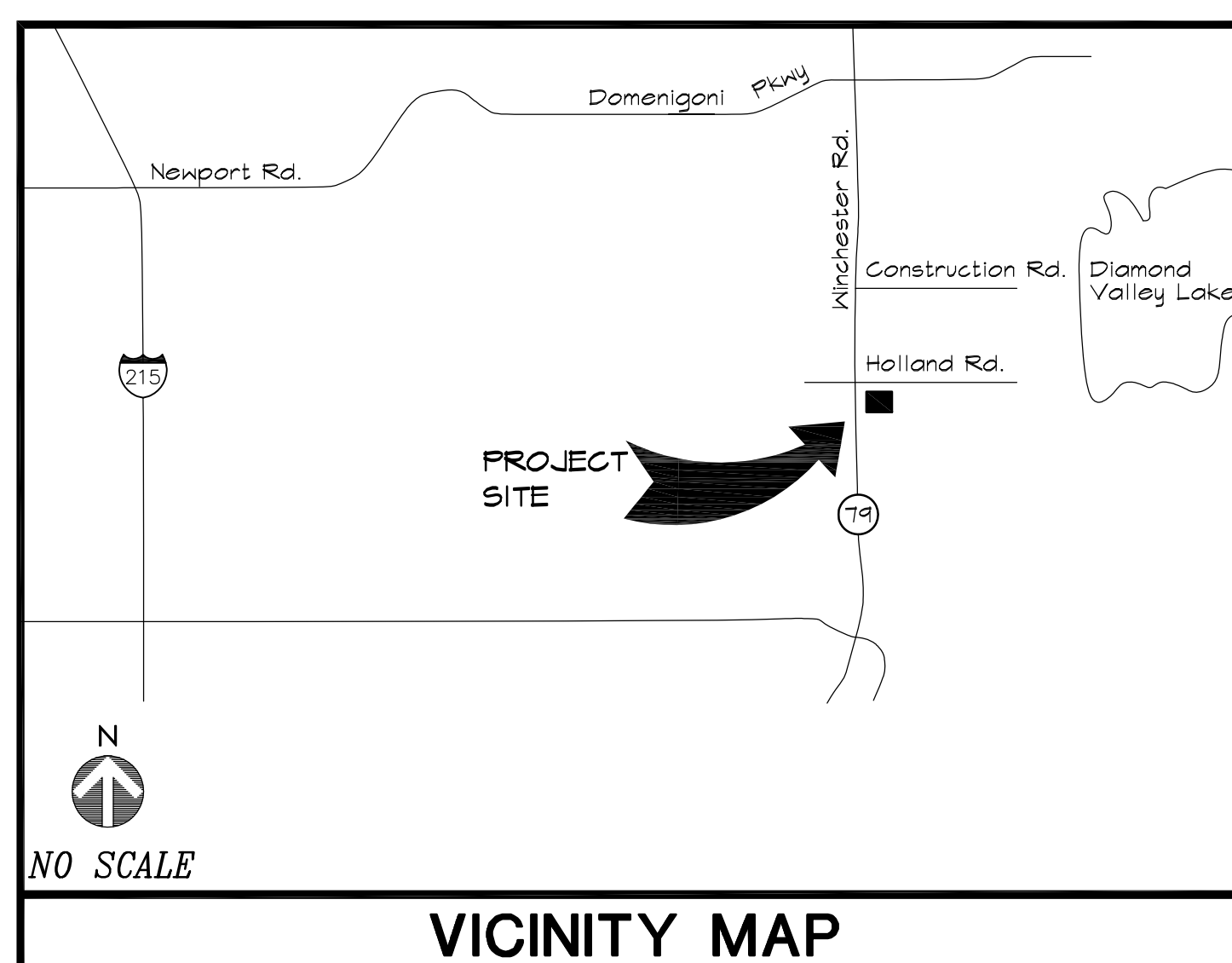
SHEET TITLE

**TITLE SHEET
PROJECT DATA
AND VICINTY MAP**

SHEET NUMBER

1 OF 4

T-1



VICINITY MAP

SCOPE OF WORK:

THIS IS AN UNMANNED TELECOMMUNICATIONS FACILITY FOR VERIZON WIRELESS

WORK INCLUDES THE INSTALLATION OF VERIZON WIRELESS 11'-6"x16'-0"x10'-3" 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 (3) SECTORS, (4) ANTENNAS PER SECTOR (12) ANTENNAS TOTAL, (1) 4'-0" MICROWAVE ANTENNAS ALL MOUNTED ON A PROPOSED NEW 10'-0" HIGH STEEL MONOPINE

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

PROJECT DATA:

APN: 466-170-026
ZONING: SP ZONE - SPECIFIC PLAN 310
EXISTING USE: TURF BUSINESS - COMMERCIAL
PROPOSED USE: TURF BUSINESS - COMMERCIAL / COMMUNICATIONS
JURISDICTION: COUNTY OF RIVERSIDE
GENERAL PLAN: CT

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

OCCUPANCY TYPE B NON RATED, CONSTRUCTION TYPE II NON RATED

UTILITIES SURVEYORS

POWER: SCE WINCHESTER
TELEPHONE: VERIZON
WATER DISTRICT: WESTERN MUNICIPAL - (951) 789-5000

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	PARTIAL SITE PLAN AND ENLARGED AREA PLAN
4	A-2	EXTERIOR ELEVATIONS

SHEET INDEX

OWNER:
FRANCIS DOMENIGONI
31011 WINCHESTER RD
HEMET, CA 92543
CONTACT: CINDY and ANDY DOMEMIGONI
PHONE: (949) 926-6924

ARCHITECT:
HC&D ARCHITECTS
1801 LAMPTON LANE
NORCO, CALIFORNIA 92860
CONTACT: DAN HINSON
(909) 371-2057

APPLICANT:
verizon WIRELESS

15505 SAND CANYON AVE.
BUILDING, D 1ST FLOOR
IRVINE, CA 92618
PHONE: (949) 286-7000

APPLICANT REPRESENTATIVE:

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

SITE ACQ: ALEXIS OSBORN
(949) 838-7313

ZONING: ALEXIS OSBORN
(949) 838-7313

SURVEYOR:
M. PETYO & ASSOC. INC.
17982 SKY PARK CIRCLE,
SUITE B
IRVINE, CALIFORNIA 92614
(949) 250-0272

PROJECT TEAM

REVISIONS

INTER-OFFICE

△	DATE	ISSUED BY:	DESCRIPTION
	10/6/09	Alexis Osborn	Moved Lease Area 70' South
	10/20/09	Alexis Osborn	Revised per County Comments
	11/19/09	Alexis Osborn	Revised Antenna Azimuth

COMMENTS:

APPROVAL AGENCIES

△	DATE	ISSUED BY:	DESCRIPTION
	1/21/10		Added shrubs/trees, change chain-link to cmu block wall
	3/4/10		Removed Shrubs/Trees
	9/23/10		Revised Tower/Ant Height

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
2007 CALIFORNIA BUILDING CODE (CBC)
HVAC
2007 CALIFORNIA MECHANICAL CODE (CMC)
PLUMBING
2007 CALIFORNIA PLUMBING CODE (CPC)
ELECTRIC
2007 CALIFORNIA ELECTRIC CODE (CEC)
FIRE
2007 CALIFORNIA BUILDING CODE and NFPA
ENERGY
CALIFORNIA TITLE 24 PART 6 OF 2001 CALIFORNIA BUILDING CODE
ANSI/EIA-222-F LIFE SAFETY CODE
LOCAL BUILDING CODE(S)
CITY AND/OR COUNTY ORDINANCES/AMENDMENTS

ZONE A-1-20 GENERAL PLAN OS-R

HOLLAND ROAD

CENTERLINE OF EASEMENT

SEE DETAIL

GEODETIC COORDINATE LOCATION AT PROPOSED STEALTH POLE

PORTION OF THE NORTHWEST QUARTER, OF THE NORTHWEST QUARTER SECTION 10

APN 466-170-026

T 6S., R 2W., S.B.M.

ZONE A-1-10 GP OS-R

APN 466-170-022

APN 466-170-023

APN 466-170-028

APN 466-170-024

ZONE SP 310 GENERAL PLAN CT

LEGEND:

- BD BOLLARD
- BOV BLOW OFF VALVE
- BRB BARB WIRE
- C HDWL CONCRETE HEADWALL
- CAB CABINET
- DTRD DIRT ROAD
- EO EDGE OF
- EP EDGE OF PAVEMENT
- ETW EDGE OF TRAVELED WAY
- FNC FENCE
- GND GROUND
- ICB IRRIGATION CONTROL BOX
- PNL PANEL
- RISR RISER
- STL FNC STEEL FENCE
- TELCO TELEPHONE
- UT UTILITY
- VZN VERIZON
- WM WATER METER
- WV WATER VALVE

TITLE REPORT IDENTIFICATION:

FIDELITY NATIONAL TITLE COMPANY
PRELIMINARY REPORT No. 09-725124377-SB
DATED JULY 27, 2009

EASEMENT NOTES:

THE EASEMENTS SHOWN HEREON ARE PER FIDELITY NATIONAL TITLE COMPANY PRELIMINARY REPORT NO. 09-725124377-SB, DATED JULY 27, 2009

- ⑥ AN EASEMENT FOR ELECTRIC LINES AND TELEPHONE LINES AND CABLE PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED DECEMBER 27, 1946, BOOK 801, PAGE 535, OF OFFICIAL RECORDS.
- ⑧ AN EASEMENT FOR PIPELINE PURPOSES, GRANTED TO THE UNITED STATES OF AMERICA, RECORDED OCTOBER 31, 1949, INSTRUMENT No. 3630, BOOK 1120, PAGE 57, OF OFFICIAL RECORDS, AND RERECORDED DECEMBER 14, 1953, BOOK 1535, PAGE 83, OF OFFICIAL RECORDS. THE INTEREST IN SAID EASEMENT HAS BEEN RELINQUISHED TO THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DOCUMENT RECORDED DECEMBER 11, 1997, AS INSTRUMENT No. 454860, OF OFFICIAL RECORDS.
- ⑨ AN EASEMENT FOR TELEPHONE LINE PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED DECEMBER 17, 1959, INSTRUMENT No. 106994, BOOK 2601, PAGE 246, OF OFFICIAL RECORDS.
- ⑫ AN EASEMENT FOR PUBLIC UTILITIES AND PUBLIC SERVICE FACILITY PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED NOVEMBER 2, 1990, INSTRUMENT No. 403980, OF OFFICIAL RECORDS.
- ⑭ AN EASEMENT FOR UNDERGROUND UTILITIES, INGRESS AND EGRESS PURPOSES, GRANTED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, RECORDED JULY 17, 1997, INSTRUMENT No. 250793, OF OFFICIAL RECORDS. (DOES NOT AFFECT)

○ DENOTES ITEM PLOTTED HEREON.

DATE OF SURVEY:
AUGUST 4, 2009

SITE SURVEY PERFORMED BY:

MPSurveyors

17821 SKY PARK CIRCLE, SUITE L
IRVINE, CALIFORNIA 92614
Office: (949) 250-0272
Fax: (949) 250-0275
EMAIL: mail@mpsurveyors.com
WEBSITE: www.mpsurveyors.com

BASIS OF BEARINGS:

THE CENTERLINE OF HOLLAND ROAD, BEING NORTH 89°57'49" EAST, PER MAP RECORDED IN BOOK 72, PAGE 69 OF RECORD OF SURVEYS, RECORDS OF RIVERSIDE COUNTY. (NOT SHOWN HEREON)

GEODETIC COORDINATES @ PROPOSED STEALTH POLE:

NAD 83
LATITUDE: 33°40'13.63" N
LONGITUDE: 117°05'03.80" W

GROUND ELEVATION @ PROPOSED STEALTH POLE: Elev. 1461.7 FEET

BENCHMARK: Elev. 1463.875 FEET
GPS BENCHMARK

ELEVATION WAS ESTABLISHED USING "PROMARK 2 ASHTECH" GPS RECEIVERS AND ASHTECH SOLUTIONS VERSION 2.7 SOFTWARE FOR POST-PROCESSING.

ELEVATION = 1463.875 FEET (NAVD88)

A.P.N.:
RIVERSIDE COUNTY A.P.N. 466-170-026

SITE LEGAL DESCRIPTION:

THE PROPERTY SHOWN HEREON IS LOCATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER, SECTION 10, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.

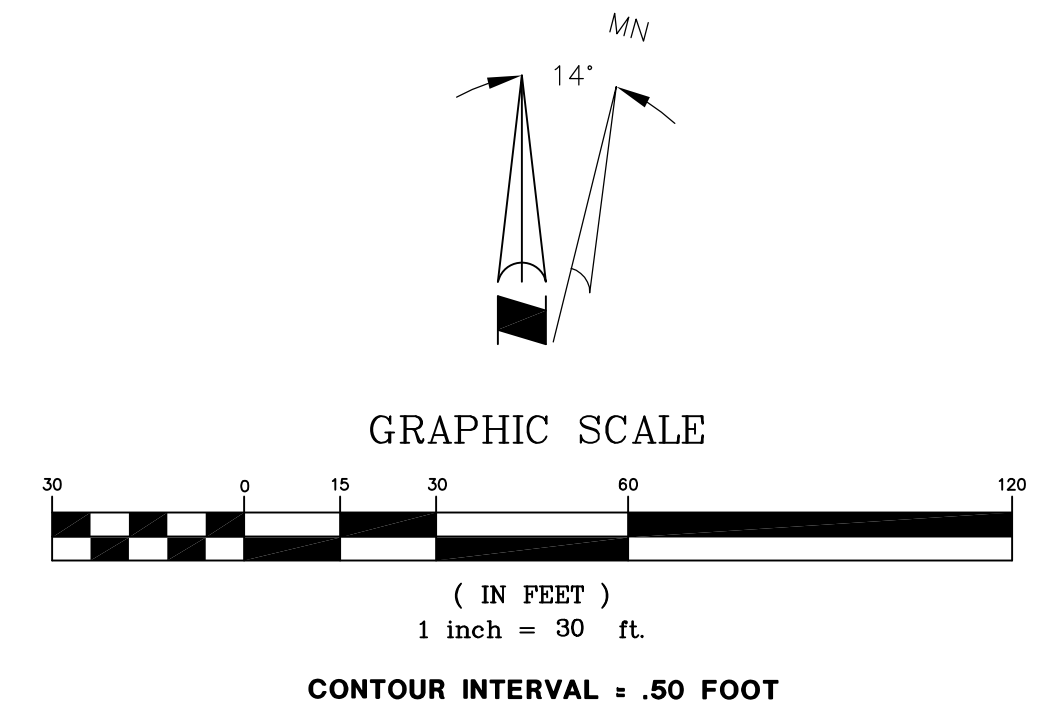
EXCEPT THAT PORTION ALONG THE WESTERLY LINE THEREOF AS CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JANUARY 18, 1949, IN BOOK 1045, PAGE 50, OF OFFICIAL RECORDS.

ALSO EXCEPTING THAT PORTION OF SAID LAND TAKEN BY THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA "FINAL ORDER OF CONDEMNATION" RECORDED JULY 17, 1997, AS INSTRUMENT No. 250793, OF OFFICIAL RECORDS.

AREA:
1,617,520 SQ. FT. = 37.133 ACRES

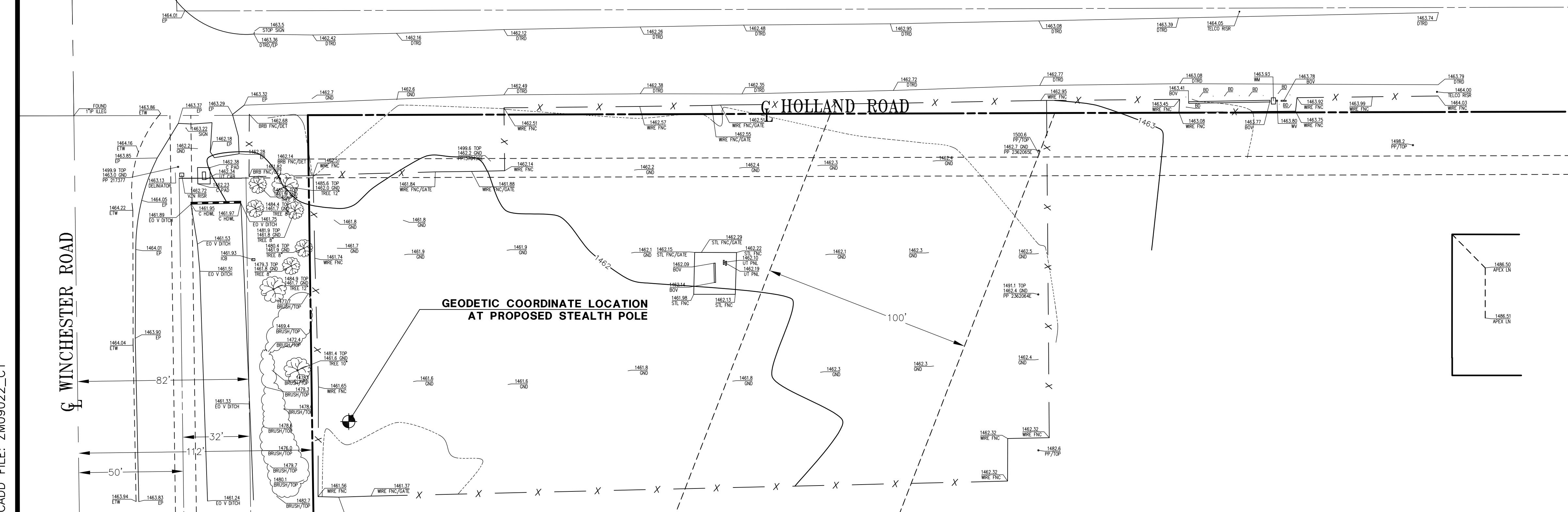
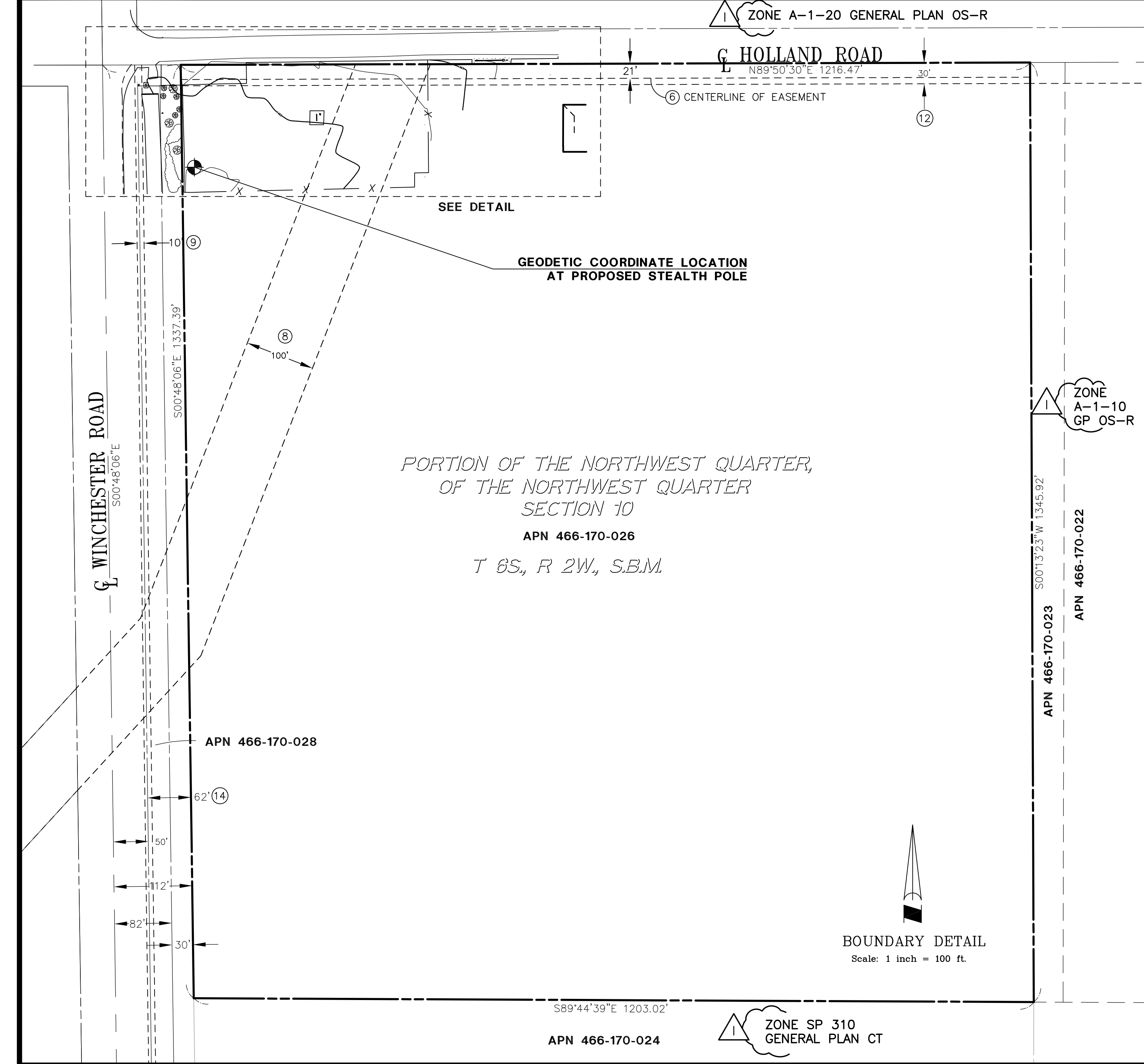
NOTES:

- △ LAND IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGICAL HAZARD.
- △ LAND IS WITHIN SANTA MARGARITA RIVER REGION SPECIAL STUDY ZONE
- △ LAND IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD



BOUNDARY DETAIL
Scale: 1 inch = 100 ft.

ZONE SP 310 GENERAL PLAN CT



REVISIONS:

NO.	DATE	DESCRIPTION	BY
2	10/20/09	REV. SITE LOC. & COORDS.	DP
1	8/12/09	ADDED PTR & ESM'T DOCU.; REV. BOUNDARY AND AREA	DP

HC Consulting & Design
ARCHITECTS Inc.

1801 LAMPTON LANE
NORCO, CALIFORNIA 92860
PHONE: 951-371-2057
FAX: 951-371-5924

SITE NAME AND ADDRESS

BUMPY
SOUTHEAST CORNER OF WINCHESTER RD
AND HOLLAND RD
WINCHESTER, CA 92596

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

CURRENT ISSUE DATE:

1-28-11

ISSUED FOR:

ZONING REVIEW

APPROVALS

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

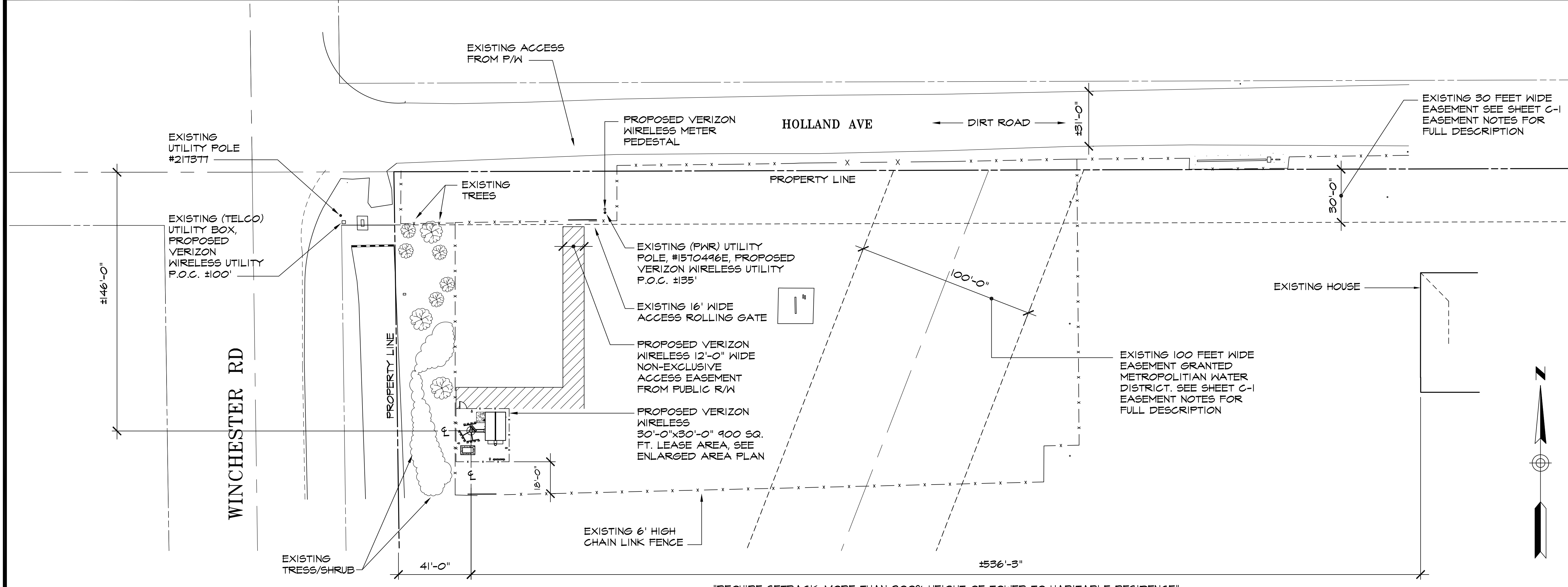
JOB NUMBER: 09032	DRAWN BY: N.M.
ISSUED FOR: PLOT PLAN	DATE: 8-14-09
CHECKED BY: S.B.	

SHEET TITLE

SITE SURVEY DATA AND EXISTING SITE PLAN

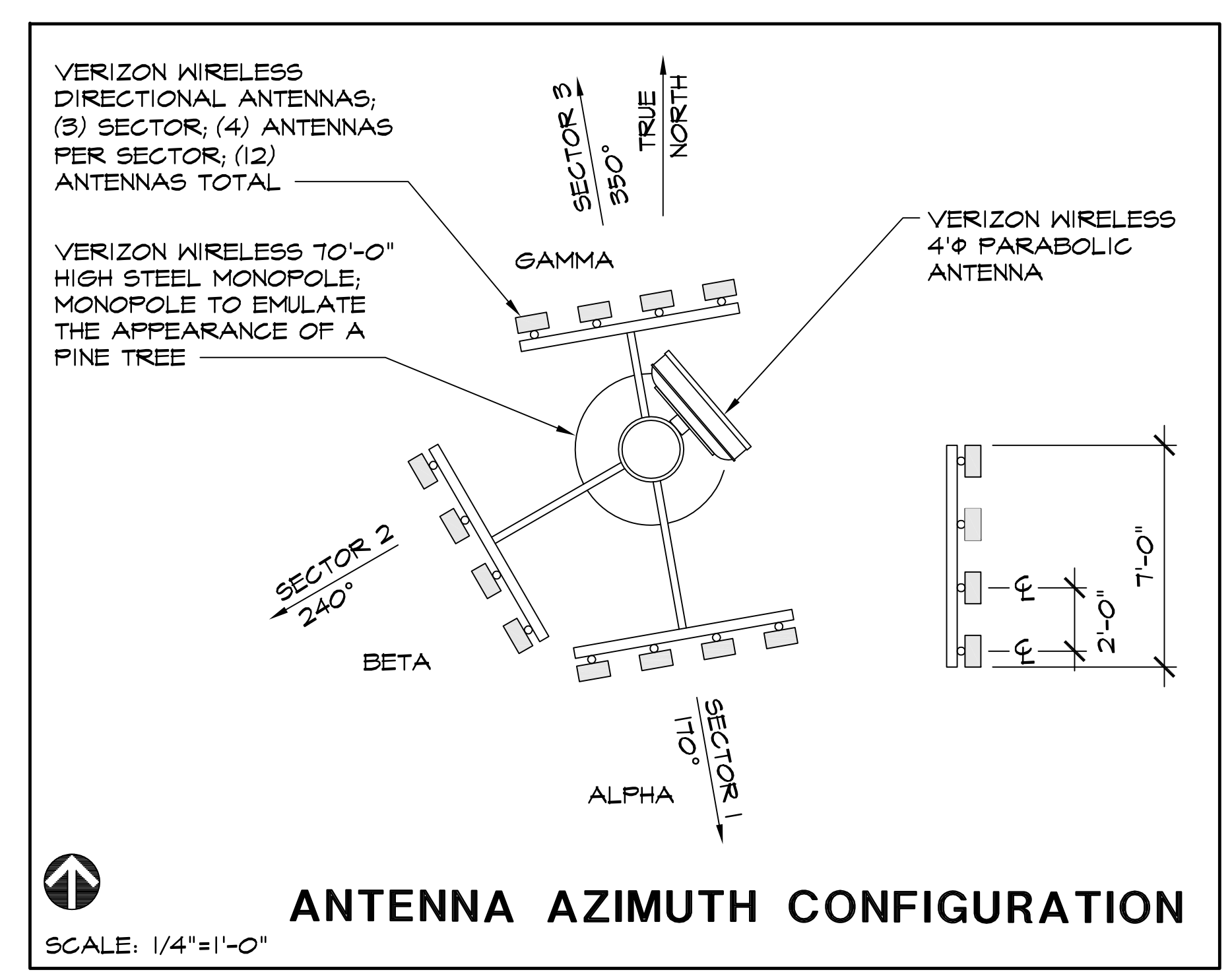
SHEET NUMBER

2 OF 4 **C-1**

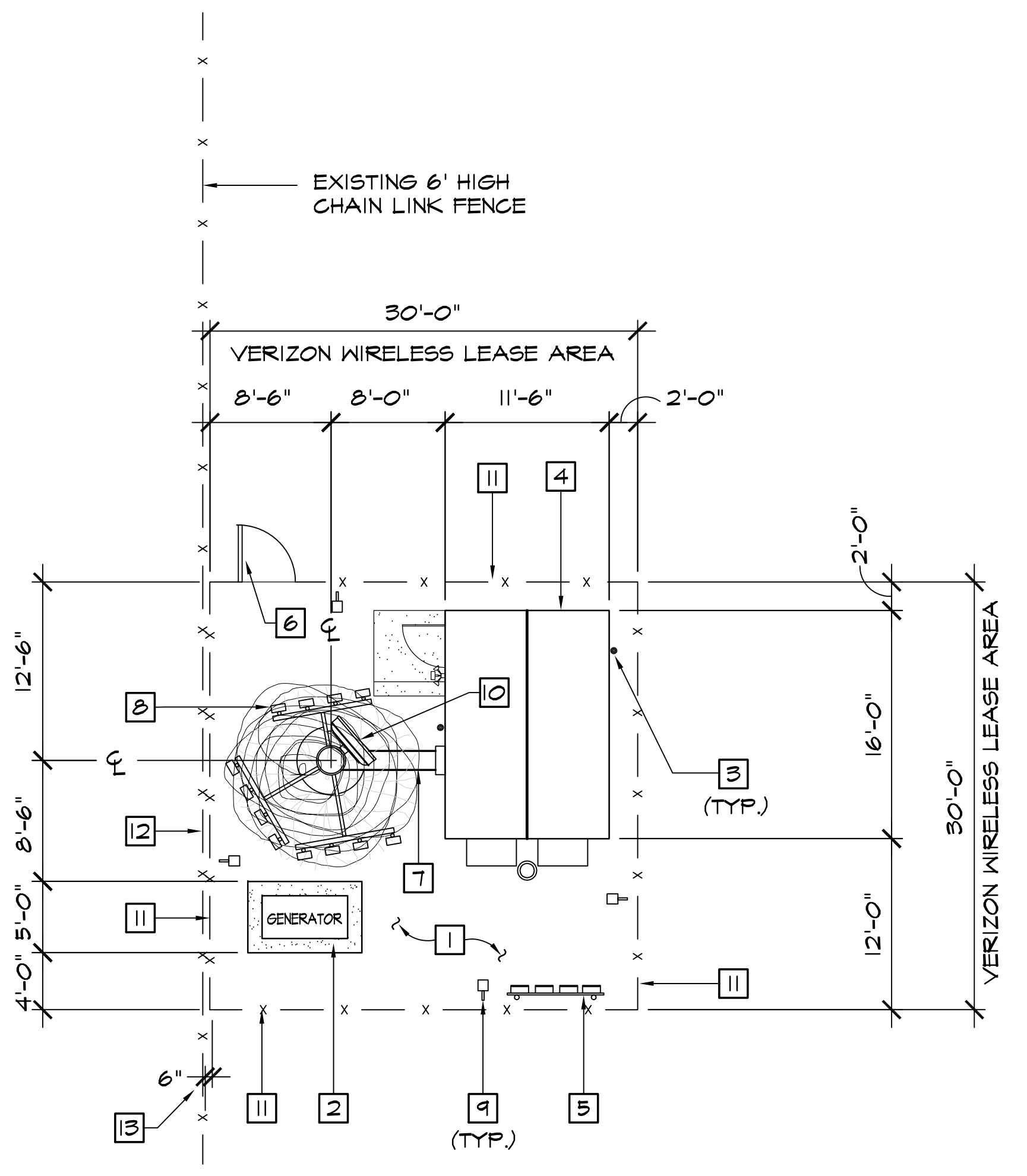


"REQUIRE SETBACK, MORE THAN 200% HEIGHT OF TOWER TO HABITABLE RESIDENCE"

PARTIAL SITE PLAN
1" = 30'



ANTENNA AZIMUTH CONFIGURATION
SCALE: 1/4" = 1'-0"



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

GENERAL KEY NOTES

- 1 PROPOSED VERIZON WIRELESS LEASE AREA 30'-0"x30'-0", 900 SQ. FT.
- 2 PROPOSED VERIZON WIRELESS 5'-0"x8'-0" EMERGENCY GENERATOR PAD FOR GENERATOR
- 3 PROPOSED VERIZON WIRELESS GPS ANTENNAS MOUNTED ON EQUIPMENT SHELTER, TYPICAL OF (2)
- 4 PROPOSED VERIZON WIRELESS 11'-6"x16'-0"x10'-3" PRE-FAB 1 HOUR FIRE RATED STATE APPROVED RADIO EQUIPMENT SHELTER, PAINTED TO MATCH CMU WALL
- 5 PROPOSED VERIZON WIRELESS "H" FRAME
- 6 PROPOSED VERIZON WIRELESS 4'-0" WIDE CHAIN LINK GATE, TO MATCH NEW FENCE
- 7 PROPOSED VERIZON WIRELESS COAX CABLE TRAY ABOVE GROUND FROM MONOPINE TO EQUIPMENT SHELTER
- 8 PROPOSED VERIZON WIRELESS DIRECTIONAL ANTENNAS, (3) SECTOR, (4) ANTENNAS PER SECTOR, (12) ANTENNAS TOTAL, MOUNTED ON PROPOSED NEW 10'-0" HIGH MONOPINE, TOP OF ANTENNAS @ 63'-0"
- 9 PROPOSED VERIZON WIRELESS 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 10'-0" HIGH MONOPINE
- 11 PROPOSED NEW 6'-0" HIGH V-MESH CHAIN LINK FENCE W/ TOP RAIL & GREEN VINYL SLATS TO MATCH EXISTING FENCING ON PROPERTY
- 12 EXISTING 6" HIGH CHAIN LINK FENCE, WEST SIDE OF PROPOSED VERIZON WIRELESS LEASE AREA TO BE REMOVED & PLACED AT VERIZON LEASE AREA
- 13 6" SEPARATION BETWEEN THE EXISTING FENCE AND PROPOSED NEW VERIZON WIRELESS CMU WALL

CURRENT ISSUE DATE:

1-28-11

ISSUED FOR:

ZONING REVIEW

APPROVALS

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

JOB NUMBER: 09032	DRAWN BY: N.M.
ISSUED FOR: PLOT PLAN	DATE: 8-14-09
CHECKED BY: S.B.	

SHEET TITLE

PARTIAL SITE PLAN AND ENLARGED SITE PLAN

SHEET NUMBER

3 OF 4 **A-1**



BUMPY

33011 HOLLAND ROAD WINCHESTER CA 92596



LOCATION



EXISTING



PROPOSED LOOKING NORTHEAST FROM WINCHESTER ROAD



LOCATION

©2009 Google Maps



EXISTING



PROPOSED

LOOKING SOUTHWEST FROM HOLLAND ROAD

Agenda Item No.: 1.2
Area Plan: Lakeview/Nuevo
Zoning Area: Nuevo
Supervisory District: Fifth
Project Planner: Damaris Abraham
Planning Commission: March 23, 2011

PLOT PLAN NO. 24077
Environmental Assessment No. 42160
Applicant: Royal Steet Communications
Engineer/Representative: Sohail Shah, PE

COUNTY OF RIVERSIDE PLANNING DEPARTMENT NOTICE OF DECISION STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

The plot plan proposes a wireless communication facility, for Royal Street Communications, disguised as a 70' high pine tree with six (6) panel antennas and one (1) microwave antenna. The 800 square foot lease area surrounded by a wrought iron fence, a CMU wall enclosure (around the equipment cabinets) and landscaping will contain four (4) equipment cabinets and one (1) GPS antenna. Three 20' high live pine trees are also proposed to be planted within the project area.

The project is located northerly of Nuevo Road, southerly of Sunset Avenue, easterly of Dunlap Drive, and westerly of Foothill Avenue, more specifically 27304 Nuevo Road.

RECOMMENDATION:

RECEIVE AND FILE the Notice of Decision for the above referenced case acted on by the Planning Director on February 7, 2011.

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

ADOPTED a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42160**, 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. 24077, 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\PP24077\DH-PC-BOS Hearings\PC Cell Tower Receive and File Staff Report.PP24077.docx

Date Revised: 02/23/11

D.M.

Agenda Item No.: 2.8
Area Plan: Lakeview/Nuevo
Zoning Area: Nuevo
Supervisory District: Fifth
Project Planner: Damaris Abraham
Director's Hearing: February 7, 2011
Continued From: January 24, 2011

PLOT PLAN NO. 24077
Environmental Assessment No. 42160
Applicant: Royal Street Communications
Engineer/Representative: Sohail Shah, PE

COUNTY OF RIVERSIDE PLANNING DEPARTMENT ADDENDUM STAFF REPORT

At the February 7, 2011 Director's Hearing, a neighbor present at the hearing expressed concern regarding the noise emitted by the supporting equipments. In order to address this concern the applicant has submitted revised exhibits changing a portion of the proposed fencing to a CMU wall enclosure, specifically around the equipment cabinets, in order to reduce the noise.

The following conditions of approval have been revised to reflect the change:

- 10. EVERY.1 PROJECT DESCRIPTION – modified to show the change in the proposed fencing. Fencing will now include a CMU wall around the equipment cabinets.
- 10. EVERY.3 DEFINITIONS, 80. PLANNING.1 ELEVATIONS & MATERIALS, 80. PLANNING.6 RVW BLDNG PLNS/SOCKS/BRN, and 90. PLANNING.10 SITE INSPECTION – revised to reflect the latest revised exhibits submitted.

Agenda Item No.: 2.8
Area Plan: Lakeview/Nuevo
Zoning Area: Nuevo
Supervisory District: Fifth
Project Planner: Damaris Abraham
Director's Hearing: February 7, 2011
Continued From: January 24, 2011

Plot Plan No. 24077
EA Number: 42160
Applicant: Royal Street Communications
Engineer/Representative: Sohail Shah, PE

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

The plot plan proposes a wireless communication facility, for Royal Street Communications, disguised as a 70' high pine tree with six (6) panel antennas and one (1) microwave antenna. The 800 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain four (4) equipment cabinets and one (1) GPS antenna. Three 20' high live pine trees are also proposed to be planted within the project area.

The project is located in the Lakeview/Nuevo Area Plan, northerly of Nuevo Road, southerly of Sunset Avenue, easterly of Dunlap Drive, and westerly of Foothill Avenue, more specifically 27304 Nuevo Road.

FURTHER PLANNING CONSIDERATIONS:

January 24, 2011

On January 24, 2011, the Planning Director continued the project to allow additional time for a neighbor who requested continuance in order to review project materials.

SUMMARY OF FINDINGS:

- | | |
|---------------------------------------|---|
| 1. Existing General Plan Land Use: | Community Development: Commercial Retail (CD:CR) (0.20 – 0.35 Floor Area Ratio) |
| 2. Surrounding General Plan Land Use: | Community Development: Medium Density Residential (CD:MDR) (2 – 5 Dwelling Units per Acre) to the north
Community Development: Commercial Retail (CD:CR) (0.20 – 0.35 Floor Area Ratio) to the south, east, and west |
| 3. Existing Zoning: | Scenic Highway Commercial (C-P-S) |
| 4. Surrounding Zoning: | Specific Plan No. 251 (Lake Nuevo Village) to the north
Rural Residential (R-R) to the south, east and west |
| 5. Existing Land Use: | Single family residence |
| 6. Surrounding Land Use: | Scattered single family residences and vacant to the north, south, east, and west |
| 7. Project Data: | Total Acreage: 4.82 Acres
Lease Area: 800 Square Feet |
| 8. Environmental Concerns: | See Attached Environmental Assessment |

D/M

RECOMMENDATIONS:

ADOPTION of a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42160**, 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. 24077**, 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) Land Use Designation, and with all other 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. 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 Community Development: Commercial Retail (CD:CR) (0.20 - 0.35 Floor Area Ratio) on the Jurupa Area Plan.
2. The proposed use, a wireless telecommunication facility disguised as a 70 foot high pine tree, is permitted use in the Community Development: Commercial Retail (CD:CR) (0.20 - 0.35 Floor Area Ratio) land use designation.
3. The project site is surrounded by properties which are designated Community Development: Medium Density Residential (CD:MDR) (2 - 5 Dwelling Units per Acre) to the north, Community Development: Commercial Retail (CD:CR) (0.20 - 0.35 Floor Area Ratio) to the south, east, and west.
4. The zoning for the subject site is Scenic Highway Commercial (C-P-S).
5. The proposed use, a wireless telecommunication facility disguised as a 70 foot high pine tree, is a permitted use, subject to approval of a plot plan in the Scenic Highway Commercial (C-P-S) zone.
6. The proposed use, a wireless telecommunication facility disguised as a 70 foot high pine tree, is consistent with the development standards set forth in the Scenic Highway Commercial (C-P-S) zone.

7. The project site is surrounded by properties which are zoned Specific Plan No. 251 (Lake Nuevo Village) to the north and Rural Residential (R-R) to the south, east and west.
8. The project is not located within Criteria Area of the Multi-Species Habitat Conservation Plan.
9. Environmental Assessment No. 42160 identified the following potentially significant impacts:
 - a) Aesthetics
 - b) Biological Resources
 - c) Cultural Resources
 - d) Hydrology/Water Quality

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 City Sphere of Influence.
3. The project site is located within:
 - a. An Airport Influence Area.
 - b. An area susceptible to Subsidence.
 - c. County Service Area No. 146.
 - d. An area with low Liquefaction potential.
 - e. The Stephens Kangaroo Rat Fee Area.
 - f. The Boundaries of the Nuview Union & Perris Union High School.
4. The subject site is currently designated as Assessor's Parcel Number 307-270-020.
5. This project was filed with the Planning Department on 04/21/2009.
6. This project was reviewed by the Land Development Committee one time on the following date 06/4/09.
7. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$14,241.

Agenda Item No.: 2.9
Area Plan: Lakeview/Nuevo
Zoning Area: Nuevo
Supervisorial District: Fifth
Project Planner: Damaris Abraham
Director's Hearing: January 24, 2011

Plot Plan No. 24077
EA Number: 42160
Applicant: Royal Street Communications
Engineer/Representative: Sohail Shah, PE

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

The plot plan proposes a wireless communication facility, for Royal Street Communications, disguised as a 70' high pine tree with six (6) panel antennas and one (1) microwave antenna. The 800 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain four (4) equipment cabinets and one (1) GPS antenna. Three 20' live pine trees are also proposed to be planted in the project area.

The project is located in the Lakeview/Nuevo Area Plan, northerly of Nuevo Road, southerly of Sunset Avenue, easterly of Dunlap Drive, and westerly of Foothill Avenue, more specifically 27304 Nuevo Road, Perris, CA.

SUMMARY OF FINDINGS:

- | | |
|---------------------------------------|---|
| 1. Existing General Plan Land Use: | Community Development: Commercial Retail (CD:CR) (0.20 – 0.35 Floor Area Ratio) |
| 2. Surrounding General Plan Land Use: | Community Development: Medium Density Residential (CD:MDR) (2 – 5 Dwelling Units per Acre) to the north
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Rural Residential (R-R) to the south, east and west |
| 5. Existing Land Use: | Single family residence |
| 6. Surrounding Land Use: | Scattered single family residences and vacant to the north, south, east, and west |
| 7. Project Data: | Total Acreage: 4.82 Acres
Lease Area: 800 Square Feet |
| 8. Environmental Concerns: | See Attached Environmental Assessment |

RECOMMENDATIONS:

ADOPTION of a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42160**, 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. 24077**, 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) Land Use Designation, and with all other 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. 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 Community Development: Commercial Retail (CD:CR) (0.20 - 0.35 Floor Area Ratio) on the Jurupa Area Plan.
2. The proposed use, a wireless telecommunication facility disguised as a 70 foot high pine tree, is permitted use in the Community Development: Commercial Retail (CD:CR) (0.20 - 0.35 Floor Area Ratio) land use designation.
3. The project site is surrounded by properties which are designated Community Development: Medium Density Residential (CD:MDR) (2 - 5 Dwelling Units per Acre) to the north, Community Development: Commercial Retail (CD:CR) (0.20 - 0.35 Floor Area Ratio) to the south, east, and west.
4. The zoning for the subject site is Scenic Highway Commercial (C-P-S).
5. The proposed use, a wireless telecommunication facility disguised as a 70 foot high pine tree, is a permitted use, subject to approval of a plot plan in the Scenic Highway Commercial (C-P-S) zone.
6. The proposed use, a wireless telecommunication facility disguised as a 70 foot high pine tree, is consistent with the development standards set forth in the Scenic Highway Commercial (C-P-S) zone.
7. The project site is surrounded by properties which are zoned Specific Plan No. 251 (Lake Nuevo Village) to the north and Rural Residential (R-R) to the south, east and west.
8. The project is not located within Criteria Area of the Multi-Species Habitat Conservation Plan.
9. Environmental Assessment No. 42160 identified the following potentially significant impacts:

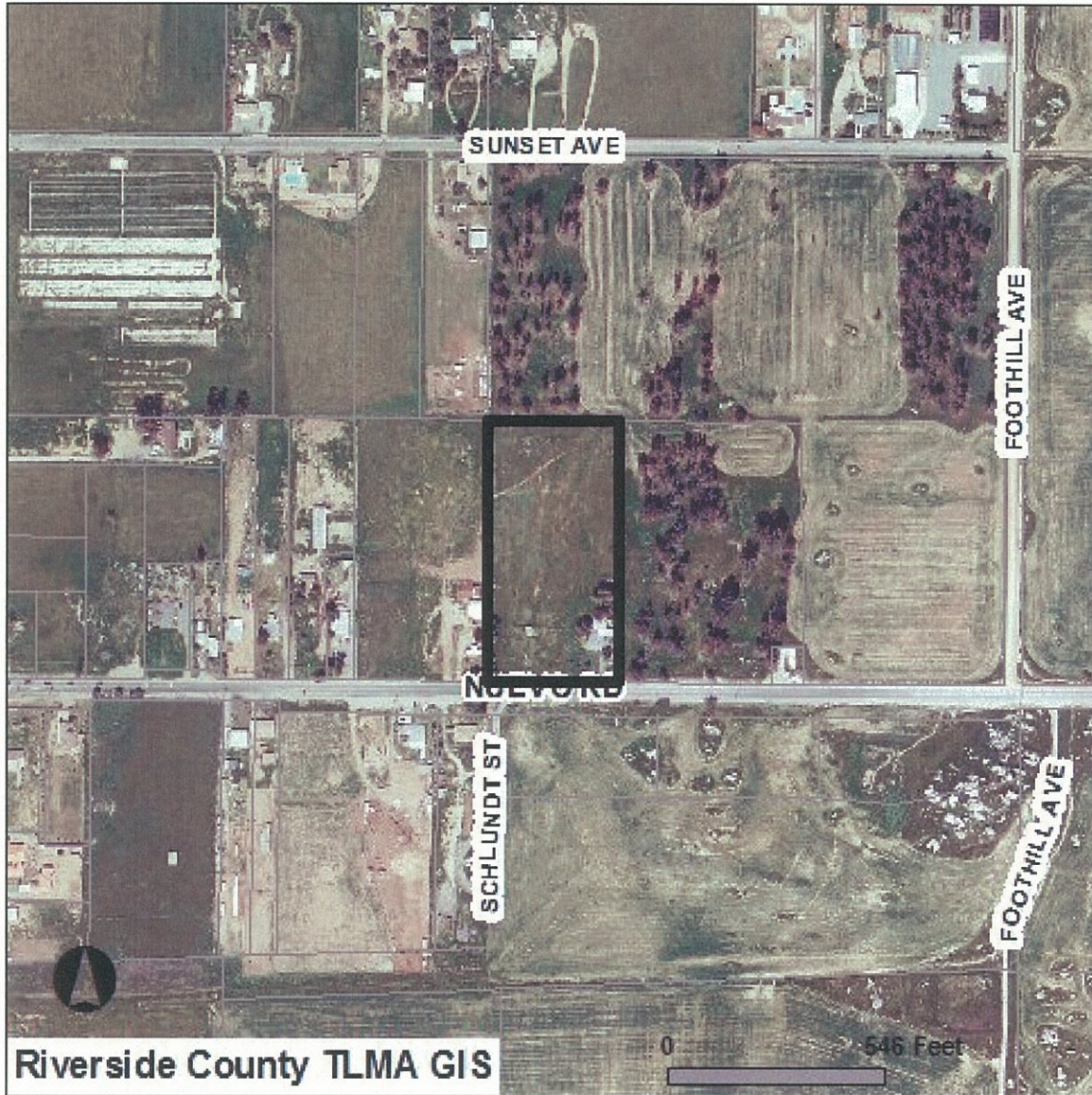
- a) Aesthetics
- b) Biological Resources
- c) Cultural Resources
- d) Hydrology/Water Quality

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 City Sphere of Influence.
3. The project site is located within:
 - a. An Airport Influence Area.
 - b. An area susceptible to Subsidence.
 - c. County Service Area No. 146.
 - d. An area with low Liquefaction potential.
 - e. The Stephens Kangaroo Rat Fee Area.
 - f. The Boundaries of the Nuvew Union & Perris Union High School.
4. The subject site is currently designated as Assessor's Parcel Number 307-270-020.
5. This project was filed with the Planning Department on 04/21/2009.
6. This project was reviewed by the Land Development Committee one time on the following date 06/4/09.
7. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$14,241.

PP24077



Selected parcel(s):
307-270-020

LEGEND

-  SELECTED PARCEL
-  CITY

 INTERSTATES

 HIGHWAYS

 PARCELS

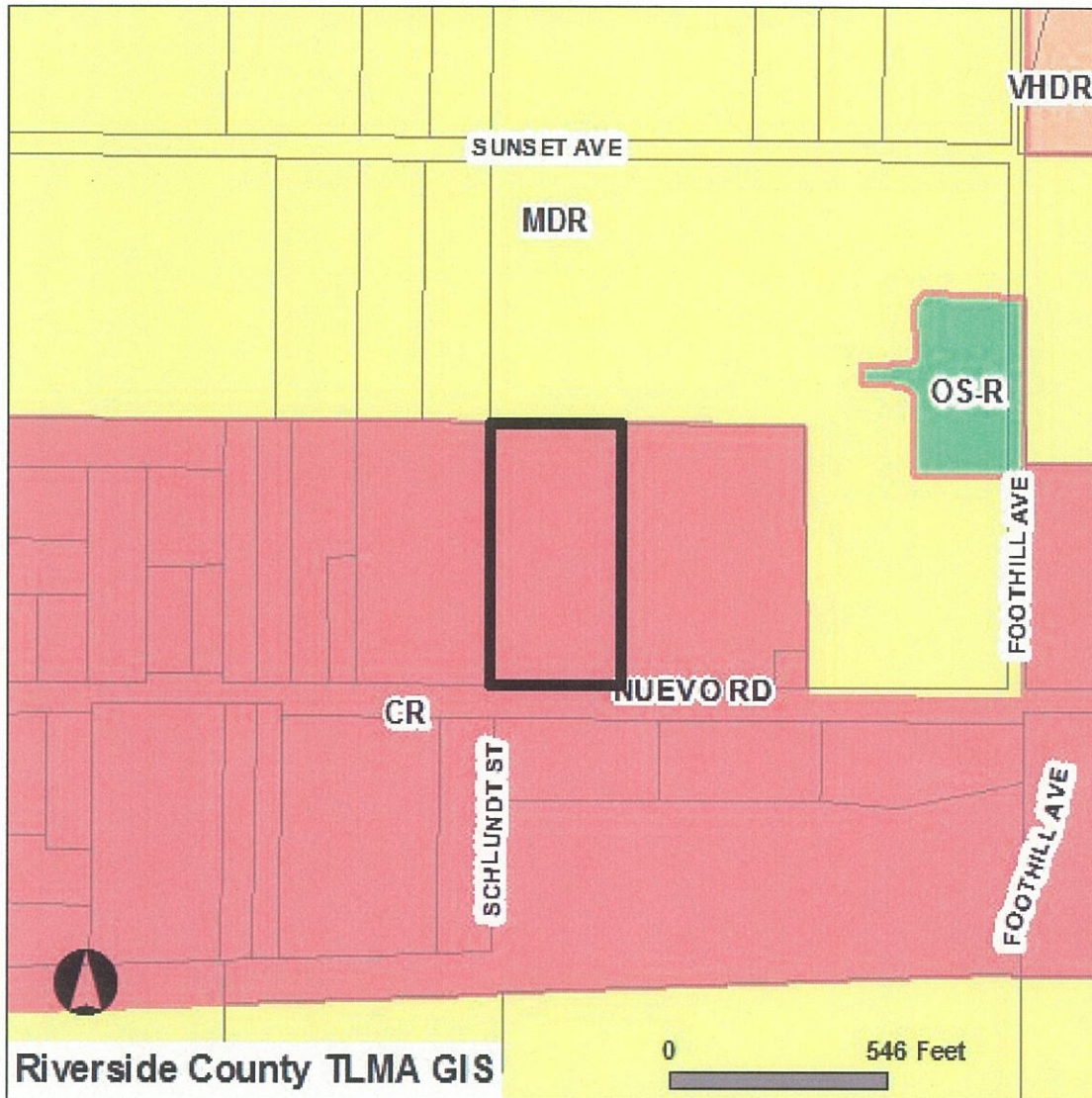
IMPORTANT

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.

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Version 100826

PP24077



Selected parcel(s):
307-270-020

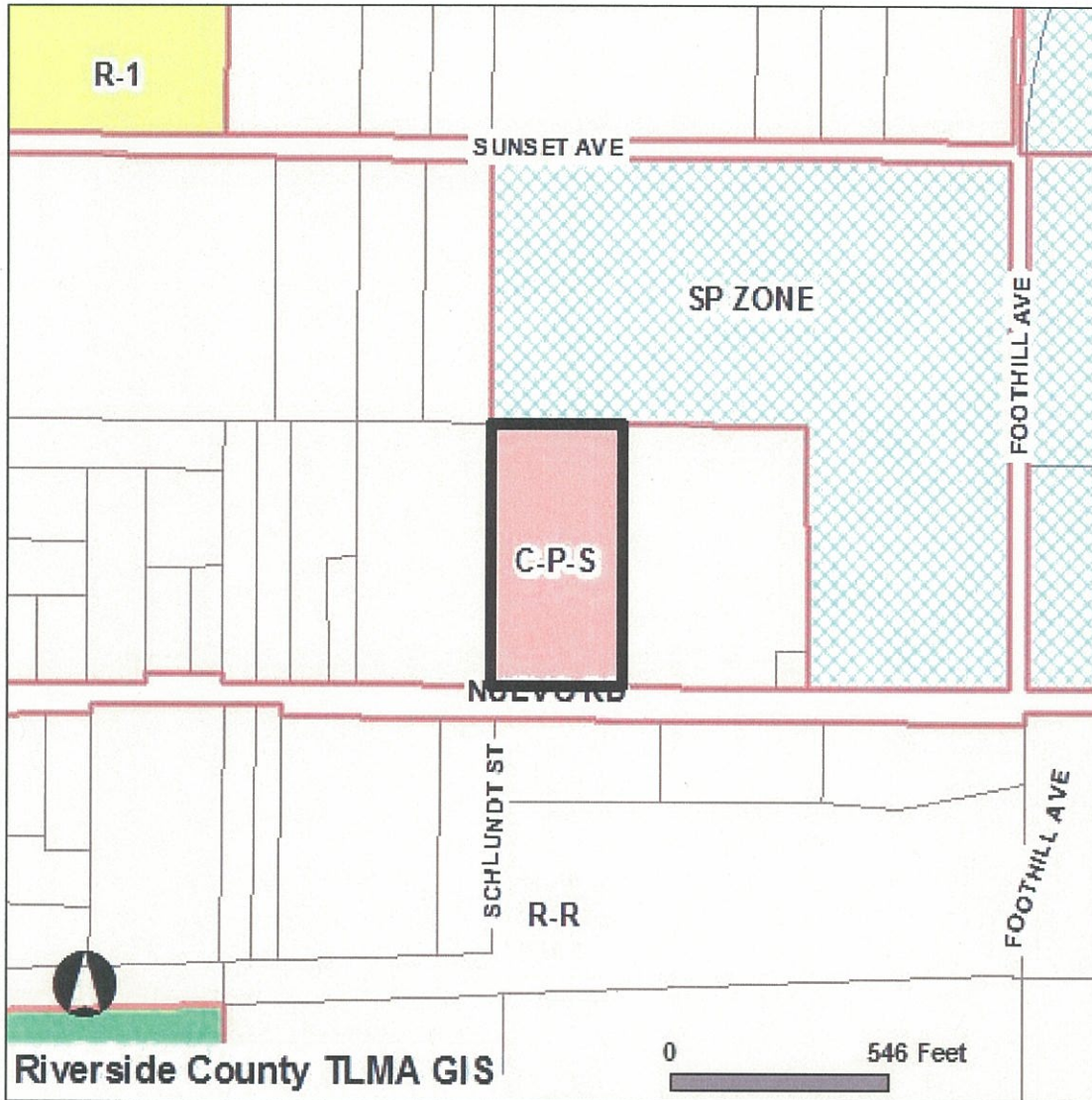
LAND USE

- SELECTED PARCEL
- PARCELS
- VHDR - VERY HIGH DENSITY RESIDENTIAL
- N INTERSTATES
- CR - COMMERCIAL RETAIL
- N HIGHWAYS
- MDR - MEDIUM DENSITY RESIDENTIAL
- CITY
- OS-R - OPEN SPACE RECREATION

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.

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Version 100826

PP24077



Selected parcel(s):
307-270-020

ZONING

- | | | | |
|-----------------|-----------------|----------|-------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | CITY |
| PARCELS | ZONING BOUNDARY | A-1-20 | C-P-S |
| R-1 | R-R | SP ZONE | |

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.

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Version 100826

LA-3165B NUEVO PERRIS

27304 Nuevo Road, Perris, CA 92571



**ROYAL STREET
COMMUNICATIONS
CALIFORNIA, LLC**
2913 El Camino Real, #561
Tustin, CA 92782



PDC Corporation
13225 Danielson Street, Suite 200
Poway, CA 92064
Contact: Joe Palma
Phone: (858) 668-2828 x504
Fax: (858) 668-2827
Email: joe@pdccorp.net

PROJECT INFORMATION

SITE NAME
LA-3165B
NUEVO PERRIS
27304 Nuevo Road, Perris,
CA 92571

APPLICANT
ROYAL STREET COMMUNICATIONS
CALIFORNIA, LLC
2913 El Camino Real #561
Tustin, CA 92782

SITE LOCATION
LATITUDE: 33° 48' 09.93" N
LONGITUDE: 117° 11' 09.44" W

SHEET CONTENT

SITE LOCATION
LEGENDS
● SITE
● VIEW LOCATION

SHEET NUMBER

1
5

LA-3165B NUEVO PERRIS

27304 Nuevo Road, Perris, CA 92571

EXISTING



PROPOSED



NORTH LOOKING SOUTH

PROJECT INFORMATION

SITE NAME

LA-3165B
NUEVO PERRIS
27304 Nuevo Road, Perris,
CA 92571

APPLICANT

ROYAL STREET COMMUNICATIONS
CALIFORNIA, LLC
2913 El Camino Real #561
Tustin, CA 92782

SITE LOCATION

LATITUDE: 33° 48' 09.93" N
LONGITUDE: 117° 11' 09.44" W

SHEET CONTENT

PHOTOSIMULATION
VIEW NORTH LOOKING
SOUTH

SHEET NUMBER

2
5

LA-3165B NUEVO PERRIS

27304 Nuevo Road, Perris, CA 92571

EXISTING



PROPOSED



EAST LOOKING WEST

PROJECT INFORMATION

SITE NAME

LA-3165B
NUEVO PERRIS
27304 Nuevo Road, Perris,
CA 92571

APPLICANT

ROYAL STREET COMMUNICATIONS
CALIFORNIA, LLC
2913 El Camino Real #561
Tustin, CA 92782

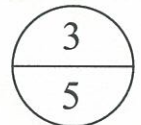
SITE LOCATION

LATITUDE: 33° 48' 09.93" N
LONGITUDE: 117° 11' 09.44" W

SHEET CONTENT

PHOTOSIMULATION
VIEW EAST LOOKING WEST

SHEET NUMBER



LA-3165B NUEVO PERRIS

27304 Nuevo Road, Perris, CA 92571

EXISTING



PROPOSED



SOUTH LOOKING NORTH

PROJECT INFORMATION

SITE NAME

LA-3165B
NUEVO PERRIS
27304 Nuevo Road, Perris,
CA 92571

APPLICANT

ROYAL STREET COMMUNICATIONS
CALIFORNIA, LLC
2913 El Camino Real #561
Tustin, CA 92782

SITE LOCATION

LATITUDE: 33° 48' 09.93" N
LONGITUDE: 117° 11' 09.44" W

SHEET CONTENT

PHOTOSIMULATION
VIEW SOUTH LOOKING
NORTH

SHEET NUMBER



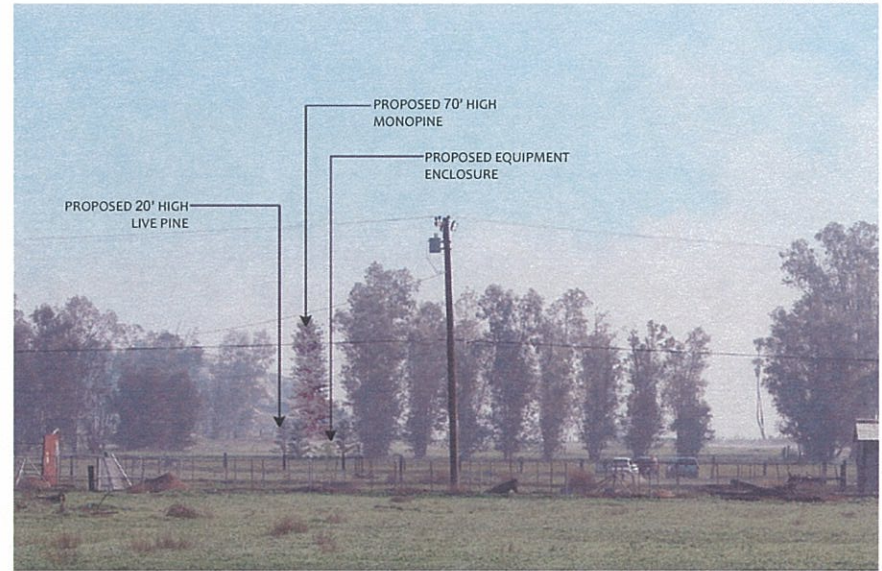
LA-3165B NUEVO PERRIS

27304 Nuevo Road, Perris, CA 92571

EXISTING



PROPOSED



WEST LOOKING EAST

PROJECT INFORMATION

SITE NAME

LA-3165B
NUEVO PERRIS
27304 Nuevo Road, Perris,
CA 92571

APPLICANT

ROYAL STREET COMMUNICATIONS
CALIFORNIA, LLC
2913 El Camino Real #561
Tustin, CA 92782

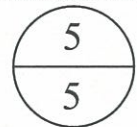
SITE LOCATION

LATITUDE: 33° 48' 09.93" N
LONGITUDE: 117° 11' 09.44" W

SHEET CONTENT

PHOTOSIMULATION
VIEW WEST LOOKING EAST

SHEET NUMBER



Royal Street Communications California, LLC

LA3165B NUEVO PERRIS

27304 NUEVO ROAD,
PERRIS, CA 92571



CODE COMPLIANCE

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

- 2010 CALIFORNIA ADMINISTRATIVE CODE
- 2010 CALIFORNIA BUILDING CODE
- 2010 CALIFORNIA ELECTRIC CODE
- 2010 CALIFORNIA MECHANICAL CODE
- 2010 CALIFORNIA PLUMBING CODE
- 2010 CALIFORNIA FIRE CODE
- ANY LOCAL BUILDING CODE AMENDMENTS TO THE ABOVE
- CITY/COUNTY ORDINANCES

HANDICAP REQUIREMENTS: FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS NOT REQUIRED IN ACCORDANCE WITH CALIFORNIA ADMINISTRATIVE STATE CODE PART 2, TITLE 24, CHAPTER 11B, SECTION 11039.

PROJECT DESCRIPTION

THIS IS AN UNMANNED TELECOMMUNICATIONS FACILITY FOR THE ROYAL STREET COMMUNICATIONS NETWORK CONSISTING OF THE:

- INSTALLATION OF ONE (1) GPS ANTENNA, ONE (1) 2'x MICROWAVE ANTENNA AND SIX (6) PANEL ANTENNAS MOUNTED ON PROPOSED 70' HIGH COLLOCATABLE MONOPHIRE.
 - INSTALLATION OF FOUR (4) OUTDOOR EQUIPMENT CABINETS AND OTHER ASSOCIATED EQUIPMENT WITHIN 20'-0" x 40'-0" SUB-LEASE AREA AS SHOWN ON THE ACCOMPANYING DRAWINGS.
 - PLANTING THREE (3) 20" HIGH PINE TREES.
 - PLANTING CLUMBER PYY ALONG WROUGHT IRON FENCE AND CMU WALL ENCLOSURE.
- SITE TO BE ACCESSED BY PROPOSED 12'-0" WIDE ACCESS ROUTE, 8815'-0" IN LENGTH.

DRIVING DIRECTIONS

FROM METRO PCS OFFICE, IRVINE, CA

- START OUT GOING NORTHWEST ON COMMERCE TOWARD EL CANINO REAL.
- TURN RIGHT ONTO EL CANINO REAL.
- TURN LEFT ONTO EL CANINO REAL N.
- TURN RIGHT ONTO BRYAN AVE.
- TURN LEFT ONTO CULVER DR.
- TURN LEFT ONTO IRVINE BLVD.
- MERGE ONTO CA-241 N. (PORTIONS TOLL).
- MERGE ONTO CA-91 E. TOWARD RIVERSIDE.
- TAKE THE LA SIERRA AVENUE EXP.
- TURN RIGHT ONTO LA SIERRA AVE.
- TURN LEFT ONTO EL SOBRANTE RD.
- TURN LEFT ONTO CALALCO RD.
- CALALCO RD BECOMES CALALCO EXPY.
- MERGE ONTO I-215 S TOWARD SAN DIEGO.
- TAKE THE NUEVO RD EXIT.
- TURN LEFT ONTO W NUEVO RD.
- END AT 27304 NUEVO RD PERRIS, CA 92571-7448

PROJECT TEAM

ENGINEER:
PDC CORPORATION
13225 DANIELSON ST., SUITE 200
POWAY, CA 92054
PHONE: (951) 668-7828
FAX: (951) 668-0827
EMAIL: pdc@pdccorp.net
CONTACT: SOHAIL SHAIK, PE

APPLICANT/LESSEE:
ROYAL STREET COMMUNICATIONS, LLC
2913 EL CANINO REAL, #501
TUSTIN, CA 92752
PHONE: (714) 730-3242
EMAIL: joshua@royalcomm.com
CONTACT: JEFF CLARKE

APPLICANT/SITE ACQUISITION:
CORE COMMUNICATIONS
2803-N SALIUM STREET
BREA, CA 92821
PHONE: (951) 860-3740
FAX: (951) 858-1830
EMAIL: mpa@core.com
CONTACT: MACHELLE SCOFFRON

ZONING MANAGER:
CORE COMMUNICATIONS
2803-N SALIUM STREET
BREA, CA 92821
PHONE: (951) 860-3740
FAX: (951) 858-1830
EMAIL: joshua@core.com
CONTACT: ARGONEN MARLAN

RF ENGINEER:
METRO PCS
350 COMMERCE, SUITE 200
IRVINE, CA 92602
PHONE: (714) 730-3162
EMAIL: tony@metropcs.com
CONTACT: TAREK ALSAMR

CONSTRUCTION MANAGER:
METRO PCS
350 COMMERCE, SUITE 200
IRVINE, CA 92602-1302
PHONE: (951) 821-2501
EMAIL: john@metropcs.com
CONTACT: JOHN ROGERS

PROJECT INFORMATION

SITE ADDRESS: 27304 NUEVO RD,
PERRIS, CA 92571

APN: 307-770-020

PROPERTY/LAND OWNER: ISMAIL HADI ABDEL
920 W. LINCOLN ST., #14
RIVERSIDE, CA
PHONE: (951) 312-9276
CONTACT: ISMAIL HADI ABDEL

LATITUDE: 33° 48' 09.83" N

LONGITUDE: 117° 11' 09.44" W

ZONING: C-P-S (SCENIC HIGHWAY COMMERCIAL)

JURISDICTION: COUNTY OF RIVERSIDE

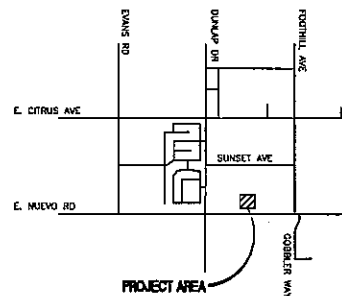
TELEPHONE: VERIZON
VERIZON TEOXOULA

POWER: SCE
KIM GERBER
(919)-921-5455

PLOT PLAN: J24077

VICINITY MAP

THOMAS BROTHERS RIVERSIDE: PAGE 778 B-7



GENERAL CONTRACTOR NOTES

DO NOT SCALE DRAWING:

CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

SHEET INDEX

SHEET	DESCRIPTION	REV.
T-1	TITLE SHEET	△
T-2	GENERAL NOTES, LEGENDS AND ABBREVIATIONS	0
T-3	CONDITIONS OF APPROVAL	0
T-4	CONDITIONS OF APPROVAL	0
T-5	CONDITIONS OF APPROVAL	0
T-6	CONDITIONS OF APPROVAL	0
LS-1	TOPOGRAPHIC SURVEY	8
A-1	SITE PLAN	△
A-2	ENLARGED SITE PLAN	△
A-3	EAST AND WEST ELEVATIONS	△
A-4	NORTH ELEVATION	△
A-5	SOUTH ELEVATION	△
A-8	CONSTRUCTION DETAILS	△
A-7	CONSTRUCTION DETAILS	△
E-1	ELECTRICAL GENERAL NOTES	0
E-2	ELECTRICAL SITE PLAN	△
E-3	EQUIPMENT AND ANTENNA GROUNDING PLAN AND DETAILS	△
E-3-1	COMPOUND GROUNDING PLAN	△
E-4	SINGLE LINE DIAGRAM, NOTES AND LEGENDS	0
E-5	PANEL SCHEDULE AND DETAILS	△
E-6	ELECTRICAL AND GROUNDING DETAILS	0
E-7	MATERIAL SAFETY DATA SHEET AND BATTERY TABLE	0
L-1	IRRIGATION PLAN	7
L-2	IRRIGATION DETAILS	7
L-3	PLANTING PLAN	7

APPROVALS

LANDLORD: _____
CONSTRUCTION MANAGER: _____
RF ENGINEER: _____
SITE ACQUISITION MANAGER: _____
ZONING MANAGER: _____
UTILITY COORDINATOR: _____
PROGRAM REGIONAL MANAGER: _____
NETWORK OPERATIONS MANAGER: _____

**Royal Street
Communications
California, LLC**
2913 EL CANINO REAL, #501
TUSTIN, CA 92782

PROJECT INFORMATION:

LA-3165B

NUEVO PERRIS

27304 NUEVO ROAD
PERRIS, CA 92571

CURRENT ISSUE DATE:

02/21/11

ISSUED FOR:

100% CONSTRUCTION
DRAWING

REV.: DATE: DESCRIPTION: BY:

REV.	DATE	DESCRIPTION	BY
A	11/10/10	90% CONSTRUCTION DRAWING	MI
0	11/23/10	100% CONSTRUCTION DRAWING	MI
1	02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:

PDC

13225 DANIELSON ST., SUITE 200
POWAY, CA 92054
TEL: (951) 668-2826
FAX: (951) 668-2827

CONSULTANT:

DRAWN BY: _____ CHK.: _____ APV.: _____

MI SVF SAS

LICENSER:



SHEET TITLE:

TITLE SHEET

SHEET NUMBER:

T-1

SCALE NOTE:

IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.

GENERAL NOTES:

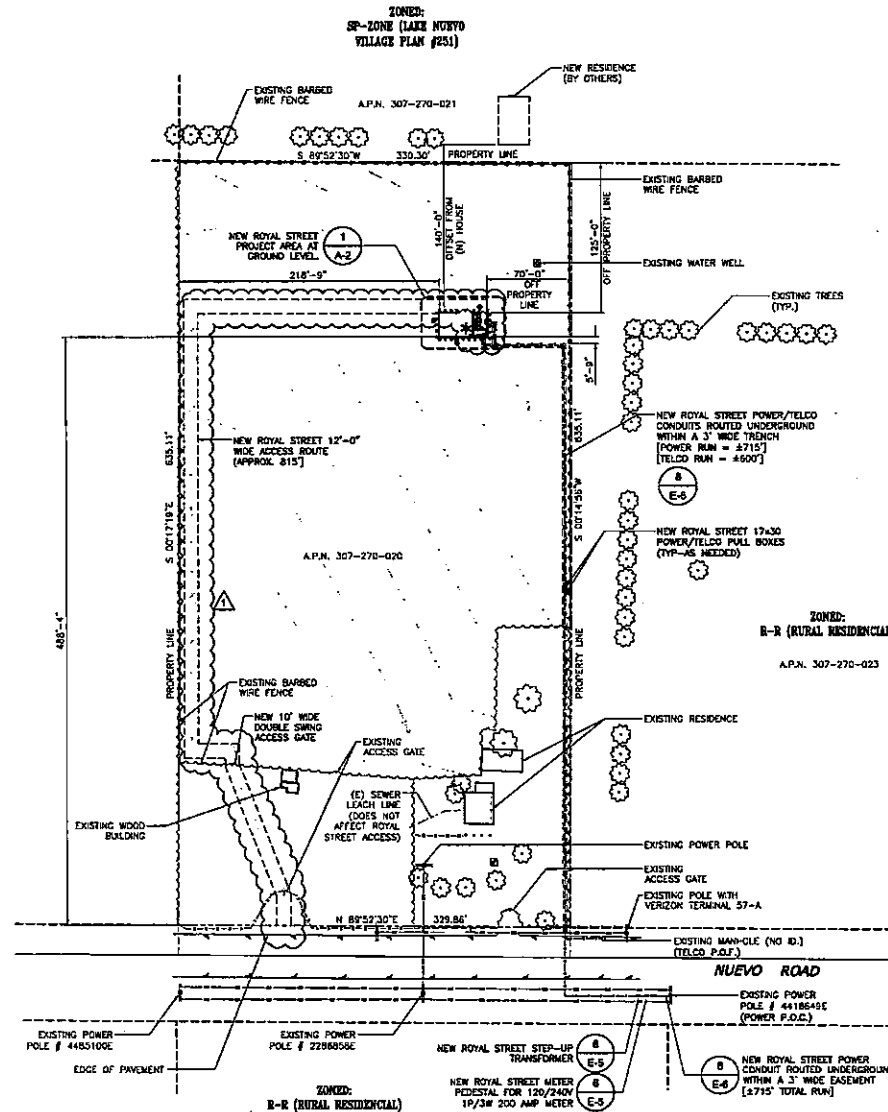
THIS PROPOSAL IS FOR AN UNMANNED TELECOMMUNICATIONS FACILITY CONSISTING OF INSTALLATION OF NEW ANTENNAS ON NEW MONOPHORE AND THE PLACEMENT OF OUTDOOR EQUIPMENT CABINETS AND ASSOCIATED EQUIPMENT. NEW MONOPHORE AND EQUIPMENT TO BE ENCLOSED BY 8'-0" HIGH CMU WALL ENCLOSURE.

1. THE NEW FACILITY WILL BE UNMANNED AND DOES NOT REQUIRE POTABLE WATER OR SEWER SERVICE.
2. THE NEW FACILITY IS UNMARKED AND IS NOT FOR HUMAN HABITAT. (NO HANDICAP ACCESS IS REQUIRED).
3. OCCUPANCY IS LIMITED TO PERIODIC MAINTENANCE AND INSPECTION, APPROXIMATELY 2 TIMES PER MONTH, BY ROYAL STREET TECHNICIANS.
4. NO NOISE, SMOKE, DUST OR ODOR WILL RESULT FROM THIS PROPOSAL.
5. OUTDOOR STORAGE AND SOLID WASTE CONTAINERS ARE NOT NEW.
6. ALL MATERIAL SHALL BE FURNISHED AND WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
7. SUBCONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATION.
8. SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND INSPECTION REQUIRED FOR CONSTRUCTION.
9. SUBCONTRACTOR SHALL REMOVE ALL TRASH AND DEBRIS FROM THE SITE ON A DAILY BASIS.
10. INFORMATION SHOWN ON THESE DRAWINGS WAS OBTAINED FROM SITE VISITS AND DRAWINGS PROVIDED BY THE SITE OWNER. SUBCONTRACTOR SHALL NOTIFY ROYAL STREET COMMUNICATIONS OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL OR PROCEEDING WITH CONSTRUCTION.

SITE WORK GENERAL NOTES:

1. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES WHICH ARE ENCOUNTERED IN THE WORK, SHALL BE PROTECTED AT ALL TIMES, AND WHERE REQUIRED FOR THE PROPER EXECUTION OF THE WORK, SHALL BE RELOCATED AS DIRECTED BY ENGINEERS. EXTREME CAUTION SHOULD BE USED BY THE SUBCONTRACTOR WHEN EXCAVATING OR DRILLING PERS AROUND OR NEAR UTILITIES. SUBCONTRACTOR SHALL PROVIDE SAFETY TRAINING FOR THE WORKING CREW. THIS WILL INCLUDE BUT NOT BE LIMITED TO A) FALL PROTECTION B) CONFINED SPACE C) ELECTRICAL SAFETY D) TRENCHING & EXCAVATION.
2. ALL SITE WORK SHALL BE AS INDICATED ON THE DRAWINGS AND PROJECT SPECIFICATIONS.
3. IF NECESSARY, RUBBISH, STUMPS, DEBRIS, STICKS, STONES AND OTHER REFUSE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY.
4. THE SITE SHALL BE GRADED TO CAUSE SURFACE WATER TO FLOW AWAY FROM THE SITE EQUIPMENT AND TOWER AREAS.
5. NO FILL OR EMBANKMENT MATERIAL SHALL BE PLACED ON FROZEN GROUND. FROZEN MATERIALS, SNOW OR ICE SHALL NOT BE PLACED IN ANY FILL OR EMBANKMENT.
6. THE SUB GRADE SHALL BE COMPACTED AND BROUGHT TO A SMOOTH UNIFORM GRADE PRIOR TO FINISHED SURFACE APPLICATION.
7. ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES WHICH INTERFERE WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED AND/OR CHIPPED, PLOUGED OR OTHERWISE DISCONTINUED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, SUBJECT TO THE APPROVAL OF ENGINEERING, OWNER AND/OR LOCAL UTILITIES.
8. THE AREAS OF THE OWNERS PROPERTY DISTURBED BY THE WORK AND NOT COVERED BY THE TOWER EQUIPMENT OR DRIVEWAY, SHALL BE GRADED TO A UNIFORM SLOPE AND STABILIZED TO PREVENT EROSION AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
9. SUBCONTRACTOR SHALL MINIMIZE DISTURBANCE TO EXISTING SITE DURING CONSTRUCTION. EROSION CONTROL MEASURES, IF REQUIRED DURING CONSTRUCTION, SHALL BE IN CONFORMANCE WITH THE LOCAL GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
10. ADD ELECTRICAL CONNECTIONS IN THE PUBLIC RIGHT-OF-WAY SHALL BE INSTALLED UNDERGROUND TO THE NEAREST UTILITY POLE.
11. NO WORK SHALL BE DONE WITHIN THE PUBLIC RIGHT-OF-WAY WITHOUT THE PRIOR APPROVAL AND PERMIT FROM THE ENVIRONMENTAL AND PUBLIC WORKS MANAGEMENT DEPARTMENT - ADMINISTRATIVE SERVICES, ROOM 113.
12. OWNER IS RESPONSIBLE FOR REPAIR OF ALL DAMAGED OFFSITE IMPROVEMENTS CAUSED BY CONSTRUCTION. CALL PUBLIC WORKS INSPECTOR FOR INSPECTION OF OFFSITE IMPROVEMENTS AT SUBSTANTIAL COMPLETION OF ONSITE WORK.
13. NO CONSTRUCTION DEBRIS SHALL BE SPILLED OR STORED ONTO PUBLIC RIGHT-OF-WAY.
14. NO RUNOFF SEDIMENT OR WASTES IS ALLOWED IN WATER LEAVING THE SITE.
15. ALL SITE UTILITIES SHALL BE CONSTRUCTED UNDERGROUND TO THE NEAREST POLE.
16. ALL LABOR, EQUIPMENT AND MATERIAL REQUIRED FOR OFF-SITE IMPROVEMENTS ARE THE RESPONSIBILITY OF THE DEVELOPER.

SITE PLAN



Royal Street Communications California, LLC
 2913 EL CAMINO REAL #561
 TUSTIN, CA 92782

PROJECT INFORMATION:
LA-3165B
NUEVO PERRIS
 27304 NUEVO ROAD
 PERRIS, CA 92571

CURRENT ISSUE DATE:
 02/21/11

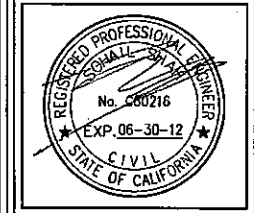
ISSUED FOR:
100% CONSTRUCTION DRAWING

REV. DATE	DESCRIPTION	BY
A 11/10/10	100% CONSTRUCTION DRAWING	MC
D 11/23/10	100% CONSTRUCTION DRAWING	MC
F 02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:
PDC
 13225 DANFORTH ST., SUITE 200
 POMONA, CA 92664
 TEL: (951) 880-2828
 FAX: (951) 880-2827

CONSULTANT:

DRAWN BY: CHK. APV.
 MI SVF SAS



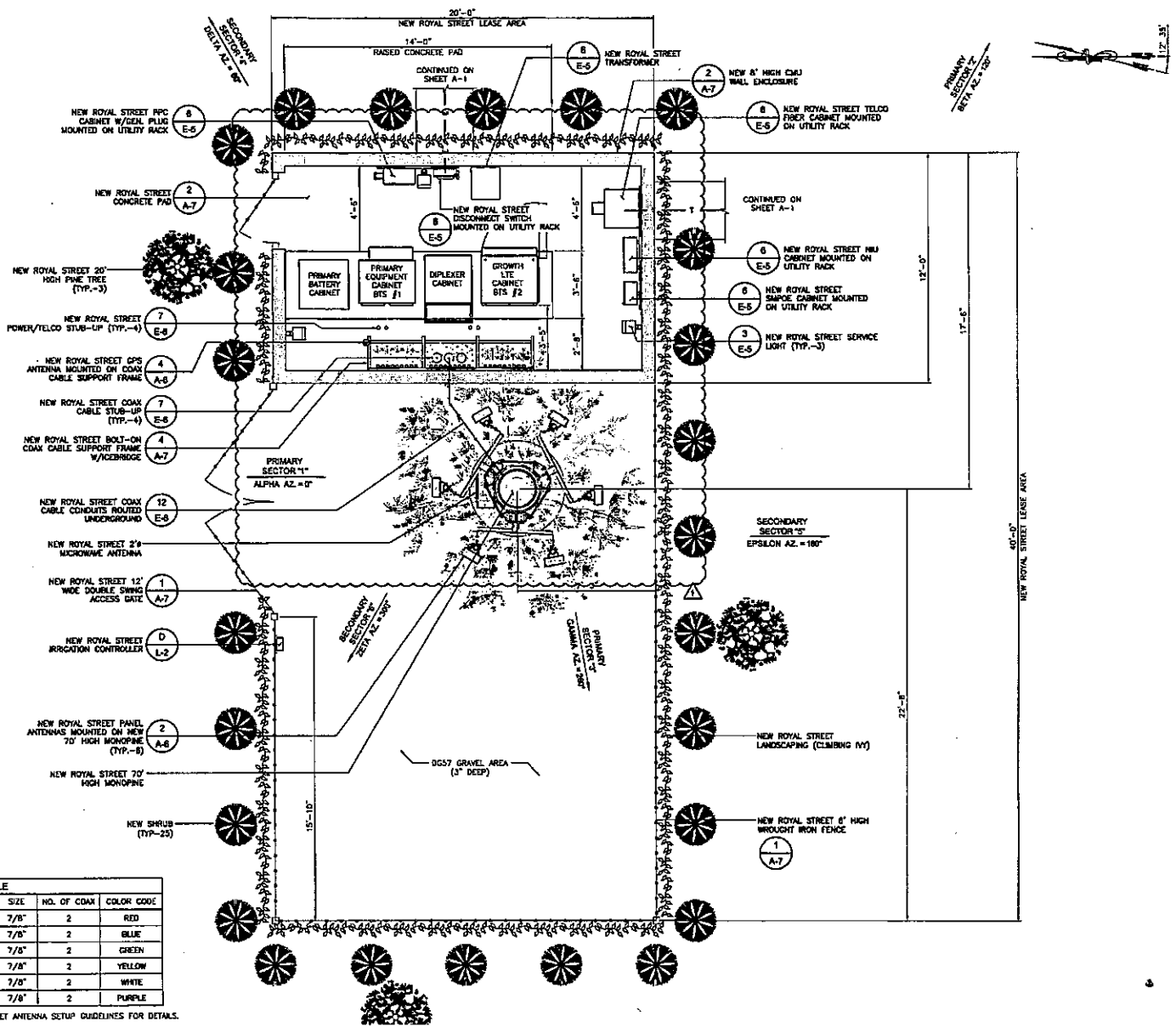
SHEET TITLE:

SITE PLAN

SHEET NUMBER:
A-1

SCALE NOTE:

IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDACTION OR ENLARGEMENT FROM ORIGINAL PLANS.



RF SCHEDULE					
SECTOR	AZIMUTH	CABLE LENGTH	SIZE	NO. OF COAX	COLOR CODE
1	ALPHA	0°	±80'	7/8"	2 RED
2	BETA	120°	±80'	7/8"	2 BLUE
3	GAMMA	240°	±80'	7/8"	2 GREEN
4	DELTA	90°	±80'	7/8"	2 YELLOW
5	EPSILON	180°	±80'	7/8"	2 WHITE
6	ZETA	300°	±80'	7/8"	2 PURPLE

* SEE CURRENT METRIC PCS COAX LABELING AND RET ANTENNA SETUP GUIDELINES FOR DETAILS.

ENLARGED SITE PLAN



Royal Street Communications California, LLC
 2913 EL CAMINO REAL #561
 TUSTIN, CA 92782

PROJECT INFORMATION:
LA-3165B
NUEVO PERRIS
 27304 NUEVO ROAD
 PERRIS, CA 92571

CURRENT ISSUE DATE:
02/21/11

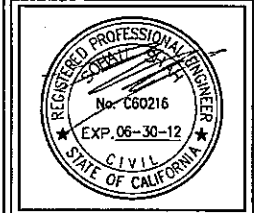
ISSUED FOR:
100% CONSTRUCTION DRAWING

REV.	DATE	DESCRIPTION	BY
A	11/10/10	90% CONSTRUCTION DRAWING	MR
0	11/23/10	100% CONSTRUCTION DRAWING	MR
1	02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:
PDC
 13225 DANIELSON ST., SUITE 200
 FOWAY, CA 92504
 TEL: (951) 658-2828
 FAX: (951) 658-2827

CONSULTANT:
 (Blank space for consultant name)

DRAWN BY: CHK. APV.
 MR SVF SAS

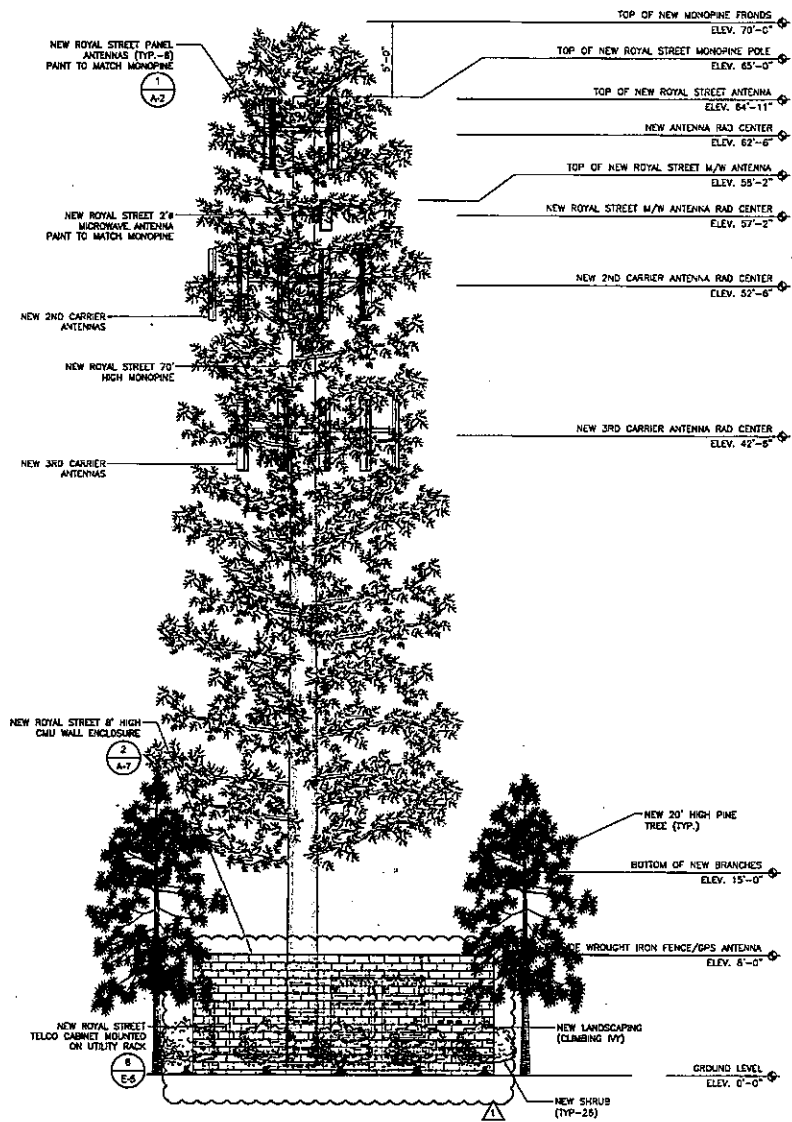
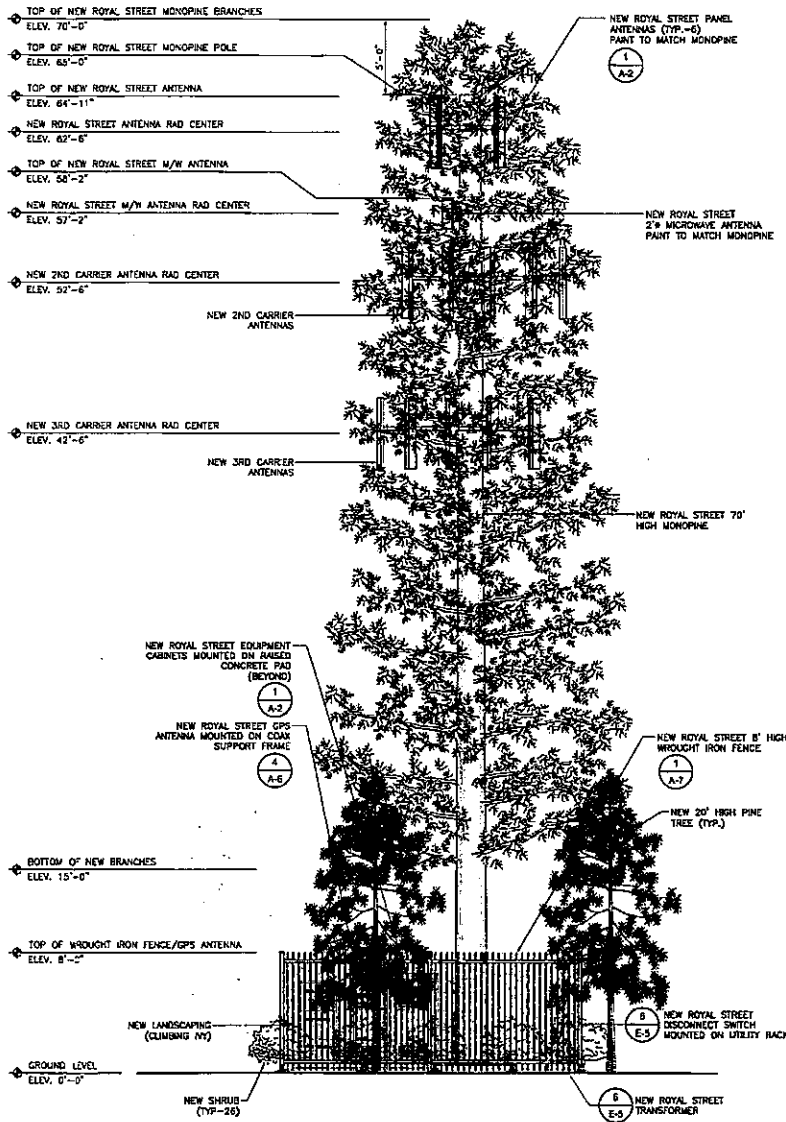


SHEET TITLE:
ENLARGED SITE PLAN

SHEET NUMBER:
A-2

SCALE NOTE:

IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.



WEST ELEVATION



EAST ELEVATION



**Royal Street
Communications
California, LLC**
2913 EL CAMINO REAL, #261
LUSTON, CA 92552

PROJECT INFORMATION:
LA-3165B
NUEVO PERRIS
27304 NUEVO ROAD
PERRIS, CA 92571

CURRENT ISSUE DATE:
02/21/11

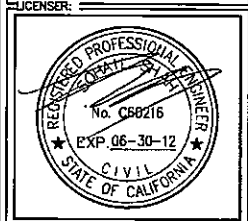
ISSUED FOR:
**100% CONSTRUCTION
DRAWING**

REV.	DATE	DESCRIPTION	BY
A	11/10/10	50% CONSTRUCTION DRAWING	LM
D	11/23/10	100% CONSTRUCTION DRAWING	LM
I	02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:
PDC
13225 DANIELSON ST., SUITE 200
ROYAL, CA 92564
TEL: (958) 668-2828
FAX: (958) 668-2827

CONSULTANT:

DRAWN BY: CHK. APV.
MI SVF SAS



SHEET TITLE:

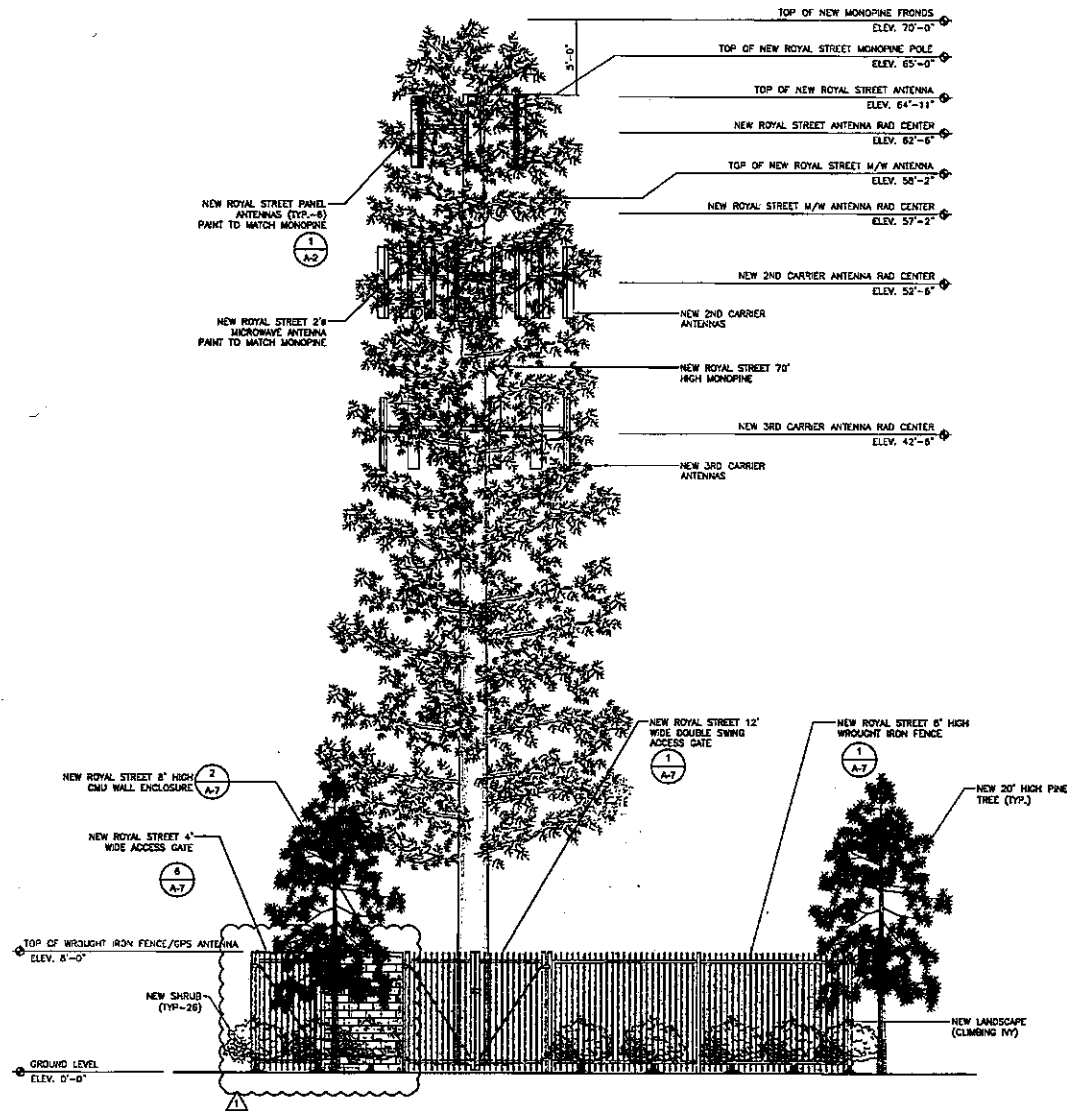
**EAST AND WEST
ELEVATIONS**

SHEET NUMBER:

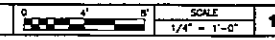
A-3

SCALE NOTE:

IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.



NORTH ELEVATION



Royal Street Communications California, LLC
2913 EL CAMINO REAL, #561
DUSTIN, CA 92722

PROJECT INFORMATION:

LA-3165B
NUEVO PERRIS
27304 NUEVO PERRIS
PERRIS, CA 92571

CURRENT ISSUE DATE:

02/21/11

ISSUED FOR:

100% CONSTRUCTION DRAWING

REV. DATE DESCRIPTION BY

REV.	DATE	DESCRIPTION	BY
A	11/10/10	90% CONSTRUCTION DRAWING	MI
0	11/23/10	100% CONSTRUCTION DRAWING	MI
1	02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:

PDC

13225 DANIELSON ST., SUITE 300
FOWAY, CA 92064
TEL: (858) 686-2828
FAX: (858) 686-2827

CONSULTANT:

DRAWN BY: CHK. APV.:

MI SVF SAS

LICENSER:



SHEET TITLE:

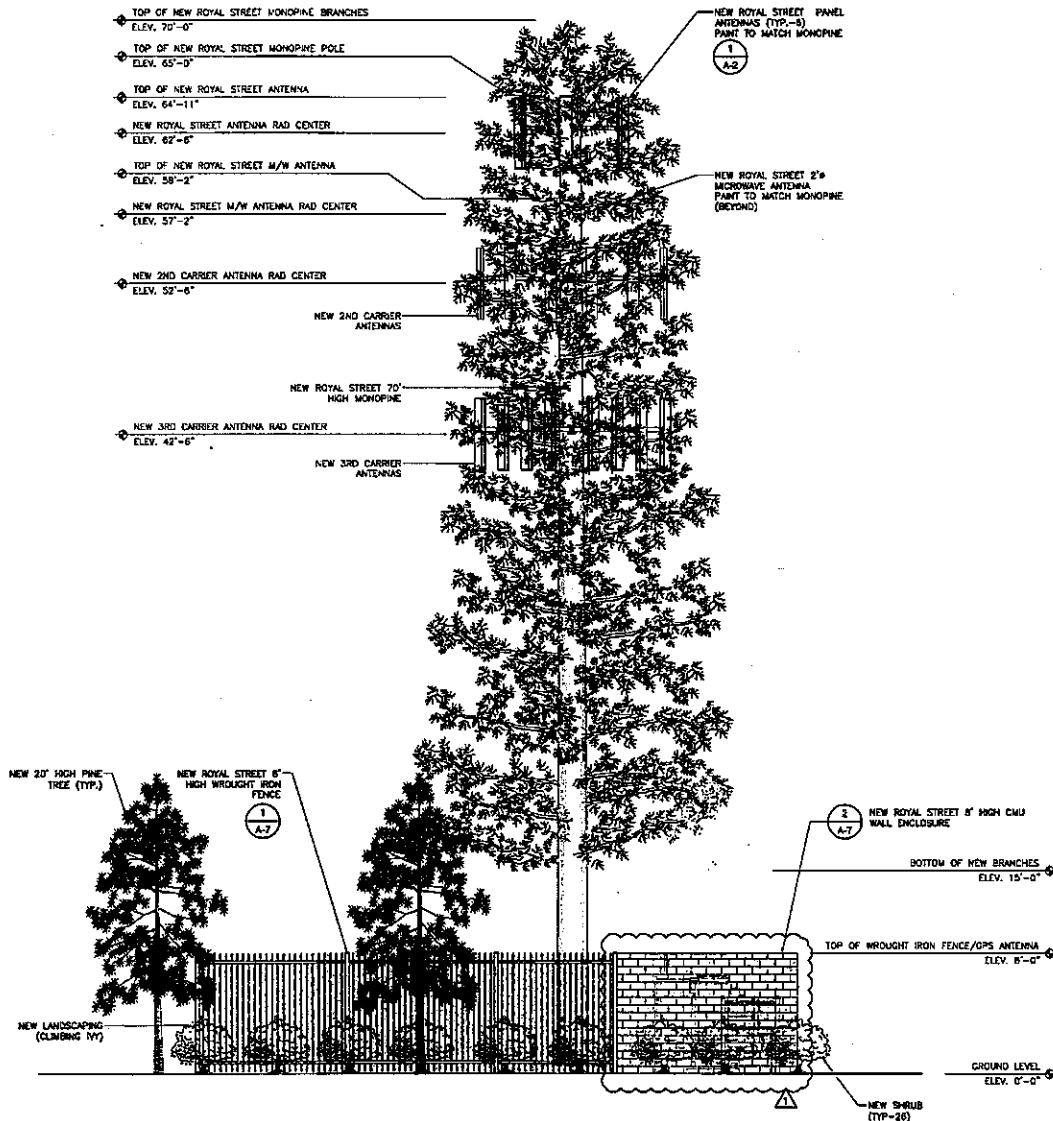
NORTH ELEVATION

SHEET NUMBER:

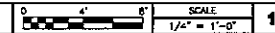
A-4

SCALE NOTE:

IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.



SOUTH ELEVATION



Royal Street Communications California, LLC
 2913 EL CAMINO REAL, 1561
 TUSTIN, CA 92782

PROJECT INFORMATION:

LA-3165B

NUEVO PERRIS

27304 NUEVO ROAD
 PERRIS, CA 92571

CURRENT ISSUE DATE:

02/21/11

ISSUED FOR:

100% CONSTRUCTION DRAWING

REV.	DATE	DESCRIPTION	BY
A	11/10/10	90% CONSTRUCTION DRAWING	ME
D	11/23/10	100% CONSTRUCTION DRAWING	ME
1	02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:

PDC

13225 DANIELSON ST., SUITE 200
 POKAY, CA 92054
 TEL: (858) 688-2828
 FAX: (858) 688-2827

CONSULTANT:

DRAWN BY: CHK. BY: APV. BY:

M SVF SXS

LICENSER:



SHEET TITLE:

SOUTH ELEVATION

SHEET NUMBER:

A-5

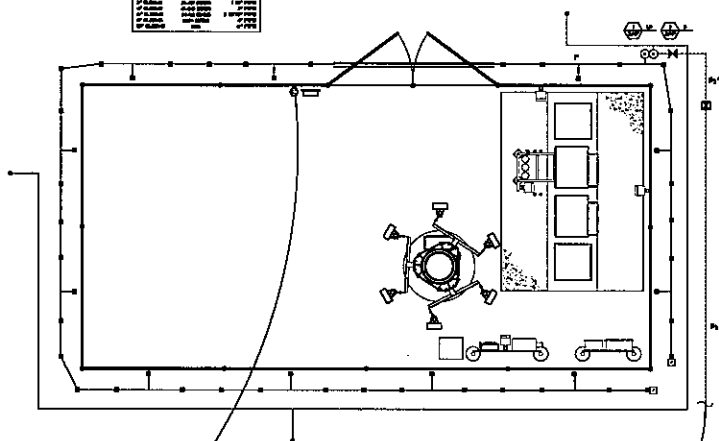
SCALE NOTE:

IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.

IRRIGATION CALLOUT

INDICATES VALVE SEATOR NO. INDICATES BENT INDICATES VALVE SIZE

SIZE	TYPE	DESCRIPTION	QTY	UNIT	PRICE
1/2"	PVC	PIPE	100	LF	1.50
3/4"	PVC	PIPE	100	LF	1.75
1"	PVC	PIPE	100	LF	2.00
1 1/2"	PVC	PIPE	100	LF	2.50
2"	PVC	PIPE	100	LF	3.00
3"	PVC	PIPE	100	LF	3.50
4"	PVC	PIPE	100	LF	4.00
6"	PVC	PIPE	100	LF	5.00
8"	PVC	PIPE	100	LF	6.00
10"	PVC	PIPE	100	LF	7.00
12"	PVC	PIPE	100	LF	8.00
1 1/2"	PVC	ELBOW	100	EA	0.50
2"	PVC	ELBOW	100	EA	0.75
3"	PVC	ELBOW	100	EA	1.00
4"	PVC	ELBOW	100	EA	1.25
6"	PVC	ELBOW	100	EA	1.50
8"	PVC	ELBOW	100	EA	1.75
10"	PVC	ELBOW	100	EA	2.00
12"	PVC	ELBOW	100	EA	2.25
1 1/2"	PVC	TEE	100	EA	0.50
2"	PVC	TEE	100	EA	0.75
3"	PVC	TEE	100	EA	1.00
4"	PVC	TEE	100	EA	1.25
6"	PVC	TEE	100	EA	1.50
8"	PVC	TEE	100	EA	1.75
10"	PVC	TEE	100	EA	2.00
12"	PVC	TEE	100	EA	2.25
1 1/2"	PVC	FLANGE	100	EA	0.50
2"	PVC	FLANGE	100	EA	0.75
3"	PVC	FLANGE	100	EA	1.00
4"	PVC	FLANGE	100	EA	1.25
6"	PVC	FLANGE	100	EA	1.50
8"	PVC	FLANGE	100	EA	1.75
10"	PVC	FLANGE	100	EA	2.00
12"	PVC	FLANGE	100	EA	2.25



AUTOMATIC CONTROLLER LOCATION 'B'
INSTALL AUTOMATIC IRRIGATION CONTROLLER IN WEATHER-RESISTANT ENCLOSURE REFER TO LISTING FOR MODEL NO. CONTRACTOR TO COORDINATE BLEED PIG WITH OWNER FOR FINAL LOCATION OF POWER SOURCE. CONTRACTOR TO MAKE FINAL HOOD UP.

POINT OF CONNECTION:
CONTRACTOR SHALL TIE INTO EXISTING PIPE AND BURY MAINLINE TO BAYBUSH UNIT, AS SHOWN. CONTRACTOR TO VERIFY FINAL LOCATION IN FIELD. CONTRACTOR TO VERIFY THE STATIC PRESSURE. STATIC PRESSURE: 30 PSI. DESIGN PRESSURE: 30 PSI. MAINTEN. DEMAND: 3 GPM.

IRRIGATION LISTING

QTY	DESCRIPTION	UNIT	PRICE
1	1/2" PVC PIPE	LF	1.50
1	3/4" PVC PIPE	LF	1.75
1	1" PVC PIPE	LF	2.00
1	1 1/2" PVC PIPE	LF	2.50
1	2" PVC PIPE	LF	3.00
1	3" PVC PIPE	LF	3.50
1	4" PVC PIPE	LF	4.00
1	6" PVC PIPE	LF	5.00
1	8" PVC PIPE	LF	6.00
1	10" PVC PIPE	LF	7.00
1	12" PVC PIPE	LF	8.00
1	1 1/2" PVC ELBOW	EA	0.50
1	2" PVC ELBOW	EA	0.75
1	3" PVC ELBOW	EA	1.00
1	4" PVC ELBOW	EA	1.25
1	6" PVC ELBOW	EA	1.50
1	8" PVC ELBOW	EA	1.75
1	10" PVC ELBOW	EA	2.00
1	12" PVC ELBOW	EA	2.25
1	1 1/2" PVC TEE	EA	0.50
1	2" PVC TEE	EA	0.75
1	3" PVC TEE	EA	1.00
1	4" PVC TEE	EA	1.25
1	6" PVC TEE	EA	1.50
1	8" PVC TEE	EA	1.75
1	10" PVC TEE	EA	2.00
1	12" PVC TEE	EA	2.25
1	1 1/2" PVC FLANGE	EA	0.50
1	2" PVC FLANGE	EA	0.75
1	3" PVC FLANGE	EA	1.00
1	4" PVC FLANGE	EA	1.25
1	6" PVC FLANGE	EA	1.50
1	8" PVC FLANGE	EA	1.75
1	10" PVC FLANGE	EA	2.00
1	12" PVC FLANGE	EA	2.25

Yuba County Ordinance 888 Landscape Water Use Calculations

Novato Road, Perris, CA
Date: 03/20/10
PP 24077

1 Maximum Annual Water Allowance (MAWA)
INPUT the total square footage of landscape = 330 sq. ft.
INPUT the MAWA Est. (70 Percent) for the area = 36.33
MAWA = 31 cc ft/yr

2 Estimated Annual Water Use (EAWU)

Hydrozone #1
INPUT Plant Factor = 0.8 Plant
INPUT square footage of hydrozone = 0
INPUT hydrozone irrigation efficiency = 0.8
EAWU = 0 cc ft/yr

Hydrozone #2
INPUT Plant Factor = 0.8 Plant
INPUT square footage of hydrozone = 0
INPUT hydrozone irrigation efficiency = 0.8
EAWU = 0 cc ft/yr

Hydrozone #3
INPUT Plant Factor = 0.5 Plant
INPUT square footage of hydrozone = 76
INPUT hydrozone irrigation efficiency = 0.8
EAWU = 3 cc ft/yr

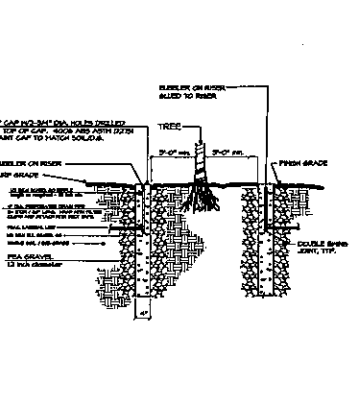
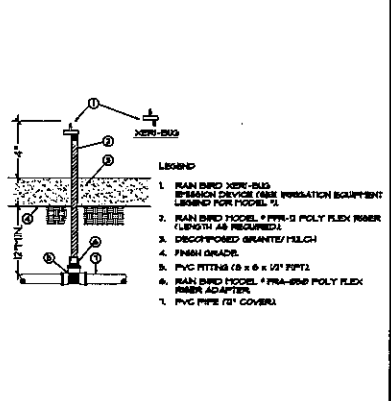
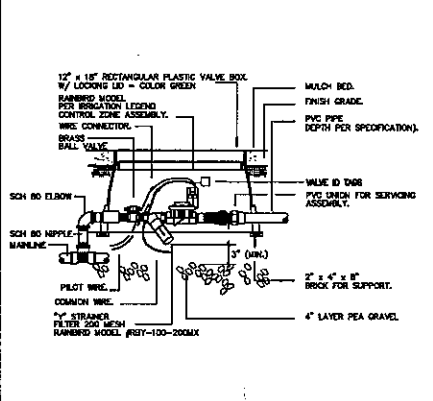
Hydrozone #4
INPUT Plant Factor = 0.2 Plant
INPUT square footage of hydrozone = 275
INPUT hydrozone irrigation efficiency = 0.8
EAWU = 3 cc ft/yr

Hydrozone #5
INPUT Plant Factor = 0.1 Plant
INPUT square footage of hydrozone = 0
INPUT hydrozone irrigation efficiency = 0.8
EAWU = 0 cc ft/yr

SubTotal EAWU = 3 cc ft/yr
Input Irrigation System Operation Factor = 0.85
Total EAWU = 3 cc ft/yr
EAWU = MAWA = 31 cc ft/yr
(the number may be positive)

IRRIGATION PLAN

- SUBCONTRACTOR SHALL PROVIDE ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY TO COMPLETE THE WORK SHOWN ON PLANS.
- INCLUDED AS PART OF THE IRRIGATION IMPROVEMENTS IS TESTING, REPAIR OR REPLACEMENT OF ALL NON-WORKING EQUIPMENT.
- THIS SITE HAS AN IRRIGATION SYSTEM THAT WILL REQUIRE SOME RESTORATION AND ADJUSTMENT FOR EFFICIENCY.
- THIS PLAN ALLOWS FOR ADJUSTMENTS TO BE MADE TO ACCOMMODATE EXISTING SITE FEATURES OR UNFORESEEN CONDITIONS.
- LANDSCAPE INSTALLATION SHALL MEET STANDARDS AND CODING OF LOCAL JURISDICTION.
- REPLACEMENT EQUIPMENT SHALL BE EQUAL TO ALL EXISTING EQUIPMENT.
- ANY IRRIGATION SYSTEMS OUTSIDE OF LIMITS OF WORK SHALL REMAIN IN WORKING ORDER DURING NEW CONSTRUCTION ACTIVITY.
- MAINLINES-PVC, SCH 40, W/1/8" COVER, LATERAL LINES-PVC, SCH 200, 2/12" COVER, (SCH. 40 UNDER PAVING).
- DIRECT WATER PATTERNS AWAY FROM PAVING, STRUCTURES OR EQUIPMENT.
- INSTALL NEW WORK TO MEET FIELD CONDITIONS AND INSURE EFFICIENT WATER MANAGEMENT AND PLANT GROWTH.
- CONTRACTOR SHALL GUARANTEE INSTALLATION FOR (1) YEAR, EQUIPMENT GUARANTEE PER MANUFACTURER.
- CONTRACTOR SHALL MONITOR AND MAINTAIN SYSTEM FOR 90 DAYS FOLLOWED BY A FINAL INSPECTION AND APPROVAL BY OWNER AND LOCAL JURISDICTION.
- FOLLOWING ACCEPTANCE, THE OWNER SHALL BE RESPONSIBLE FOR REPAIR, REPLACEMENT AND INSURE SUFFICIENT WATER FOR PLANT GROWTH.
- CONTRACTOR SHALL REMOVE ALL DEBRIS, WEEDS, TRASH FROM CONSTRUCTION SITE IMMEDIATELY AFTER COMPLETION OF WORK.



IRRIGATION NOTES

A DRIP R.C. VALVE

B DRIP EMITTER

C DEEP TREE WATERING

Royal Street Communications California, LLC
2913 E. CAMINO REAL, #541
TUSTIN, CA 92782

PROJECT INFORMATION:
LA-3165B
NUEVO PERRIS
27304 NUEVO ROAD
PERRIS, CA 92571

CURRENT ISSUE DATE:
06/16/10

ISSUED FOR:
100% ZONING DRAWING

REV. DATE	DESCRIPTION	BY
7	9/27/10 REVISED PLANTING	JE
2	04/02/08 REVISED SITE PLAN	CC
3	01/25/10 REVISED SITE PLAN	SVF
4	02/18/10 ADDED LANDSCAPING SHEETS	SVF
6	8/5/10 UPDATED LANDSCAPING	JE

PLANS PREPARED BY:
PDC
13225 DANIELSON ST., SUITE 200
FOWAY, CA 92524
TEL: (951) 668-2828
FAX: (951) 668-2827

CONSULTANT:
THE DESIGN CONSULTANTS, INC.
1655 WINDMILL BLVD. #5
RIVERSIDE, CA 92504
TEL: (951) 782-9330
FAX: (951) 782-9336
72506

DRAWN BY: MI/CC
CHK: SVF
APPV: SAS

LICENSER:

SHEET TITLE:
IRRIGATION PLAN

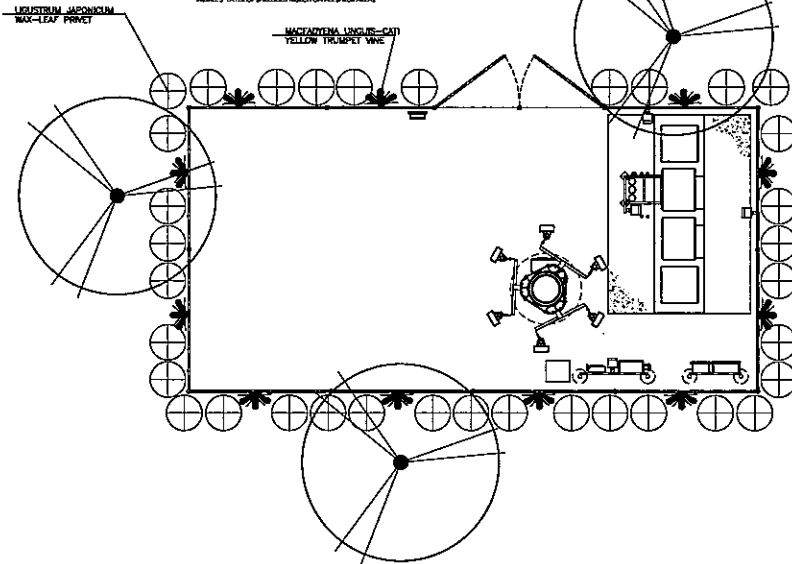
SHEET NUMBER:
L-1

SCALE NOTE:
IF DIMENSIONS SHOWN ON PLAN
DO NOT SCALE CORRECTLY, CHECK
FOR REDUCTION OR ENLARGEMENT
FROM ORIGINAL PLANS.

PLANT LIST:

QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	PLANT FACTOR* (W/IN MULCH)
3	PIRELLA CAMERUNENSIS	CANARY BELLFLOWER	22" DIA.	1.0/2
36	BUCCOPHYLLUM FRUTESCENS	ROSE HEDGE	3" GAL.	1.0/2
12	MACYTALIA UNGUIS-CATI	CAT'S CLAW PLANT	3" GAL. BASKET	1.0/2

* 1/2" LAYER OF SHREDED MULCH OR 3" MULCH



LANDSCAPE PLAN @ EQUIPMENT AREA

- SUBCONTRACTOR SHALL OBTAIN CLARIFICATION TO QUESTIONS RELATIVE TO THE DRAWING BEFORE SUBMITTING A BID.
- SUBCONTRACTOR SHALL PROVIDE ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY TO COMPLETE THE WORK SHOWN ON THE DRAWINGS.
- SUBCONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR FAMILIAR WITH TYPE OF WORK AND THE CONTRACT DOCUMENTS ON SITE AT ALL TIMES DURING INSTALLATION OF THE WORK AND PRIMARY MAINTENANCE.
- SUBCONTRACTOR SHALL BE RESPONSIBLE FOR BEDDING FAMILIAR WITH ALL UNDERGROUND UTILITIES, DAMAGE AND REPLACEMENT OF SAID UNDERGROUND UTILITIES.
- SUBCONTRACTOR SHALL REMOVE ALL NECESSARY PERMITS AND LICENSES AND ASSURE THAT ALL WORK TO BE PERFORMED MEETS OR EXCEEDS ALL APPLICABLE CODES AND ORDINANCES OF PRIVATE OR GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE PROJECT.
- SUBCONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION BETWEEN LOWER TIER SUB-CONTRACTORS AS REQUIRED TO ACCOMPLISH ALL CONSTRUCTION OPERATIONS. ALL PIPING, CONDUIT, SLEEVES, ETC. SHALL BE IN PLACE PRIOR TO INSTALLATION OF CONSTRUCTION ITEMS.
- ALL PROGRESS INSPECTIONS CALLED FOR IN THE GENERAL CONDITIONS OF APPROVAL OR INDIVIDUAL SUB-SECTIONS SHALL BE COMPLETED BEFORE SUCCESSING WORK IS STARTED. ANY WORK COVERED BEFORE REQUIRED INSPECTIONS ARE COMPLETED WILL BE EXPENSED FOR PENALTY AT THE SUBCONTRACTOR'S EXPENSE.

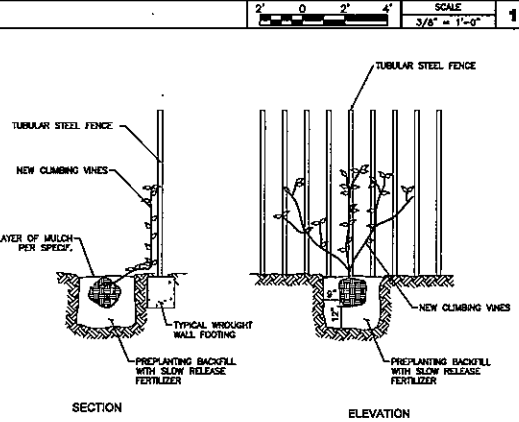
GENERAL NOTES

2

SITE SPECIFIC PLANTING NOTES

3

VINE PLANTING DETAIL

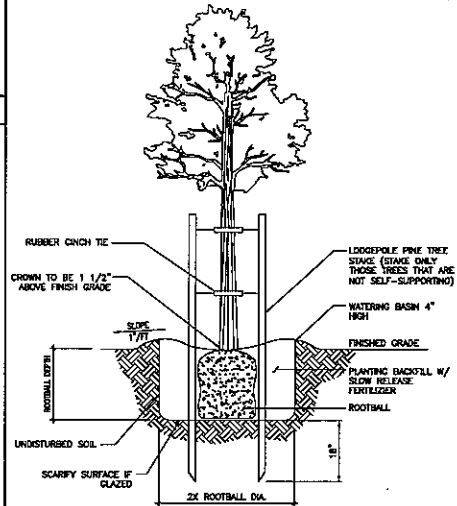


SECTION

ELEVATION

4

TYPICAL TREE PLANTING DETAIL



RUBBER GINCH TIE

CROWN TO BE 1 1/2\"/>

UNDISTURBED SOIL

SCARIFY SURFACE IF GLAZED

ROOTBALL

FINISHED GRADE

WATERING BASKIN 4\"/>

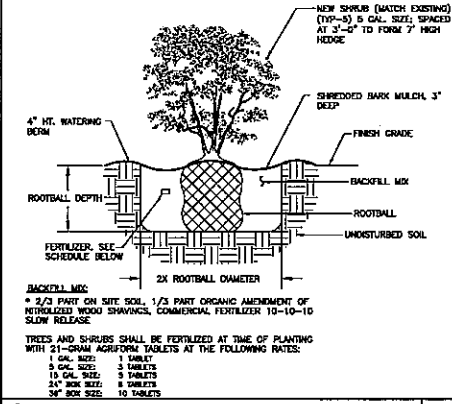
LODGEPOLE PINE TREE STAKE (STAKE ONLY - THOSE TREES THAT ARE NOT SELF-SUPPORTING)

2X ROOTBALL DA.

8

SHRUB PLANTING DETAIL

5



4\"/>

ROOTBALL DEPTH

FERTILIZER, SEE SCHEDULE BELOW

BACKFILL MIX

FINISH GRADE

SHREDDED BARK MULCH, 3\"/>

2X ROOTBALL DIAMETER

UNDISTURBED SOIL

BACKFILL MIX

• 2/3 PART ON SITE SOIL, 1/3 PART ORGANIC AMENDMENT OF NITROGENIZED WOOD SHAVINGS, COMMERCIAL FERTILIZER 10-10-10 SLOW RELEASE

TREES AND SHRUBS SHALL BE FERTILIZED AT TIME OF PLANTING WITH 21-GRAM AGRIFORM TABLETS AT THE FOLLOWING RATES:

1 GAL. SIZE: 1 TABLET

5 GAL. SIZE: 3 TABLETS

15 GAL. SIZE: 5 TABLETS

24\"/>

36\"/>

Royal Street Communications California, LLC
2013 EL CAMINO REAL, #501
TUSTIN, CA 92782

PROJECT INFORMATION:
LA-3165B
NUEVO PERRIS
27304 NUEVO ROAD
PERRIS, CA 92571

CURRENT ISSUE DATE:
06/16/10

ISSUED FOR:
100% ZONING DRAWING

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3	01/25/10	REVISED SITE PLAN	PK
4	02/18/10	ADDED LANDSCAPING SHEETS	SVF
8	9/22/10	UPDATED LANDSCAPING	JE

PLANS PREPARED BY:
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TEL: (956) 656-2828
FAX: (956) 656-2827

CONSULTANT:
JE DESIGN CONSULTANTS, INC.
REGULATION DESIGN
8756 INDIANA AVE - 5
PERRIS, CA 92506
TEL: (951) 782-9330
FAX: (951) 782-9336
12556

DRAWN BY: _____ CHK.: _____ APV.: _____
M/CC: SVF SAS

LICENSER:

SHEET TITLE:
PLANTING PLAN

SHEET NUMBER:
L-3

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42160
Project Case Type (s) and Number(s): Plot Plan No. 24077
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: Royal Street Communications
Applicant's Address: 2903-H Saturn Street, Brea, CA 92821
Engineer's Name: Sohail Shah, PE
Engineer's Address: 13225 Danielson St., Suite 200, Poway, CA 92064

I. PROJECT INFORMATION

A. Project Description: The plot plan proposes a wireless communication facility, for Royal Street Communications, disguised as a 70' high pine tree with six (6) panel antennas and one (1) microwave antenna. The 800 square foot lease area surrounded by a wrought iron fence, a CMU wall enclosure (around the equipment cabinets) and landscaping will contain four (4) equipment cabinets and one (1) GPS antenna. Three 20' high live pine trees are also proposed to be planted within the project area.

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

C. Total Project Area: 800 square feet on a 4.82 acre parcel

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres:	Lots: 1	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other: 800 square foot lease area			

D. Assessor's Parcel No(s): 307-270-020

E. Street References: Northerly of Nuevo Road, southerly of Sunset Avenue, easterly of Dunlap Drive, and westerly of Foothill Avenue.

F. Section, Township & Range Description or reference/attach a Legal Description: Township 4 South, Range 3 West, Section 22

G. Brief description of the existing environmental setting of the project site and its surroundings: This project site is relatively flat and contains a single family residence and it is surrounded by mostly vacant land with scattered single family residences.

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 Community Development: Commercial

Retail (CD:CR) (0.20 – 0.35 Floor Area Ratio) 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): Lakeview/Nuevo

C. Foundation Component(s): Community Development (CD)

D. Land Use Designation(s): Commercial Retail (CR)

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 Community Development: Medium Density Residential (CD:MDR) (2 – 5 Dwelling Units per Acre) to the north, Community Development: Commercial Retail (CD:CR) (0.20 – 0.35 Floor Area Ratio) to the south, east, 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: Scenic Highway Commercial (C-P-S)

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

K. **Adjacent and Surrounding Zoning:** The project site is surrounded by properties which are zoned Specific Plan No. 251 (Lake Nuevo Village) to the north and Rural Residential (R-R) 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 checked="" 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 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.

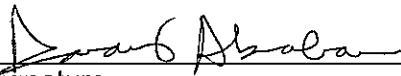
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

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

November 18, 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 three 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 70 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.15 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?

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) The project site is located 35.82 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.23) 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 type="checkbox"/>	<input checked="" 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 other lands. Therefore, the proposed 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 non-agricultural use.

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 not surrounded by agriculturally zoned land. Therefore, the project will not cause development of a non-agricultural use within 300 feet of agriculturally zoned property.

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

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

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

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. 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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 Lakeview/Nuevo 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 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

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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"/>
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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"/>
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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"/>
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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"/>
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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"/>
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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"/>
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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"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: GIS database, WRC-MSHCP and/or CV-MSHCP, Environmental Programs Department (EPD) review

Findings of Fact:

a) The project site does not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan. The project site is not located within an MSHCP Criteria Area or cell. Therefore, there is no impact.

b-c) The County Biologist required that 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl be conducted by a qualified biologist and the results of this presence/absence survey 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 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. (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 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: On-site Inspection, Project Application Materials

Findings of Fact:

a-b) There is a house constructed in 1930 that is located within the subject parcel but outside the proposed project compound area. No cultural resources study has been required for the house and it is understood that the proposed cell tower will not impact the house in anyway; therefore it should be avoided and preserved. Should the project description change in any way such that it might adversely impact the house, an evaluation of its historic significance shall be conducted prior to project approval.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(COA 10.PLANNING.3) This is not considered unique mitigation and is not required for CEQA implementation purposes. Therefore, the impact is considered less than significant.

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 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: Project Application Materials

Findings of Fact:

a-b) Site disturbance has already occurred from grading for the use of the existing house on site and it is not anticipated that the proposed project will alter or destroy an archaeological site. 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

10. Paleontological Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity", County Geologist Review

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

a) Portions of the project site are mapped in the County's General Plan as having a high potential for paleontological resources (fossils). The proposed project site/earthmoving activities could potentially impact this resource. With incorporation of the recommended mitigation measures, the project will have less than significant impact on paleontological resources.

Mitigation: Prior to the issuance of grading permits, a Paleontological Resources Impact Mitigation Program (PRIMP) shall be submitted and approved by the County Geologist. (COA 60.PLANNING.1) A copy of the Paleontological Monitoring Report prepared for site grading operations at this site shall be submitted to the County Geologist prior to building final inspection. (COA 90.PLANNING.1)

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

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?				
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, County Geologist review (GEO02166), "Geotechnical Investigation for Metro PCS Monopine and Equipment Slab, Nuevo Perris Site – LA3165B, 27304 Nuevo Road, Perris, California", TI Project No. 07-128.93, dated July 11, 2009.

Findings of Fact:

a-b) According to GEO02166, it can be anticipated that the site would experience strong ground shaking in the event of an earthquake on one of the faults listed in the Geotechnical report. The site is not within the AP Zone and is 13.2 kilometers from the closest active fault trace. The potential for damage from surface fault rupture is nil. GEO02166 recommended that all deleterious materials be discarded off site and the upper 12 inches of the subsurface materials be removed and replaced with compacted fills and the proposed monopine may be founded on a caisson that embedded in the ground for a minimum of 15 feet. (COA 10.PLANNING.4) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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”, GIS Database, County Geologist review (GEO02166)

Findings of Fact:

a) According to GEO02216, the potential for liquefaction and subsidence from seismically induced dry sand settlement, groundwater withdrawal and hydro consolidation at the site is nil. There will be no 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 (GEO02166), Geotechnical Investigation for Metro PCS Monopine and Equipment Slab, Nuevo Perris Site – LA3165B, 27304 Nuevo Road, Perris, California”, TI Project No. 07-128.93, dated July 11, 2009.

Findings of Fact:

According to GEO02166, it can be anticipated that the site would experience strong ground shaking in the event of an earthquake on one of the faults listed in the Geotechnical report. GEO02166 recommended that the upper 12 inches of the subsurface materials be removed and replaced with compacted fills and the proposed monopine may be founded on a caisson that embedded in the ground for a minimum of 15 feet. (COA 10.PLANNING.4) 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 (GEO02166)

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 GEO02216, the potential for hazards such as landslides, rock fall, debris flows or slope instability is nil. There will be no 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: GIS database, Riverside County General Plan Figure S-7 "Documented Subsidence Areas" County Geologist review (GEO02166)

Findings of Fact:

a) According to GEO02166, the potential for liquefaction and subsidence from seismically induced dry sand settlement, groundwater withdrawal and hydro consolidation at the site is nil. There will be no 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Project Application Materials, County Geologist review (GEO02166)

a) According to GEO02166, the probability of flooding due to a tsunami or seiches is considered to be nil. 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in grading that affects or negates subsurface sewage disposal systems?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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?	<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"/>

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 an unmanned wireless telecommunication facility disguised as a 70 foot high monopine within an 800 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

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

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 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: Riverside County General Plan Figure S-19 "Airport Locations," GIS database, Airport Land Use Commission (ALUC) review

a-b) The project site is located within Airport Area III of the March Air Reserve Base Airport Influence Area. As the 2003 General Plan was determined to be consistent with the Airport Land Use Plans then in effect, including the 1984 Riverside County Airport Land Use Plan, Airport Land Use Commission (ALUC) review is not required unless a general plan amendment, zone change, ordinance amendment, or legislative case action is needed. Therefore, the proposed project, a 70 foot high monopine with four (4) equipment cabinets in an 800 square foot lease area, will not result in an inconsistency with an Airport Master Plan or require review by the ALUC. The project will have less than significant impact.

c-d) The project would not result in a safety hazard for people residing or working in the project area; therefore the project will have a less than significant impact.

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

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 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.

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

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.1). 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 <input 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?				
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) Due to the small size and limited development of the project site, 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. Therefore, the project will have less than significant impact.

b) Due to the small size and limited development of the project site, the project will not result in changes in absorption rates or the rate and amount of surface runoff within a floodplain. Therefore, the project will have less than significant impact.

c) According to the Riverside County Flood Control District Flood Hazard Report/Condition, the site is subjected to sheet flow type runoff from a tributary drainage area approximately 110 acres which traverses the site from the northeast. To protect the electronic equipment, the equipment cabinet associated with the facility shall be elevated a minimum of 18-inches above the highest adjacent ground. (COA 10.FLOOD RI.1 and 10.FLOOD RI.2) With the incorporation of this mitigation measure, the project will have a less than significant impact.

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

Mitigation: To protect the electronic equipment, the equipment cabinet associated with the facility shall be elevated a minimum of 18-inches above the highest adjacent ground. (COA 10.FLOOD RI.1 and 10.FLOOD RI.2).

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

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:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The proposed use is in compliance with the current land use of Community Development: Commercial Retail (CD:CR) (0.20 – 0.35 Floor Area Ratio) in the Lakeview/Nuevo 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 not located within a city sphere of influence. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are 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)?

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 Scenic Highway Commercial (C-P-S). The project is surrounded by properties which are zoned Specific Plan No. 251 (Lake Nuevo Village) to the north and Rural Residential (R-R) to the south, east and west. The project will have no impact.

c) The proposed cell tower will be designed as a 70 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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
resource that would be of value to the region or the residents of the State?				
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"

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?

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

a-b) The project site is located within Airport Area III of the March Air Reserve Base Airport Influence Area. As the 2003 General Plan was determined to be consistent with the Airport Land Use Plans then ineffect, including the 1984 Riverside County Airport Land Use Plan, Airport Land Use Commission (ALUC) review is not required unless a general plan amendment, zone change, ordinance amendment, or legislative case action is needed. The project will have less than significant impact as it will not 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.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
33. Other Noise				
NA <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

Monitoring: No monitoring measures are required.

34. Noise Effects on or by the Project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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 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 70 foot high monopine with four (4) equipment cabinets in an 800 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. Therefore, the project will not affect a County Redevelopment Project 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.

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

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: Nuview Union Unified & Perris Union High 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 Nuview Union Unified & Perris Union High 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

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

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Com-

<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
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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 70 foot high monopine and four (4) equipment cabinets within an 800 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.

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 located within County Service Area No. 146. This is a commercial project and as such is not subject to Quimby fees. The project will have a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

42. Recreational Trails

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

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?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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:

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.

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.

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.

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?

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	<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 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

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 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

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 type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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b) Natural gas?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Communications systems?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Storm water drainage?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Street lighting?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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f) Maintenance of public facilities, including roads?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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g) Other governmental services?

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

Findings of Fact:

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

Source:

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?

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)?

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: 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.

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 Geology Report No. 2166

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 Royal Street Communications, disguised as a 70' high pine tree with six (6) panel antennas and one (1) microwave antenna. The 800 square foot lease area surrounded by a wrought iron fence, a CMU wall enclosure (around the equipment cabinets) and landscaping will contain four (4) equipment cabinets and one (1) GPS antenna. Three 20' live pine trees are also proposed to be planted in the project area.

(MODIFIED PER DIRECTOR'S HEARING ON FEBRUARY 7, 2011)

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 PP24077. 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. 24077 shall be henceforth defined as follows:

APPROVED EXHIBIT A = Plot Plan No. 24077, Exhibit A, (Sheets 1-9), dated February 23, 2011.

(MODIFIED PER DIRECTOR'S HEARING ON FEBRUARY 7, 2011)

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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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10. GENERAL CONDITIONS

E HEALTH DEPARTMENT

10.E HEALTH. 1 UNMANNED FACILITY

RECOMMND

Plot Plan#24077 proposes an unmanned wireless communication facility consisting of six panel antennae located on a 70 feet high monopine, one microwave antennae, equipment cabinets and one GPS antenna surrounded by a chain link fence. No plumbing is proposed for this facility, therefore, no dedicated onsite wastewater treatment system (OWTS) will be required.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE-FLOOD HAZARD REPORT

RECOMMND

Plot Plan No. 24077 is a proposal to construct a wireless communication facility disguised as a 70 foot high pine tree along with four (4) equipment cabinets and one (1) GPS antenna. This site is located in the Lakeview Nuevo area north of Nuevo Road, east of Dunlap Drive, west of Foothill Avenue and south of Sunset Avenue.

The site is subjected to sheet flow type runoff from a tributary drainage area of approximately 110 acres which traverses the site from the northeast. To protect the electronic equipment, the equipment shelter shall be elevated a minimum of 18 inches above the highest adjacent ground. New construction should comply with all applicable ordinances. The District has no objections to this proposal.

This project is located in the Perris Valley Area Drainage Plan. Normally, a mitigation fee is charged to development based upon the fee structures set for having a comparable anticipated impermeable surface area. The increase in impervious area of this project is insignificant and, therefore, no mitigation fee will be charged with this proposal. However, should additional development be proposed, the mitigation fee will be levied at that time.

10.FLOOD RI. 2 USE 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 MAP - IF HUMAN REMAINS FOUND

RECOMMND

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource 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 Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

10. PLANNING. 2 MAP - INADVERTENT ARCHAEO FIND

RECOMMND

If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or 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 (documentation, recovery, avoidance, etc.) for the cultural resources.

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10. GENERAL CONDITIONS

10.PLANNING. 2 MAP - INADVERTENT ARCHAEO FIND (cont.) RECOMMND

3. Grading of 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 mitigation.

10.PLANNING. 3 PPA- PRESERVE 1930'S HOUSE RECOMMND

Located within the subject parcel, but outside the proposed project compound area, is a house constructed in 1930. No cultural resources study has been required for the house and it is understood that the proposed cell tower will not impact the house in any way, therefore it shall be avoided and preserved. Should the project description change in any way such that it might adversely impact the house, an evaluation of its' historic significance shall be conducted prior to project approval.

10.PLANNING. 4 USE - GEO02166 RECOMMND

County Geologic Report (GEO) No. 2166, submitted for this project (PP24077) was prepared by Toro International and is entitled: "Geologic Hazard Evaluation for Metro PCS Monopine and Equipment Slab, Nuevo Perris Site - LA3165B, 27304 Nuevo Road, Perris, California" TI Project No. 07-128.93G5, dated July 13, 2009. In addition, Toro submitted "Geotechnical Investigation for Metro PCS Monopine and Equipment Slab, Nuevo Perris Site - LA3165B, 27304 Nuevo Road, Perris, California", TI Project No. 07-128.93, dated July 11, 2009. This document is herein incorporated as a part of GEO02166.

GEO02166 concluded:

- 1.It can be anticipated that the site would experience strong ground shaking in the event of an earthquake on one of the faults listed in the Geotechnical report.
- 2.The site is not within the AP Zone and is 13.2 kilometers from the closest active fault trace.
- 3.The potential for damage from surface fault rupture is nil.
- 4.The potential for liquefaction and subsidence from seismically induced dry sand settlement, groundwater withdrawal and hydroconsolidation at the site is nil.

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10. GENERAL CONDITIONS

10.PLANNING. 4 USE - GEO02166 (cont.)

RECOMMND

5.The potential for hazards such as landslides, rock fall, debris flows or slope instability is nil.

6.The probability of flooding due to a tsunami or sieches is considered to be nil.

7.The potential for significant wind or water erosion is nil.

GEO02166 recommended:

1.All deleterious materials should be discarded off site and the upper 12 inches of the subsurface materials should be removed and replaced with compacted fills.

2.The proposed monopine may be founded on a caisson that embedded in the ground for a minimum of 15 feet.

GEO No. 2166 satisfies the requirement for a Geologic Study for Planning / CEQA purposes. GEO No. 2166 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. 5 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. 6 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

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10. GENERAL CONDITIONS

10.PLANNING. 6 USE - FEES FOR REVIEW (cont.) RECOMMND

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. 7 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. 8 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. 9 USE - MAX HEIGHT RECOMMND

The monopine located within the property shall not exceed a height of 70 feet.

10.PLANNING. 10 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 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. 11 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. 14 USE - NO USE PROPOSED LIMIT CT RECOMMND

The balance of the subject property, APN: 307-270-020 (excluding the lease area and access easement), shall

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10. GENERAL CONDITIONS

10.PLANNING. 14 USE - NO USE PROPOSED LIMIT CT (cont.) RECOMMND

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. 15 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. 16 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.

10.PLANNING. 17 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. 18 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

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10. GENERAL CONDITIONS

10.PLANNING. 18 USE - CAUSES FOR REVOCATION (cont.) RECOMMND

or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

10.PLANNING. 19 USE- LC 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. 20 USE- LC VIABLE LANDSCAPING 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- 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/landscape.html>. Use of plant material with a "low" or "very low" water use designation is strongly encouraged.

10.PLANNING. 23 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. 24 USE - BRNCH HGT CNT ANT SOCK RECOMMND

The branches for the monopine shall start 15 feet from the bottom of the tree and shall be spaced at three (3) branches per foot and all antennas shall have "socks".

10.PLANNING. 25 USE - MAINTAIN SOCKS/BRANCHES RECOMMND

The proposed monopine shall be kept in good repair. The branches as well as the antenna "socks" shall remain in good condition. If at any time the "socks" are missing, they shall be replaced within 30 days.

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10. GENERAL CONDITIONS

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.

10.TRANS. 2 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.

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

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 1 USE - EXPIRATION DATE-PP (cont.) RECOMMND

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-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.

PLANNING DEPARTMENT

60.PLANNING. 1 USE - PALEO PRIMP * MONITOR

RECOMMND

Portions of this site are mapped in the County's General Plan as having a high 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

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 1 USE - PALEO PRIMP * MONITOR (cont.)

RECOMMND

approved development 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:

A. The project paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any mitigation measures required during construction, as applicable.

B. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project 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 project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.

C. If the project paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving will be allowed to proceed through the site when the project paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.

D. If fossil remains are encountered by earthmoving activities when the project paleontologist is not onsite, these activities will be diverted around the fossil site and the project paleontologist called to the site immediately to recover the remains.

E. If fossil remains are found, fossiliferous rock will be recovered from the fossil site and processed to allow for

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 1 USE - PALEO PRIMP * MONITOR (cont.) (cont.) RECOMMND

the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit if appropriate.

F. 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.

G. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the County Geologist for review and approval prior to building final inspection as described elsewhere in this conditions set.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. Professional Geologist, Professional Engineer, etc.), as appropriate. Two wet-signed original copies of the report shall be submitted directly 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.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 2 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.

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. 4 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 4.82 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.

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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 February 23, 2011.

(MODIFIED PER DIRECTOR'S HEARING ON FEBRUARY 7, 2011)

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 RECOMMND

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- LC SPECIMEN TREE REQUIRE 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 Nuvview Union Unified & Perris Union High School District shall be mitigated in accordance with California State law.

PLOT PLAN:TRANSMITTED Case #: PP24077

Parcel: 307-270-020

80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 6 USE - RVW BLDNG PLNS/SOCKS/BRN RECOMMND

Prior to building permit issuance, the Planning Department shall review the plan check approved building plans to insure that the branches for proposed monopine are spaced at three (3) branches per foot, all antennas have "socks", and the branches start 15 feet from the bottom of the tree in accordance with the APPROVED EXHIBIT A, dated February 23, 2011.

(MODIFIED PER DIRECTOR'S HEARING ON FEBRUARY 7, 2011)

TRANS DEPARTMENT

80.TRANS. 1 USE - EVIDENCE/LEGAL ACCESS RECOMMND

Provide evidence of legal access.

80.TRANS. 2 USE - CONSTRUCT/DRIVEWAY RECOMMND

Close the existing westerly driveway and construct a 12' wide driveway approach adjacent to the westerly property line. If gate is proposed, it shall be located 90' minimum from the existing Nuevo Road centerline. Applicant shall secure an encroachment permit from the County Transportation Department prior to starting any work within the road right-of-way.

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.

PLOT PLAN:TRANSMITTED Case #: PP24077

Parcel: 307-270-020

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.

PLANNING DEPARTMENT

90.PLANNING. 1 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 into their Regional Locality Inventories.

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 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

PLOT PLAN:TRANSMITTED Case #: PP24077

Parcel: 307-270-020

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 4 USE - SKR FEE CONDITION (cont.)

RECOMMND

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 4.82 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 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. 24077 has been calculated to be 0.02 net acres.

In the event Riverside County Ordinance No. 659 is

PLOT PLAN:TRANSMITTED Case #: PP24077

Parcel: 307-270-020

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 5 USE - ORD NO. 659 (DIF) (cont.) RECOMMND

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 (additional 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.

90.PLANNING. 7 USE- LC LANDSCAPE INSPECT DEP 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 the Installation, the 6th month, 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 Installation, the 6th month inspection, and the One Year Post-Establishment landscape inspections will be determined by the County Planning Department's Landscape personnel

PLOT PLAN:TRANSMITTED Case #: PP24077

Parcel: 307-270-020

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 7 USE- LC LANDSCAPE INSPECT DEP (cont.) RECOMMND

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- LANDSCAPE INSPECT REQ RECOMMND

The permit holder's landscape architect responsible for preparing the Landscaping and Irrigation Plans (or on-site representative) shall arrange for a 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 INSTALLATION INSPECTION, the applicant will arrange for an 6th month 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.

90.PLANNING. 9 USE- LC COMPLY W/LAND/IRR PLAN RECOMMND

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 - LNDSCP/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.

02/23/11
10:34

Riverside County LMS
CONDITIONS OF APPROVAL

Page: 22

PLOT PLAN:TRANSMITTED Case #: PP24077

Parcel: 307-270-020

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 10 USE - SITE INSPECTION

RECOMMND

Prior to final inspection, the Planning Department shall inspect and determine that the conditions of PP24077 have been met; specifically that the branches for proposed monopine are spaced at three (3) branches per foot, all antennas have "socks", and the branches start 15 feet from the bottom of the tree in accordance with the APPROVED EXHIBIT A, dated February 23, 2011.

(MODIFIED PER DIRECTOR'S HEARING ON FEBRUARY 7, 2011)

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: May 8, 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-Christina Lindsay
P.D. Landscaping Section-R. Dyo
P.D. Archaeology Section-L. Mouriquand
Information Technology Attn: John Sarkissian
Riv. Co. Waste Management Dept.
County Service Area #146 c/o EDA

Airport Land Use Commission c/o John Guerin
March Air Reserve Base, Planning Dept.
5th District Supervisor
5th District Planning Commissioner
Nuview Union Unified School Dist.
Perris Union High School District
Southern California Edison

PLOT PLAN NO. 24077 – EA42160 – Applicant: Royal Street Communications CA, LLC –
Engineer/Representative: Alexander Lew - Fifth Supervisorial District - Nuevo Zoning Area –
Lakeview/Nuevo Area Plan: Community Development: Commercial Retail (CD:CR) (0.20-0.35 Floor Area
Ratio) – **Location:** Northerly of Nuevo Road, easterly of Dunlap Drive, westerly of Foothill Avenue, and
southerly of Sunset Avenue – 4.82 Gross Acres - **Zoning:** Scenic Highway Commercial (C-P-S) -
REQUEST: The plot plan proposes a Royal Street Communications CA, LLC, wireless communication
facility disguised as a 70 foot high pine tree with six (6) panel antennas, located 65 feet high on the
monopine, and one (1) microwave antenna. The proposal includes an 800 square foot lease area with
four (4) equipment cabinets and one (1) GPS antenna surrounded by an 8 foot high chain-link fence with
green slats. – **APN:** 307-270-020

Please review the attached map(s) and/or exhibit(s) for the above-described project. This case is
scheduled for a **LDC meeting on June 4, 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) 955-0879** or email at khesterl@rcilma.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.*

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 to construct and maintain an unmanned disguised wireless facility consisting of (6) panel antennas, (1) GPS antenna, and (1) microwave antenna on a 70' tall co-locatable monopine. Support equipment consisting of (4) equipment cabinets and associated equipment within a 20'x40' lease area is also proposed.

Related cases filed in conjunction with this request:

n/a

Is there a previous development application filed on the same site: Yes No

If yes, provide Case No(s). CZ05814 (Parcel Map, Zone Change, etc.)

E.A. No. (if known) EA35163 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?
negligible

Estimated amount of cut = cubic yards: _____
negligible

Estimated amount of fill = cubic yards _____

Does the project need to import or export dirt? Yes No

Import _____ Export _____ Neither 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

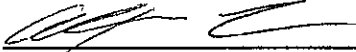
HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

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)  Date 4-9-2009

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. 24077 – Intent to Adopt a Mitigated Negative Declaration – Applicant: Royal Street Communications CA, LLC – Engineer/Representative: Sohail Shah, PE - Fifth Supervisorial District - Nuevo Zoning Area – Lakeview/Nuevo Area Plan: Community Development: Commercial Retail (CD:CR) (0.20-0.35 Floor Area Ratio) – Location: Northerly of Nuevo Road, southerly of Sunset Avenue, easterly of Dunlap Drive, and westerly of Foothill Avenue, more specifically 27304 Nuevo Road – 4.82 Gross Acres - Zoning: Scenic Highway Commercial (C-P-S) - **REQUEST:** The plot plan proposes a wireless communication facility, for Royal Street Communications, disguised as a 70' high pine tree with six (6) panel antennas and one (1) microwave antenna. The 800 square foot lease area surrounded by a wrought iron fence enclosure and landscaping will contain four (4) equipment cabinets and one (1) GPS antenna. Three 20' high live pine trees are also proposed to be planted in the project area. – APN: 307-270-020. (Quasi-judicial)

TIME OF HEARING: 1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING: January 24, 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 11/2/2010,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PP 24077 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

TITLE GIS Analyst

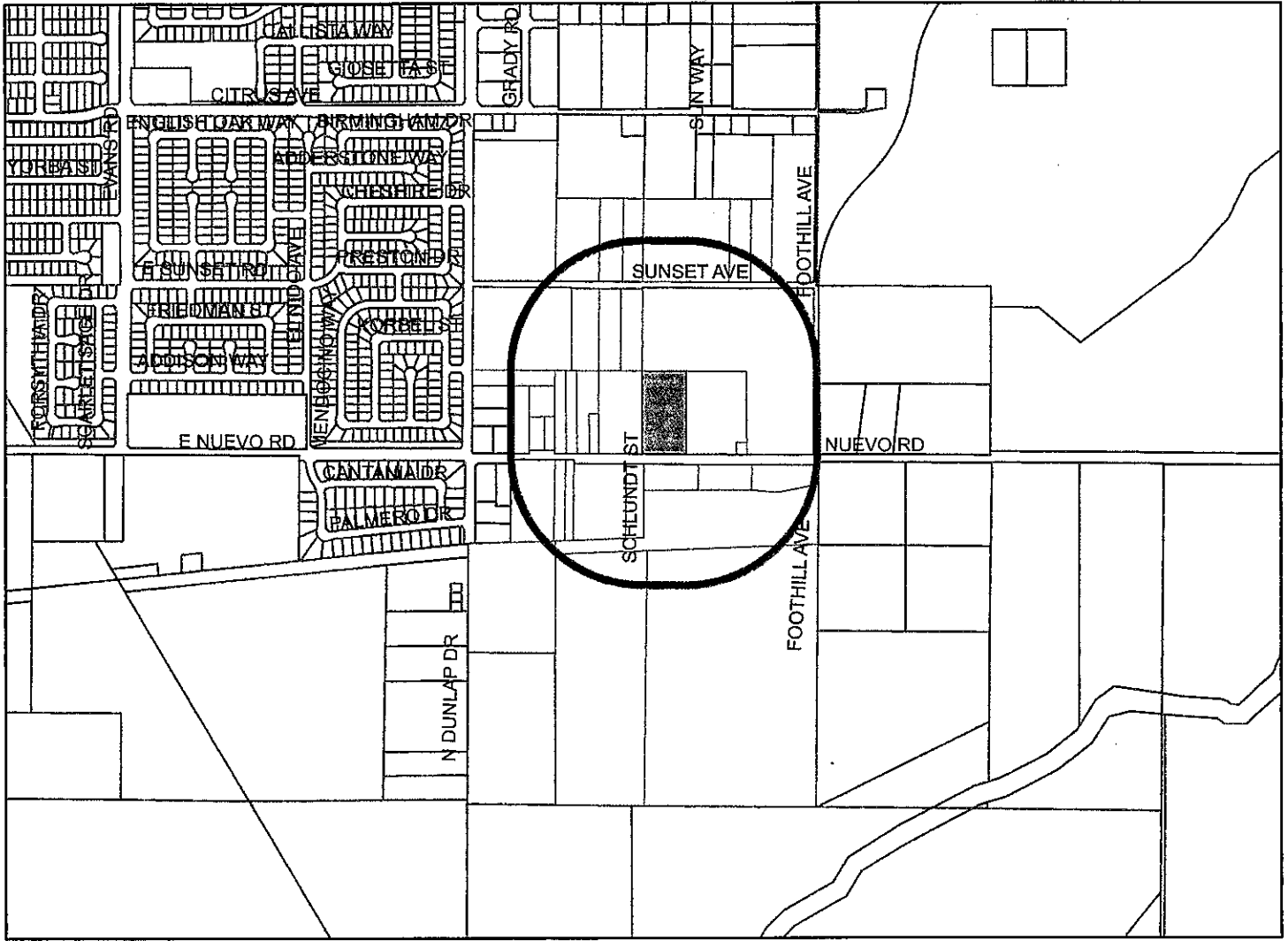
ADDRESS: 4080 Lemon Street 2nd Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

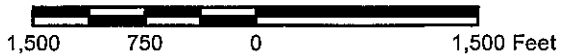
✓ 11/10 of
Express: 5/2/11

1000 feet buffer



Selected Parcels

307-270-017	310-270-008	307-260-011	307-260-009	307-270-023	307-270-016	307-260-037	307-270-018	310-270-009	307-260-010
307-270-024	310-270-006	307-270-006	307-270-015	307-270-019	307-270-020	310-270-010	307-270-003	307-270-002	307-270-021
307-270-012	307-270-029	307-260-034	310-270-013	310-270-012	310-230-007	310-270-011	310-270-014	310-230-009	307-270-001
310-270-007	307-260-017	307-270-014	307-260-020	310-230-042	307-270-004	307-270-013	307-260-019		



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: 307270017, ASMT: 307270017
AGAPITO MENDOZA
P O BOX 745
NUEVO CA 92567

APN: 307270018, ASMT: 307270018
ELENA IBARRA VELASCO
27186 NUEVO RD
PERRIS CA. 92571

APN: 310270008, ASMT: 310270008
ALVIN L EPPERSON, ETAL
P O BOX 15
LOMA LINDA CA 92354

APN: 310270009, ASMT: 310270009
EVER VELASQUEZ
27223 NUEVO RD
PERRIS CA. 92571

APN: 307260011, ASMT: 307260011
BRIAN P CHANGALA, ETAL
27240 SUNSET AVE
PERRIS CA. 92571

APN: 307260010, ASMT: 307260010
EVODIO VALDOVINOS, ETAL
27210 SUNSET AVE
PERRIS CA. 92571

APN: 307260009, ASMT: 307260009
CARMELA DAMBROSE, ETAL
27160 SUNSET AVE
PERRIS CA. 92571

APN: 307270024, ASMT: 307270024
GENERAL TELEPHONE CO OF CALIF
C/O GTE ATTN GARY WILLIAMS HQCO2G08
P O BOX 152206
IRVING TX 75015

APN: 307270023, ASMT: 307270023
CHAO TUNG TANG, ETAL
3628 E MANDEVILLE PL
ORANGE CA 92867

APN: 310270006, ASMT: 310270006
HAKOB BAGRATUNY, ETAL
1944 SHADED WOOD RD
DIAMOND BAR CA 91765

APN: 307270016, ASMT: 307270016
DANIEL M MCMAHON
27164 NUEVO RD
PERRIS CA. 92571

APN: 307270006, ASMT: 307270006
HORACE KLINEFELTER, ETAL
21900 DUNLAP DR
PERRIS CA. 92571

APN: 307260037, ASMT: 307260037
DONNA JEAN MUSSER, ETAL
C/O GARY BAILEY
P O BOX 431
SUN CITY CA 92586

APN: 307270015, ASMT: 307270015
IGNACIO REYNOSO, ETAL
1620 LA PALOMA AVE
PLACENTIA CA 92870

APN: 307270020, ASMT: 307270020
ISMAIL ABDEL HADI
P O BOX 52176
RIVERSIDE CA 92517

APN: 307270001, ASMT: 307270001
PERRIS CHURCH OF CHRIST
P O BOX 237
PERRIS CA 92570

APN: 310270010, ASMT: 310270010
JAMES A DEITEMEYER
27255 NUEVO RD
PERRIS CA. 92571

APN: 310270007, ASMT: 310270007
RAMONA MEDINA
27019 NUEVO RD
PERRIS CA. 92571

APN: 307270002, ASMT: 307270002
JUDY P SEGNA
29412 COTTAGE CT
MENIFEE CA 92584

APN: 307260017, ASMT: 307260017
RANCHOS LOS LEMONITOS
6753-BROCKTON AVE
RIVERSIDE CA 92506

APN: 307270021, ASMT: 307270021
MCCANNA HILLS
19800 MACARTHUR STE 700
IRVINE CA 92612

APN: 307270014, ASMT: 307270014
RITA TARAZON VAGO
27078 NUEVO RD
PERRIS CA. 92571

APN: 307270029, ASMT: 307270029
MILKIE FAMILY PARTNERSHIP
1499 WEMBLEY RD
SAN MARINO CA 91108

APN: 307260020, ASMT: 307260020
ROGER C HOBBS
1110 E CHAPMAN AVE NO 206
ORANGE CA 92866

APN: 307260034, ASMT: 307260034
NUESTRA SENORA DE GUADALUPE CHURCH
1403 ADDERSTONE WAY
PERRIS CA 92571

APN: 310230042, ASMT: 310230042
ROMAN CATHOLIC BISHOP OF SB
1201 E HIGHLAND AVE
SAN BERNARDINO CA 92404

APN: 310230009, ASMT: 310230009
NUEVO ROAD PROP
4370 LA JOLLA VLG STE 960
SAN DIEGO CA 92122

APN: 307270004, ASMT: 307270004
SANTOS RODRIGUEZ
27261 SUNSET AVE
PERRIS CA. 92571



APN: 307270013, ASMT: 307270013
SCOTT E RIES, ETAL
42587 SHERRY LN
MURRIETA CA 92562

APN: 307260019, ASMT: 307260019
STEVEN CHARLES FOGLIASSO, ETAL
27400 SUNSET AVE
PERRIS CA. 92571

452nd MSG/CECC
March Air Reserve Base
Civil Engineering - BOS
610 Meyer Dr., Building 2403
March ARB, CA 92518-2166

Nuview Union School District
29780 Lakeview Ave.
Nuevo, CA 92567-9706

ATTN: Emmanuelle Reynolds
Perris Union High School District
155 E. 4th St.
Perris, CA 92570-2124

Southern California Edison
2244 Walnut Grove Ave., Rm 312
P.O. Box 600
Rosemead, CA 91770

Applicant:
Royal Street Communications
2903-H Saturn St.
Brea, CA 92821

Eng-Rep:
Sohail Shah
13225 Danielson St., Ste. 200
Poway, CA 92064

Owner:
Ismail A. Hadi
920 W. Linden St. #14
Riverside, CA 92507

From the Deitemeyers
Address 27255 Nuevo Rd.
Perris Ca 92571

① First of all the people were not notified by mail it may be why they are not here.

② AN R F Report Needs to be prepared.

There was none to this ~~date~~
done to date.

I called regarding Royal St
Communications. And Request
A R.F. Safety Study Report etc

They would not answer any calls
from me. And ~~was~~ wished to
not speak to me. when I asked
for the report.

This is different from an
environmental Impact Report.

①

South Coast Air Quality Management
Have not sent me my Report. On
hazards to my health as I am an
extremely environment sensitive person.
Construction of this tower will be
extremely hazardous to my health
and my family and those around the cell
tower.

The cell tower would emit noise
~~and~~ from the air conditioner unit to
keep it ~~and~~ dust as peris is extremely warm.
to cool. AND DUST Radiated from
it is also a health
hazard for me and my
family.

I want to have the RF Report
done and request time
to get legal Counsel

(2)

I am and my family are most
in opposition along with Church on
Sunset St. We ~~need~~ would
oppose any cell tower as it
is far too much a risk on
our health. If not we
request more time and to
have legal counsel address
this cell tower.

2 weeks has not allowed us
proper time to get proper

RF Reports of Paper's from
Southcoast Air Management,

W. W. Delaney (3)

P.S. there are far too
many less than significant
impact and not enough
NO Impact over 10 years
or less this is too much,
and is not based
ON Scientific FACTS
OR DATA.

Steven F. Auch
IN:2/1/2011

IAFF FireFighters

Member Login

INTERNATIONAL ASSOCIATION OF FIRE FIGHTERS, AFL-CIO, CLC

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INTERNATIONAL ASSOCIATION OF FIRE FIGHTERS

DIVISION OF OCCUPATIONAL HEALTH, SAFETY AND MEDICINE

Position on the Health Effects from Radio Frequency/Microwave (RF/MW) Radiation in Facilities from Base Stations for Antennas and Towers for the Conduction of Cell Phone

The International Association of Fire Fighters' position on locating cell towers (infrastructure) on fire department facilities, as adopted by its membership in August 2007, is to oppose the use of fire stations as base stations for towers and/or antennas for telephone transmissions until a study with the highest scientific merit and integrity is conducted and it is proven that such exposure to low-intensity RF/MW radiation is not hazardous to the health of our members.

Further, the IAFF is investigating funding for a U.S. and Canadian study that would characterize RF/MW radiation in fire houses with and without cellular antennae, and examine the health status of fire fighters as a function of their assignment in exposed or unexposed fire houses. Specifically, there is concern about the effects of radio frequency radiation on the central nervous system (CNS) and the immune system, and the metabolic effects observed in preliminary studies.

It is the belief of some international governments and regulatory bodies and of the wireless industry that no consistent increases in health risk exist from exposure to RF/MW radiation unless the intensity of radiation is sufficient to heat body tissue. However, it is important to note that these precautions apply to non-continuous exposures to the general public to low intensity RF/MW radiation from telecommunications base stations. Furthermore, most studies that are the basis of this position are 10-20 years old and generally look at the safety of the phone itself. IAFF members are concerned about living directly under these antenna base stations for a considerable stationary period of time. There are established biological effects from exposure to low-level RF/MW radiation. Such effects are recognized as markers of adverse health effects when they arise from exposure to toxic chemicals. IAFF's efforts will attempt to establish whether there is a correlation between such biological effects and the health risk to fire fighters and emergency medical personnel due to the siting of cell phone antennas at fire stations and facilities where they work.

Background

Search

Critical questions concerning the health effects and safety of RF/MW radiation remain. Accor exposure of our fire fighters and emergency medical personnel to this radiation to continue for when there is ongoing controversy over many aspects of RF/MW health effects? While r serious health hazards occur when living cells in the body are heated, as happens with exposure (just like in a microwave oven), scientists are currently investigating the health ha RF/MW exposure. Low intensity RF/MW exposure is exposure which does not raise the ter cells in the body.

Additionally, a National Institute of Environmental Health Sciences panel designate electromagnetic fields (ELF/EMF) as "possible human carcinogens."⁽²⁾ In March 2002 The Int on Research on Cancer of the World Health Organization also assigned this designation to ELF its *IARC Monographs on the Evaluation of Carcinogenic Risks to Humans*.⁽³⁾

Fixed antennas used for wireless telecommunications are referred to as cellular base statio ("Personal Communications Service") stations or telephone transmission towers. These ba antennas and electronic equipment. Because the antennas need to be high in the air, they towers, poles, water tanks, or rooftops. Typical heights for freestanding base station towers a

Some base stations use antennas that look like poles, 10 to 15 feet in length, that are directional" antennas. These types of antennas are usually found in rural areas. In urban wireless providers now more commonly use panel or sector antennas for their base stat consist of rectangular panels, about 1 by 4 feet in dimension. The antennas are usually arran three antennas each. One antenna in each group is used to transmit signals to wireless phor antennas in each group are used to receive signals from wireless phones.

At any base station site, the amount of RF/MW radiation produced depends on the numl (transmitters) per antenna and the power of each transmitter. Typically, 21 channels pe available. For a typical cell site using sector antennas, each of the three transmitting antenna to up to 21 transmitters for a total of 63 transmitters. When omni-directional antennas are station could theoretically use up to 96 transmitters. Base stations used for PCS communica fewer transmitters than those used for cellular radio transmissions, since PCS carriers usually of base station antenna sites.

The electromagnetic RF/MW radiation transmitted from base station antennas travel toward t narrow paths. The individual pattern for a single array of sector antennas is wedge-shaped Cellular and PCS base stations in the United States are required to comply with limits for expo expert organizations and endorsed by government agencies responsible for health and safe PCS antennas are mounted on rooftops, RF/MW radiation levels on that roof or on others nea than those typically encountered on the ground.

The telecommunications industry claims cellular antennas are safe because the RF/MW radiati weak to cause heating, i.e., a "thermal effect." They point to "safety standards" from groups ICNIRP to support their claims. But these groups have explicitly stated that their claims of " exposure is harmless" rest on the fact that it is too weak to produce a rise in body temperatu⁽⁴⁾

There is a large body of internationally accepted scientific evidence which points to the exi effects of RF/MW radiation. The issue at the present time is not whether such evidence e weight to give it.

Internationally acknowledged experts in the field of RF/MW radiation research have transmissions of the type used in digital cellular antennas and phones can have critical ef animals, and people in laboratories and have also found epidemiological evidence (studies of c laboratory) of serious health effects at "non-thermal levels," where the intensity of the RF/MW to cause heating. They have found:

- Increased cell growth of brain cancer cells⁽⁵⁾

- A doubling of the rate of lymphoma in mice ⁽⁶⁾
- Changes in tumor growth in rats ⁽⁷⁾
- An increased number of tumors in rats ⁽⁸⁾
- Increased single- and double-strand breaks in DNA, our genetic material ⁽⁹⁾
- 2 to 4 times as many cancers in Polish soldiers exposed to RF ⁽¹⁰⁾
- More childhood leukemia in children exposed to RF ⁽¹¹⁾
- Changes in sleep patterns and REM type sleep ⁽¹²⁾
- Headaches caused by RF/MW radiation exposure ⁽¹³⁾
- Neurologic changes ⁽¹⁴⁾ including:
 - Changes in the blood-brain-barrier ⁽¹⁵⁾
 - Changes in cellular morphology (including cell death) ⁽¹⁶⁾
 - Changes in neural electrophysiology (EEG) ⁽¹⁷⁾
 - Changes in neurotransmitters (which affect motivation and pain perception) ⁽¹⁸⁾
 - Metabolic changes (of calcium ions, for instance) ⁽¹⁹⁾
 - Cytogenetic effects (which can affect cancer, Alzheimer's, neurodegenerative dis
- Decreased memory, attention, and slower reaction time in school children ⁽²¹⁾
- Retarded learning in rats indicating a deficit in spatial "working memory" ⁽²²⁾
- Increased blood pressure in healthy men ⁽²³⁾
- Damage to eye cells when combined with commonly used glaucoma medications ⁽²⁴⁾

Many national and international organizations have recognized the need to define the true non-thermal RF/MW radiation exposure, calling for intensive scientific investigation to answer These include:

- The World Health Organization, noting reports of "cancer, reduced fertility, memo changes in the behavior and development of children." ⁽²⁵⁾
- The U. S. Food and Drug Administration (FDA) ⁽²⁶⁾
- The International Agency for Research on Cancer (IARC) ⁽²⁷⁾
- The Swedish Work Environmental Fund ⁽²⁸⁾
- The National Cancer Institute (NCI) ⁽²⁹⁾
- The European Commission (EC) ⁽³⁰⁾
- New Zealand's Ministry of Health ⁽³¹⁾
- National Health and Medical Research Council of Australia ⁽³²⁾
- Commonwealth Scientific Industrial Research Organization of Australia (CSIRO) ⁽³³⁾
- The Royal Society of Canada expert group report prepared for Health Canada ⁽³⁴⁾
- European Union's REFLEX Project (Risk Evaluation of Potential Environmental Hazard Electromagnetic Field Exposure Using Sensitive *in vitro* Methods) ⁽³⁵⁾
- The Independent Group on Electromagnetic Fields of the Swedish Radiation Protection ⁽³⁶⁾
- The United Kingdom's National Radiological Protection Board (NRPB) ⁽³⁷⁾
- The EMF-Team Finland's Helsinki Appeal 2005 ⁽³⁸⁾

Non-thermal effects are recognized by experts on RF/MW radiation and health to be potent levels of RF/MW exposure for these low intensity, non-thermal effects have not yet been es

The FDA has explicitly rejected claims that cellular phones are "safe."⁽³⁹⁾

The Environmental Protection Agency (EPA) has stated repeatedly that the current (ANSI/ standards protect only against thermal effects.⁽⁴⁰⁾

Many scientists and physicians question the safety of exposure to RF/MW radiation. The CSIF notes that there are no clear cutoff levels at which low intensity RF/MW exposure has no effect of ongoing studies will take years to analyze.⁽⁴¹⁾

Internationally, researchers and physicians have issued statements that biological effects from radiation exposure are scientifically established:

- The 1998 Vienna-EMF Resolution⁽⁴²⁾
- The 2000 Salzburg Resolution on Mobile Telecommunication Base Stations⁽⁴³⁾
- The 2002 Catania Resolution⁽⁴⁴⁾
- The 2002 Freiburger Appeal⁽⁴⁵⁾
- The 2004 Report of the European Union's REFLEX Project (Risk Evaluation of P Hazards from Low Frequency Electromagnetic Field Exposure Using Sensitive *in vitro*
- The 2004 Second Annual Report from Sweden's Radiation Protection Board (SSI Group on Electromagnetic Fields Recent Research on Mobile Telephony and Health Ri Mobile Phones and Health 2004: Report by the Board of NRPB (The UK's National F Board)⁽⁴⁸⁾

The county of Palm Beach, Florida, the City of Los Angeles, California, and the country of prohibited cell phone base stations and antennas near schools due to safety concerns. Confederation of Parent Advisory Councils [BCCPAC] passed a resolution in 2003 banning schools and school grounds. This organization is comparable to the Parent Teachers Association States. The resolution was directed to B.C. Ministry of Education, B.C. Ministry of Development, B.C. School Trustees Association, and B.C. Association of Municipalities.

US Government Information

In the United States, the Federal Communications Commission (FCC) has used safety radiation environmental exposure since 1985.

The FCC guidelines for human exposure to RF/MW radiation are derived from the recommendations of the National Council on Radiation Protection and Measurements (NCRP) and the Institute of Electrical and Electronics Engineers (IEEE). In both cases, the recommendations were developed by scientists and experts drawn from industry, government, and academia after extensive reviews of the scientific literature on the biological effects of RF/MW radiation.

Many countries in Europe and elsewhere use exposure guidelines developed by the International Commission on Non-Ionizing Radiation Protection (ICNIRP). The ICNIRP safety limits are generally similar to those of the IEEE, with a few exceptions. For example, ICNIRP recommends different exposure levels in different frequency ranges and for localized exposure from certain products such as hand-held wireless devices. The World Health Organization is working to provide a framework for international harmonized safety standards.

In order to affirm conformity to standards regarding heating of tissue, measurements are taken over a 6-minute period [6 minutes]. This method eliminates any spikes in the readings. Computer power bars are used to prevent damage to computers. **Fire fighters and emergency medical personnel do not!**

The NCRP, IEEE, and ICNIRP all have identified a whole-body Specific Absorption Rate (SAR) of 0.08 W/kg (4 W/kg) as a threshold level of exposure at which harmful biological thermal effects may occur. Exposure guidelines in terms of field strength, power density and localized SAR are based on this threshold value. In addition, the NCRP, IEEE, and ICNIRP guidelines vary depending on

RF/MW radiation exposure. This is due to the finding that whole-body human absorption of R with the frequency of the RF signal. The most restrictive limits on whole-body exposure are i of 30-300 MHz where the human body absorbs RF/MW energy most efficiently. For products of the body, such as wireless phones, exposure limits in terms of SAR only are specified.

Similarly, the exposure limits used by the FCC are expressed in terms of SAR, electric and r and power density for transmitters operating at frequencies from 300 kHz to 100 GHz. The found in two FCC bulletins, OET Bulletins 56 and 65.

OET Bulletin 56, "*Questions and Answers about Biological Effects and Potential Hazards Electromagnetic Fields*" was designed to provide factual information to the public by answer commonly asked questions. It includes the latest information on FCC guidelines for human radiation. Further information and a downloadable version of Bulletin 56 can be found at: [/oet/info/documents/bulletins/#56](http://oet/info/documents/bulletins/#56)

OET Bulletin 65, "*Evaluating Compliance With FCC Guidelines for Human Exposure Electromagnetic Fields*" was prepared to provide assistance in determining whether transmitting facilities, operations or devices comply with limits for human exposure to RF/MW the Federal Communications Commission (FCC). Further information and a downloadable ver be found at: <http://www.fcc.gov/oet/info/documents/bulletins/#65>

The FCC authorizes and licenses products, transmitters, and facilities that generate RF and r has jurisdiction over all transmitting services in the U.S. except those specifically oper Government. Under the National Environmental Policy Act of 1969 (NEPA), the FCC has cei consider whether its actions will significantly affect the quality of the human environment. The and licensing of transmitters and facilities must be evaluated for significant impact on the exposure to RF radiation emitted by FCC-regulated transmitters is one of several factors that such environmental evaluations. In 1996, the FCC revised its guidelines for RF/MW radiation e a multi-year proceeding and as required by the Telecommunications Act of 1996.

For further information and answers to questions about the safety of RF/MW radiation 1 facilities regulated by the FCC go to <http://www.fcc.gov/oet/rfsafety/rf-faqs.html>.

Canadian Government Information

Industry Canada is the organization that sets regulatory requirements for electromagnetic s and radio equipment in Canada. Industry Canada establishes standards for equipment certifi these standards, developed RSS-102, which specifies permissible radiofrequency RF/MW ra purpose, Industry Canada adopted the limits outlined in Health Canada's Safety-Code 6, document for limiting RF exposure. A downloadable version of "*RSS-102 - Evaluation Proc Portable Radio Transmitters with respect to Health Canada's Safety Code 6 for Exposure Frequency Fields*", as well as additional information can be found at: [http://strategis.ic.gc.ca/insmt-gst.nsf/vwapj/rss102.pdf/\\$FILE/rss102.pdf](http://strategis.ic.gc.ca/insmt-gst.nsf/vwapj/rss102.pdf/$FILE/rss102.pdf)

Safety Code 6 specifies the requirements for the use of radiation emitting devices. This Code Safety Code 6 - EHD-TR-160. A downloadable version of "*Limits of Human Exposure Electromagnetic Fields in the Frequency Range from 3 kHz TO 300 GHz – Safety Code 6*" detailed information can be found at <http://www.hc-sc.gc.ca/hecs-sesc/ccrpb/pu/toc.htm>.

US and Canadian Legal Issues

Although some local and state governments have enacted rules and regulations about human radiation in the past, the Telecommunications Act of 1996 requires the United States Federal human exposure to RF/MW radiation. In particular, Section 704 of the Act states that government or instrumentality thereof may regulate the placement, construction, and mo wireless service facilities on the basis of the environmental effects of radio frequency emissi such facilities comply with the Commission's regulations concerning such emissions." Further authority and FCC policy is available in a fact sheet from the FCC's Wireless Telecomm

www.fcc.gov/wtb.

In a recent opinion filed by Senior Circuit Judge Stephen F. Williams, No. 03-1336 *EMF Communications Commission and United States of America*, the Court upheld the FCC's den inquiry on the need to revise its regulations to address non-thermal effects of radiofrequency (facilities and products subject to FCC regulation as EMR Network had requested in its Septel Inquiry.

At the request of the EMR Network, the EMR Policy Institute provided legal and research su On January 13, 2005, a Petition for Rehearing *en banc* by the full panel of judges at the DC C was filed. Briefs, background documents and the DC Circuit decision are found at: http://litigation/case_law/index.htm.

The Toronto Medical Officer of Health for the Toronto Board of Health recommended to Hea exposure limits for RF/MW radiation be made 100 times stricter; however the recommenda since, as in the US, only the Canadian federal government can regulate RF/MW radiation expo:

World Health Organization Efforts

In 1996, the World Health Organization (WHO) established the International EMF Project to literature and work towards resolution of health concerns over the use of RF/MW technolog Web site that provides addition information on this project and about RF/MW biological effec further information go to <http://www.who.int/peh-emf/en/>.

Conclusion

For decades, the International Association of Fire Fighters has been directly involved in protec health and safety of our membership. However, we simply don't know at this time wha consequences of long-term-exposure to low-intensity RF/MW radiation of the type used by stations and antennas will be. No one knows--the data just aren't there. The chairma Commission on Non-Ionizing Radiation Protection ICNIRP), one of the leading internationa formulated the current RF/MW radiation exposure guidelines, has stated that the guidelines inc regarding prudent avoidance" for health effects for which evidence is less than conclusive ⁽⁴⁹⁾

Again, fire department facilities, where fire fighters and emergency response personnel live proper place for a technology which could endanger their health and safety

The only reasonable and responsible course is to conduct a study of the highest scientific me RF/MW radiation health effects to our membership and, in the interim, oppose the use of stations for towers and/or antennas for the conduction of cell phone transmissions until it is p are not hazardous to the health of our members.

Footnotes

[back] 1. Revised and Amended IAFF Resolution No. 15; August 2004

Study of Firefighters Exposed to Radio Frequency (RF) Radiation from Cell Towers/Mas

WHEREAS, fire stations across the United States and Canada are being sought by wireles stations for the antennas and towers for the conduction of cell phone transmissions; and

WHEREAS, many firefighters who are living with cell towers on or adjacent to their stations ar price in terms of physical and mental health. As first responders and protectors of the gene that firefighters are functioning at optimal cognitive and physical capacity at all times; and

WHEREAS, the brain is the first organ to be affected by RF radiation and symptoms man

neurological conditions including migraine headaches, extreme fatigue, disorientation, slowed vital memory loss and attention deficit amidst life threatening emergencies; and

WHEREAS, most of the firefighters who are experiencing symptoms can attribute the onset of these towers/antennas were activated; and

WHEREAS, RF radiation is emitted by these cellular antennas and RF radiation can penetrate including plants, animals and humans; and

WHEREAS, both the U. S. and Canadian governments established regulatory limits for R thermal (heat) measurements with no regard for the adverse health effects from non-thermal proven to harm the human brain and immune system; and

WHEREAS, the U. S. Environmental Protection Agency stated in a July 16, 2002, letter, "Federal agencies have not yet developed policies concerning possible risk from long-term, non-thermal FCC's exposure guideline is considered protective of effects arising from a thermal mechanism (cell towers is non-thermal) but not from all possible mechanisms. Therefore, the generalization of guidelines protecting human beings from harm by any or all mechanisms is not justified"; and

WHEREAS, an Expert Panel Report requested by the Royal Society of Canada prepared for the government stated that, "Exposure to RF fields at intensities far less than levels required to produce measurable effects in cells and tissues. These biological effects include alterations in the activity of adenylyl decarboxylase, in calcium regulation, and in the permeability of the blood-brain barrier. Some effects brought about by non-thermal exposure levels of RF could potentially be associated with these effects"; and

WHEREAS, based on concerns over growing scientific evidence of dangers from RF radiation, a conference was convened in Salzburg, Austria, in the summer of 2000 where renowned scientists set an upper-most RF radiation exposure limit from a tower-mast should be 1/10th of 1 microwatt (1 microwatt is 10,000 times lower than the uppermost limit allowed by the U. S. or Canada.); ; this limit was set because of study results showing brain wave changes at 1/10th of 1 microwatt

WHEREAS, in a recently cleared paper by Dr. Richard A. Albanese of the U. S. Air Force, a military physician in the area of the impact of radiation on the human body, Dr. Albanese states, "In my effort in achieving as low exposure rates as are possible within reasonable financial constraints, I have targeted studies using animal subjects and human groups living or working in high radiation settings such as cell phone users, emphasizing disease causations. I urge acceptance of the ideal that there should be no occupational or environmental exposures whose associated disease rates are unknown." (The statements herein are those of Dr. Albanese, and do not reflect the policies of the United States Air Force.

WHEREAS, recently a study, not affiliated with the wireless industry, was conducted of firefighters' exposure to radiation from cell towers/antennas affixed to their stations. The study revealed brain damage differentiated from chemical causation (such as inhalation of toxic smoke) suggesting RF radiation was the cause of the brain damage found on SPECT scans; and

WHEREAS, firefighters are the protectors of people and property and should be protected under the Principle of Science and therefore, unless radiation is proven safe and harmless, cellular antennas should not be placed on or near fire stations; therefore be it

RESOLVED, That the IAFF shall seek funding for an initial U. S. and Canadian study with the highest scientific integrity, contrasting firefighters with residence in stations with towers to firefighters without towers; and be it further

RESOLVED, That in accordance with the results of the study, the IAFF will establish protective measures to ensure the health and safety of all firefighters as the paramount objective; and be it further

RESOLVED, That the IAFF oppose the use of fire stations as base stations for antenna towers for the conduction of cell phone transmissions until such installations are proven not to be hazardous to firefighters and their members.

Note: A pilot study was conducted in 2004 of six California fire fighters working and sleeping in cell towers. The study, conducted by Gunnar Heuser, M.D., PhD. of Agoura Hills, CA, focused on symptoms of six fire fighters who had been working for up to five years in stations with cell towers. Symptoms included slowed reaction time, lack of focus, lack of impulse control, severe headaches, anxiety, depression, and tremors. Dr. Heuser used functional brain scans - SPECT scans to study changes in the brains of the six fire fighters as compared to healthy brains of men of the same age. Psychological testing known as TOVA was used to study reaction time, impulse control, and attention. SPECT scans revealed a pattern of abnormal change which was concentrated over a region that would normally be seen in brains of individuals exposed to toxic inhalation, as might be expected from lead. Dr. Heuser concluded the only plausible explanation at this time would be RF radiation exposure. Psychological testing revealed among the six fire fighters delayed reaction time, lack of impulse control, and lack of mental focus.

[back] 2. An international blue ribbon panel assembled by the National Institute of Environmental Health Sciences (NIEHS) designated power frequency electromagnetic fields (EMF) as "possible human carcinogen" in 1998. The panel's decision was based largely on the results of epidemiological studies of children and workers exposed on the job. The evaluation of the EMF literature followed procedures of the International Agency for Research on Cancer (IARC), based in Lyon, France. The working group was part of the basis for the NIEHS report to Congress on the EMF Research and Public Information Dissemination (RAPID). The National Radiological Protection Board (NRPB) of the United Kingdom noted that the findings of the Advisory Group on Non-Ionizing Radiation are "consistent with those of the NIEHS expert panel."

June 26, 1998 statement of the National Radiological Protection Board, cited in Microwave Health, 1998

[back] 3. World Health Organization; International Agency for Research on Cancer; IARC Evaluation of Carcinogenic Risks to Humans; Volume 80 Non-Ionizing Radiation, Part 1: Low-Frequency (ELF) Electric and Magnetic Fields; 2002; 429 pages; ISBN 92 832 1281 0. cie.iaarc.fr/htdocs/monographs/vol80/80. This IARC Monograph provides the rationale for its decision that ELF EMF is a possible human carcinogen. It states that:

A few studies on genetic effects have examined chromosomal aberrations and micronuclei in workers exposed to ELF electric and magnetic fields. In these studies, confounding by genotoxic solvents) and comparability between the exposed and control groups are of concern. Thus, an increased frequency of chromosomal aberrations and micronuclei are difficult to interpret.

Many studies have been conducted to investigate the effects of ELF magnetic fields on various biological systems. Although increased DNA strand breaks have been reported in brain cells of exposed rodents, the results are inconclusive; most of the studies show no effects in mammalian cells exposed to magnetic fields below 50 μ T. However, extremely strong ELF magnetic fields have caused adverse genetic effects in some studies. In addition, several groups have reported that ELF magnetic fields enhance the effects of chromosome-damaging agents such as ionizing radiation.

The few animal studies on cancer-related non-genetic effects are inconclusive. Results on cell proliferation and malignant transformation are inconsistent, but some studies suggest that ELF magnetic fields affect cell proliferation and modify cellular responses to other factors such as melatonin. An ongoing study of various cell lines to ELF electric and magnetic fields has been reported with different exposure conditions. Numerous studies have investigated effects of ELF magnetic fields on end-points associated with signal transduction, but the results are not consistent.

[back] 4. The International Commission on Non-Ionizing Radiation Protection (ICNIRP) statement "Guidelines for the Limitation of Human Exposure to Radio Frequency Electromagnetic Fields Related to the Use of Hand-Held Radiotelephones and Base Transmitters" of 1996 reads:

"Thermally mediated effects of RF fields have been studied in animals, including primates. The effects that will probably occur in humans subjected to whole body or localized heating sufficient to raise body temperatures by greater than 1°C. They include the induction of opacities of the lens of the eye, delayed development and male fertility, various physiological and thermoregulatory responses to heat, and changes in the immune system."

ability to perform mental tasks as body temperature increases. Similar effects have been reported to heat stress, for example while working in hot environments or by fever. The various effects and form the biological basis for restricting occupational and public exposure to radiofrequency non-thermal effects are not well established and currently do not form a scientifically accepted human exposure for frequencies used by hand-held radiotelephones and base stations."

International Commission on Non-Ionizing Radiation Protection, "Health Issues Related to Radiotelephones and Base Transmitters," Health Physics 70:587-593, 1996

The ANSI/IEEE Standard for Safety Levels of 1992 similarly states:

"An extensive review of the literature revealed once again that the most sensitive measured harmful biological effects were based on the disruption of ongoing behavior associated with temperature in the presence of electromagnetic fields. Because of the paucity of reliable data IEEE Subcommittee IV focused on evidence of behavioral disruption under acute exposures of transient and fully reversible nature."

IEEE Standards Coordinating committee 28 on Non-Ionizing Radiation Hazards: Standard C95.1-1991, Respect to Human Exposure to Radio Frequency Electromagnetic Fields, 3 KHz to 300 GHz (1991), The Institute of Electrical and Electronics Engineers, New York, 1992.

[back] 5. Drs. Czerska, Casamento, Ning, and Davis (working for the Food and Drug Administration) found that "a waveform identical to that used in digital cellular phones" at a power level within our current standard (1.6 W/Kg, the maximum spatial peak exposure level recommended for the general public by the C95.1-1991 standard) found increases in cellular proliferation in human glioblastoma cells. The authors reported that "acceptable" levels of radiation can cause human cancer cells to multiply faster. The authors reported associations between cellular phone exposure and the occurrence of a brain tumor, and a glioblastoma cell line was used" in their research.

E.M. Czerska, J. Casamento, J. T. Ning, and C. Davis, "Effects of Radiofrequency Electromagnetic Fields on Cell Proliferation," [Abstract presented on February 7, 1997 at the workshop 'Physical Characterization of Biological Effects of Microwaves Applied in Wireless Communication, Rockville, MD] Casamento Centers for Devices and Radiological Health, Food and Drug Administration, 20857, USA; H. T. Ning, Indian Health Service, Rockville, Maryland 20857, USA; C. Davis, Dept., Univ. of Maryland, College Park, Maryland 20742, USA

[back] 6. Dr. Michael Repacholi (in 1997, currently the director of the International Electromagnetic Interference and Compatibility Division of the World Health Organization) took one hundred transgenic mice and exposed some to radiofrequency fields for periods a day for up to 18 months. He found that the exposed mice developed lymphomas at twice the rate of the unexposed mice. While telecommunications industry spokespersons criticized the use of mice with a mutation which predisposed them to cancer (transgenic) the researchers reported that "individuals inherit mutations in other genes...that predispose them to develop cancer, and comprise a subpopulation at special risk from agents that would pose an otherwise insignificant risk to the general population."

Dr. Repacholi stated "I believe this is the first animal study showing a true non-thermal effect of radiofrequency fields. The experiment in 1998 using 50 Hz fields instead of the 900 MHz pulsed radiation (the type used in the original experiment and found no cancer risk. He stated that this new data had implications for the cellular phone study: "the control groups for both our RF and 50 Hz field studies showed no cancer, which lessens the possibility that the RF/MW radiation study result was a chance event due to experimental methodology."

It is extremely important to note that Dr. Michael Repacholi was Chairman of the ICNIRP at the time of the workshop on Health Issues Related to the Use of Hand-Held Radiotelephones and Base Transmitters was held in 1997.

M. Repacholi et al., "Lymphomas in Eμ-Pim1 Transgenic Mice Exposed to Pulsed 900 MHz Fields," Radiation Research, 147, pp.631-640, May 1997

[back] 7. Dr. Ross Adey (Veterans Administration Hospital at Loma Linda University in 1996) found a protective effect in rats exposed to the type of radiation used in digital cellular phones.

exposed to an SAR of 0.58-0.75 W/Kg 836 MHz pulsed radiation of the TDMA type two hours a week for 23 months, with the signals turned on and off every 7.5 minutes, so total exposure was 100 hours. Interestingly this effect was not present when a non-digital, analog signal was used. Rats exposed less often. This study shows that low power fields of the digital cellular frequency can influence brain function. Whether they would protect or promote in our children is a question for further study.

Ross Adey of the Veterans Administration Hospital at Loma Linda University, CA presented (digital cellular) radiation on June 13, 1996 at the 18th Annual Meeting of the Bioelectromagnetics Society, Victoria, Canada. He presented the findings of the analog cellular phone radiation effect at the World Congress for Electricity and Magnetism in Biology and Medicine in Bologna, Italy. Reprinted in Microwave News issues July/August, 1996 and March/April 1997.

In recognition of his more than three decades of "fundamental contributions to the emerging science of the effects of electromagnetic fields," the authors of the November 2004 Report of the European Commission (Risk Evaluation of Potential Environmental Hazards From Low Frequency Electromagnetic Fields Using Sensitive *in vitro* Methods) chose to include Dr. Adey's personal views on Electromagnetic Fields research as the Foreword to that report. To view the entire report, see: http://www.itis.org/REFLEX_Final%20Report_171104.pdf

The following is taken from Dr. Adey's Foreword found on pages 1-3 of the REFLEX Report:

The Future of Fundamental Research in a Society Seeking Categorical Answers to Technological Challenges

In summary, we have become superstitious users of an ever-growing range of technologies, unable to escape the web that they have woven around us.

Media reporters in general are not better informed. Lacking either responsibility or accuracy, they have created feeding frenzies from the tiniest snippets of information gleaned from scientific meetings through an inaccurate interpretation of published research. In consequence, the public has turned to government legislatures and bureaucracies for guidance . . .

We face the problem brought on by the blind leading the blind. Because of public pressure on very complex biological and physical issues, short-term research programs have been funded, raising questions about certain health risks.

In many countries, and particularly in the USA, the effects of such harassing and truncated independent, careful fundamental research have been near tragic. Beguiled by health hazard claims, source of funding, accomplished basic scientists have diverted from a completely new paradigm of regulation of biological mechanisms at the atomic level. Not only have governments permitted in the communications industry to fund this research, they have even permitted them to dictate questions to be addressed and to select the institutions performing the research.

[back] 8. Dr. A. W. Guy reported an extensive investigation on rats chronically exposed from age 3 to low-level pulsed microwaves at SARs up to 0.4 W/Kg. The exposed group was found to have a higher incidence of primary cancers.

A. W. Guy, C. K. Chou, L. Kunz, L. Crowley, and J. Krupp, "Effects of Long-Term Low-Frequency Radiation Exposure on Rats." Volume 9. Summary. Brooks Air Force Base, Texas, USAF Medical Center, USF-SAM-TR-85-11; 1985

[back] 9. Drs. Henry Lai and N. P. Singh of the University of Washington in Seattle have reported double-strand DNA breaks in the brains of rats exposed to radiofrequency electromagnetic radiation at 1.2 W/Kg. DNA is the carrier of the genetic information in all living cells. Cumulated DNA strand breaks can lead to cancer or neurodegenerative diseases.

H. Lai and N. P. Singh, "Single- and Double-Strand DNA Breaks in Rat Brain Cells After Radiofrequency Electromagnetic Radiation," *International Journal of Radiation Biology*, Vol. 67, 1995

1996

[back] 10. Dr. Stanislaw Szmigielski has studied many thousands of Polish soldiers. He exposed to radiofrequency and microwave radiation in the workplace had more than double unexposed servicemen analyzing data from 1971-1985. He has presented further data suggesting a relationship with soldiers exposed to 100-200 W/cm² suffering 1.69 times as many cancers as those exposed to 600-1000 W/cm² suffering 4.63 times as many cancers. The level considered according to FCC regulations is 1000 W/cm². Occupational exposure up to 5000 W/cm² is allowed.

S. Szmigielski, "Cancer Morbidity in Subjects Occupationally Exposed to High Frequency Microwave) Electromagnetic Radiation," *The Science of the Total Environment* 180:9-17, 1999

[back] 11. Dr. Bruce Hocking found an association between increased childhood leukemia incidence in the proximity of television towers. The power density ranged from 0.2-8.0 W/cm² nearer to the towers.

B. Hocking, I. R. Gordon, H. L. Grain, and G. E. Hatfield, "Cancer Incidence and Mortality Near Television Towers," *Medical Journal of Australia* 165: 601-605; 1996

[back] 12. Drs. Mann and Rösche investigated the influence of pulsed high-frequency RF/MW mobile radio telephones on sleep in healthy humans. They found a hypnotic effect with shortened latency and a REM (Rapid Eye Movement) suppressive effect with reduction of duration and amount of sleep. "REM sleep plays a special physiological role for information processing in the brain, consolidation of new experiences. Thus the effects observed possibly could be associated with memory and learning functions."

K. Mann and J. Rösche, "Effects of Pulsed High-Frequency Electromagnetic Fields on Sleep," *Neuropsychobiology* 33:41-47, 1996

[back] 13. Dr. Allen Frey has been researching RF/MW radiation for over 3 decades. His latest paper concerns headaches and cellular phone radiation. "There have been numerous reports of headaches occurring in association with the use of hand-held cellular telephones. Are these reported headaches due to emissions from telephones? There is reason to believe that the answer is "yes" to both questions. Several lines of evidence support this conclusion. First, headaches as a consequence of exposure to microwaves were reported in the literature 30 years ago. These were observed during the hearing research before there were cellular telephones. Second, the blood-brain barrier appears to be involved in headaches, and low intensity microwave energy exposure affects the barrier. Third, the dopaminergic system in the brain appears to be involved in headaches, and low intensity electromagnetic energy exposure affects these systems. In all three lines of research, the microwave energy used was approximately the same as the modulations, and incident energies--as those emitted by present day cellular telephones. Could headaches be the canary in the coal mine, warning of biologically significant effects?"

A. H. Frey, "Headaches from Cellular Telephones: Are they Real and What Are the Implications?" *Health Perspectives* Volume 106, Number 3, pp.101-103, March 1998

[back] 14. Henry Lai's review of the literature concerning neurological effects of RF/MW radiation indicates that RF/MW radiation of relatively low intensity can affect the nervous system. Changes in the blood-brain barrier, morphology, electrophysiology, neurotransmitter functions, cellular metabolism, and genetic effects have been reported in the brain of animals after exposure to RF. These changes represent functional changes in the nervous system. Behavioral changes in animals after exposure to RF/MW radiation include:

Even a temporary change in neural functions after RF/MW radiation exposure could lead to accidents. For example, a transient loss of memory function or concentration could result in an accident while driving. Loss of short term working memory has indeed been observed in rats after acute exposure to RF/MW radiation.

Research has also shown that the effects of RF/MW radiation on the nervous system can be reversible after exposure. The important question is, after repeated exposure, will the nervous system adapt to the effects of RF/MW radiation?

when will homeostasis break down? Related to this is that various lines of evidence suggest central nervous system to RF/MW radiation could be a stress response. Stress effects are w over time and involve first adaptation and then an eventual break down of homeostatic process

H. Lai, "Neurological Effects of Radiofrequency Electromagnetic Radiation Relating to Wir Technology," Paper presentation at the IBC-UK Conference: "Mobile Phones-Is There a Hez 16-17, 1997, Brussels, Belgium

[back] 15. Blood-Brain-Barrier: The blood-brain-barrier (BBB) is primarily a continuous layer c vessels of the brain. It is critical for regulation of the brain's activity. Lai notes that "Ever indicate that changes in the BBB occurs only after exposure to RF/MW radiation of high inte increase in tissue temperature, several studies have reported increases in permeability after radiation of relatively low intensities...Pulsed RF seems to be more potent than continuo RF/MW is the type used in digital cellular systems. Effects on the BBB were noted at the 0.2' at SAR of 0.016-5 W/kg. These effects could lead to local changes in brain function.

H. Lai, Ibid

[back] 16. Cellular Morphology: RF/MW radiation induced morphological changes of the c cells and tissues have been shown to occur under relatively high intensity or prolonged ex radiation. However, there are several studies which show that repeated exposure at relatively caused morphological changes in the central nervous system. Again here pulsed (as in digit: radiation produced more pronounced effects. Certain drugs given to nonhuman primates instance allowing eye damage to occur at very low power intensities. Dr Lai notes "Ch: especially cell death, could have an important implication on health. Injury-induced cell p hypothesized as a cause of cancer." Some of these experiments were in the range of SAR 0. W/kg.

H. Lai, Ibid

[back] 17. Neural Electrophysiology: Changes in neuronal electrophysiology, evoked potentials reported. Some effects were observed at low intensities and after repeated exposure, sugges Energy density levels were as low as 50 W/cm².

H. Lai, Ibid

[back] 18. Neurotransmitters: Neurotransmitters are molecules which transmit information f another. Early studies have reported changes in various neurotransmitters (catecholan acetylcholine) in the brain of animals only after exposure to high intensities of RF/MW radiati more recent studies that show changes in neurotransmitter functions after exposure to radiation. For example, effects were seen at 50 μ W/cm² in one experiment. U.S. and Cana safety policies allow exposures of 1000 μ W/cm² at that frequency.

RF/MW radiation activates endogenous opioids in the brain. Endogenous opioids are r morphine-like properties and are involved in many important physiological and behavioral fu perception and motivation.

The response to RF/MW radiation depends on the area of the brain studied and on the Exposure to RF/MW radiation has been shown to affect the behavioral actions of benzodiazep (such as Valium).

H. Lai, Ibid

[back] 19. Metabolic Changes in Neural Tissue: Several studies investigated the effects exposure on energy metabolism in the rat brain. Surprisingly, changes were reported after ex intensity RF/MW radiation for a short duration of time (minutes). The effects depended c modulation characteristics of the RF/MW radiation and did not seem to be related to tempe tissue.

Calcium ions play important roles in the functions of the nervous system, such as the release and the actions of some neurotransmitter receptors. Thus changes in calcium ion concentration alter neural functions. This is an area of considerable controversy because some have reported no significant effects of RF/MW radiation exposure on calcium efflux. However, when observed, they occurred after exposure to RF/MW radiation of relatively low intensities and with modulation and intensity of the RF/MW radiation studied (window effects). Some studies used 0.05-0.005 W/Kg.

H. Lai, Ibid

[back] 20. Cytogenetic effects have been reported in various types of cells after exposure. Recently, several studies have reported cytogenetic changes in brain cells by RF/MW radiation. This could have important implications for the health effects of RF/MW radiation. Genetic damage is involved in carcinogenesis. However, since neurons do not undergo mitosis, a more likely consequence of damage is changes in functions and cell death, which could either lead to or accelerate neurodegenerative diseases. Power densities of 1 mW/cm² were employed, a level considered safe by the FCC.

RF/MW radiation-induced increases in single and double strand DNA breaks in rats can be blocked by melatonin or the spin-trap compound N-t-butyl-phenylnitron. Since both compounds are free radical scavengers, these data suggest that free radicals may play a role in the genetic effect of RF/MW radiation. The involvement of free radicals in the RF-induced DNA strand breaks in brain cells, results from this study could have important implications on the health effects of RF exposure. Involvement of free radicals in human disease, such as atherosclerosis, has been suggested. Free radicals also play an important role in the aging process. It is ascribed to be a consequence of accumulated oxidative damage to body tissues, and involvement in neurodegenerative diseases, such as Alzheimer's, Huntington, and Parkinson, has also been suggested. Some individuals may be more susceptible to the effects of RF/MW radiation.

H. Lai, Ibid

[back] 21. Dr. A. A. Kolodynski and V. V. Kolodynska of the Institute of Biology, Latvian Academy of Sciences presented the results of experiments on school children living in the area of the Skrunda Radio Location Station in Latvia. Motor function, memory, and attention significantly differed between the exposed and control children. Children living in front of the station had less developed memory and attention and their reaction times were longer.

A. A. Kolodynski, V. V. Kolodynska, "Motor and Psychological Functions of School Children Living in the Area of the Skrunda Radio Location Station in Latvia," The Science of the Total Environment 180:87-94, 1995

[back] 22. Dr. H. Lai and colleagues in 1993 exposed rats to 45 minutes of pulsed high frequency RF/MW radiation at low intensity and found that the rats showed retarded learning, indicating a deficit in spatial learning function.

H. Lai, A. Horita, and A. W. Guy, "Microwave Irradiation Affects Radial-Arm Maze Performance in Rats," Bioelectromagnetics 15:95-104, 1994

NOTE: Dr. Lai's January 2005 compilation of published RF/MW radiation studies demonstrating effects of exposure to low-intensity RF/MW radiation is included as a Reference section at the end of this fact sheet.

[back] 23. Dr. Stefan Braune reported a 5-10 mm Hg resting blood pressure rise during exposure to RF/MW radiation of the sort used by cellular phones in Europe. The Lancet, the British medical journal, appeared, stated that "Such an increase could have adverse effects on people with high blood pressure."

S. Braune, "Resting Blood Pressure Increase During Exposure to a Radio-Frequency Electromagnetic Field," Lancet 351, pp. 1,857-1,858, 1998

[back] 24. Dr. Kues and colleagues (of Johns Hopkins University and the Food and Drug Administration) placed timolol and pilocarpine into the eyes of monkeys and then exposing them to low intensity RF/MW radiation caused a significant reduction in the power-density threshold for causing cataracts.

covering the eye and the iris. In fact the power was reduced by a factor of 10, so that it ent safe" level of the FCC, 1 mW/cm²! Timolol and pilocarpine are commonly used by people suf This is a very important study, as it points to the fact that laboratory experiments under "ideal what one finds in real life. The "safe" level of RF/MW radiation exposure for healthy peop different than for those of us who suffer from illness, take medications, or are perhaps simply those in the experiments.

H. A. Kues, J. C. Monahan, S. A. D'Anna, D. S. McLeod, G. A. Luty, and S. Koslov, "Incre Non-Human Primate Eye to Microwave Radiation Following Ophthalmic Drug Pretreatment, 13:379-393, 1992

[back] 25. The World Health Organization states that "concerns have been raised about mobile telephones, electric power lines and police speed-control 'radar guns.' Scientific report exposure to electromagnetic fields emitted from these devices could have adverse health eff reduced fertility, memory loss, and adverse changes in the behaviour and development of cf May 1996, in response to growing public health concerns in many Member States over possil exposure to an ever-increasing number and diversity of EMF sources, the World Health Org international project to assess health and environmental effects of exposure to electric and became known as the International EMF Project. The International EMF Project will last for five studies at [frequencies above about 1 MHz] suggest that exposure to RF fields too weak to ca adverse health consequences, including cancer and memory loss. Identifying and encouraging into these open questions is one of the major objectives of the International EMF Project."

World Health Organization Fact Sheet N181, "Electromagnetic Fields and Public Health, 1 Project," reviewed May 1998 and World Health Organization Fact Sheet N182, "Electromagn Health, Physical Properties and Effects on Biological Systems," reviewed May 1998,

[back] 26. The U. S. Food and Drug Administration in a January 14, 1998 letter to the Hous Subcommittee stated it "believes additional research in the area of RF is needed." In 1997 th following priorities:

- Chronic (lifetime) animal exposures should be given the highest priority.
- Chronic animal exposures should be performed both with and without the applicator agents to investigate tumor promotion in addition to tumorigenesis.
- Identification of potential risks should include end points other than brain cancer (e.g radiation exposure).
- Replication of prior studies demonstrating positive biological effects work is needed. / the Chou and Guy study (*Bioelectromagnetics*, 13, pp.469-496, 1992) which suggests of rats to microwaves is associated with an increase in tumors, would contribute a identification process for wireless communication products.
- Genetic toxicology studies should focus on single cell gel studies of DNA strand breaka micronuclei.
- Epidemiology studies focused on approaches optimized for hazard identification are war

Food and Drug Administration Recommendations quoted in *Microwave News*, March/April, 1998

[back] 27. The International Agency for Research on Cancer (IARC) is planning a multi-cour study of cancer among users of wireless phones, beginning 1998. *Microwave News*, January/February, 1998

[back] 28. The Swedish Work Environmental Fund initiated a new epidemiological study on c and brain tumors in 1997. *Microwave News*, November/December, 1997

[back] 29. The National Cancer Institute announced plans for a 5 year study of brain tumors in 1993. *Microwave News*, January/February, 1993

[back] 30. The European Commission (EC) Expert Group on health effects of wireless phon

research program with a \$20 million budget, reported 1997. *Microwave News*, January/February

[back] 31. A report commissioned by New Zealand's Ministry of Health stated that "It is imperative that the issues be clarified as soon as possible, as there is much at stake." It called for more research on potential health effects of RF radiation. *Microwave News*, November/December, 1996

[back] 32. The National Health and Medical Research Council of Australia announced its \$3.5 million project on potential health effects of mobile phone technology in 1996. *Microwave News*, November/December, 1996

[back] 33. The Commonwealth Scientific Industrial Research Organization (CSIRO) of Australia announced that the safety of cellular telephones cannot be resolved "in the near future." Dr. Stan Barnett, of CSIRO, states that "My goal is to establish a national committee to approach this problem with relevant and focused research." He estimated a budget of \$3 million over a 3 year period would be required.

Commonwealth Scientific Industrial Research Organization, "Status of Research on Biological Effects of Electromagnetic Radiation: Telecommunications Frequencies," a report prepared by Dr. Stan Barnett, Microwave News, September/October, 1995

[back] 34. In Canada, Expert Panels are formed in response to requests from governments for guidance on public policy issues where specialized knowledge is required. The Royal Society is the only national academic organization, encompassing all fields of study in the sciences, and provides, through its Committee on Expert Panels, a service to Canadians by convening Expert Panels and publicly disseminating, arms-length, third party reviews. The most recent Expert Panel report on radiation examines new data on dosimetry and exposure assessment, thermoregulation, biological enzyme induction, and toxicological effects, including genotoxicity, carcinogenicity, and testicular outcomes. Epidemiological studies of mobile phone users and occupationally exposed populations along with human and animal studies of neurological and behavioural effects. All of the studies completed within the last two years have supported the need for further research to clarify the relationship between RF fields and adverse health outcomes that have appeared in some reports. See: [//index.php?lang_id=1&page_id=120](http://www.iaff.org/index.php?lang_id=1&page_id=120).

Recent Advances in Research on Radiofrequency Fields and Health: 2001-2003; A Follow-up of Canada, Report on the Potential Health Risks of Radiofrequency Fields from Wireless Telecommunications Devices, 1999

[back] 35. The European Union effort to address this issue is in the study *Risk Evaluation of Environmental Hazards from Low Energy Electromagnetic Field Exposure Using Sensitive Systems* (REFLEX). Exposure to electromagnetic fields (EMF) in relation to health is a controversial issue in the industrial world. So far epidemiological and animal studies have generated conflicting data regarding possible adverse health effects. This situation has triggered controversies in Europe with its high density of population and industry and the omnipresence of EMF in infrastructure products. These controversies are affecting the siting of facilities, leading people to relocate power lines to be re-sited, all at great expense. The European Union believes that causality between EMF and disease can never be regarded as proven without knowledge and understanding of the mechanisms possibly triggered by EMF. To search for those basic mechanisms powerful technologies of molecular biology were to be employed in the REFLEX project to investigate cellular and molecular mechanisms of living cells exposed to EMF in vitro.

The REFLEX data have made a substantial addition to the data base relating to genotoxic and carcinogenic effects of both ELF-EMF and RF-EMF on *in vitro* cellular systems. While the data neither precludes nor proves a causal link due to EMF exposure nor was the project designed for this purpose, the value lies in providing a framework to enable mechanisms of EMF effects to be studied more effectively than in the past. Furthermore, the data provide new information that will be used for risk evaluation by WHO, IARC and ICNIRP. For REFLEX see: http://europa.eu.int/comm/research/quality-of-life/ka4/ka4_electromagnetic

[back] 36. The Swedish Radiation Protection Institute (SSI) endeavors to ensure that the radiation environment is protected from the harmful effects of radiation, both in the present and in the future.

focused on epidemiological research on cancer and exposure from mobile phones and tri-axial experimental cancer research. In addition three selected topics were also discussed, namely heat shock proteins, and precautionary framework. For further information on SSI see: /forfattning/eng_forfattiista.html

[back] 37. In the United Kingdom, the National Radiological Protection Board (NRPB) Radiological Protection Act 1970. The statutory functions of NRPB are to advance the knowledge about the protection of mankind from radiation hazards through research and to provide information to persons (including Government Departments) with responsibilities in the United Kingdom in relation to radiation hazards either of the community as a whole or of particular sections of the community. The Board believes that there is a need for better occupational studies rather than simply for more. The need to be of occupational groups for whom measurements show that there is genuinely excessive exposure to RF fields. If the studies are to be more informative than those so far, a key requirement is improved exposure measurement (or improved estimation of exposure) for individuals, or at least for groups. It would be desirable, as far as practical, that the studies should measure the intensity of the exposures, and also that they should include some assessment of major RF field exposures from the current occupation. Ideally, exposure assessment needs to be anatomical site (organ)-specific. As different sources result in greatly differing doses to different parts of the body. It is a difficulty in this course, that the appropriate exposure metric is unknown. For further information see: <http://www.nrpb.org/index.htm>

[back] 38. On January 5, 2005, the EMF-Team Finland issued the Helsinki Appeal 2005 to the European Parliament. In it physicians and researchers call on the European Parliament to adopt the Precautionary Principle to electromagnetic fields, especially in the radio- and microwave- frequency bands. They also call for present RF/MW radiation safety standards that do not recognize the biological effects caused by chronic exposures to non-ionizing radiation [i.e., RF/MW radiation.] They also call for continued refinement of the EMF research program. The text of the Helsinki Appeal 2005 is found at: <http://www.emfteamfinland.org/news/headlines/index.htm>

[back] 39. On July 19, 1993 Dr. Elizabeth Jacobson, Deputy Director for Science, Center for Environmental and Radiological Health, Food and Drug Administration criticized Thomas Wheeler, President of the Telecommunications Industry Association:

"I am writing to let you know that we were concerned about two important aspects of your press release of February 16 concerning the safety of cellular phones, and to ask that you carefully consider the following before you make future statements to the press. First, both the written press statements and your verbal statements at the press conference seemed to display an unwarranted confidence that these products will be found safe. The unremittingly upbeat tone of the press packet strongly implies that there can be no hazard and that the wonder why any further research would be needed at all....More specifically, your press packet from our Talk Paper of February 4 in order to imply that FDA believes that cellular phones are safe is in direct proof at this point that cellular phones are harmful." In fact, the same Talk Paper also states that there is no evidence to know for sure, either way." Our position, as we have stated it before, is this: Although there is some evidence linking cellular phones with harmful effects in humans, a few animal studies suggest that such effects do exist. It is simply too soon to assume that cellular phones are perfectly safe, or that they are safe because the assumption would be premature. This is precisely why more research is needed."

Full text of letter can be found in Microwave News, July/August, 1993

[back] 40. In 1993 the Director of the Office of Radiation and Indoor Air of the Environmental Protection Agency suggested that the FCC not adopt the 1992 ANSI/IEEE standard "due to serious flaws," namely (1) "the ANSI/IEEE conclusion that there is no scientific data indicating that certain subgroups of the population are at a higher risk than others is not supported by NCRP and EPA reports" and (2) "the thesis that ANSI/IEEE standards are protective of all mechanisms of interaction is unwarranted because the adverse effects of the ANSI/IEEE standard are based on a thermal effect."

Letter from Margo T. Oge, Director, Office of Radiation and Indoor Air to Thomas Stanley, Chief of Engineering and Technology, FCC, dated Nov 9, 1993

[back] 41. A brief sampling of the CSIRO report:

Problems in studies of human populations published to date include imprecise estimates of risk. In such epidemiological studies may underestimate any real risk. The likelihood of epidemiological studies providing useful information is questionable, particularly if the biological end point cannot be predicted. A short-term (less than 10 years) must be negligible unless there was an enormous increase in the risk. Interestingly, the incidence of brain tumors in the EC countries has increased substantially in recent years.

RF safety cannot be assessed in the absence of reported serious effects when so little research has been done on the problem. It is somewhat surprising, and rather disappointing, to find that although the literature contains hundreds of publications, there are very few areas of consensus....At low levels the absence of [the] presence of intensity and frequency windows have created questions rather than provided answers.

There is no doubt that the interpretation of bioeffects data has been clouded by a preoccupation with thermal-mediated processes. In fact, development of the ANSI/IEEE standard is based only on well-understood thermal effects, and ignores the more subtle non-thermal processes that are more difficult to interpret and measure for public health.

Commonwealth Scientific Industrial Research Organization, "Status of Research on Biological Effects of Electromagnetic Radiation: Telecommunications Frequencies," a report prepared by Dr. St. J. Mitchell, Microwave News, September/October, 1995

[back] 42. Statement from the October 25-28, 1998 "Symposium of Mobile Phones and Possible Biological and Health Effects of RF Electromagnetic Fields" held at the University of

The preferred terminology to be used in public communication: Instead of using the terms "athermal" or "microthermal" effects, the term "low intensity biological effects" is more appropriate.

Preamble: The participants agreed that biological effects from low-intensity exposures are subtle and difficult to measure. However, the current state of scientific consensus is inadequate to derive reliable exposure limits. Further scientific evidence demands an increase in the research efforts on the possible health impact and on the methods of measurement and dose assessment.

Base stations: How could satisfactory Public Participation be ensured: The public should be encouraged to participate in the process. This should include information on technical and exposure data as well as the status of the health debate. Public participation in the decision (limits, siting, etc.) should be encouraged.

Cellular phones: How could the situation of the users be improved: Technical data should be provided to allow comparison with respect to EMF-exposure. In order to promote prudent usage of cellular phones, information on the health debate should be provided. This procedure should offer opportunities for the reduction in EMF-exposure. In addition, this process could stimulate further developments of cellular phone devices.

[back] 43. Statement from the June 7-8, 2000 International Conference on Cell Tower Siting and Public Health, Salzburg, Austria. The full report can be found at: www.land-sbg.gv.at/celltc

It is recommended that development rights for the erection and for operation of a cell tower be subject to a permission procedure. The protocol should include the following aspects:

- Information ahead and active involvement of the local public
- Inspection of alternative locations for the siting
- Protection of health and wellbeing
- Considerations on conservation of land- and townscape
- Computation and measurement of exposure
- Considerations on existing sources of HF-EMF exposure

- Inspection and monitoring after installation
- It is recommended that a national database be set up on a governmental level giving stations and their emissions.
- It is recommended for existing and new base stations to exploit all technical possibilities as low as achievable (ALATA-principle) and that new base stations are planned so that exposure at places where people spend longer periods of time is as low as possible according to public health guidelines.
- Presently the assessment of biological effects of exposures from base stations is difficult but indispensable for protection of public health. There is at present evidence of adverse health effects.
 - Recommendations of specific exposure limits are prone to considerable uncertainty and are considered preliminary. For the total of all high frequency irradiation a limit value ($\mu\text{W}/\text{cm}^2$) is recommended.
 - For preventive public health protection a preliminary guideline level for the sum of all ELF pulse modulated high-frequency facilities such as GSM base stations of 1 $\mu\text{W}/\text{cm}^2$ is recommended.

[back] 44. Scientists attending the September 13-14, 2002 International Conference "Statistical Issues in Electromagnetic Fields – Scientific and Legal Issues," organized by ISPESL (National Institute for Occupational Safety and Health, Italy), the University of Vienna, and the City of Catania, held in Catania, Italy, agreed on the following conclusions:

- Epidemiological and *in vivo* and *in vitro* experimental evidence demonstrate adverse effects of electromagnetic field (EMF) induced effects, some of which can be adverse to health.
- We take exception to arguments suggesting that weak (low intensity) EMF cannot induce adverse effects.
- There are plausible mechanistic explanations for EMF-induced effects which occur at levels below the IEEE guidelines and exposure recommendations by the EU.
- The weight of evidence calls for preventive strategies based on the precautionary principle. Such strategies may involve prudent avoidance and prudent use.
- We are aware that there are gaps in knowledge on biological and physical effects, and on the mechanisms of EMF, which require additional independent research.

[back] 45. The Freiburger Appeal is a German based appeal by mainly medical practitioners about the effects, they believe, from mobile phone technology including masts that are appearing everywhere. It started in Oct 2002 and with very little international publicity has got 50,000 signatories with signatures from across the world. Most of these physicians and scientists agreed to establish a scientific commission to promote research for the protection of public health from EMF and to develop guidelines and strategies for assessment, prevention, management and communication of EMF based on the precautionary principle.

Excerpt:

On the basis of our daily experiences, we hold the current mobile communications technology (including mobile phones and cordless digital telephones (DECT standard)) to be a major trigger for this fatal development. One can no longer evade these pulsed microwaves. The already-present chemical/physical influences, stress the body-immune system, and can lead to a halt of the functioning regulatory mechanisms to a halt. Pregnant women, children, adolescents, elderly,

especially at risk.

Statement of the physicians and researchers of Interdisziplinäre Gesellschaft für Umweltmedizin (Interdisciplinary Association for Environmental Medicine) IGUMED, Sackingen, Germany, § The Freiburger Appeal can be found at: <http://www.mastsanity.org/doctors-appeals.htm>

[back] 46. Report of the European Union's REFLEX Project (Risk Evaluation of Potential Effects from Low Frequency Electromagnetic Field Exposure Using Sensitive *in vitro* Methods), I Project studied ELF and RF exposures to various animal cell types. The report is available at: http://www.itis.ethz.ch/downloads/REFLEX_Final%20Report_171104.pdf

From the Summary: *[t]he omnipresence of EMF's in infrastructures and consumer products of public concern. This is due to the fear of people that based on the many conflicting research health cannot be excluded with some certainty. Therefore, the overall objective of REFLEX was to determine whether or not the fundamental biological processes at the cellular and molecular level support such a concern. For this purpose, possible effects of EMF's on cellular events controlling key functions, including cell proliferation, carcinogenesis and in the pathogenesis of neurodegenerative disorders, were studied through *in vitro* experiments. Failure to observe the occurrence of such key critical events in living cells after EMF exposure suggested that further research efforts in this field could be suspended and financial resources directed towards the investigation of more important issues. But as clearly demonstrated, the results of the REFLEX project have led the way into the opposite direction.*

[back] 47. From the Discussion section of the December 20, 2004 Second Annual Report of the Swedish Radiation Protection Board (SSI) entitled: *Recent Research on Mobile Telephony and Health Risks: Summary of Findings from SSI's Independent Expert Group on Electromagnetic Fields*. The complete report is available at: http://www.ssi.se/english/EMF_exp_Eng_2004.pdf

To date, little is known about the levels of radiofrequency radiation exposure in the general population from sources such as mobile phones being used by oneself or other people, mobile phone base stations, and television transmitters. Measurements that have been performed have usually been made in the vicinity of base stations and concern about base station exposures or other specific sources, and have therefore been representative of the general population. It could be assumed to have higher fields than would be the case if measurement locations were chosen randomly. Furthermore, all measurements have been stationary, and there is today no knowledge of exposure that an individual will have throughout the day.

There is need for information about the personal exposure to RF fields in the general population. This information is needed for a better understanding of the relative importance of exposure from base stations close to the home, from mobile phone use, and from television transmitters, and from the use of mobile phones. . . . Studies with personal RF exposure measurements of randomly selected samples of the general population are strongly encouraged.

[back] 48. Released January 11, 2005, Mobile Phones and Health 2004: Report of the National Research Panel (NRPB) Documents of the NRPB: Volume 15, No. 5. See: http://www.nrp.gov.uk/publications/documents_of_nrp/abstracts/absd15-5.htm

From the Executive Summary:

The Board notes that a central recommendation in the Stewart Report was that a precautionary approach to the use of mobile phone technologies be adopted until much more detailed and scientifically robust information on health effects becomes available.

The Board considers that it is important to understand the signal characteristics and field strengths of new telecommunications systems and related technologies, to assess the RF exposure of the general population and to understand the potential biological effects on the human body.

[back] 49. The ICNIRP exposure guidelines are only designed to protect against "known and suspected" effects, according to Dr. Jürgen Bernhardt, ICNIRP's chairman. Bernhardt reviewed the updated guidelines and stated:

spectrum from 1 Hz to 300 GHz, in a presentation at the 20th Annual Meeting of the Bioelectr St. Pete Beach, FL, on June 10. The limits protect against "short-term, immediate health e stimulation, contact shocks and thermal insults, according to the guidelines, which appear in th *Physics* (74, pp.494-522, 1998). Despite "suggestive" evidence that power frequency m carcinogenic, ICNIRP has concluded that this and other non-thermal health effects have n ICNIRP has long followed this approach to standard-setting. In his talk, Bernhardt noted that "no consideration regarding prudent avoidance" for health effects for which evidence is less the

Microwave News, July/August 1998

Additional References and Studies

The following references reporting biological effects of radiofrequency radiation (RFR) at January 2005 were compiled on 12/27/04 by Henry C. Lai PhD, Research Professor of Bioe of Washington, Seattle, WA

Balode *Sci Total Environ* 180(1):81-85, 1996 - blood cells from cows from a farm close a installation showed significantly higher level of severe genetic damage.

Boscol et al. *Sci Total Environ* 273(1-3):1-10, 2001 - RFR from radio transmission stations (0 immune system in women.

Chiang et al. *J. Bioelectricity* 8:127-131, 1989 - people who lived and worked near radic installations showed deficits in psychological and short-term memory tests.

de Pomerai et al. *Nature* 405:417-418, 2000. *Enzyme Microbial Tech* 30:73-79, 2002 - rep molecular stress response in cells after exposure to a RFR at a SAR of 0.001 W/kg. This stre biological process that is present in almost all animals - including humans.

de Pomerai et al. (*FEBS Lett* 22;543(1-3):93-97, 2003 - RFR damages proteins at 0.015-0.02

D'Inzeo et al. *Bioelectromagnetics* 9(4):363-372, 1988 - very low intensity RFR (0.002 – 0. the operation of acetylcholine-related ion-channels in cells. These channels play important rok behavioral functions.

Dolk et al. *Am J Epidemiol* 145(1):1-91997- a significant increase in adult leukemias was fi lived near the Sutton Coldfield television (TV) and frequency modulation (FM) radio transmitter

Dutta et al. *Bioelectromagnetics* 10(2):197-202 1989 - reported an increase in calcium efflux to RFR at 0.005 W/kg. Calcium is an important component of normal cellular functions.

Fesenko et al. *Bioelectrochem Bioenerg* 49(1):29-35, 1999 - reported a change in immunolo after exposure to RFR at a power density of 0.001 mW/cm².

Hallberg O, Johansson O, (2004) concluded that continuous disturbance of cell re body-resonant FM electromagnetic fields seems to amplify the carcinogenic effects result caused e.g. by UV-radiation.

Hjollund et al. *Reprod Toxicol* 11(6):897, 1997 - sperm counts of Danish military personnel, ground-to-air missile units that use several RFR emitting radar systems (maximal mean exp were significantly lower compared to references.

Hocking et al. *Med J Aust* 165(11-12):601-605, 1996 - an association was found betwee leukemia incidence and mortality and proximity to TV towers.

Ivaschuk et al. *Bioelectromagnetics* 18(3):223-229, 1999 - short-term exposure to cellular pl SAR (26 mW/kg) affected a gene related to cancer.

Kolodynski and Kolodynska, *Sci Total Environ* 180(1):87-93, 1996 - school children who li

station had less developed memory and attention, their reaction time was slower, and their neu endurance was decreased.

Kwee et al. *Electro- and Magnetobiology* 20: 141-152, 2001 - 20 minutes of cell phone RF W/kg increased stress protein in human cells.

Lebedeva et al. *Crit Rev Biomed Eng* 28(1-2):323-337, 2000 - brain wave activation wa subjects exposed to cellular phone RFR at 0.06 mW/cm².

Magras and Xenos *Bioelectromagnetics* 18(6):455-461, 1999 - reported a decrease in reproc exposed to RFR at power densities of 0.000168 - 0.001053 mW/cm². Irreversible sterility generation of offspring.

Mann et al. *Neuroendocrinology* 67(2):139-144, 1998 - a transient increase in blood cortisol w subjects exposed to cellular phone RFR at 0.02 mW/cm². Cortisol is a hormone involved in stre

Marinelli et al. *J Cell Physiol.* 198(2):324-332, 2004 - exposure to 900-MHz RFR at 0.003 self-defense responses.

Michelozzi et al. *Epidemiology* 9 (Suppl) 354p, 1998 - leukemia mortality within 3.5 km (5,8 high power radio-transmitter in a peripheral area of Rome was higher than expected.

Michelozzi et al. *Am J Epidemiol* 155(12):1096-1103, 2002 - childhood leukemia higher at from a radio station.

Navakatikian and Tomashevskaya "Biological Effects of Electric and Magnetic Fields, Volun (ed) Academic Press, San Diego, CA, pp.333-342. 1994 - RFR at low intensities (0.01 - 0.027 W/kg) induced behavioral and endocrine changes in rats. Decreases in blood concentr and insulin were reported.

Novoselova et al. *Bioelectrochem Bioenerg* 49(1):37-41, 1999 -low intensity RFR (0.001 mW of the immune system.

Park et al. *International Archives of Occupational and Environmental Health* 77(6):387-394, rates for all cancers and leukemia in some age groups in the area near the AM radio broadcas

Persson et al. *Wireless Network* 3:455-461, 1997 - reported an increase in the permeabi barrier in mice exposed to RFR at 0.0004 - 0.008 W/kg. The blood-brain barrier envelops th from toxic substances.

Phillips et al. *Bioelectrochem. Bioenerg.* 45:103-110, 1998 - reported DNA damage in cells ex of 0.0024 - 0.024 W/kg.

Polonga-Moraru et al. *Bioelectrochemistry* 56(1-2):223-225, 2002 - change in membrane of c after exposure to RFR at 15 μ W/cm².

Pyrpasopoulou et al. *Bioelectromagnetics* 25(3):216-227, 2004 - exposure to cell phone gestation at SAR of 0.0005 W/kg (5 μ W/cm²) affected kidney development in rats.

Salford et al. *Environ Health Persp Online* January 29, 2003 - Nerve cell damage in mammalia to microwaves from GSM mobile phones signal at 0.02 W/kg.

Santini et al. *Pathol Biol (Paris)* 50(6):369-373, 2002 - increase in complaint frequencies for sleep disturbance, discomfort, irritability, depression, loss of memory, dizziness, libido decreas within 300 m of mobile phone base stations.

Sarimov et al. *IEEE Trans Plasma Sci* 32:1600-1608, 2004 - GSM microwaves affect human similar to stress response at 0.0054 W/kg.

- Schwartz et al. *Bioelectromagnetics* 11(4):349-358, 1990 - calcium movement in the heart aff of 0.00015 W/kg. Calcium is important in muscle contraction. Changes in calcium can affect he
- Somosy et al. *Scanning Microsc* 5(4):1145-1155, 1991 - RFR at 0.024 W/kg caused mc changes in cells of mouse embryos.
- Stagg et al. *Bioelectromagnetics* 18(3):230-236, 1997- glioma cells exposed to cellular phone showed significant increases in thymidine incorporation, which may be an indication of an incre:
- Stark et al. *J Pineal Res* 22(4):171-176, 1997 - a two- to seven-fold increase of salivary rr was observed in dairy cattle exposed to RFR from a radio transmitter antenna.
- Tattersall et al. *Brain Res* 904(1):43-53, 2001 - low-intensity RFR (0.0016 - 0.0044 W/kg) car of a part of the brain called the hippocampus, in the absence of gross thermal effects. The may be consistent with reported behavioral effects of RFR, since the hippocampus is in memory.
- Vangelova et al. *Cent Eur J Public Health* 10(1-2):24-28, 2002 - operators of satellite station (0.1127 J/kg) of RFR over a 24-hr shift showed an increased excretion of stress hormones.
- Velizarov et al. *Bioelectrochem Bioenerg* 48(1):177-180, 1999 - showed a decrease in cell after exposure to RFR of 0.000021 - 0.0021 W/kg.
- Veyret et al. *Bioelectromagnetics* 12(1):47-56, 1991 - low intensity RFR at SAR of 0.015 W/ the immune system.
- Wolke et al. *Bioelectromagnetics* 17(2):144-153, 1996 - RFR at 0.001W/kg affects calcium muscle cells of guinea pigs.

[Return to Top of Document](#)

The International Association of Fire Fighters recognizes IAFF Local 3368, Carpinteria-Su, who brought this issue to the attention of our membership through the Resolution 15, s biennial convention in August 2004. Additionally, the following local affiliates provided supp the resolution: Brookline, Massachusetts, San Diego, California, San Francisco, California a Columbia. We also acknowledge the efforts of Dr. Henry C. Lai, University of Washington, Dr. Magda Havas of Trent University, Peterborough, Ontario; Janet Newton, President of the and Susan Foster Ambrose for their technical support and continued passion to protect the h fighters and emergency medical personnel. Finally, we thank Dr. Leslie Plachta and the S for their research efforts and their battle to stop siting cell towers on Ossining, New York sch

RMD; 3/2005



International Association of Fire Fighters
1750 New York Ave., NW, Washington, DC 20006 • 202.737.8484 • 202.737.8418 (Fax)
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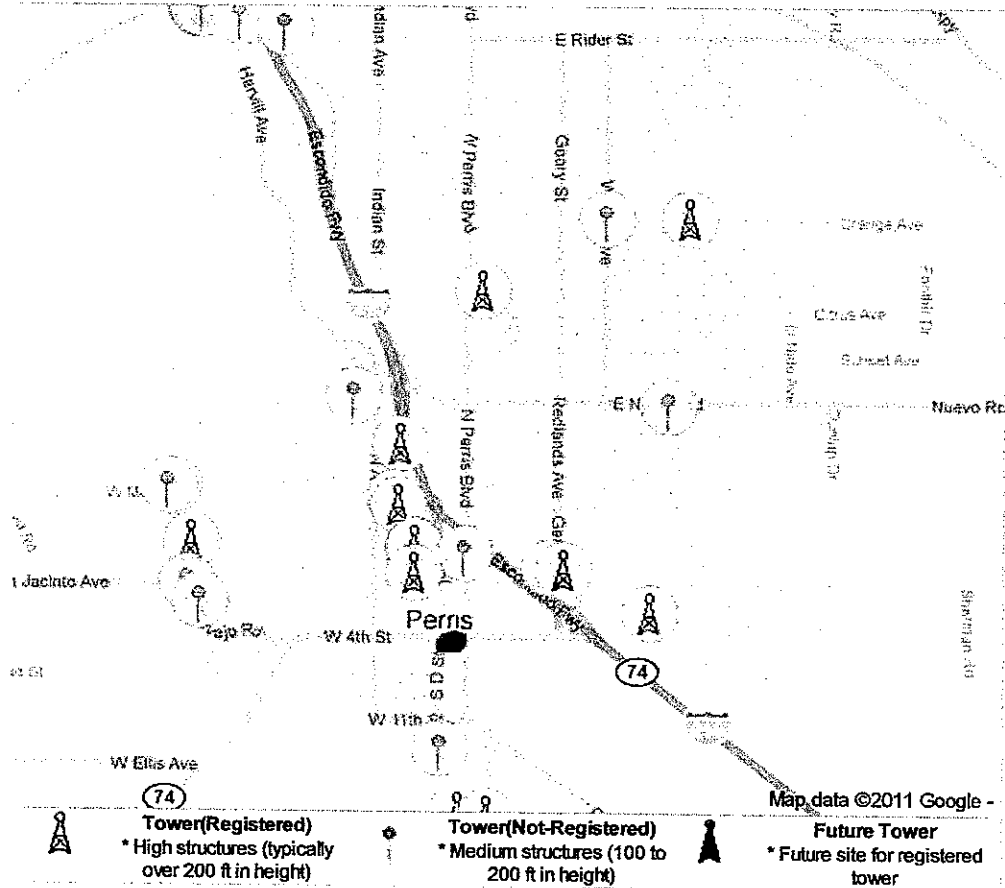
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• Tower Structures - (Perris, California, United States)



Alert! 40 Towers (19 Registered, 21 Not Registered) found within 4.00 miles of Perris, California, United States.



Info! The NEAREST Tower is .45 miles away and is owned by Blank.



Alert! One New Tower Application found within 4.00 miles of Perris, California, United States.

Tower Type	ID Num	Site Owner	Height	Dist
Registered	(1)	California, State Of	100 feet	.53 miles
	(2)	Riverside, County Of	84 feet	.65 miles
	(3)	Riverside, County Of	60 feet	.65 miles
	(4)	Spectrasite Communications, Inc., Through American Tower, Inc.	61 feet	.75 miles
	(5)	New Cingular Wireless Pcs, Llc	65 feet	.75 miles
	(6)	T-mobile West Corporation	73 feet	.78 miles
	(7)	Los Angeles Sma Limited Partnership	166 feet	.87 miles
	(8)	New Cingular Wireless Pcs, Llc	102 feet	.92 miles
	(9)	Mobilite Investments, Llc	50 feet	1.12 miles
	(10)	Mobilite Investments II, Llc	70 feet	1.14 miles
	(11)	T-mobile West Corporation	42 feet	1.14 miles
	(12)	Time Warner Ny Cable Llc	104 feet	1.73 miles
	(13)	Towarco Assets Llc	68 feet	1.85 miles
	(14)	Mobilite Investments II, Llc	52 feet	2.59 miles
	(15)	T-mobile West Corporation	100 feet	2.96 miles

①

(16)	<u>Los Angeles Smsa Limited Partnership</u>	170 feet	2.97 miles
(17)	<u>New Cingular Wireless Pcs. Llc</u>	65 feet	3.12 miles
(18)	<u>Spectrasite Communicatons, Inc., Through American Tower, Inc.</u>	90 feet	3.23 miles
(19)	<u>Stc One Llc</u>	99 feet	3.32 miles

Not Registered	(1)	<u>Blank</u>	90 feet	.45 miles
	(2)	<u>Cox Communications Pcs Lp</u>	100 feet	.54 miles
	(3)	<u>Spectrasite Communications</u>	65 feet	.69 miles
	(4)	<u>Pacific Bell Mobile Services</u>	40 feet	1.48 miles
	(5)	<u>Nextel Communications</u>	80 feet	1.60 miles
	(6)	<u>Cox Communications Pcs Lp</u>	100 feet	1.69 miles
	(7)	<u>Anthem Telecom</u>	65 feet	1.76 miles
	(8)	<u>Cox Communications</u>	98 feet	1.94 miles
	(9)	<u>Cox Communications</u>	98 feet	1.97 miles
	(10)	<u>Anthem Telecom</u>	35 feet	2.37 miles
	(11)	<u>Pacific Bell Mobile Services</u>	100 feet	2.95 miles
	(12)	<u>American Tower-schaumburg, Il</u>	136 feet	3.01 miles
	(13)	<u>Spectra Site Communications</u>	134 feet	3.06 miles
	(14)	<u>American Tower-schaumburg, Il</u>	60 feet	3.34 miles
	(15)	<u>Cox Communications Pcs Lp</u>	65 feet	3.34 miles
	(16)	<u>Spectrasite Communications</u>	75 feet	3.46 miles
	(17)	<u>Nextel Communications</u>	75 feet	3.48 miles
	(18)	<u>Nextel Communications</u>	75 feet	3.61 miles
	(19)	<u>Spectrasite Communications</u>	80 feet	3.82 miles
	(20)	<u>Nextel Communications</u>	65 feet	3.90 miles
	(21)	<u>Cox Communications Pcs Lp</u>	112 feet	3.92 miles

Future	(1)	<u>Spectrasite Communicatons, Inc., Through American Tower, Inc.</u>	105 feet	3.63 miles
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(2)



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.

EA42160/Plot Plan No. 24077

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)

Royal Street Communications

Project Applicant

2903-H Saturn Street, Brea CA 92821

Address

The project is located in the Lakeview/Nuevo Area Plan, northerly of Nuevo Road, southerly of Sunset Avenue, easterly of Dunlap Drive, and westerly of Foothill Avenue, more specifically 27304 Nuevo Road, Perris, CA.

Project Location


The plot plan proposes a wireless communication facility, for Royal Street Communications, disguised as a 70' high pine tree with six (6) panel antennas and one (1) microwave antenna. The 800 square foot lease area surrounded by a wrought iron fence, a CMU wall enclosure (around the equipment cabinets) and landscaping will contain four (4) equipment cabinets and one (1) GPS antenna. Three 20' live pine 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 February 7, 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

February 7, 2011

Date

Date Received for Filing and Posting at OPR: _____

DM/rj

Revised 8/25/2009

Y:\Planning Case Files-Riverside office\PP24077\DH-PC-BOS Hearings\NOD.PP24077.docx

Please charge deposit fee case#: ZEA42160 ZCFG05513 \$.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. 24077

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: November 18, 2010

Applicant/Project Sponsor: Royal Street Communications Date Submitted: April 21, 2009

ADOPTED BY: Planning Director

Person Verifying Adoption: Damaris Abraham Date: February 7, 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#: ZEA42160 ZCFG05513 \$2,108

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

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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: ROYAL STREET COMMUNICATION \$64.00
paid by: CK 574102
CA F&G FEE FOR EA42160
paid towards: CFG05513 CALIF FISH & GAME: DOC FEE
at parcel: 27304 NUEVO RD PERR
appl type: CFG3

By _____ Apr 21, 2009 11:50
SBROSTRO posting date Apr 21, 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

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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: ROYAL STREET COMMUNICATION \$1,993.00
paid by: CK 577975
CA F&G FEE FOR EA42160
paid towards: CFG05513 CALIF FISH & GAME: DOC FEE
at parcel: 27304 NUEVO RD PERR
appl type: CFG3

By _____ Jun 25, 2009 13:50
SBROSTRO posting date Jun 25, 2009

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$1,993.00

Overpayments of less than \$5.00 will not be refunded!

Royal Street Communications

California, LLC

LA3165B
NUEVO PERRIS
 27304 NUEVO ROAD,
 PERRIS, CA 92571

EXHIBIT NO. A (Sheet 1-a)

CASE NO. PP24077
 DATE 2/23/11
 SIGNATURE DA

GENERAL CONTRACTOR NOTES

DO NOT SCALE DRAWING.
 CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

SHEET INDEX

SHEET	DESCRIPTION	REV.
T-1	TITLE SHEET	1
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T-3	CONDITIONS OF APPROVAL	0
T-4	CONDITIONS OF APPROVAL	0
T-5	CONDITIONS OF APPROVAL	0
T-6	CONDITIONS OF APPROVAL	0
LS-1	TOPOGRAPHIC SURVEY	8
A-1	SITE PLAN	1
A-2	ENLARGED SITE PLAN	1
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A-5	SOUTH ELEVATION	1
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E-3.1	COMPOUND GROUNDING PLAN	1
E-4	SINGLE LINE DIAGRAM, NOTES AND LEGENDS	0
E-5	PANEL SCHEDULE AND DETAILS	1
E-6	ELECTRICAL AND GROUNDING DETAILS	0
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L-1	IRRIGATION PLAN	7
L-2	IRRIGATION DETAILS	7
L-3	PLANTING PLAN	7

APPROVALS

LAND OBR: _____
 CONSTRUCTION MANAGER: _____
 RF ENGINEER: _____
 SITE ACQUISITION MANAGER: _____
 ZONING MANAGER: _____
 UTILITY COORDINATOR: _____
 PROGRAM REGIONAL MANAGER: _____
 NETWORK OPERATIONS MANAGER: _____

Royal Street Communications
 California, LLC
 2913 EL CAMINO REAL, #561
 TUSTIN, CA 92782

LA-3165B
NUEVO PERRIS
 27304 NUEVO ROAD
 PERRIS, CA 92571

CURRENT ISSUE DATE:
02/21/11

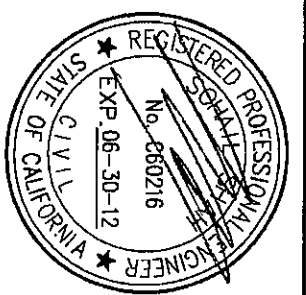
ISSUED FOR:
100% CONSTRUCTION DRAWING

REV. DATE DESCRIPTION BY:

REV.	DATE	DESCRIPTION	BY
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0	11/23/10	100% CONSTRUCTION DRAWING	MI
1	02/21/11	PLANNING COMMENTS	CC

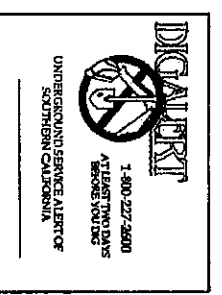
PDC
 13225 DANIELSON ST., SUITE 200
 POWAY, CA 92064
 TEL: (959) 668-2828
 FAX: (959) 668-2827

CONSULTANT:
 DRAWN BY: _____ CHK: _____ APP: _____
 MI SVF SAS
 LICENSER: _____



TITLE SHEET

T-1



CODE COMPLIANCE

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 CONSTRUCTED TO PERMIT WORK NOT CONFORMING TO THESE CODES:

- 2010 CALIFORNIA ADMINISTRATIVE CODE
- 2010 CALIFORNIA BUILDING CODE
- 2010 CALIFORNIA ELECTRICAL CODE
- 2010 CALIFORNIA MECHANICAL CODE
- 2010 CALIFORNIA PLUMBING CODE
- 2010 CALIFORNIA FIRE CODE
- ANY LOCAL BUILDING CODE AMENDMENTS TO THE ABOVE
- ANY LOCAL BUILDING CODE AMENDMENTS TO THE ABOVE

HANDICAP REQUIREMENTS: FACILITY IS UNMANNED AND NOT FOR HUMAN OCCUPANCY. HANDICAPPED ACCESS NOT REQUIRED IN ACCORDANCE WITH CALIFORNIA BUILDING CODE PART 2, TITLE 24, CHAPTER 11B, SECTION 1103B.

PROJECT TEAM

ENGINEER:
 PDC CORPORATION
 13225 DANIELSON ST., SUITE 200
 POWAY, CA 92064
 PHONE: (959) 668-2828
 FAX: (959) 668-2827
 EMAIL: dsmith@pdcengr.net
 CONTACT: DAVID A. SMITH, PE

APPLICANT/LESSEE:
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 2913 EL CAMINO REAL, #561
 TUSTIN, CA 92782
 PHONE: (714) 730-3242
 EMAIL: jclark@royalstreet.com
 CONTACT: JEFF CLARKE

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 BREA, CA 92821
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 FAX: (626) 956-1890
 EMAIL: mroed@coreus.com
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RF ENGINEER:
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CONSTRUCTION MANAGER:
 METRO PCS
 350 COMMERCE, SUITE 200
 IRVINE, CA 92602-1302
 PHONE: (909) 821-2501
 EMAIL: john.lapierre@metrocs.com
 CONTACT: JOHN ROGERS

PROJECT DESCRIPTION

THIS IS AN UNMANNED TELECOMMUNICATIONS FACILITY FOR THE ROYAL STREET COMMUNICATIONS NETWORK CONSISTING OF THE:

- INSTALLATION OF ONE (1) GPS ANTENNA, ONE (1) 2x MICROWAVE ANTENNA AND SIX (6) PANEL ANTENNAS MOUNTED ON PROPOSED 70' HIGH COLLOCABLE MAST/POLE.
- INSTALLATION OF FOUR (4) OUTDOOR EQUIPMENT CABINETS AND OTHER ASSOCIATED EQUIPMENT WITHIN 20'-0" X 40'-0" SUB-LEASE AREA AS SHOWN ON THE ACCOMPANYING DRAWINGS.
- PLANTING THREE (3) 20' HIGH PINE TREES.
- PLANTING CLIMBING IVY ALONG THROUGH IRON FENCE AND CHU WALL ENCLOSURE.

SITE TO BE ACCESSED BY PROPOSED 12'-0" WIDE ACCESS ROUTE, #815--0" IN LENGTH.

PROJECT INFORMATION

SITE ADDRESS:
 27304 NUEVO RD.
 PERRIS, CA 92571

APN:
 307-270-020

PROPERTY/LAND OWNER:
 ISMAIL HADI ABDEL
 920 W. LINDEN ST. #14
 RIVERSIDE, CA
 PHONE: (951) 312-9278
 CONTACT: ISMAIL HADI ABDEL

LATITUDE:
 33° 48' 09.93" N

LONGITUDE:
 117° 11' 09.44" W

ZONING:
 C-P-S (SCENIC HIGHWAY COMMERCIAL)

JURISDICTION:
 COUNTY OF RIVERSIDE

TELEPHONE:
 VERIZON
 TEMECULA

POWER:
 SCE
 KIM GERBER
 (919)-421-5455

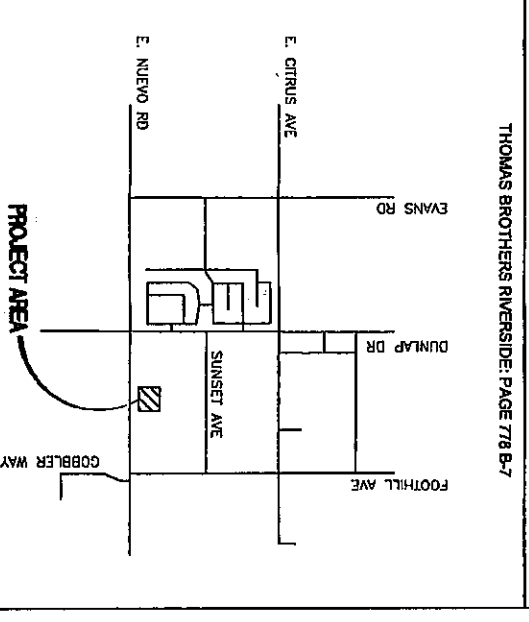
PLOT PLAN:
 #24077

DRIVING DIRECTIONS

FROM METRO PCS OFFICE, IRVINE, CA

- START OUT GOING NORTHEAST ON COMMERCE TOWARD EL CAMINO REAL
- TURN RIGHT ONTO EL CAMINO REAL N.
- TURN LEFT ONTO BRYAN AVE.
- TURN RIGHT ONTO OLIVER DR.
- TURN LEFT ONTO IRVINE BLVD.
- MERGE ONTO CA-261 N (PORTIONS TOLL).
- MERGE ONTO CA-241 N VIA THE EXIT ON THE LEFT (PORTIONS TOLL).
- MERGE ONTO CA-81 E TOWARD RIVERSIDE.
- TAKE THE LA SIERRA AVENUE EXT.
- TURN RIGHT ONTO LA SIERRA AVE.
- TURN LEFT ONTO EL SOBRANTE RD.
- TURN LEFT ONTO CALICO RD.
- CALICO RD BECOMES CALICO EXPY.
- MERGE ONTO I-215 S TOWARD SAN DIEGO.
- TAKE THE NUEVO RD EXIT.
- TURN THE NUEVO RD.
- END AT 27304 NUEVO RD PERRIS, CA 92571-7448

VICINITY MAP



THOMAS BROTHERS RIVERSIDE: PAGE 778 B-7

SCALE NOTE:
IF DIMENSIONS SHOWN ON PLAN DO NOT SCALE CORRECTLY, CHECK FOR REDUCTION OR ENLARGEMENT FROM ORIGINAL PLANS.

GENERAL NOTES:

THIS PROPOSAL IS FOR AN UNMANNED TELECOMMUNICATIONS FACILITY CONSISTING OF INSTALLATION OF NEW ANTENNAS ON NEW MONOPOLIC AND THE PLACEMENT OF OUTDOOR EQUIPMENT CABINETS AND ASSOCIATED EQUIPMENT. NEW MONOPOLIC AND EQUIPMENT TO BE ENCLOSED BY 6'-0" HIGH CMU WALL ENCLOSURE.

1. THE NEW FACILITY WILL BE UNMANNED AND DOES NOT REQUIRE PORTABLE WATER OR SEWER SERVICE.
2. THE NEW FACILITY IS UNMANNED AND IS NOT FOR HUMAN HABITAT. (NO HANDICAP ACCESS IS REQUIRED).
3. OCCUPANCY IS LIMITED TO PERIODIC MAINTENANCE AND INSPECTION, APPROXIMATELY 2 TIMES PER MONTH, BY ROYAL STREET TECHNICIANS.
4. NO NOISE, SMOKE, DUST OR ODOR WILL RESULT FROM THIS PROPOSAL.
5. OUTDOOR STORAGE AND SOLID WASTE CONTAINERS ARE NOT NEW.
6. ALL MATERIAL SHALL BE FURNISHED AND WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
7. SUBCONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATION.
8. SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND INSPECTION REQUIRED FOR CONSTRUCTION.
9. SUBCONTRACTOR SHALL REMOVE ALL TRASH AND DEBRIS FROM THE SITE ON A DAILY BASIS.
10. INFORMATION SHOWN ON THESE DRAWINGS WAS OBTAINED FROM SITE VISITS AND DRAWINGS PROVIDED BY THE SITE OWNER. SUBCONTRACTOR SHALL NOTIFY ROYAL STREET COMMUNICATIONS OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL OR PROCEEDING WITH CONSTRUCTION.

SITE WORK GENERAL NOTES:

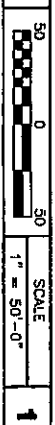
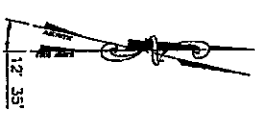
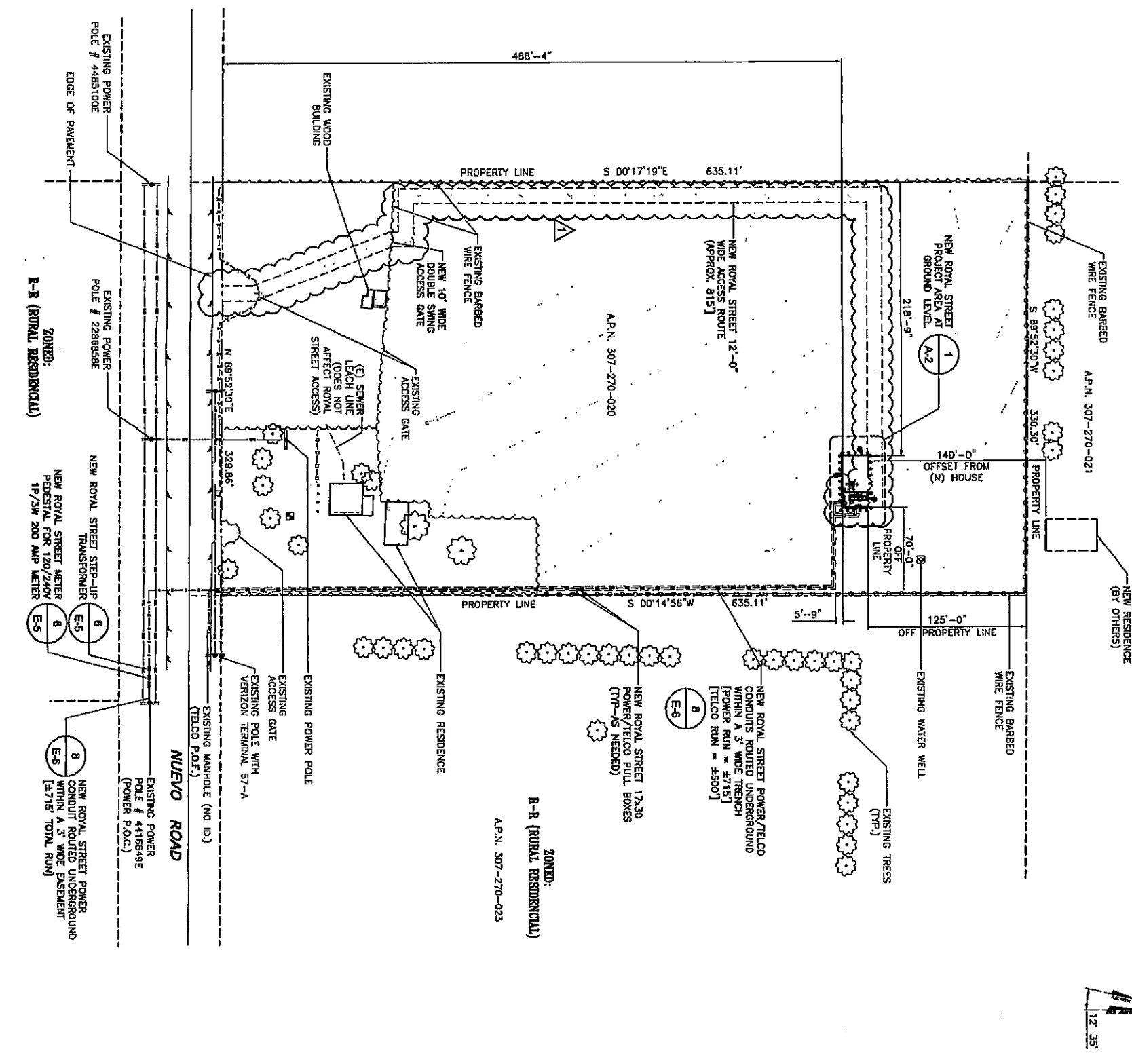
1. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES WHERE ENCOUNTERED IN THE WORK, SHALL BE PROTECTED AT ALL TIMES, AND WHERE REQUIRED FOR THE PROPER EXECUTION OF THE WORK, SHALL BE RELOCATED AS DIRECTED BY ENGINEERS. EXTREME CAUTION SHOULD BE USED BY THE SUBCONTRACTOR WHEN EXPANDING OR DRILLING PENS AROUND OR NEAR UTILITIES. SUBCONTRACTOR SHALL PROVIDE SAFETY TRAINING FOR THE WORKING CREW. THIS WILL INCLUDE BUT NOT BE LIMITED TO A) FALL PROTECTION B) CONFINED SPACE C) ELECTRICAL SAFETY D) TRENCHING & EXCAVATION.
2. ALL SITE WORK SHALL BE AS INDICATED ON THE DRAWINGS AND PROJECT SPECIFICATIONS.
3. IF NECESSARY, RUBBISH, STUMPS, DEBRIS, STICKS, STONES AND OTHER REFUSE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF LEGALLY.
4. THE SITE SHALL BE GRADED TO CAUSE SURFACE WATER TO FLOW AWAY FROM THE BHS EQUIPMENT AND TOWER AREAS.
5. NO FILL OR EMBANKMENT MATERIAL SHALL BE PLACED ON FROZEN GROUND. FROZEN MATERIALS, SNOW OR ICE SHALL NOT BE PLACED IN ANY FILL OR EMBANKMENT.
6. THE SUB GRADE SHALL BE COMPACTED AND BROUGHT TO A SMOOTH UNIFORM GRADE PRIOR TO FINISHED SURFACE APPLICATION.
7. ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES, WHICH INTERFERE WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED AND/OR CAPPED, PLUGGED OR OTHERWISE DISCONTINUED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, SUBJECT TO THE APPROVAL OF THE ENGINEERING, OWNER AND/OR LOCAL UTILITIES.
8. THE AREAS OF THE OWNERS PROPERTY DISTURBED BY THE WORK AND NOT COVERED BY THE TOWER, EQUIPMENT OR DRIVEWAY, SHALL BE GRADED TO A UNIFORM SLOPE AND STABILIZED TO PREVENT EROSION AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
9. SUBCONTRACTOR SHALL MINIMIZE DISTURBANCE TO EXISTING SITE DURING CONSTRUCTION. EROSION CONTROL MEASURES, IF REQUIRED LOCAL GUIDELINES FOR EROSION AND SEDIMENT CONTROL.
10. ADD ELECTRICAL CONNECTIONS IN THE PUBLIC RIGHT-OF-WAY SHALL BE INSTALLED UNDERGROUND TO THE NEAREST UTILITY POLE.
11. NO WORK SHALL BE DONE WITHIN THE PUBLIC RIGHT-OF-WAY WITHOUT THE PRIOR APPROVAL AND PERMIT FROM THE ENVIRONMENTAL AND PUBLIC WORKS MANAGEMENT DEPARTMENT - ADMINISTRATIVE SERVICES, ROOM 113.
12. OWNER IS RESPONSIBLE FOR REPAIR OF ALL DAMAGED OFFSITE IMPROVEMENTS CAUSED BY CONSTRUCTION. CALL PUBLIC WORKS INSPECTION FOR INSPECTION APPROVEMENTS AT SUBSTANTIAL COMPLETION OF ON-SITE WORK.
13. NO CONSTRUCTION DEBRIS SHALL BE SPILLED OR STORED ONTO THE SITE.
14. NO RUNOFF SEDIMENT OR WASTES IS ALLOWED IN WATER LEAVING THE SITE.
15. ALL SITE UTILITIES SHALL BE CONSTRUCTED UNDERGROUND TO THE NEAREST POLE.
16. ALL LABOR, EQUIPMENT AND MATERIAL REQUIRED FOR OFF-SITE IMPROVEMENTS ARE THE RESPONSIBILITY OF THE DEVELOPER.

SITE PLAN

ZONED:
SP-ZONE (LAKE NUERO VILLAGE PLAN #251)

ZONED:
R-R (RURAL RESIDENTIAL)
A.P.N. 307-270-019

ZONED:
R-R (RURAL RESIDENTIAL)
A.P.N. 307-270-023



Royal Street Communications California, LLC
2913 EL CAMINO REAL, #561
TUSTIN, CA 92782

LA-3165B
NUOVO PERRIS
27304 NUOVO ROAD
PERRIS, CA 92571

ISSUED FOR:
100% CONSTRUCTION DRAWING

CURRENT ISSUE DATE:
02/21/11

REV. DATE	DESCRIPTION	BY
A 11/10/10	90% CONSTRUCTION DRAWING	MI
0 11/23/10	100% CONSTRUCTION DRAWING	MI
1 02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:
PDC
13225 DANIELSON ST., SUITE 200
POWAY, CA 92064
TEL: (951) 568-2828
FAX: (951) 568-2827

CONSULTANT:
APV:
MI SVF SWS

LICENSER:
No. 060216
EXP. 06-30-12
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA
CIVIL

SHEET TITLE:
SITE PLAN

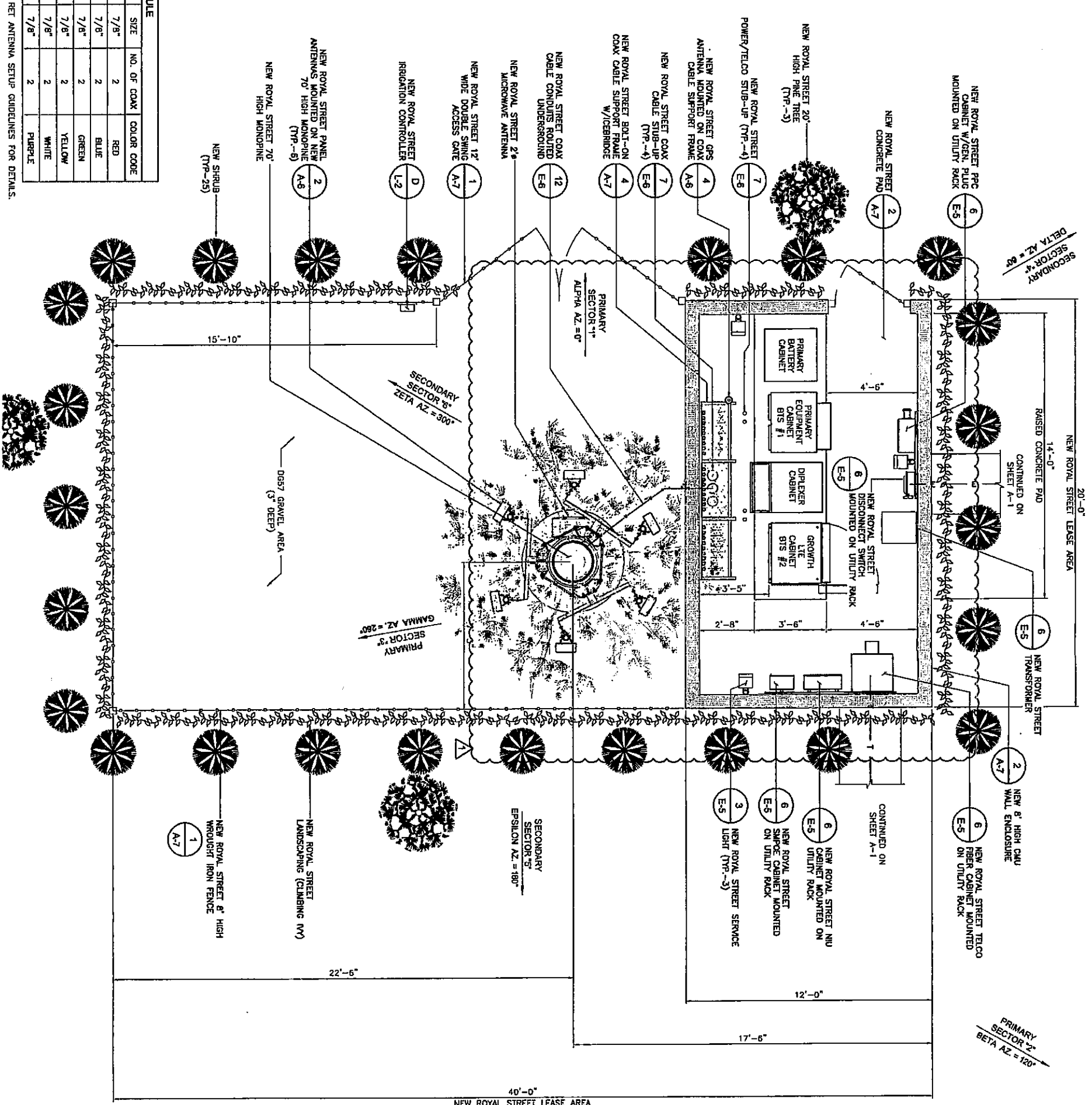
SHEET NUMBER:
A-1

SCALE NOTE:
IF DIMENSIONS SHOWN ON PLAN DO NOT
SCALE CORRECTLY, CHECK FOR REDUCTION
OR ENLARGEMENT FROM ORIGINAL PLANS.

SECTOR	21/24MTH	CABLE LENGTH	SIZE	NO. OF COAX	COLOR CODE
1	ALPHA	0'	7/8"	2	RED
2	BETA	120'	7/8"	2	BLUE
3	GAMMA	200'	7/8"	2	GREEN
4	DELTA	60'	7/8"	2	YELLOW
5	EPSILON	180'	7/8"	2	WHITE
6	ZETA	300'	7/8"	2	PURPLE

* SEE CURRENT METRO PCS COAX LABELING AND RET ANTENNA SETUP GUIDELINES FOR DETAILS.

ENLARGED SITE PLAN



Royal Street Communications California, LLC
2913 EL CAMINO REAL, #561
TUSTIN, CA 92782

LA-3165B
NUOVO PERRIS
27304 NUEVO ROAD
PERRIS, CA 92571

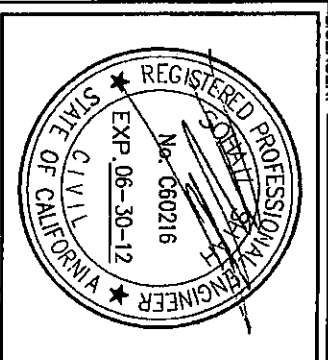
CURRENT ISSUE DATE:
02/21/11

ISSUED FOR:
100% CONSTRUCTION DRAWING

REV./DATE	DESCRIPTION	BY:
A 11/10/10	90% CONSTRUCTION DRAWING	MI
0 11/23/10	100% CONSTRUCTION DRAWING	MI
1 02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:
PDC
13225 DANIELSON ST., SUITE 200
POWAY, CA 92064
TEL: (959) 688-2828
FAX: (959) 688-2827

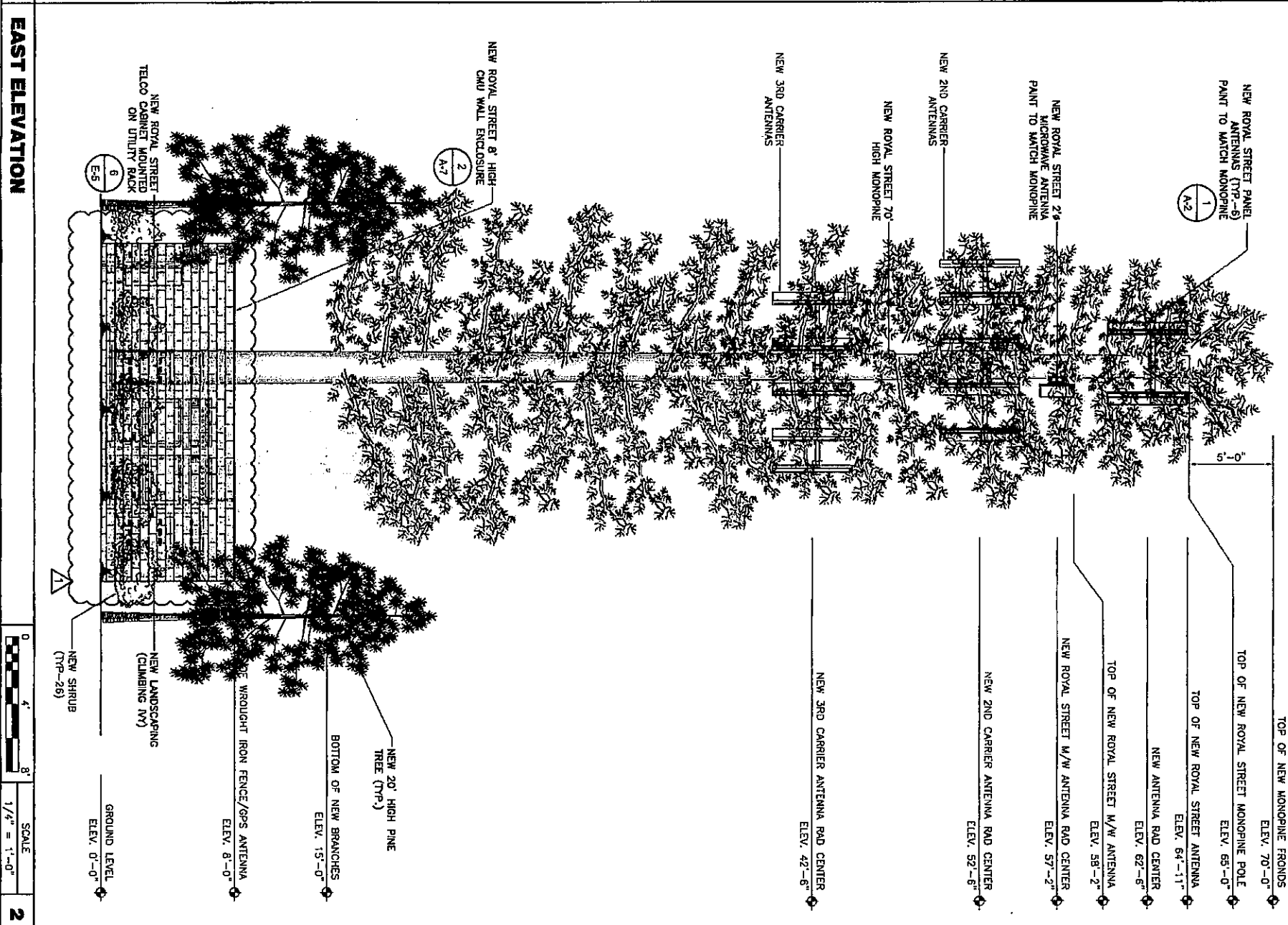
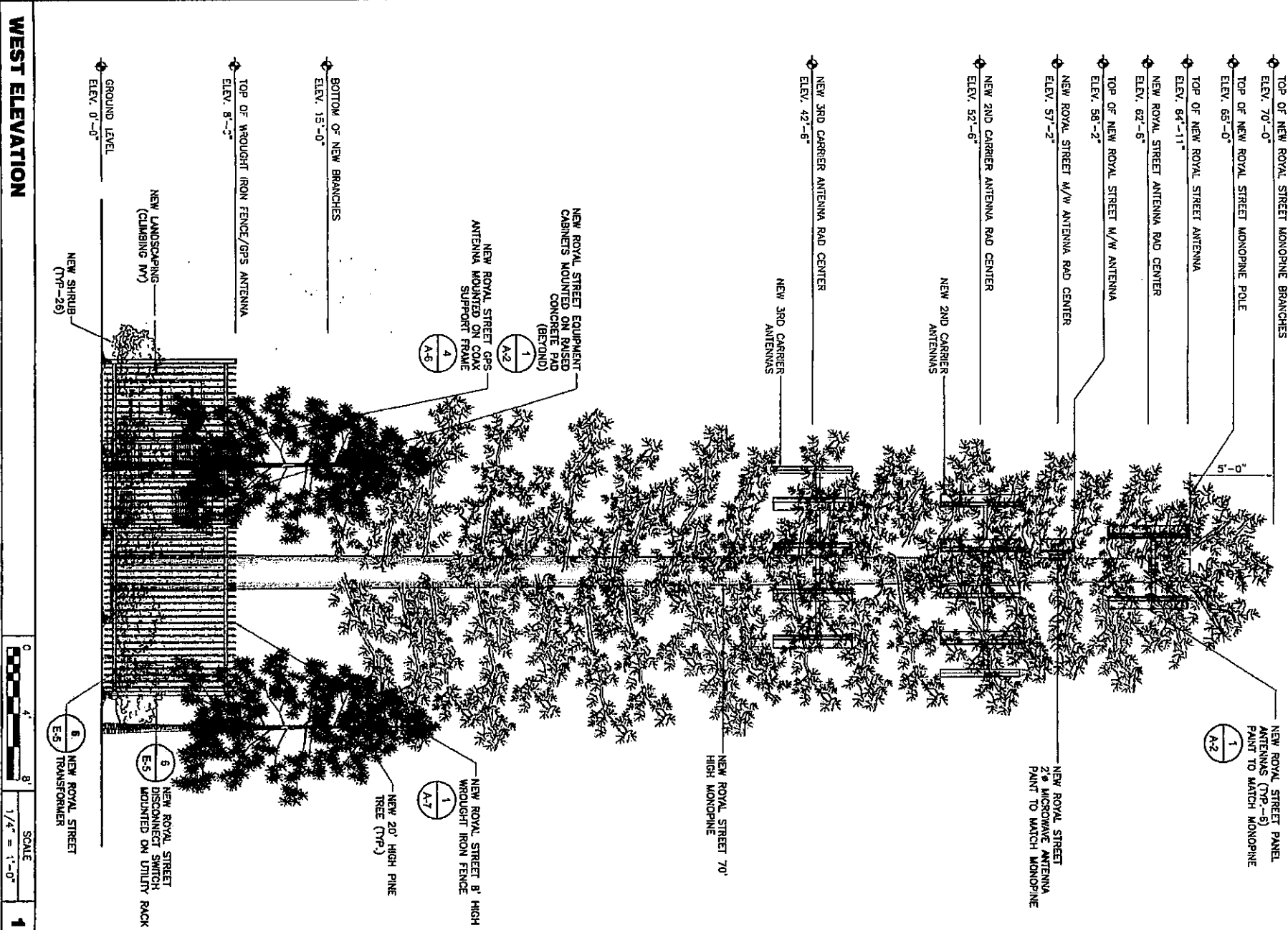
DRAWN BY: MI
CHK: SVF
APV: SAS
LICENSER:



SHEET TITLE:
ENLARGED SITE PLAN

SHEET NUMBER:
A-2

SCALE NOTE:
IF DIMENSIONS SHOWN ON PLAN DO NOT
SCALE CORRECTLY, CHECK FOR REDUCTION
OR ENLARGEMENT FROM ORIGINAL PLANS.



Royal Street Communications California, LLC
2913 EL CAMINO REAL, #561
USTUN, CA 92782

PROJECT INFORMATION:
LA-3165B
NUOVO PERRIS
27304 NUEVO ROAD
PERRIS, CA 92571

CURRENT ISSUE DATE:
02/21/11

ISSUED FOR:
100% CONSTRUCTION DRAWING

REV. DATE: DESCRIPTION: BY:

A	11/10/10	90% CONSTRUCTION DRAWING	MI
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1	02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:

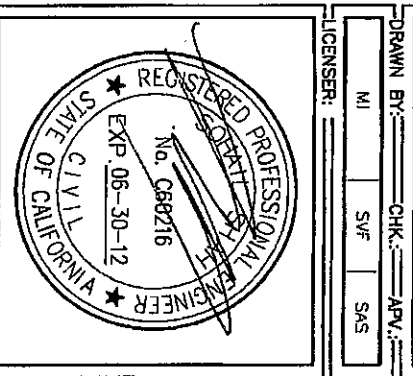
PDC

13225 DANIELSON ST., SUITE 200
POWAY, CA 92064
TEL: (951) 668-2828
FAX: (951) 668-2827

CONSULTANT:

DRAWN BY: MI
CHK.: SVF
APV.: SAS

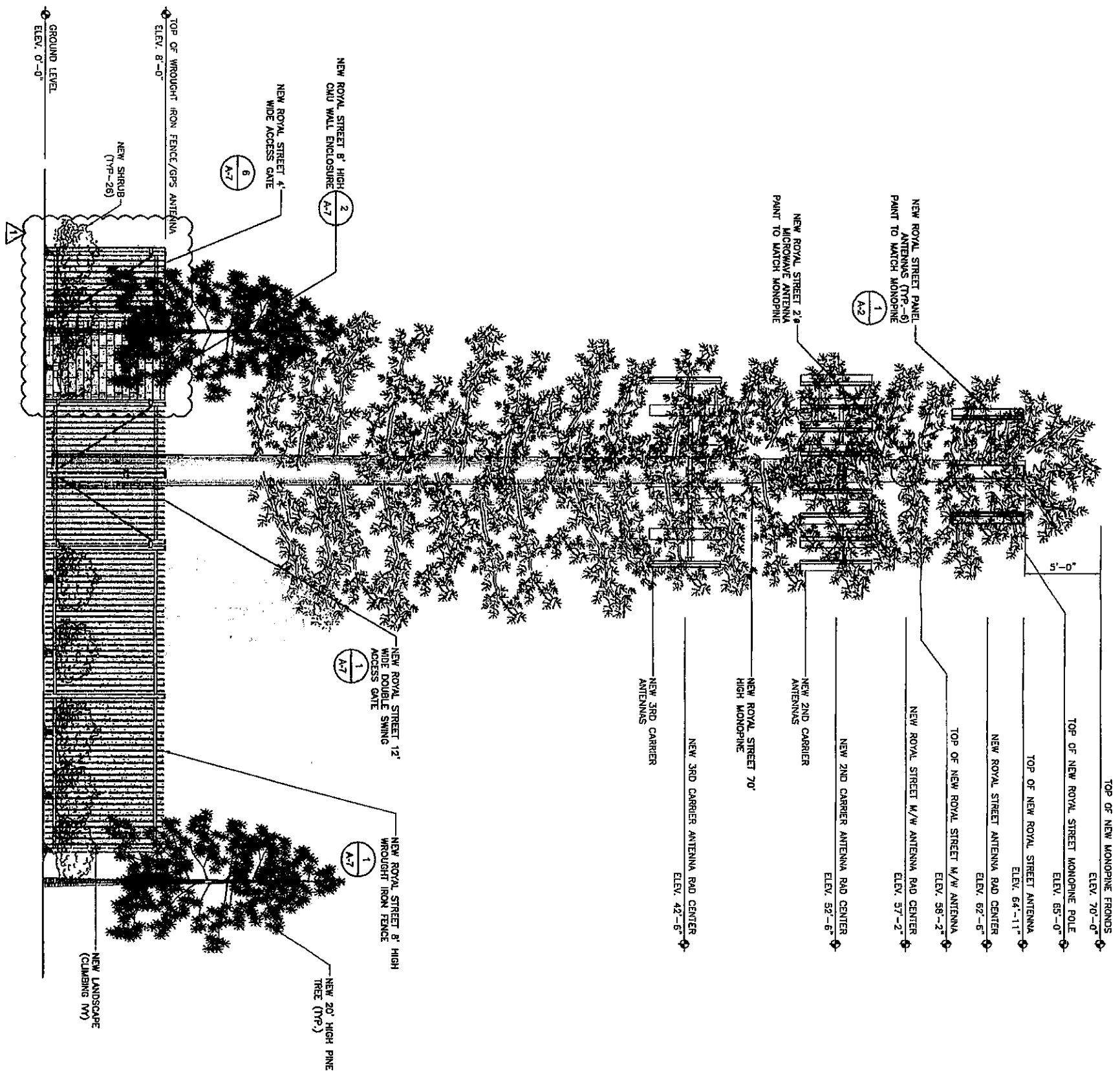
LICENSER:



SHEET TITLE:
EAST AND WEST ELEVATIONS

SHEET NUMBER:
A-3

SCALE NOTE:
 IF DIMENSIONS SHOWN ON PLAN DO NOT
 SCALE CORRECTLY, CHECK FOR REDUCTION
 OR ENLARGEMENT FROM ORIGINAL PLANS.



NORTH ELEVATION



Royal Street Communications California, LLC
 2913 EL CAMINO REAL, #561
 TUSTIN, CA 92782

PROJECT INFORMATION:
LA-3165B
NUOVO PERRIS
 27304 NUOVO ROAD
 PERRIS, CA 92571

CURRENT ISSUE DATE:
02/21/11

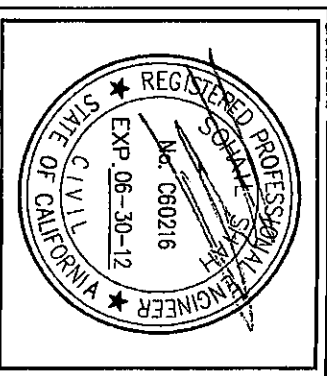
ISSUED FOR:
100% CONSTRUCTION DRAWING

REV. DATE DESCRIPTION BY:

A	11/10/10	90% CONSTRUCTION DRAWING	MI
0	11/23/10	100% CONSTRUCTION DRAWING	MI
1	02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:
PDC
 13225 DANIELSON ST., SUITE 200
 POWAY, CA 92084
 TEL: (951) 688-2828
 FAX: (951) 688-2827

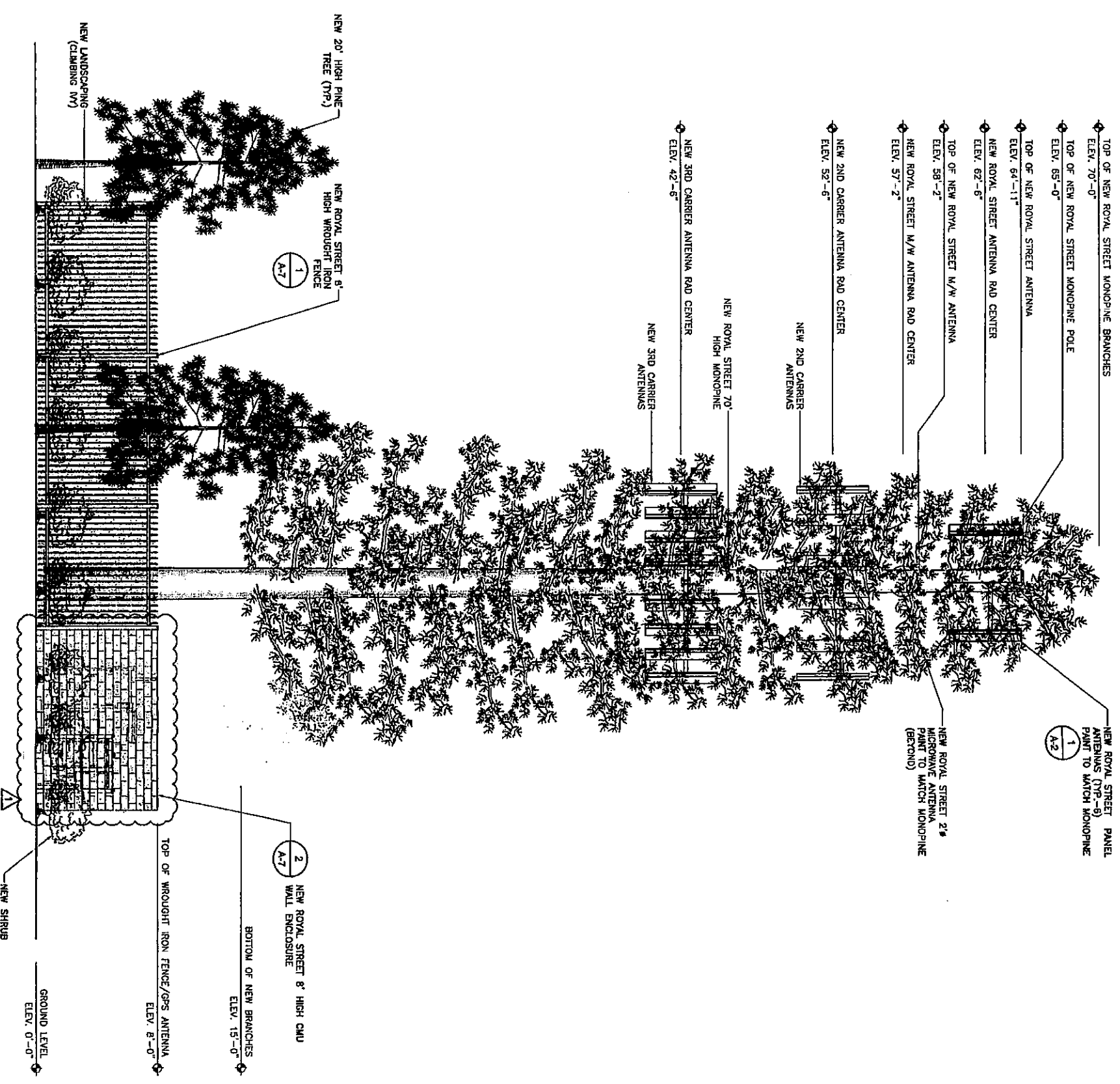
CONSULTANT:
 DRAWN BY: MI CHK.: SVF APV.: SAS
 LICENSE: _____



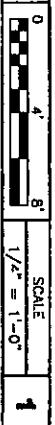
SHEET TITLE:
NORTH ELEVATION

SHEET NUMBER:
A-4

SCALE NOTE:
 IF DIMENSIONS SHOWN ON PLAN DO NOT
 SCALE CORRECTLY, CHECK FOR REDUCTION
 OR ENLARGEMENT FROM ORIGINAL PLANS.



SOUTH ELEVATION



Royal Street
Communications
California, LLC
 2913 EL CAMINO REAL, #561
 TUSTIN, CA 92782

PROJECT INFORMATION:
LA-3165B
NUEVO PERRIS
 27304 NUEVO ROAD
 PERRIS, CA 92571

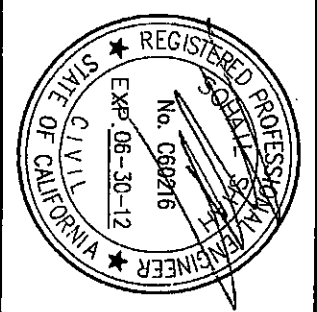
CURRENT ISSUE DATE:
02/21/11

ISSUED FOR:
100% CONSTRUCTION
DRAWING

REV.	DATE	DESCRIPTION	BY
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0	11/23/10	100% CONSTRUCTION DRAWING	MI
1	02/21/11	PLANNING COMMENTS	CC

PLANS PREPARED BY:
PDC
 13225 DANIELSON ST., SUITE 200
 POWAY, CA 92064
 TEL: (959) 868-2828
 FAX: (959) 868-2827

CONSULTANT:
 DRAWN BY: MI
 CHK: SVF
 APV: SAS
 LICENSE:



SHEET TITLE:
SOUTH ELEVATION

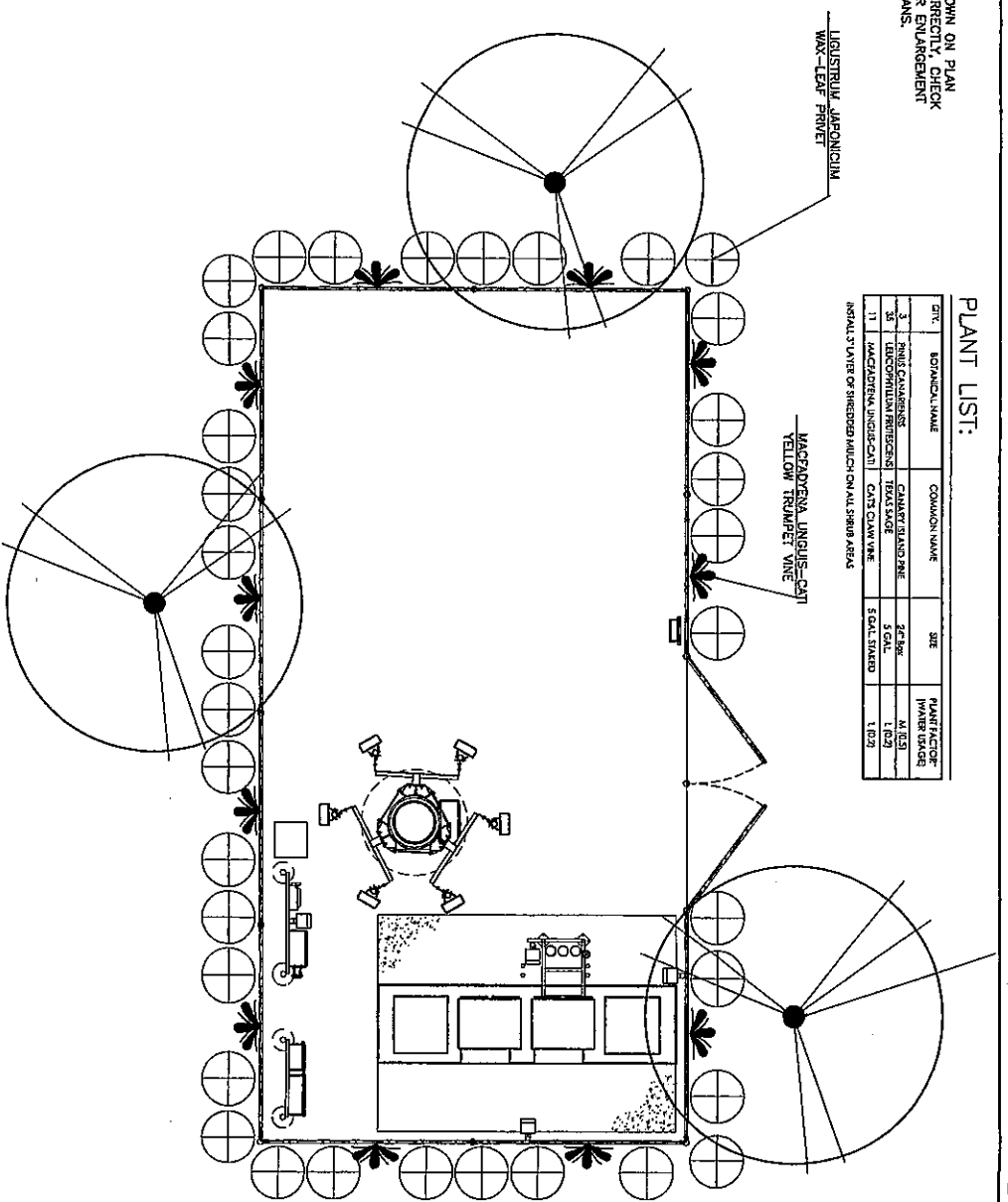
SHEET NUMBER:
A-5

SCALE NOTE
IF DIMENSIONS SHOWN ON PLAN
DO NOT SCALE CORRECTLY, CHECK
FOR REDUCTION OR ENLARGEMENT
FROM ORIGINAL PLANS.

PLANT LIST:

SITE	COMMON NAME	COMMON NAME	SIZE	PLANT CODE
1	MACADAMIA UNIFORMIS	CANARY STAR TRE	24" CW	M.23
2	MACADAMIA UNIFORMIS	HEALTHY TRE	5 GAL	L.02
3	MACADAMIA UNIFORMIS	CANARY STAR TRE	5 GAL	L.02

APPLY 3" LAYER OF MULCH OVER ALL 5" GAL TREES



LANDSCAPE PLAN @ EQUIPMENT AREA

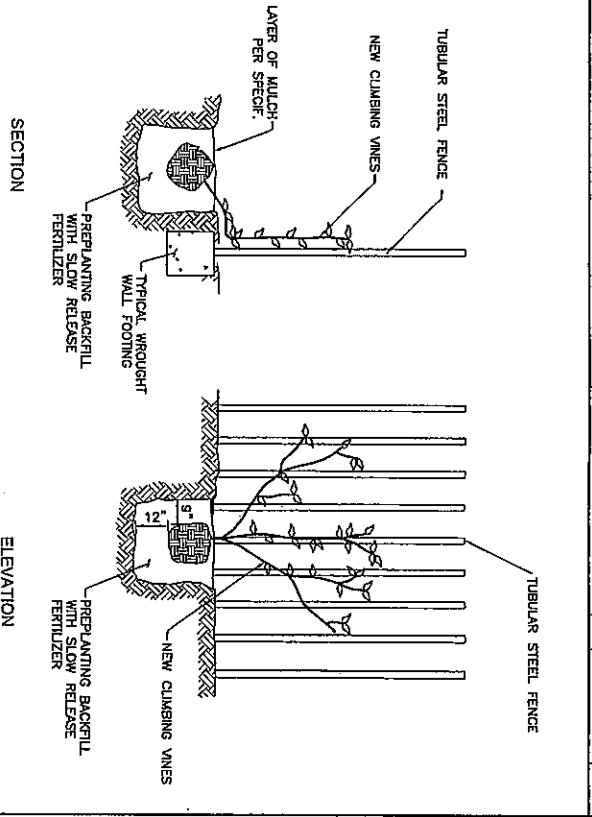
- SUBCONTRACTOR SHALL OBTAIN CLARIFICATION TO SUBMITTING A BID.
- SUBCONTRACTOR SHALL PROVIDE ALL MATERIALS AND LABOR FOR THE WORK SHOWN ON THE DRAWINGS.
- SUBCONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON SITE AT ALL TIMES DURING INSTALLATION OF THE WORK AND PRIMARY MAINTENANCE.
- SUBCONTRACTOR SHALL BE RESPONSIBLE FOR RECONSTRUCTING ALL UNDERGROUND UTILITIES DAMAGED AND REPLACEMENT OF SAID UNDERGROUND ELEMENTS.
- SUBCONTRACTOR SHALL REMOVE ALL NECESSARY PERMITS AND LICENSES AND ASSURE THAT ALL WORK TO BE PERFORMED MEETS OR EXCEEDS ALL APPLICABLE CODES AND ORDINANCES OF PRIVATE OR GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE PROJECT.
- SUBCONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION BETWEEN LOWER TIER SUB-CONTRACTORS AS REQUIRED TO ACCOMPLISH ALL CONSTRUCTION OPERATIONS. ALL PIPING, CONDUIT, STEVES, ETC., SHALL BE IN PLACE PRIOR TO INSTALLATION OF CONSTRUCTION ITEMS.
- ALL PROGRESS INSPECTIONS CALLED FOR IN THE GENERAL CONDITIONS OF APPROVAL OR INDIVIDUAL SUB-SECTIONS SHALL BE COMPLETED BEFORE SUCCEEDING BEFORE REQUIRED INSPECTIONS ARE COMPLETED WILL BE DEEMED FOR PENALTY AT THE SUBCONTRACTOR'S EXPENSE.

GENERAL NOTES

2 SITE SPECIFIC PLANTING NOTES

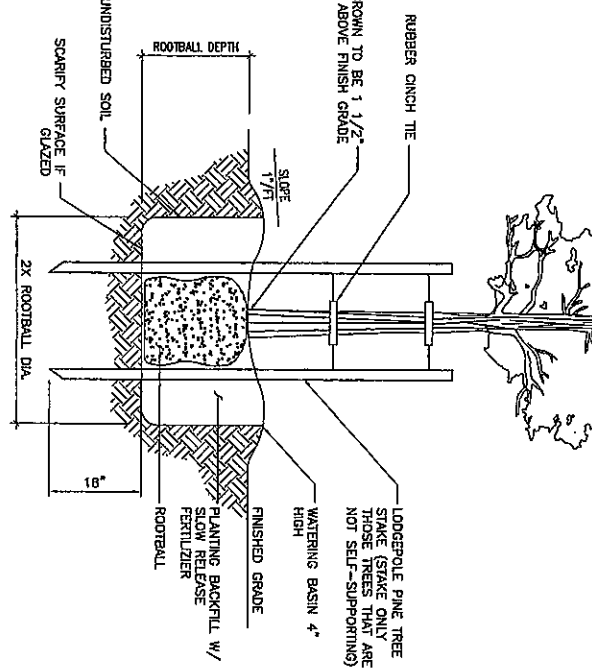
- THE SCOPE OF LANDSCAPE WORK INCLUDES ALL NECESSARY DEMOLITION AND ELEVATION, NEW PLANTINGS, GROUNDING, TRENCHING OF COMMUNICATION EQUIPMENT AT THE LEASE AREA.
- RESTORE ALL ELEVATIONS, ROUGH AND FINE GRADING, SLOPE AWAY FROM ALL STRUCTURES.
- EXISTING PLANT MATERIAL AT COMMUNICATION SITE SHALL BE REMOVED WITH EXCEPTION OF PLANTS SPECIFICALLY NOTED ON PLAN.
- APPLY HERBICIDE PER MFG. RECOMMENDATIONS AT LEASE AREA OR AS NOTED.
- REMOVE WEEDS, GRASSES AND ROOTS (6") BELOW GRADE, FINE GRADE AREA (1") BELOW ADJACENT PAVING. REMOVE OFF SITE ALL DEBRIS.
- FOLLOWING PLANT INSTALLATION BEGIN A SCHEDULED ROUTING OF WEED ABANDON AT LEASE AREA.
- SOIL CONDITIONING: INCORPORATE BY ROTOTILLING 10"-10"-10" SLOW RELEASE FERTILIZER, (4) CU. YDS. OF INTRODUCED WOOD SHAVINGS PER 1000 SQ.FT. AND 100 LBS. OF GRSUM PER 1000 SQ.FT.
- FOLLOWING PLANT INSTALLATION "DUST" ALL PLANTED AREAS WITH WOOD SHAVINGS.
- MAINTENANCE: BEGIN (90) DAY PERIOD OF SCHEDULED WEEKLY SITE VISITS TO REVIEW PLANTINGS, REPLACE IMMEDIATELY ALL DAMAGED, DEAD OR MISSING PLANTS.
- A FINAL INSPECTION AND APPROVAL BY OWNER AND LOCAL JURISDICTION SHALL OCCUR AT END OF 90 DAY MAINTENANCE PERIOD.
- LONG TERM MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE OWNER.
- CONTRACTOR SHALL NOTIFY LOCAL JURISDICTIONS LANDSCAPE DIVISIONS AND DETAILS FOR LANDSCAPE INSTALLATION.

3 VINE PLANTING DETAIL



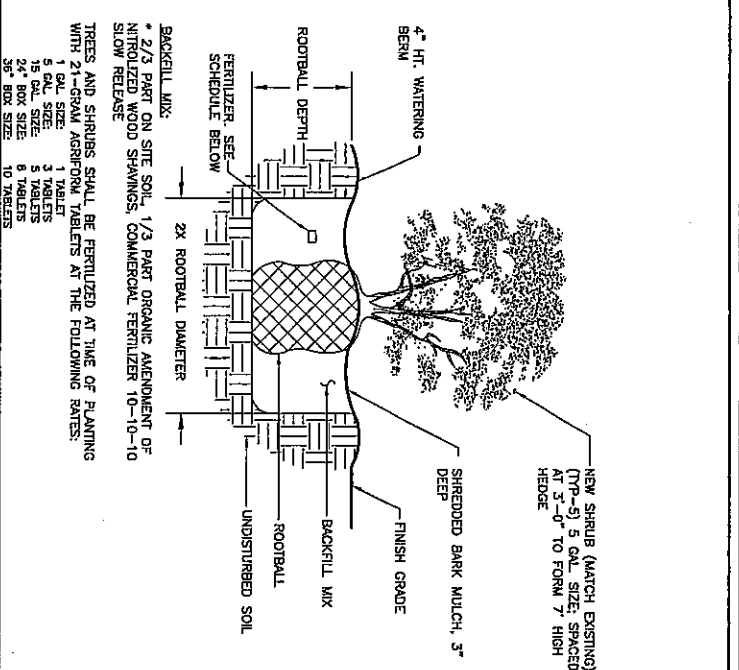
4

TYPICAL TREE PLANTING DETAIL



6

5 SHRUB PLANTING DETAIL



<p>Royal Street Communications California, LLC 2913 EL CAMINO REAL, #951 TUSTIN, CA 92782</p>		
<p>PROJECT INFORMATION: LA-3165B NUEVO PERRIS 27304 NUEVO ROAD PERRIS, CA 92571</p>		
<p>CURRENT ISSUE DATE: 06/16/10</p>		
<p>ISSUED FOR: 100% ZONING DRAWING</p>		
REV./DATE	DESCRIPTION	
7	9/27/10 REVISED PLANTING	
2	04/02/09 REVISED SITE PLAN	
3	01/25/10 REVISED SITE PLAN	
4	02/18/10 ADDED LANDSCAPING SHEETS	
6	9/22/10 UPDATED LANDSCAPING	
<p>PLANS PREPARED BY: JF</p>		
<p>CONSULTANT: PDC 13225 DANIELSON ST., SUITE 200 FOYNA, CA 92064 TEL: (959) 888-2828 FAX: (959) 888-2827</p>		
<p>THE DESIGN CONSULTANTS, INC. INDICATION DESIGN 6956 MONTEBELLO AVE - 5 MIRAMONTE, CA 92586 TEL: (951) 782-9330 FAX: (951) 782-9336</p>		
DRAWN BY: M/CC	CHK.: SVF	APP.: SAS
<p>LICENSEE: L-3</p>		
<p>SHEET TITLE: PLANTING PLAN</p>		
<p>SHEET NUMBER: L-3</p>		

Agenda Item No.: 3.1
Area Plan: Elsinore
Zoning District: Alberhill
Supervisorial District: First
Project Planner: Wendell Bugtai
Planning Commission: March 23, 2011

CONDITIONAL USE PERMIT NO. 3439
Environmental Assessment No: 39785
Applicant: Ottavio and Marie Forcone
Engineer/Representative: O'Malley Engineering Corp.

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

Conditional Use Permit No. 3439 is a proposal to develop a Liquid Propane Gas (LPG) distribution facility on 1.59 gross acres consisting of three (3) 30,000 gallon liquid propane tanks, a 2,400 square-foot manufactured mobile office trailer, seven (7) standard parking spaces, and one (1) disabled accessible parking space.

The proposed project is located northeast of the I-15 Freeway and southwest of Temescal Canyon Road within the Elsinore Area Plan.

BACKGROUND:

The project was submitted on September 8, 2004 to the Riverside County Planning Department. In the first transmittal of the project to the Land Development Committee Agencies for comments, a letter was received from the Riverside County Fire Department stating a number of potential concerns with the project.

In addition, the project was scheduled for a public hearing as a discussion item before the September 30, 2009 Planning Commission. During that discussion, issues of potential concern, related to the proposed project as it relates to the public welfare and safety of surrounding property owners, residents and freeway commuters were of concern. The project is located approximately 500-feet east of the I-15 Freeway and south of Earthmover Circle. Due to the size of the existing proposal and the potential for a Boiling Liquid Expanding Vapor Explosion (BLEVE) in relation to the location of an existing major Interstate (I-15), county staff had some concerns about the proposed project. Although no decision was made at that meeting, the Fire Department reiterated their concerns that the project may have a detrimental impact to the public's health, safety and welfare. Subsequent from the September 30th Public Hearing, the applicant was advised by the Planning Department staff to continue to negotiate with the Fire Department for thirty (30) days and report back.

Due to the issues with the Fire Department and the outstanding approvals from several county departments, the project was continued at the November 4, 2009, December 2, 2009, January 13, 2010 Planning Commission and was eventually continued off-calendar at the March 3, 2010 Planning Commission in order for the applicant to resolve the outstanding issues with county departments.

FURTHER PLANNING CONSIDERATIONS:

January 18, 2011

The applicant has since redesigned the project by reducing the number of Liquid Propane Gas (LPG) tanks from six (6) to three (3). In addition, the applicant has met Fire Department requirements and has satisfied outstanding issues from all county departments. The redesign of the project also consists of an "Above Ground Mounding" and enclosing the Liquid Propane Gas (LPG) tanks in a concrete block wall casing and filling the top with pea gravel or a similar dense material which would guarantee the tanks

D.M.

are not subjected to direct flame impingement, thus reducing the concerns for a BLEVE. The Fire Department has reviewed the design and has determined that the concerns of a BLEVE have been reduced to a level which can be mitigated.

SUMMARY OF FINDINGS:

- | | |
|--|---|
| 1. Existing General Plan Land Use (Ex. #5): | Light Industrial (LI) |
| 2. Surrounding General Plan Land Use (Ex. #5): | Light Industrial (LI) to the North, South, East and West |
| 3. Existing Zoning (Ex. #2): | Manufacturing – Service Commercial (M-SC) |
| 4. Surrounding Zoning (Ex. #2): | Manufacturing – Service Commercial (M-SC) to the North , South, East and West |
| 5. Existing Land Use (Ex. #1): | Vacant |
| 6. Surrounding Land Use (Ex. #1): | General Commercial and Industrial Uses |
| 7. Project Data: | Total Acreage: 1.59 |
| 8. Environmental Concerns: | Environmental Assessment 39785 |

RECOMMENDATIONS:

ADOPTION of a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 39785**, 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. 3439** based upon the findings and conclusions incorporated in the Staff Report.

CONCLUSIONS:

1. The proposed project is in conformance with the Community Development (CD): Light Industrial (LI) 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. Zoning Ordinance Article XI Section 11.2 .c.(15) – Natural Gas Storage.
3. The public’s health, safety, and general welfare are potentially protected through project design or proposal.
4. The proposed project is 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.

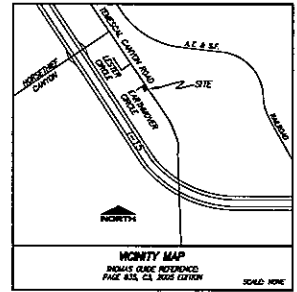
1. The project site is designated Light Industrial (LI) on the Elsinore Area Plan.
2. The proposed use, commercial parcels with a minimum of 7,000 square-feet (sewered lots), is permitted use in the Light Industrial (LI) designation. See General Plan - Chapter 3: Land Use Element – Light Industrial (LI) section LU 24.1
3. The proposed use, natural gas storage, above ground, is a permitted use in the Light Industrial (LI) designation.
4. The project site is surrounded by properties which are designated Light Industrial (LI). Currently, the proposed size of the liquid propane tanks totaling 90,000 gallons in an area adjacent to the I-15 Freeway and other manufacturing uses. Through site design, the project would not pose a significant threat to public safety, the general welfare of the surrounding business' and the adjacent I-15 Freeway commuters.
5. The zoning for the subject site is Manufacturing - Service Commercial (M-SC).
6. The proposed use, natural gas storage, above ground, is a permitted use, subject to approval of a conditional use permit, in the Manufacturing - Service Commercial (M-SC) see Zoning Ordinance Article XI Section 11.2 .c.(15) – Natural Gas Storage, above ground.
7. The proposed use, natural gas storage, above ground, is consistent with the development standards set forth in the Manufacturing - Service Commercial (M-SC) zone. See Zoning Ordinance Article XI Section 11.2 .c.(15) – Natural Gas Storage, above ground.
8. The project site is surrounded by properties which are zoned Manufacturing - Service Commercial (M-SC).
9. There are several uses not compatible with the proposal which have been constructed and are operating in the project vicinity.
10. This project is located within Criteria Area Cell Group F and Cell Number 3648 of the Multi-Species Habitat Conservation Plan and fulfills all requirements of Riverside County.
11. This project is within the City Sphere of Influence of Lake Elsinore.
12. Environmental Assessment No. 41440 identified the following potentially significant impacts:
 - a. Aesthetics
 - b. Geology/Soils
 - c. Hazards & Hazardous Materials
 - d. Public Services
 - e. Transportation / Traffic

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.

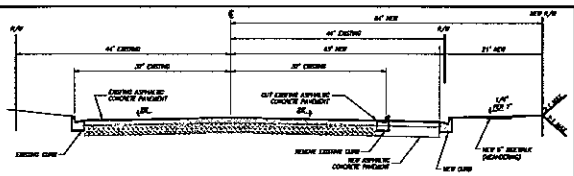
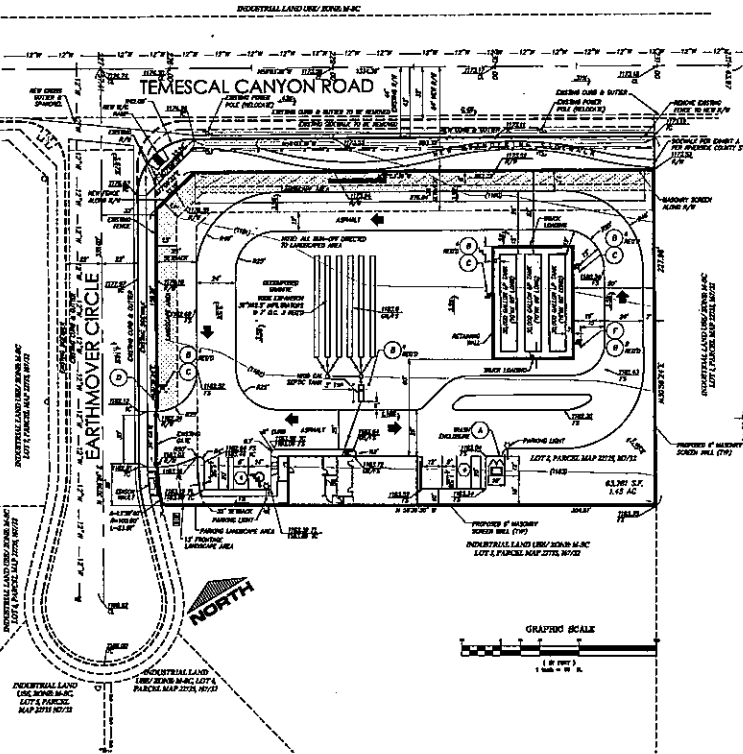
INFORMATIONAL ITEMS:

1. As of this writing, one letter, in opposition has been received.
2. The project site is not located within:
 - a. Tribal land.
 - b. General Plan Policy Overlay Area.
 - c. Specific Plan.
 - d. Zoning Overlay.
 - e. Redevelopment Area.
 - f. Airport Influence Area.
 - g. Airport Compatibility Zone.
 - h. Development Agreement Area.
 - i. Fault Zone.
3. The project site is locate within:
 - a. The city of Lake Elsinore sphere of influence.
 - b. Temescal Wash and Warm Springs Policy Area.
 - c. WMSHCP Cell Number 3648, Cell Group F
 - d. High Fire Area
 - e. State Responsibility Area
 - f. Santa Ana River Watershed
 - g. Paleontological High Sensitivity Area
 - h. County Service Area #134
 - i. Lighting Ordinance 655 – Zone B, 41.31 Miles from Mt. Palomar Observatory
 - j. A 100-year flood plain, an area drainage plan, or dam inundation area.
 - k. The Stephens Kangaroo Rat Fee Area or Core Reserve Area.
4. The subject site is currently designated as Assessor's Parcel Number 391-480-013.
5. This project was filed with the Planning Department on September 8, 2004.
6. This project was reviewed by the Land Development Committee (3) three times on the following dates 8/14/04, 4/28/05, 8/20/09
7. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$54,216.14

CONDITIONAL USE PERMIT 3439 FOR K.C. PROPANE RIVERSIDE COUNTY, CALIFORNIA

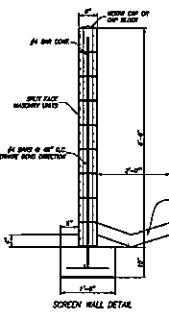
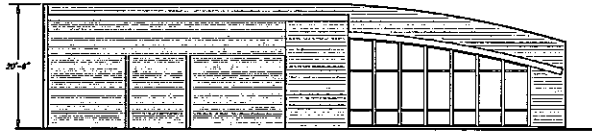
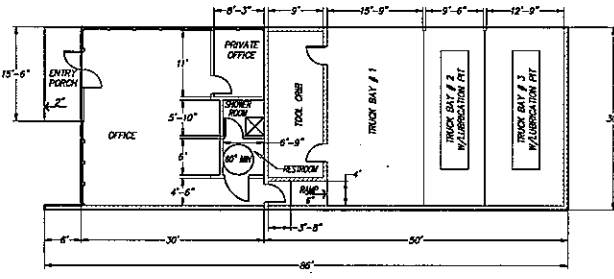


- A. BOUNDARY ENCLOSURE NOTES:**
- WALL TO BE OF 24" CONCRETE BLOCK, MINIMUM OF 18" HIGH MATERIALS BUT MINIMUM HEIGHT 6 FEET TO TOP OF WALL WITH CONCRETE-CAST TOP COURSE WITH 4" REINFORCING BARS AT TOP OF WALL.
 - WALLS SHALL BE ON A 12" GRADE, PER 21 CALIFORNIA CIVIL CODE, AND SHALL BE LOCATED AT THE MIDLINE OF THE ROAD AND THE TOP OF WALL SHALL BE 4 FEET AND 6 INCHES FROM THE CENTER OF THE ENCLOSURE AND SHALL NOT EXCEED A THICKNESS OF 4 FEET.
- B. RIVERSIDE COUNTY FIRE DEPARTMENT NOTES:**
- THE FIRE DEPARTMENT SHALL HAVE ACCESS AND SHALL BE LOCATED AT THE CORNER OF THE SITE. THE FIRE DEPARTMENT SHALL HAVE ACCESS TO THE PROPERTY FROM THE STREET.
 - THE FIRE DEPARTMENT SHALL HAVE ACCESS TO THE PROPERTY FROM THE STREET.
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- C. RIVERSIDE COUNTY FIRE DEPARTMENT NOTES:**
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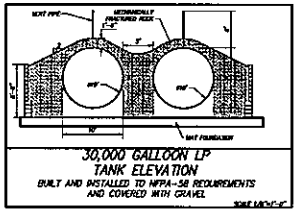


NO.	BY	DATE	REVISION

NOTE:
1. ALL DOORWAYS ARE 3'-0" OPENINGS, EXCEPT BATHROOM- 4'-0"
HATCHING INDICATES 8" BLOCK/CONCRETE WALL.



REVISION	DATE	BY	DESCRIPTION



- LEGEND:**
- LINE - UNDERGROUND ELECTRICAL
 - CIRCLE - OVERHEAD ELECTRICAL
 - SQUARE - POWER POLE
 - TRIANGLE - WATER METER
 - CIRCLE WITH X - WATER METER
 - SQUARE WITH X - GAS METER
 - DOTTED LINE - CONCRETE
 - DASHED LINE - ASPHALT

APPROVED BY THE RIVERSIDE COUNTY FIRE DEPARTMENT

BY: _____

DATE: AP DATE

APPROVED BY THE RIVERSIDE COUNTY HEALTH DEPARTMENT

BY: _____

DATE: _____

INDEX
SHEET TITLE SHEET - PHASE ONE PAGE 1



O'MALLEY ENGINEERING CORPORATION
PLANNING, ENGINEERING, SURVEYING
CONSTRUCTION MANAGEMENT
400 WEST CHERRY AVENUE, SUITE 100
RIVERSIDE, CALIFORNIA 92507
(951) 514-1111 FAX (951) 514-1112

PROJECT: _____
SCALE: _____
DATE: 7/27/10

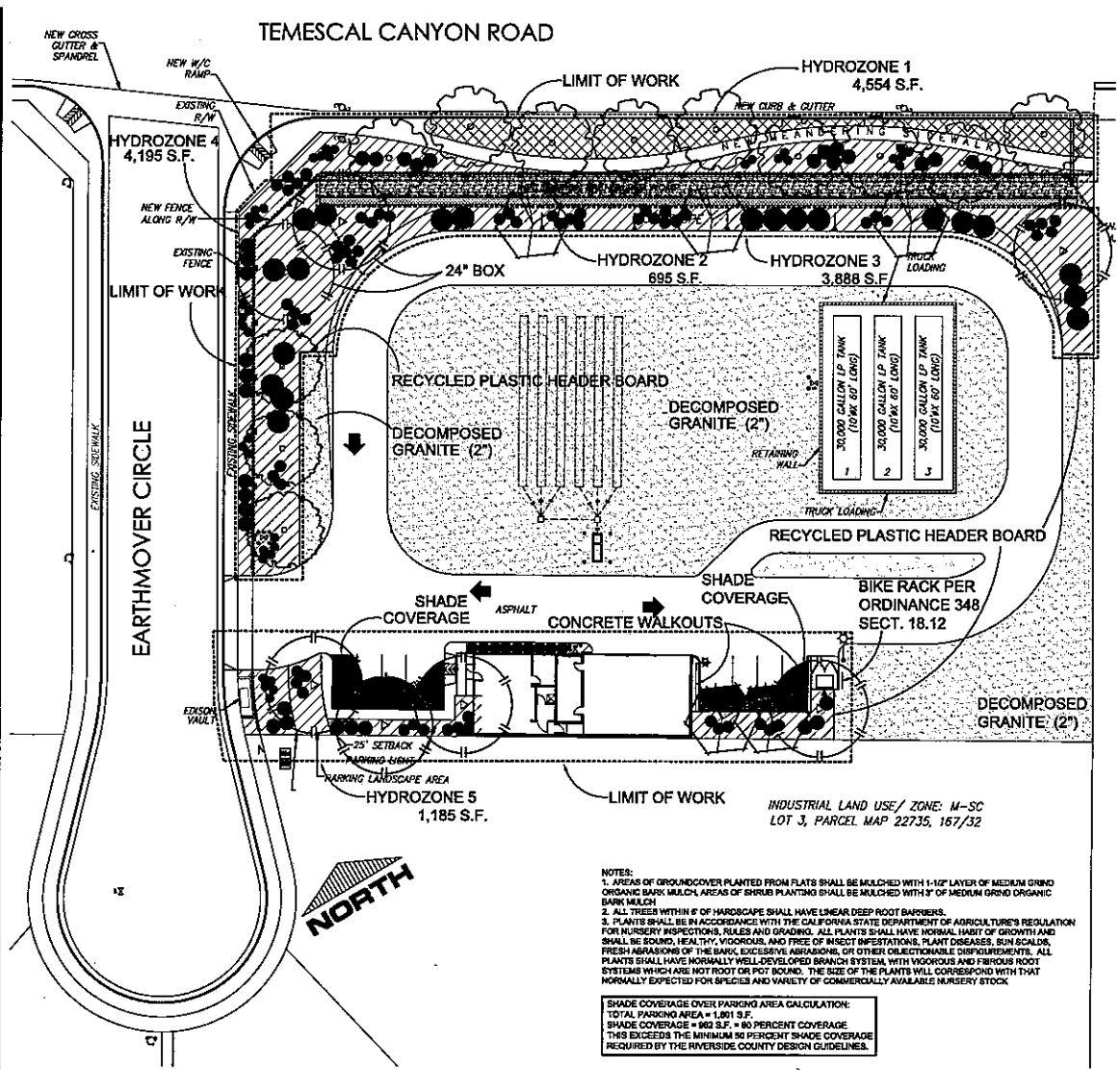
BASE OF BEARINGS:
THE BASE OF BEARINGS FOR THIS MAP IS A PORTION OF THE SUBSEQUENTLY FRONT-OF-YARD LINE OF TEMESCAL CANYON ROAD TAKEN AS IN SECTION 10 PER A.S.842.6

SCALE: _____
DATE: _____

COUNTY OF RIVERSIDE

PARCEL 2 IN PM 22735
CONDITIONAL USE PERMIT NO. 3439, PHASE 1
LPG DISTRIBUTION & STORAGE FACILITY

NO. _____ COUNTY _____
DATE: _____



SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	PLANTING SPACING	PLANT FACTOR	REMARKS
(Symbol)	Quercus agrifolia	Coast Live Oak	18 Gallon or # noted on plan	7	30'-00" High 20'-00" spread	Low	Single Trunk Standard 7'-6" x 2'-3"
(Symbol)	Rhus lancea	African Sumac	15 Gallon	6	20'-30" High 20'-30" spread	Low	Single Trunk Standard 7'-6" x 2'-3"
(Symbol)	Brachyotum populaceum	Soda Tree	15 Gallon	3	30'-00" High 30" spread	Low	Single Trunk Standard 7'-6" x 2'-3"
(Symbol)	Chamaecyparis	Cemphor Tree	15 Gallon	3	50" High 60" spread	Medium	Single Trunk Standard 7'-6" x 2'-3"

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	SPACING	PLANT FACTOR	REMARKS
(Symbol)	Prosopis juliflora	Prosopis Rosemary	From Flat	—	12" O.C.	Low	Do not plant under shrubs
(Symbol)	Prosopis juliflora	Dwarf Coyote Bush	From Flat	—	18" O.C.	Low	
(Symbol)	Manisotia pectinata	Purple Needle Grass	4" plugs	—	12" O.C.	LOW	Native grass for infiltration trench refer to WQMP

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	SPACING	PLANT FACTOR	REMARKS
(Symbol)	Echium candicans	Pride of Madeira	6 Gal	20	5'-0" High 8'-10" spread	Low	See Notes
(Symbol)	Lavandula dentata	French lavender	6 Gal	36	2'-3" High 2'-3" spread	Low	See Notes
(Symbol)	Carthamus tinctorius	Bush Morning Glory	6 Gal	24	2'-3" High 2'-4" spread	Low	See Notes
(Symbol)	Leucosiphon frutescens	Texas Sage	6 Gal	33	5'-0" High, 5'-0" spread	Low	See Notes
(Symbol)	Salvia greggii	Autumn Sage	6 Gal	47	3'-4" High 3'-4" spread	Low	See Notes

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	SPACING	PLANT FACTOR	REMARKS
(Symbol)	Mandevilla sphenoloba	Dev's Claw Vine	6 Gal	22	20" O.C.	Low	Remove stake and pin to wall

Landscape Water Use Calculations

Project Name: _____

1 Maximum Annual Water Allowance
 $(30) \cdot (27) \cdot (\text{Adjustment Factor}) \cdot (\text{Landscape Area}) \cdot (\text{Conversion Factor}) = \text{MAWA}$
 $30.0 \cdot 0.7 \cdot 1.4481 \cdot 0.02 = 357.177 \text{ gal/yr}$

2 Estimated Total Water Use

Hydrozone #1 (5.0 ac)
 $(57) \cdot (\text{Plant Factor}) \cdot (\text{Plant Factor}) \cdot (\text{Chromosome Area}) = \text{ETWU}$
 $56.8 \cdot 0.02 \cdot 0.3 \cdot 0.71 = 1.204$
 Irrigation Efficiency = 0.71
 $1.204 / 0.71 = 1.70 \text{ gal/yr}$

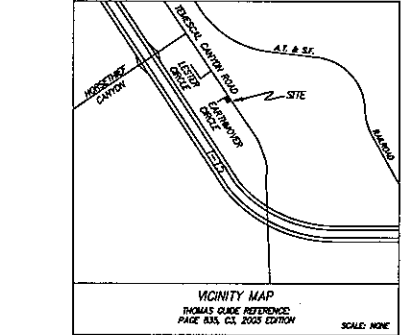
Hydrozone #2 (2.0 ac)
 $(57) \cdot (\text{Plant Factor}) \cdot (\text{Plant Factor}) \cdot (\text{Chromosome Area}) = \text{ETWU}$
 $56.8 \cdot 0.02 \cdot 0.3 \cdot 0.71 = 1.204$
 Irrigation Efficiency = 0.71
 $1.204 / 0.71 = 1.70 \text{ gal/yr}$

Hydrozone #3 (5.0 ac)
 $(57) \cdot (\text{Plant Factor}) \cdot (\text{Plant Factor}) \cdot (\text{Chromosome Area}) = \text{ETWU}$
 $56.8 \cdot 0.02 \cdot 0.3 \cdot 0.71 = 1.204$
 Irrigation Efficiency = 0.71
 $1.204 / 0.71 = 1.70 \text{ gal/yr}$

Hydrozone #4 (2.0 ac)
 $(57) \cdot (\text{Plant Factor}) \cdot (\text{Plant Factor}) \cdot (\text{Chromosome Area}) = \text{ETWU}$
 $56.8 \cdot 0.02 \cdot 0.3 \cdot 0.71 = 1.204$
 Irrigation Efficiency = 0.71
 $1.204 / 0.71 = 1.70 \text{ gal/yr}$

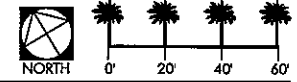
Hydrozone #5 (5.0 ac)
 $(57) \cdot (\text{Plant Factor}) \cdot (\text{Plant Factor}) \cdot (\text{Chromosome Area}) = \text{ETWU}$
 $56.8 \cdot 0.02 \cdot 0.3 \cdot 0.71 = 1.204$
 Irrigation Efficiency = 0.71
 $1.204 / 0.71 = 1.70 \text{ gal/yr}$

Sub Total ETWU = 24,918 gal/yr
 Irrigation System Operation Factor = 0.55
 Total ETWU = 28,413 gal/yr
 MAWA - ETWU = 105,767 gal/yr
 (The number must be positive)



ALL LANDSCAPE AND IRRIGATION CONFORMS TO ORDINANCE 859.2.

REGISTERED LANDSCAPE ARCHITECT
 MARY E. WILSON
 92011
 DE, 0418
 STATE OF CALIFORNIA



PHASING:
NOTE: ALL LANDSCAPE SHALL BE INSTALLED IN ONE PHASE

PLOT DATE: November 1, 2010

LPG DISTRIBUTION AND STORAGE FACILITY

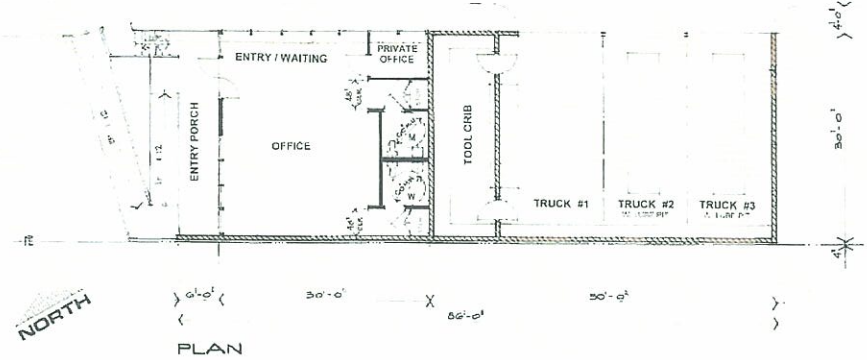
CONDITIONAL USE PERMIT 3439



310 NORTH JOY STREET | CORONA, CA 92879
 T: 951.737.1124 | F: 951.737.6551

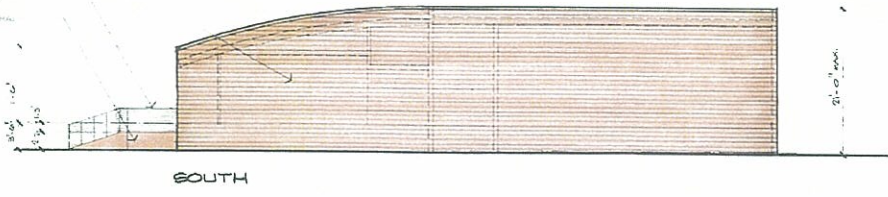
CONCEPTUAL LANDSCAPE PLAN
 PREPARED FOR: O'MALLEY ENGINEERING CORP.

720 WEST SIXTH STREET CORONA, CA 91720 Ph: 951.724-0633

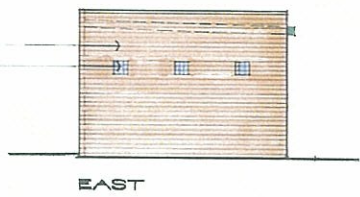


THIS BUILDING SHALL COMPLY IN ALL ASPECTS WITH THE STATE OF CALIFORNIA, TITLE 24 CHAPTER 9, ENERGY REQUIREMENTS AND CHAPTER 7 BUILDING CODE PARTICULARLY PARTITION SHALL BE PARTIAL TO CHAPTER 11B OF THE BUILDING CODE. ACCESSIBILITY TO PUBLIC BUILDINGS PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLIC FUNDED HOUSING: ALL FLOORS SHALL BE A MINIMUM OF 3'-0" WIDE WITH A MINIMUM OF 32" OPENING WHEN IN ANY POSITION STAIRS AND RAMPS SHALL COMPLY WITH SECTION 103.3 AND 103.4 OF THE CBC. THE TOILET ROOMS SHALL COMPLY WITH SECTION 115B OF THE CBC.

- 1) 1/2" TAN OUL w/ SHROCHRETE FINISH
- 2) 1/2" ROUND PIPE RAILING w/ KYNAR 500 FLUOROPOLYMER PAINT COATING (TAN)
- 3) 2" RAMP STRUCTURE w/ STEEL GRATING TO MATCH OUL

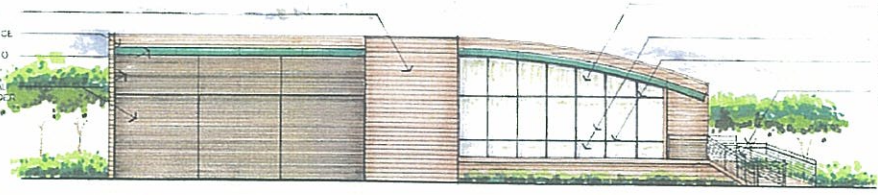


- 1) 1/2" TAN OUL w/ SHROCHRETE FINISH
- 2) 3" X 6" SOLID GLASS BLOCK VERTICALLY TO CORNERS X 2" GLASS - 24" SQUARE



- STANDING SEAM METAL ROOF w/ FACTORY APPLIED KYNAR 500 PAINT COATING (GREEN)
- ORGO TAN OUL w/ SHROCHRETE FINISH
- LOW E GLASS w/ BRONZE TINTING
- ALUMINUM STORE FRONT w/ POWDER COAT (TAN)
- 2) 1" ROUND PIPE RAILINGS w/ KYNAR 500 FLUOROPOLYMER PAINT COATING (TAN)
- SHEET ALUMINUM WALL FINISH w/ COMPANY NAME IN GREEN TO MATCH ROOF ON A TAN BACKGROUND THAT MATCHES STORE FRONT MULTIFLANS. ALL TO BE TAKEN ON ENAMEL

- 1) 1/2" TAN OUL w/ SHROCHRETE FINISH
- 2) 1/2" POLY ROOFING OVER MAINTENANCE
- 3) METAL FACIA w/ POWDER COAT FINISH TO MATCH OFFICE RAILING (GREEN)
- 4) ROLL UP OVERHEAD DOORS w/ METAL SIDING ABOVE TO MATCH DOORS. POWDER COAT PAINT DOORS AND SIDING (TAN)



- UPPER WINDOW GLASS SPANDREL PANELS TO MATCH GLASS BELOW w/ BRONZE TINTING
- LOW E GLASS w/ BRONZE TINTING
- ALUMINUM STORE FRONT (12" X 4") w/ POWDER COAT PAINT (TAN)
- 2) 1" ROUND PIPE RAILINGS w/ KYNAR 500 FLUOROPOLYMER PAINT COATING (TAN)



NO.	DATE	REVISION

FLEMING ASSOCIATES
Architects and Land Planners
2371 Wilshire Ln., Corrales, CA 93882 (951) 744-6445

MALLEY ENGINEERING CORPORATION
REGISTERED PROFESSIONAL ENGINEER
CONSULTING CIVIL ENGINEER
10000 Wilshire Blvd., Suite 1000, Beverly Hills, CA 90210 (310) 274-1111

OFFICE AND TRUCK MAINTENANCE BUILDING FOR
K.C. PROPANE CO.
Corrales, Santa Clara County, CA (650) 322-1145
2302 Eastmeadow Circle, Livermore, CA

DATE	
SCALE	1" = 10'-0"
SHEET	2

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 39785
Project Case Type (s) and Number(s): Conditional Use Permit No. 3439
Lead Agency Name: County of Riverside Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Wendell Bugtai, Project Planner
Telephone Number: 951-955-2419
Applicant's Name: Ottavio and Marie Forcone
Applicant's Address: 634 Scott Trail, Anaheim, CA 92807

I. PROJECT INFORMATION

A. Project Description:

Conditional Use Permit No. 3439 is a proposal to develop a Liquid Propane Gas (LPG) distribution facility on 1.59 gross acres consisting of three (3) 30,000 gallon liquid propane tanks, a 2,400 square-foot manufactured mobile office trailer, seven (7) standard parking spaces, and one (1) disabled accessible parking space.

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

C. Total Project Area: 1.59 Gross Acres

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres: 1.59	Lots: 1	Sq. Ft. of Bldg. Area: 2,400	Est. No. of Employees: 2
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other:			

D. Assessor's Parcel No(s): 391-480-013

Street References: The proposed project is located northeast of the I-15 Freeway and southwest of Temescal Canyon Road within the Elsinore Area Plan.

E. Section, Township & Range Description or reference/attach a Legal Description:
Section 17, Township 5 South, Range 5 West

F. Brief description of the existing environmental setting of the project site and its surroundings: The project consists of loose and vacant land. Currently, the property is fenced off and an unoccupied mobile home trailer and an empty LPG tank is stored on the property.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The project is a proposal to develop a Liquid Propane Gas (LPG) distribution facility on 1.59 gross acres consisting of three (3) 30,000 gallon liquid propane tanks, a 2,400 square-foot manufactured mobile office trailer, seven (7) standard parking spaces, and one (1) disabled accessible parking space. The project meets all other applicable circulation policies of the General Plan.

2. **Circulation:** Adequate circulation facilities currently exist and serve the project. The proposed project meets all other applicable land use policies of the General Plan.
3. **Multipurpose Open Space:** The project site is located within an MSHCP criteria area: Group F, Cell Number 3648. The project has completed the Habitat Acquisition and Negotiation Strategy (HANS 672). The project complies with all other applicable multi-purpose open space policies of the General Plan.
4. **Safety:** The proposed project is located within a High Fire Hazard Area. The proposed project is not located within any other special hazard zone (including fault zone, dam inundation zone, etc.) The proposed project has allowed for sufficient provision of emergency response services to the future users of the project. The proposed project meets all applicable General Plan Safety element policies.
5. **Noise:** The proposed project meets with all applicable Noise Element policies.
6. **Housing:** the proposed project meets with 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): Elsinore Area Plan

C. Foundation Component(s): Community Development (CD)

D. Land Use Designation(s): Light Industrial (LI)

E. Overlay(s), if any: None

F. Policy Area(s), if any: Temescal Wash Policy Area, Warm Springs Policy Area

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any: N/A

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: Manufacturing – Service Commercial (M-SC)

J. Proposed Zoning, if any: N/A

K. Adjacent and Surrounding Zoning: Manufacturing – Service Commercial (M-SC)

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 checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hydrology / Water Quality | <input checked="" 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 checked="" type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" 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

Date

Wendell Bugtai, Project Planner

For Carolyn Syms Luna, Director

Printed Name

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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

a) This project is located about 500-feet from the I-15 Freeway. Therefore, it is not located within the immediate vicinity of a State Eligible Scenic Corridor (Riverside County Integrated Plan, Circulation Element. Figure C-9 "Riverside County Scenic Highways").

b) This site has been disturbed and will not damage scenic resources, such as trees, rock outcroppings and/or other unique landmark features. It will have no impact on or 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: No mitigation is 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 checked="" type="checkbox"/>	<input 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: At 41.31 miles from the Mount Palomar Observatory, the project site is located within Zone B of Riverside County Ordinance No. 655. At such a distance, the project is required to comply with Ord. No. 655. Interference with the nighttime use of the Mount Palomar Observatory, as protected through Ord. No. 655 will be less than significant with mitigation measures incorporated.

Mitigation: In observance with Zone B of Ord. 655, the project has been conditioned to utilize low-pressure sodium lighting or non low-pressure sodium lighting provided it will emit no greater than 4050 Lumens (Condition of Approval 10.PLANNING.3).

Monitoring: Conditions implemented will be monitored through the Department of Building and Safety via the Plan Check process.

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"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: On-site Inspection, Project Application Description

Findings of Fact:

- a) The project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.
- b) The project will not expose residential property to unacceptable light levels.

Mitigation: No mitigation is 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in	<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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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) This project is not located within Prime Farmland, Unique Farmland or Farmland of Statewide Importance as depicted on the Agricultural Resources map of the RCIP, Figure OS-2. Therefore, it will not convert nor have any impact on these designated farmlands to non-agricultural use.

b) This project is located in the Manufacturing-Service Commercial (M-SC) zone and will not conflict nor have any impact on existing agricultural uses, or a Williamson Act contract. The immediate surrounding zones of this project site are all MS-C. Therefore, this project is not within 300 feet of agriculturally zoned property and will have no impact on Ordinance 625.

c) This project will have no impact on 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 is 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:

a) The project will not 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) The project will not result in the loss of forest land or conversion of forest land to non-forest use.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 is 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 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: SCAQMD CEQA Air Quality Handbook Table 6-2

Findings of Fact:

- a) The project does not conflict with or obstruct implementation of the applicable air quality plan.
- b) The project does not violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- d) The project will not expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions.
- e) The project will not involve the construction of a sensitive receptor 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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is 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, 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: GIS database, WRC-MSHCP and/or CV-MSHCP, On-site Inspection, Habitat Acquisition and Negotiation Strategy (HANS) 672

Findings of Fact:

a) The 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. A Habitat Acquisition and Negotiation Strategy (HANS) No. 672 has been conducted and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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has been deemed by the County of Riverside Environmental Programs Department that no conservation is required.

b) The project will not 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) The project will not 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) The project will not 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) The 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.

f) The 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 project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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:

a) The project will not alter or destroy an historic site, given the project has previously been disturbed and is not identified as a historical site.

b) 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.

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

Monitoring: No monitoring is 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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) The project will not alter or destroy an archaeological site.
- b) The project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5.
- c) The project will not disturb any human remains, including those interred outside of formal cemeteries.
- d) The project will not restrict existing religious or sacred uses within the potential impact area.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

10. Paleontological Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Findings of Fact:

- a) The project will not directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," GIS database, Geologist Comments

Findings of Fact:

a) The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death related to fault zones or fault hazards. The project is not located within any fault or hazard zones.

b) The project will not 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.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

12. Liquefaction Potential Zone	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Be subject to seismic-related ground failure, including liquefaction?				

Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction" Soils and Geology Group – "Preliminary Geotechnical Investigation, Proposed Propane Facility, 26362 Earthmover Circle, Riverside County, California", dated January 14, 2005, Soils and Geology Group – "Geotechnical Update, 26362 Earthmover Circle, Riverside County, California", dated March 12, 2010.

Findings of Fact:

a) The geotechnical report shows there is potential for liquefaction and recommends that additional mitigation be required. These mitigation measures are as follows:

County Geologic Report (GEO) No. 1452, submitted for this project (CUP03439), was prepared by Soils and Geology Group and is entitled: "Preliminary Geotechnical Investigation, Proposed Propane Storage Facility, 26362 Earthmover Circle, Riverside County, California", dated January 14, 2005. In addition, Soils and Geology Group prepared "Geotechnical Update, 26362 Earthmover Circle, Riverside County, California", dated March 12, 2010. This document is herein incorporated as a part of GEO01452.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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GEO01452 concluded:

1. No active faults are known to cross the site.
2. The site is subject to liquefaction. Total settlements of 6.4 inches were calculated.
3. The site will be subject to strong ground shaking in the future from seismic events.

GEO01452 recommended:

1. Structures should be designed in accordance with the 2007 CBC with site class D.
2. A mat foundation is recommended for the settlements from liquefaction potential.

GEO No. 1452 satisfies the requirement for a Geotechnical study for Planning/CEQA purposes. GEO No. 1452 is hereby accepted for planning purposes. Engineering and other Uniform Building Code parameters where not included, as a part of this review or approval and 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.

Mitigation: The applicant shall comply with the Soils and Geology Group "Preliminary Geotechnical Investigation, Proposed Propane Storage Facility, 26362 Earthmover Circle, Riverside County, California", dated January 14, 2005 and "Geotechnical Update, 26362 Earthmover Circle, Riverside County, California", dated March 12, 2010. (CONDITIONS OF APPROVAL 10.PLANNING.42)

Monitoring: Conditions implemented will be monitored through the Department of Building and Safety via the Plan Check process and Planning Department.

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), Soils and Geology Group – "Preliminary Geotechnical Investigation, Proposed Propane Facility, 26362 Earthmover Circle, Riverside County, California", dated January 14, 2005, Soils and Geology Group – "Geotechnical Update, 26362 Earthmover Circle, Riverside County, California", dated March 12, 2010.

Findings of Fact:

a) The project will not be subject to strong seismic ground shaking given the project is not located within ½ mile of any know fault zones. The geotechnical report does show there is potential for strong ground shaking and recommends that additional mitigation be required. These mitigation measures are as follows:

County Geologic Report (GEO) No. 1452, submitted for this project (CUP03439), was prepared by Soils and Geology Group and is entitled: "Preliminary Geotechnical Investigation, Proposed Propane

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Storage Facility, 26362 Earthmover Circle, Riverside County, California", dated January 14, 2005. In addition, Soils and Geology Group prepared "Geotechnical Update, 26362 Earthmover Circle, Riverside County, California", dated March 12, 2010. This document is herein incorporated as a part of GEO01452.

GEO01452 concluded:

1. No active faults are known to cross the site.
2. The site is subject to liquefaction. Total settlements of 6.4 inches were calculated.
3. The site will be subject to strong ground shaking in the future from seismic events.

GEO01452 recommended:

1. Structures should be designed in accordance with the 2007 CBC with site class D.
2. A mat foundation is recommended for the settlements from liquefaction potential.

GEO No. 1452 satisfies the requirement for a Geotechnical study for Planning/CEQA purposes. GEO No. 1452 is hereby accepted for planning purposes. Engineering and other Uniform Building Code parameters were not included, as a part of this review or approval and 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.

Mitigation: The applicant shall comply with the Soils and Geology Group "Preliminary Geotechnical Investigation, Proposed Propane Storage Facility, 26362 Earthmover Circle, Riverside County, California", dated January 14, 2005 and "Geotechnical Update, 26362 Earthmover Circle, Riverside County, California", dated March 12, 2010. (CONDITIONS OF APPROVAL 10.PLANNING.42)

Monitoring: Conditions implemented will be monitored through the Department of Building and Safety via the Plan Check process and Planning Department.

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 project will not 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. This project has been disturbed and approved per Parcel Map 22735.

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

Monitoring: No monitoring is 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map"

Findings of Fact:

a) The project will not 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.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: On-site Inspection, Project Application Materials

Findings of Fact:

a) The project will not be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard and no other geological hazards have been identified.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes

a) Change topography or ground surface relief features?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Change topography or ground surface relief features?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in grading that affects or negates subsurface sewage disposal systems?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riv. Co. 800-Scale Slope Maps, 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 not change topography or ground surface relief features. The project is relatively flat and disturbed.
- b) The project will not change topography or ground surface relief features. The project is relatively flat and disturbed.
- c) The project will not result in grading that affects or negates subsurface sewage disposal systems.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils

a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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: U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection

Findings of Fact:

- a) The project will not result in substantial soil erosion or the loss of topsoil.
- b) The project will not 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) The project will not 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.

Mitigation: No mitigation is 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<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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Source: U.S.D.A. Soil Conservation Service Soil Surveys

Findings of Fact:

- a) The project will not change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake and is not adjacent to any channel, stream or lake bed.
- b) The project will not result in any increase in water erosion either on or off site.

Mitigation: No mitigation is 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"/>
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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 has a wind erodibility rating of "moderate" but will not be impacted by or result in an increase in wind erosion and blowsand, either on or off site.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project

21. Greenhouse Gas Emissions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Materials, SB 97, State CEQA Guidelines Revisions (State adopted Jan. 1, 2010)

Findings of Fact:

a) The project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) The project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials, RCE "Fire Safety Analysis for KC Propane Facility" Report by Phillip Taylor dated July 1, 2010.

Findings of Fact:

a) The project may create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The potential for a Boiling Liquid Expanding Vapor Explosion (BLEVE) during the processing of Liquid Propane Gas (LPG) may have a significant impact to adjacent and surrounding properties. The applicant will mitigate the potential for a BLEVE through the reduction of the originally proposed six (6) to three (3) LPG tanks. In addition, the LPG tanks will be constructed as "Above Ground Mounding" tanks which will be enclosed in a concrete block wall casing and filled to the top with pea gravel or a similar dense material which would ensure the tanks are not subjected to direct flame impingement, thus mitigating the concerns of a BLEVE to a level less than significant.

b) The project may 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. The potential for a Boiling Liquid Expanding Vapor Explosion (BLEVE) may have significant impacts to the public or environment should this occur. In order to mitigate these concerns, the applicant has proposed to construct the project as "Above Ground Mounding" tanks which will be

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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enclosed in a concrete block wall casing and filled to the top with pea gravel or a similar dense material which would ensure the tanks are not subjected to direct flame impingement, thus mitigating the concerns of a BLEVE to a level less than significant.

c) The project will not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Staff is not aware of any known emergency response plans, emergency evacuation plan or has it received any information from any agency which would impair or interfere with any existing plans.

d) The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The project is not located within one-quarter mile of any existing schools.

e) The project could 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. Upon further review by Planning Staff, the project site is not listed as a site within Government Code Section 65962.5.

Mitigation: The applicant shall comply with Registered Civil Engineer Report by Phillip Taylor dated July 1, 2010. Conditions of approval (CONDITIONS OF APPROVAL 10.FIRE.1)

Monitoring: Conditions implemented will be monitored through the Department of Building and Safety via the Plan Check process and Fire Department review.

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) The project will not result in an inconsistency with an Airport Master Plan. The project is not located near an airport.

b) The project will not require review by the Airport Land Use Commission.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) The project is not located within an airport land use plan nor is it located where such a plan has not been adopted, within two miles of a public airport or public use airport. Therefore, the project would not result in a safety hazard for people residing or working in the project area.

d) The project is not located within the vicinity of a private airstrip, or heliport, therefore, the project 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) The project would potentially 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. Although the project is located within a High Fire Area, the project and the majority of parcels within the vicinity have been graded or disturbed and conducting business under the Manufacturing-Service Commercial (M-SC) zoning which has reduced the likelihood of fire within the immediate area. In order to ensure the significant risk of loss, injury or death involving wildland fires, the applicant shall comply with Fire Department conditions related to building construction.

Mitigation: Buildings constructed or proposed within High Fire Areas shall comply with Provision of Riverside County Ordinance 787.1 (CONDITIONS OF APPROVAL 10.FIRE.2).

Monitoring: Conditions implemented will be monitored through the Department of Building and Safety via the Plan Check process.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<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 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: Riverside County Flood Control District Flood Hazard Report/Condition.

Findings of Fact:

- a) The 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.
- 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).
- d) The project will not 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) The project would 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 would not place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- g) The project will not otherwise substantially degrade water quality.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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h) The project would 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).

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"/>
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 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 provide for major changes in absorption rates or the rate and amount of surface runoff.

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 (Dam Inundation Area).

d) The project will not make significant changes in the amount of surface water in any water body.

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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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 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 checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact:

a) The project will not result in any substantial alteration of the present or planned land use of an area. The project is currently zone Manufacturing-Service Commercial (M-SC) which the proposal is allowed within the zoning requirements.

b) The project will not affect land use within a city sphere of influence and/or within adjacent city or county boundaries. The project is located within the City of Lake Elsinore city sphere of influence. The City of Lake Elsinore was previously notified and there have been no comments received.

Mitigation: No mitigation measures are required.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be consistent with the land use designations and policies of the 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 will be consistent with the site's existing or proposed zoning.

b) The project will be compatible with existing surrounding zoning

c) The project will be compatible with existing and planned surrounding land uses.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) The project will be consistent with the land use designations and policies of the General Plan (including those of any applicable Specific Plan).

e) The project will not disrupt or divide the physical arrangement of an established community (including a low-income or minority community).

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 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 will not 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. There are no know mineral resources adjacent to the project site.

b) 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

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

a) The project is not 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.

b) The project is not located within the vicinity of a private airstrip, would the project expose people residing or working in the project area 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:

a) The project is not located or adjacent to any railroads.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

32. Highway Noise

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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NA A B C D

Source: On-site Inspection, Project Application Materials

Findings of Fact:

a) The project is located approximately 500-feet from Interstate 15. The project will not emit unacceptable noise levels.

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:

a) There are no other noise issues which have been found.

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?

b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

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?

d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

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

Findings of Fact:

a) The project will not provide a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) The project will not provide for a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

c) The project will not provide 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) The project will not provide exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

a) The project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

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.

c) The project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 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 will not 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).

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

Source: Riverside County General Plan Safety Element

Findings of Fact:

- a) The project will 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, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire services.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

37. Sheriff Services

Source: Riverside County General Plan

Findings of Fact:

- a) The project will 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, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services.

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: Lake Elsinore Unified School District correspondence, GIS database

Findings of Fact:

a) The project is located within the Lake Elsinore Unified School District. The project will not result in the increase in the number of students and the need for additional classrooms.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

39. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact:

a) The project will not result in an incremental increased demand for libraries.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

40. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact:

a) The project will not result in an incremental increased demand for health services.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring 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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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

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) The project will not result in the need to provide park or recreational facilities. There are no present and future plans to build a park in the area that would be impacted by the operation of this facility. No impacts are expected to occur.

b) The project would not 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) The project is located within a Community Service Area (CSA) 152 or recreation and park district with a Community Parks and Recreation Plan (Quimby fees). There are no present and future plans to build a park in the area that would be impacted by the operation of this facility.

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:

a) The project is located within the Temescal Canyon Area Plan and has been conditioned to dedicate right-of-way to the project for trail purposes.

Mitigation: The project will be subject to right-of-way dedication (CONDITIONS OF APPROVAL 80.TRANS.1)

Monitoring: Conditions implemented will be monitored through the Department of Building and Safety via the Plan Check process and Transportation Department.

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 type="checkbox"/>	<input checked="" 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				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
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 type="checkbox"/>	<input checked="" 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 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: Riverside County General Plan

Findings of Fact:

a) The project will not 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) 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.

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.

d) The project will not alter waterborne, rail or air traffic.

e) The project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- f) The project will not cause an effect upon, or a need for new or altered maintenance of roads.
- g) The project will not cause an effect upon circulation during the project's construction.
- h) The project will not result in inadequate emergency access or access to nearby uses.
- i) The project 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.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

44. Bike Trails

Source: Riverside County General Plan

Findings of Fact:

- a) The project is located within the Temescal Canyon Area Plan and has been conditioned to dedicate right-of-way to the project for trail and class I bike purposes.

Mitigation: The project will be subject to right-of-way dedication (CONDITIONS OF APPROVAL 80.TRANS.1)

Monitoring: Conditions implemented will be monitored through the Department of Building and Safety via the Plan Check process and Transportation Department.

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) The project will not 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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) The project will have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed

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) The project will not 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) The project will 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

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 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)?

Source: Riverside County General Plan, Riverside County Waste Management District correspondence

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 be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

b) The project will comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan).

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:

Facilities constructed is anticipated with less than significant 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?

Source:

Findings of Fact:

a) 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:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Staff review

Findings of Fact:

No other significant impacts were identified.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

MANDATORY FINDINGS OF SIGNIFICANCE

<p>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?</p>	<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.

<p>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)?</p>	<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.

<p>53. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Staff review, project application

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

- A. RCE "Fire Safety Analysis for KC Propane Facility" Report by Phillip Taylor dated July 1, 2010.
- B. Soils and Geology Group – "Preliminary Geotechnical Investigation, Proposed Propane Facility, 26362 Earthmover Circle, Riverside County, California", dated January 14, 2005
- C. Soils and Geology Group – "Geotechnical Update, 26362 Earthmover Circle, Riverside County, California", dated March 12, 2010.

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 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 the construction and development of a Liquid Propane Gas (LPG) storage and distribution facility on 1.59 gross acres zoned Manufacturing-Servic Commercial (M-SC) and located on Earthmover Circle, south of Horsethief Canyon Road between Temescal Canyon Road and the I-15 Freeway. This project consists of a 900 square foot office building attached to a 1,500 square foot garage for truck repair as well as three (3) 30,000 gallon LP tanks.

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 CUP 03439. 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.03439 shall be henceforth defined as follows:

CONDITIONAL USE PERMIT NO. 03439, EXHIBIT A, Amended No. 5 dated 1/31/11.

CONDITIONAL USE PERMIT NO. 03439, EXHIBIT L, dated 1/31/11

CONDITIONAL USE PERMIT NO. 03439, EXHIBIT B&C, dated 1/31/11

CONDITIONAL USE PERMIT NO. 03439, EXHIBIT M, dated 1/31/11

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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 - 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

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10. GENERAL CONDITIONS

10.BS GRADE. 8 USE - SLOPE STABL'TY ANLYS (cont.) RECOMMND

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 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

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10. GENERAL CONDITIONS

10.BS GRADE. 14 USE-G.3.1NO B/PMT W/O G/PMT (cont.) RECOMMND

construct from the Grading Division of the Building and Safety Department.

10.BS GRADE. 15 USE - RETAINING 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 - 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.

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

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10. GENERAL CONDITIONS

10.BS GRADE. 20 USE - NPDES INSPECTIONS (cont.)

RECOMMND

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 LLWD POTABLE WATER SERVICE

RECOMMND

This project is proposing Lee Lake Water District (LLWD) potable water service only. It is the responsibility of the developer to ensure that all requirements to obtain water service are met with LLWD, as well as, all other applicable agencies.

10.E HEALTH. 2 NO FLOOR DRAINS IN SERVICE BAY

RECOMMND

Conditional Use Permit#3439 is proposing to conduct minor vehicle repairs, such as oil changes, in designated vehicle service bays. All hazardous waste generated onsite must be collected and disposed of in an approved manner. Since this project is proposing to utilize an onsite wastewater treatment system (OWTS), no floor drains can be installed in these service bays to prevent hazardous waste from entering into the OWTS.

10.E HEALTH. 3 USE - PERC TESTING REQUIRED

RECOMMND

A satisfactory detailed soils percolation test conducted in accordance with the procedures outlined in the Riverside County Department of Environmental Health (DEH) Technical

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10. GENERAL CONDITIONS

10.E HEALTH. 3 USE - PERC TESTING REQUIRED (cont.) RECOMMND

Guidance Manual will be required for the proposal of any new onsite wastewater treatment system (OWTS) and/or advanced treatment unit (ATU).

10.E HEALTH. 4 USE - DEH SITE EVALUATION RECOMMND

For any proposed new Onsite Wastewater Treatment System (OWTS) and/or Advanced Treatment Unit (ATU), a site evaluation is required by the Department of Environmental Health (DEH). The applicant must ensure that the groundwater detection (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 OWTS/ATU - MAINTAIN SETBACKS RECOMMND

All proposed Onsite Wastewater Treatment Systems (OWTS) and/or proposed Advanced Treatment Units (ATU) must maintain all required setbacks as specified in the Department of Environmental Health (DEH) Technical Guidance Manual, Uniform Plumbing Code, and State and Local Laws. Please note that the most restrictive minimum setback may be applied at the discretion of DEH.

In addition, no part of the proposed OWTS and/or ATU can be located within "Do Not Disturbed" areas without written consent from the appropriate regulatory agency. Moreover, no part of the proposed OWTS and/or ATU can be located within easements that are not legally dedicated for use by the proposed OWTS and/or ATU.

10.E HEALTH. 6 OWTS/ATU PLANS & FLOOR PLANS RECOMMND

Upon Building Submittal, the applicant must submit to the Department of Environmental Health (DEH) for review 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) drawn to an appropriate scale showing

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10. GENERAL CONDITIONS

10.E HEALTH. 6 OWTS/ATU PLANS & FLOOR PLANS (cont.) RECOMMND

the location of all applicable detail as required in the DEH Technical Guidance Manual.

If grading is proposed, the applicant must show all pertinent detail on scaled Precise Grading Plans wet stamped and signed by the Professional of Record. Please note that any significant grading at the proposed OWTS/ATU area may require further soils percolation testing and/or engineering.

Furthermore, a floor plan of the proposed structure showing all proposed plumbing fixtures must also be submitted to DEH for review to ensure proper septic tank sizing.

FIRE DEPARTMENT

10.FIRE. 1 USE -RPE REPORT RECOMMND

PROJECT SHALL COMPLY WITH REGISTERED PROFESSIONAL ENGINEER REPORT BY PHILLIP TAYLOR DATED JULY 01,2010.

10.FIRE. 2 USE-#21-HAZARDOUS FIRE AREA RECOMMND

This project is located in the "Hazardous Fire Area" of Riverside County as shown on a map on file with the Clerk of the Board of Supervisors. Any building constructed within this project shall comply with the special construction provisions contained in Riverside County Ordinance 787.1.

10.FIRE. 3 USE-#005-ROOFING MATERIAL RECOMMND

All buildings shall be constructed with class B roofing material as per the California Building Code.

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.

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10. GENERAL CONDITIONS

10.FIRE. 5 USE-#23-MIN REQ FIRE FLOW RECOMMND

Minimum required fire flow shall be 2500 GPM for a 2 hour duration at 20 PSI residual operating pressure, and 8750 GPM for a 10 minute duration at a 20 psi residual which must be available before any combustible material is placed on the job site.

10.FIRE. 6 USE-#20-SUPER FIRE HYDRANT RECOMMND

Super fire hydrants) (6"x4"x 2-2 1/2") shall be located at less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways.

10.FIRE. 7 USE-#84-TANK PERMITS RECOMMND

Applicant or Developer shall be responsible for obtaining under/aboveground fuel, Propane, 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.

FLOOD RI DEPARTMENT

10.FLOOD RI. 2 USE FLOOD HAZARD REPORT RECOMMND

CUP 3439 is a proposal to develop a CGP distribution facility on a 2.17 acres in the Alberhill area. The site is located on the northeast of the I-15 Freeway and southwest of Temescal Canyon Road.

The northeast corner of the property is located within the 100-yr Zone AE floodplain limits of Temescal Wash as

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10. GENERAL CONDITIONS

10.FLOOD RI. 2

USE FLOOD HAZARD REPORT (cont.)

RECOMMND

delineated on Panel No. 06065C-2006G of the Flood Insurance Rate Maps issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). The proposed site is lot 2 of PM 22735. The grading has been approved previously by the District under this parcel map. However, the FEMA map is not revised therefore the eastern half of the site is still designated as floodplain. No structure is proposed in the floodplain area, but placement of any structure in the future under a revised permit will require a revision to the floodplain.

Since the new asphalt pavement is more than 5,000 square feet of impervious surface, mitigation for water quality will be require. The District has received an amended exhibit and a revised Preliminary Water Quality Management Plan (WQMP) on October 13, 2010 and also received a revised WQMP exhibit on December 9, 2010. The exhibit proposes an infiltration trench along the northern boundary to mitigate for water quality. This infiltration trench is smaller as designed however this error can be corrected by deepening the infiltration trench.

In final plan check, the depth of trench shall be correctly calculated and the infiltration trench designed accordingly.

The WQMP proposes that this project satisfies condition "A" of the Hydrologic Conditions of Concern, but Temescal Wash is not publically owned and maintained thus not considered as MS4. Even though the WQMP proposes that the project satisfies condition "A", the back-up calculation to satisfy condition "C" has been submitted addressing the impacts of HCOC.

This minor error should be corrected in the final WQMP.

10.FLOOD RI. 6

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

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10. GENERAL CONDITIONS

10.FLOOD RI. 6 USE SUBMIT FINAL WQMP >PRELIM (cont.)

RECOMMND

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.rcflood.org/NPDES 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.

10.FLOOD RI. 7 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

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10. GENERAL CONDITIONS

10.FLOOD RI. 7 USE WQMP ESTABL MAINT ENTITY (cont.) RECOMMND

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 (A-1 & A-2) 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, dated 1/31/11.

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10. GENERAL CONDITIONS

10.PLANNING. 5 USE - LAND DIVISION REQUIRED RECOMMND

Prior to the sale of any individual structure as shown on APPROVED EXHIBIT A-1, 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 7 a.m. to 6 p.m., Monday through Saturday.

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), 1 space/250 square feet of office area and an additional 1 space/500 square feet of garage area. The required parking spaces is seven (7) which the applicant is providing eight (8) parking spaces.

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. 12 USE - PHASE BY NEW PERMIT RECOMMND

Construction of this project may be done progressively in phases provided a plan is submitted with appropriate fees to the Planning Department and approved prior to issuance of any building permits. Phasing approval shall not apply to the requirements of any agency other than the Planning Department unless so indicated by the affected agency.

10.PLANNING. 18 USE - NO SECOND FLOOR RECOMMND

No tenant improvement permit, or any other building permit, shall be granted for any second story, second floor, mezzanine, or interior balcony unless a plot plan, conditional use permit, public use permit, substantial conformance or a revised permit is approved by the Planning Department pursuant to Section 18.12 of Ordinance No. 348 in order to assure adequate parking remains within the property. Only a one story building was approved as

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10. GENERAL CONDITIONS

10.PLANNING. 18 USE - NO SECOND FLOOR (cont.) RECOMMND

part of this permit and reviewed for parking standards.

10.PLANNING. 19 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.

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 from all required agenices 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. 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

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10.PLANNING. 23 USE - NOISE MONITORING REPORTS (cont.) RECOMMND

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 - 90 DAYS TO PROTEST RECOMMND

The project applicant 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 the project.

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 A-1 shall not be included in the Project Area.

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10. GENERAL CONDITIONS

10.PLANNING. 38 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. 39 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. 40

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. 41

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),

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10. GENERAL CONDITIONS

10.PLANNING. 41 GEN - INADVERTANT ARCHAEO FIND (cont.) RECOMMND

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. 42 USE - GEO01452 RECOMMND

County Geologic Report (GEO) No. 1452, submitted for this project (CUP03439), was prepared by Soils and Geology Group and is entitled: "Preliminary Geotechnical Investigation, Proposed Propane Storage Facility, 26362 Earthmover Circle, Riverside County, California", dated January 14, 2005. In addition, Soils and Geology Group prepared "Geotechnical Update, 26362 Earthmover Circle, Riverside County, California", dated March 12, 2010. This document is herein incorporated as a part of GEO01452.

GEO01452 concluded:

1. No active faults are known to cross the site.
- 2.The site is subject to liquefaction. Total settlements of 6.4 inches were calculated.
- 3.The site will be subject to strong ground shaking in the future from seismic events.

GEO01452 recommended:

1. Structures should be designed in accordance with the 2007 CBC with site class D.
- 2.A mat foundation is recommended for the settlements from liquefaction potential.

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10.PLANNING. 42 USE - GEO01452 (cont.) RECOMMND

GEO No. 1452 satisfies the requirement for a Geotechnical study for Planning/CEQA purposes. GEO No. 1452 is hereby accepted for planning purposes. Engineering and other Uniform Building Code parameters where not included, as a part of this review or approval and 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.

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.

10.TRANS. 2 USE - NO ADD'L ON-SITE R-O-W RECOMMND

No additional on-site right-of-way shall be required on Earthmover Circle since adequate right-of-way exists, per PM 22735 (PM167/29-32).

10.TRANS. 3 USE - NO ADD'L ROAD IMPRVMENTS RECOMMND

No additional road improvements will be required at this time along Earthmover Circle due to existing improvements.

10.TRANS. 4 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

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10.TRANS. 4 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. 5 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. 2 USE- LIFE OF THE PERMIT RECOMMND

The life of Conditional Use Permit No.03439 shall terminate on June 1, 2021 (10 years). 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 reconsider the hours of operation. If significant complaints have been received regarding noise and nuisance, the hours of operation of the LPG facility] 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

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 4 USE - EXPIRATION DATE-CUP (cont.) RECOMMND

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.

20.PLANNING. 5 USE- EXPIRATION CODE ENFORCE RECOMMND

This permit shall be considered used as of the day of the effective date. WITHIN SIXTY (60) DAYS OF THE EFFECTIVE DATE OF THIS PERMIT, the permit holder shall apply to the Building and Safety Department for all necessary permits, including the submission of all required document fees for any plan check review as determined by the Director of Building and Safety, to ensure all buildings, structures and uses are in compliance with the applicable requirements of Ordinance Nos. 457 (Building Code) and 348 (Land Use) and the conditions of approval of this permit. A lock shall be placed on the permit to take effect on the sixtieth day, which shall not be released unless compliance with the above provision has occurred. THE PERMIT HOLDER SHALL PURSUE DILIGENTLY TO COMPLETION ALL NECESSARY PERMITS AND OBTAIN FINAL INSPECTION APPROVAL THEREOF WITHIN ONE (1) YEAR OF THE EFFECTIVE DATE OF THIS PERMIT (additional time may be requested pursuant to Section 18.43 of Ordinance No. 348). A lock shall be placed on any building permit to take effect on the expiration date, and shall not be removed unless compliance with the above provision has occurred. Notwithstanding the above, any circumstance within the property threatening the public health and safety shall be immediately corrected.

20.PLANNING. 6 USE- MITIGATION MONITORING RECOMMND

WITHIN TWO (2) YEARS OF THE DATE OF APPROVAL OF THIS PERMIT, the permittee shall prepare and submit a written report to the Riverside County Planning Director demonstrating compliance with all conditions of approval and mitigation measures of this permit and E.A. No.39785.

20.PLANNING. 8 USE- UNDEVELOPED VOID DATE RECOMMND

Notwithstanding any other condition of approval herein, this permit shall become null and void on June 1, 2021, as it applies to any undeveloped portion or any undeveloped phase(s) of this property; "undeveloped" shall mean where no lawful occupancy or structure exists. A notice to the Building and Safety Department concerning this condition

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 8 USE- UNDEVELOPED VOID DATE (cont.)

RECOMMND

shall be placed on this application to take effect on the date specified in this condition.

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.

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.

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60. PRIOR TO GRADING PRMT ISSUANCE

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. 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

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 8 USE IMPORT/EXPORT (cont.) RECOMMND

movement of import/export occurs using county roads, review and approval of the haul routes by the Transportation Department will 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.

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.

PLANNING DEPARTMENT

60.PLANNING. 1 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.

c. Graded but undeveloped land shall be planted with interim landscaping or provided with other erosion control

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 1 USE - GRADING PLANS (cont.)

RECOMMND

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. 2 USE - NPDES COMPLIANCE (2)

RECOMMND

Since this project will disturb one (1) or more acres or is part of a larger project that will disturb five or more acres, it will require a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the State Water Resources Control Board. Clearance for grading shall not be given until either the district or the Department of Building and Safety has determined that the project has complied with the current County requirements regarding the NPDES Construction General Permit.

60.PLANNING. 7 USE- MITIGATION MONITORING

RECOMMND

The permittee shall prepare and submit a written report to the Riverside County Planning Director demonstrating compliance with those conditions of approval and mitigation measures of this permit and E.A. No. 39785 which must be satisfied prior to the issuance of a grading permit.

The Planning Director may require inspection or other monitoring to ensure such compliance.

60.PLANNING. 8 USE- COC REQUIRED (1)

RECOMMND

Prior to issuance of a grading permit, an application for a Certificate of Land Division Compliance shall be filed with and approved by the Planning Department. Proof of recordation shall be presented to the Building and Safety Department.

60.PLANNING. 17 USE - PALEO PRIMP & MONITOR

RECOMMND

This site is mapped in the County's General Plan as having a high potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 17 USE - PALEO PRIMP & MONITOR (cont.)

RECOMMND

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.
- 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

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 17 USE - PALEO PRIMP & MONITOR (cont.) (cont.) RECOMMND

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, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

TRANS DEPARTMENT

60.TRANS. 1 USE - TRANSPORTATION CLEARANCE RECOMMND

A clearance from the Transportation Department is required prior to the issuance of a grading permit.

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 - E.HEALTH CLEARANCE REQ. RECOMMND

ENVIRONMENTAL HEALTH CLEARANCE IS REQUIRED PRIOR TO THE
ISSUANCE OF THIS BUILDING PERMIT.

80.E HEALTH. 2 WATER - "WILL-SERVE" LETTER RECOMMND

A "will serve" letter is required from the agency/agencies
serving potable water.

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
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

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80. PRIOR TO BLDG PRMT ISSUANCE

80.FLOOD RI. 2 USE SUBMIT PLANS MINOR REVIEW (cont.) RECOMMND

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. 1 USE- ACOUSTICAL STUDY RECOMMND

The permittee shall have four (4) copies of a certified acoustical study performed by a professional acoustician prepared which outlines methods by which interior sound levels within the principal buildings of the proposed use will be maintained at no more than 55 db(A) and that airborne sound insulation methods will comply with Chapter 35 of the Uniform Building Code. The study shall be submitted to the Health Services Agency, Office of industrial Hygiene for review and comment (the permittee may be assessed review fees not to exceed the Agency's hourly rate) and shall forward the study along with any comments of the Health Service Agency and corrections to the Planning Department for approval.

80.PLANNING. 2 USE- ALLOW UNDERGROUND UTIL. RECOMMND

The permit holder shall submit to the Department of Building and Safety and the Planning Department a written statement from the Southern California Edison Company confirming whether or not the overhead electrical lines within CUP 03439 are capable of being installed underground and that all financial arrangements to do so have been completed, or the permittee shall submit a definitive statement to the above departments from the utility refusing to allow underground installation of the overhead electrical lines, in which case any requirement of these conditions to install electrical lines underground is null and void.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 5 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. 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 EXHIBIT B&C, dated 1/31/11.

80.PLANNING. 7 USE- CONFORM TO FLOOR PLANS RECOMMND

Floor plans shall be in substantial conformance with that shown on APPROVED EXHIBIT B&C, dated 1/31/11.

80.PLANNING. 8 USE - ROOF EQUIPMENT SHIELDING RECOMMND

Any 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 showing 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.

80.PLANNING. 17 USE - REC & PARK DIST MITIG. RECOMMND

The permit holder shall enter into an agreement with the Riverside County Regional Park & Open Space District County Service Area No. (CSA) 152 to provide for the payment of park and recreation mitigation fees and/or dedication of land as identified in the District's Master Plan, and shall submit sufficient written evidence to the Riverside County Department of Building and Safety that the park and recreation mitigation fees and/or dedication for land have been provided to the District.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 18 USE- MITIGATION MONITORING RECOMMND

The permittee shall prepare and submit a written report to the Riverside County Planning Director demonstrating compliance with those conditions of approval and mitigation measures of this permit and E.A. No. 39785 which must be satisfied prior to the issuance of a building permit.

The Planning Director may require inspection or other monitoring to ensure such compliance.

80.PLANNING. 20 USE- HEIGHT LIMITATIONS RECOMMND

All buildings and structures within this permit shall not exceed 50 feet in overall height, except as provided by Section No. 18.20 of Ordinance No. 348. The permittee shall demonstrate to the satisfaction of the Planning Director and the Director of the Department of Building and Safety that construction plans comply with all height regulations; verification of compliance with the height regulations of this permit may include submission of a written certification by a state licensed professional that plans submitted to the Department of Building and Safety are in compliance and/or inspection of such plans by county staff.

80.PLANNING. 24 USE - COLOR/FINISH SAMPLES RECOMMND

Coloration shall be compatible with the colors contained in Exhibit M, dated 1/31/11.

80.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 10/06/04, 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. 31 USE- SCHOOL MITIGATION RECOMMND

Impacts to the Lake Elsinore Unified School District shall be mitigated in accordance with California State law.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 42 USE - FEE BALANCE

RECOMMND

Prior to issuance of building permits, the Planning Department shall determine if the deposit based fees for project are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

80.PLANNING. 43 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. 43 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.

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. 44 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. 44 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.

TRANS DEPARTMENT

80.TRANS. 1 USE - R-O-W DEDICATION 1 RECOMMND

Sufficient public street right-of-way along Temescal Canyon Road shall be conveyed for public use to provide for a 64 foot half-width right-of-way per County Standard No. 92, Ordinance 461.

80.TRANS. 2 USE - MAP CORNER CUT-BACK I RECOMMND

All corner cutbacks shall be applied per Standard 805, Ordinance 461.

80.TRANS. 3 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 Judy Watterlond, Transportation Department at (951) 955-6829, 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 Temescal Canyon Road raised curbed median.
- (2) Streetlights.
- (3) Street sweeping.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 3 USE-ANNEX L&LMD/OTHER DIST (cont.)

RECOMMND

(4) Temescal Canyon Road Parkway.

For street lighting, 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) (2) sets of street lighting plans approved by Transportation Department.
- (4) "Streetlight Authorization" form from SCE, IID or other electric provider.

80.TRANS. 4 USE - LIGHTING PLAN

RECOMMND

A separate street light plan is required for this project. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001. For projects within Imperial Irrigation District (IID) use IID's pole standard.

80.TRANS. 5 USE-LANDSCAPING/TRAIL COM/IND

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 per Temescal Canyon Guidelines within Temescal Canyon Road 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.

80.TRANS. 6 USE - TUMF CREDIT AGREEMENT

RECOMMND

If the applicant/developer is constructing a "TUMF" facility as a condition of approval for this project and

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80. PRIOR TO BLDG PRMT ISSUANCE

80.TRANS. 6 USE - TUMF CREDIT AGREEMENT (cont.) RECOMMND

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

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.

90.E HEALTH. 4 USE- E.HEALTH CLEARANCE REQ RECOMMND

Environmental Health Clearance prior to final inspection.

90.E HEALTH. 5 USE-FEE STATUS RECOMMND

Prior to final approval, the Environmental Health Department shall determine the status of the deposit based

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90. PRIOR TO BLDG FINAL INSPECTION

90.E HEALTH. 5 USE-FEE STATUS (cont.) RECOMMND

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 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 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.

90.FLOOD RI. 4 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.

PLANNING DEPARTMENT

90.PLANNING. 1 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 E.A. No.39785.

The Planning Director may require inspection or other monitoring to ensure such compliance.

90.PLANNING. 2 USE- HEIGHT LIMITATIONS RECOMMND

All buildings and structures within this permit shall not exceed 50 feet in height, except as provided by Section No. 18.20 of Ordinance No. 348. All buildings and structures shall comply with approved construction plans that are designed in accordance with this condition. The permit holder may be required to submit to the Planning Department a written certification from a state licensed professional that all buildings and structures within this permit comply with the height regulations, indicated above. The Planning Department may require inspection by county staff to

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 2 USE- HEIGHT LIMITATIONS (cont.) RECOMMND

 further verify compliance with this condition of approval.

90.PLANNING. 4 USE - COLOR/FINISH COMPLIANCE RECOMMND

 The permittee shall properly install approved color and finish products in accordance with these conditions of approval.

90.PLANNING. 5 USE - COMPLY W/ ACOUSTIC STUDY RECOMMND

 The permit holder shall construct and design the project in compliance with the recommendations of an approved acoustical study, as reviewed and, as the case may be, modified by the eparment of Enviornmental Health, Office of Industrial Hygiene and approved by the Planning Department.

 The permit holder may be requiried to submit to the Planning Department a written certification from a state licensed professional that the project was constructed in compliance with the recommendations of the approved acoustical study.

 The Planning Department may require further inspection by county staff to assure project compliance with this condition of approval.

90.PLANNING. 6 USE - PARKING PAVING MATERIAL RECOMMND

 A minimum of seven (7) 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 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. 7 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. 11 USE - LIGHTING PLAN COMPLY 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.

90.PLANNING. 12 USE - ROOF EQUIPMENT SHIELDING RECOMMND

All roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

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. 20 USE- TRASH ENCLOSURES RECOMMND

One (1) trash enclosure which is adequate to enclose a minimum of one (1) bin shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 20 USE- TRASH ENCLOSURES (cont.) RECOMMND

issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with decorative 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. 21 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- QUIMBY ACT FEE RECOMMND

The permit holder shall present certification to the Director of the Department of Building and Safety that payment of parks and recreation fees and/or dedication of land for park use in accordance with Section 10.35 of Ordinance No. 460 has taken place. Said certification shall be obtained from the Riverside County Regional Parks & Open Space District [County Service Area No. 152].

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 APPROVED EXHIBIT A, dated 1/31/11.

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

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 28 USE - CONDITION COMPLIANCE (cont.) RECOMMND

use allowed by this permit.

90.PLANNING. 29 USE - PARKING DUST TREATMENT RECOMMND

The parking and driveway areas shall be improved with a base of decomposed granite compacted to a minimum thickness of three (3) inches, or with an equivalent treatment, such as non-toxic chemical soil stabilization, to prevent the emission of fugitive dust and/or blowsand.

90.PLANNING. 31 USE- AGENCY CLEARANCE RECOMMND

A clearance letter from Riverside County Waste Management Department shall be provided to the Riverside County Planning Department verifying compliance with the conditions of their letter dated Oct. 6, 2004, summarized as follows:

Prior to building final inspectin, the applicantshall

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 rior 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. 03439 is calculated to be 2.17 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 - 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

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 34 USE - LC LNDSCP INSPECT DEPOST (cont.) RECOMMND

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. 35 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.

90.PLANNING. 37 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.

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90. PRIOR TO BLDG FINAL INSPECTION

TRANS DEPARTMENT

90.TRANS. 1 USE - 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: Before you prepare the street improvement plan(s), please review the Street Improvement Plan Policies and Guidelines from the Transportation Department Web site: www.rctlma.org/trans/land_dev_plan_check_guide_lines.html.

90.TRANS. 2 USE - ST DESIGN/IMP CONCEPT RECOMMND

The street design and improvement concept of this project shall be coordinated with Temescal Canyon Design Guidelines.

90.TRANS. 3 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.

90.TRANS. 4 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. 5 USE 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-C Administrator.

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 5 USE STREETLIGHT AUTHORIZATION (cont.) RECOMMND

2. Letter establishing interim energy account from SCE, IID or other electric provider.

90.TRANS. 6 USE - STREETLIGHTS INSTALL RECOMMND

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances 460 and 461. For projects within IID use IID's pole standard.

Streetlight 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. 7 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 Temescal Canyon raised curb median.
- (2) Streetlights.
- (3) Street sweeping.
- (4) Temescal Canyon Road Parkway.

90.TRANS. 8 USE - EXISTING MAINTAINED RECOMMND

Temescal Canyon Road along project boundary is a paved County maintained road designated as an Arterial Highway and shall be improved with 8" concrete curb and gutter

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 8 USE - EXISTING MAINTAINED (cont.) RECOMMND

located 43 feet from centerline to curb line, 8" curbed landscape median, and match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determined by the Transportation Department within the 64 foot half-width dedicated right-of-way in accordance with County Standard No. 92 and Temescal Canyon Design Guidelines. (43'/64')

- NOTE: 1. A 5' sidewalk shall be constructed 8' from curb line within the 21' parkway per Temescal Canyon Design Guidelines.
2. Construct transition AC pavement tapering of acceleration lane and join existing AC pavement to the south project boundary or as approved by the Director of Transportation.

90.TRANS. 9 USE - 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.

90.TRANS. 10 USE - 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

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CONDITIONS OF APPROVAL

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CONDITIONAL USE PERMIT Case #: CUP03439

Parcel: 391-480-013

90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 10

USE - UTILITY INSTALL (cont.)

RECOMMND

company and submitted to the Department of Transportation
as proof of completion.

COMPREHENSIVE PLANNING REVIEW
 (*INITIAL CASE ACCEPTANCE) COMMENT AGENDA
 RIVERSIDE COUNTY PLANNING DEPARTMENT
 9TH FLOOR, CAC - P.O. Box 1409
 Riverside, CA 92502-1409

DATE: September 21, 2004

- | | |
|----------------------------------|---|
| Transportation(3) | EDA |
| Environmental Health | Riverside Transit Agency |
| Flood Control | City of Lake Elsinore |
| Fire Department | Lake Elsinore Unified School Dist. |
| Building & Safety - Grading | Lee Lake Water Dist. |
| Building & Safety - John Vasquez | So. Calif. Edison |
| Regional Parks & Open Space | So. Cal Gas |
| Geologist | SBC |
| Biologist | CA Dept of Fish and Game |
| Sheriff's Department | Caltrans #8 |
| Riv. Co. Waste | Caltrans Aeronautics Division - David Cohen |
| CSA #152 | Greater Lake Mathews Area Association |
| Supervisor Buster | Warmington Springs Community of Interest |
| Commissioner Roth | |

CONDITIONAL USE PERMIT NO. 03439 - EA No. 39785 - Applicant: Ottavio and Marie Forcone - Engineer/Rep.: O'Malley Engineering Corporation - First Supervisorial District - Alberhill Zoning Area/District - Location: The property is located northeast of the I-15 Freeway and southwest of Temescal Canyon Road. - 2.17 gross acres - M-SC Zone - **REQUEST: Conditional Use Permit No. 03439** is a proposal to develop a ~~CGP~~ distribution facility - Schedule N/A - APN: 391-480-013 - Concurrent Cases: EA39785, CFG03256 and PAR00574 - Related Cases: N/A (1st Submittal)

LPG

Please review the case described above, along with the attached tentative map/exhibit. **Please send all comments and or questions by October 14, 2004 All County Agencies and Departments, please have draft conditions in the Land Management System by the above date.** If you cannot clear the exhibit, please have 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. 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 **Kim Tran**, Project Planner, at (909) 955-2217

COMMENTS: *1. DESCRIBE DAYS/HOURS OF OPERATION, SECURITY (FENCING & LIGHTING) & LANDSCAPE PLAN*
2. CONSIDER RELAYOUT IN WHICH LPG TANKS ARE LOCATED AWAY FROM TEMESCAL CANYON ROAD.
3. DISCUSS LUB PITS LOCATED IN OFFICE TRAILER AND DISPOSAL OF LUBRICANTS & OTHER MAINTENANCE MATERIAL

DATE: *10/5/04* SIGNATURE: *John Roth*
 PLEASE PRINT NAME AND TITLE: *1st District PC.*
 TELEPHONE:

If you do not use this letter for your response, please indicate the project planner's name. Thank you.

Above-Ground Mounded Facility KC Propane CUP 3439



Proposed block wall encasing all tanks



Pea gravel that buries tanks and structural metal support beams.



Riverside County
Waste Management Department

Hans W. Kernkamp, General Manager-Chief Engineer

October 6, 2004

Kim Tran, Project Planner
Riverside County Planning Department
9th Floor, CAC – P.O. Box 1409
Riverside, CA 92502-1409

RE: Conditional Use Permit No. 3439 — Construct a Liquefied Propane Gas Distribution Facility

Dear Ms. Tran:

The Riverside County Waste Management Department has reviewed the proposed project, located northeast of Interstate 15 and southwest of Temescal Canyon Road in Alberhill. 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 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 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.

Please be advised that Riverside County landfills **do not** accept hazardous materials. Any hazardous wastes, such as paint and sealants, used during construction should be properly disposed of at a licensed hazardous waste facility.

If you have any questions, please call me at (951) 486-3283.

Sincerely,

Sung Key Ma
Planner IV

RIVERSIDE
COUNTY



COMPREHENSIVE PLANNING REVIEW

MEMORANDUM

ECONOMIC DEVELOPMENT AGENCY

Bradley J. Hudson
Assistant County Executive Officer/EDA

TO: Kim Tran, Project Planner
CC: Kathy Thomas; Tina English; Aurelio Aguirre;

FROM: Serena Chow, Senior Development Specialist

DATE: October 14, 2004

SUBJECT: CUP 3439 Liquid Propane Facility, Temescal Canyon

Project Description: CUP 3439 is a proposal to construct and operate a liquid propane storage and distribution facility on 2.17 acres zoned M-SC located on Earthmover Circle south of Horsethief Canyon between Temescal Canyon Road and the I-15 highway. The project consists of a 900 sf concrete block office attached to a 1500 sf garage for truck repair. APN: 391-480-013

The project is not located within a Redevelopment Project Area.

Conditions of Approval / Corrections:

- 1) Please reconfigure the site layout by relocating the tanks to the rear of the site and the office structure towards Temescal Canyon. The truck bay openings shall face the interior of the site.
- 2) Perimeter fencing. Fencing facing Temescal Canyon shall be a minimum 6' high decorative concrete block wall with a precast concrete cap except for fencing in front of the office building which shall be 6' high decorative wrought iron. No chain link shall be used for any frontage of Temescal Canyon nor frontage on Earthmover Circle.

On 5-31-06, FSS Dan Wagner identified a land use case involving the bulk storage of (10) - 30,000 gallon liquid propane vessels. The project is proposed as a distribution facility. The project has prepared and presented a Code Analysis Report by a licensed Fire Protection Engineer (FPE). The report addresses the relative Building and Fire Code references as well as the NFPA references.

The facility is located on the East side of Interstate 15. Directly West of Interstate 15 is residential housing developments and mixed use. The nature of the use has inherent dangers that are regulated by the above referenced codes. One of the identified dangers is failure of the system allowing ignition of propane gas and impingement on the pressurized vessel. The impingement of heat can cause a situation known as a BLEVE (Boiling Liquid Expanding Vapor Explosion). BLEVE's have been known to scatter a debris field up to ½ mile. Contrary to popular belief, the explosion will affect all surrounding areas of the tank and not just the cylindrical ends. Although the codes have been addressed in the FPE report, there is concern with this type of use relative to the following:

1. Numerous residential homes within the ½ mile danger zone to the West.
2. Facility is adjacent to the Interstate 15 freeway. This freeway is one of the major access points to Western Riverside County.
3. Evacuation of the communities and a shutdown of Interstate 15 would be necessary in the event of an emergency.

In 2003, Riverside County experienced an LPG incident that had a tank vent activate with ignition of the product. This incident required evacuation, and shutdown of the Interstate. While this event successfully vented and burned off the product, the above items were necessary and required for the safety of the public and firefighters. This incident was located in a remote area along Interstate 15 and only involved the occupants of the facility and a few neighboring businesses. Evacuation and notification were made possible because of the remote area and limited contacts were required.

Because of the close proximity of the residential communities and the adjacent major thoroughfare, I would not recommend approval of this use in this area.

End -TH

Tracy Hobday
Fire Marshal/Battalion Chief





ROLF JENSEN & ASSOCIATES, INC.
FIRE PROTECTION CONSULTANTS

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Suite 210
Brea, CA 92821 USA
www.rjainc.com
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Fax: +1 714-257-3556

**K.C. PROPANE
PROPANE STORAGE FACILITY
CODE ANALYSIS**

Prepared for:

K.C. Propane
26362 Earth Mover Circle
Corona, CA 92886

Revision 0
March 21, 2006

L39212

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INTRODUCTION

K.C. Propane intends to utilize a site located at 26362 Earth Mover Circle in Corona, California for the storage and handling of LP gas (propane).

Rolf Jensen & Associates, Inc. (RJA) has evaluated the facility and its intended uses. This report will define code requirements applicable to the facility, for use by K.C. Propane in applying for an operational permit to store, handle or use flammable gases in bulk quantities in accordance with the California Building and Fire Codes.

APPLICABLE CODES AND REFERENCES

The following references were utilized in this analysis and are the basis for the recommendations found in this report:

California Code of Regulations (CCR), Title 24

- Part 2 – California Building Code (CBC), 2001 Edition
- Part 9 – California Fire Code (CFC), 2001 Edition
 - Article 80 “Hazardous Materials”
 - Article 82 “Liquefied Petroleum Gases”

National Fire Protection Association

- NFPA 10 Standard for Portable Fire Extinguishers (2002)
- NFPA 30 Flammable and Combustible Liquids Code (2003)
- NFPA 58 Liquefied Petroleum Gas Code (2004)
- NFPA 70 National Electrical Code (2004)

FACILITY DESCRIPTION

The facility is located at the intersection of Temescal Canyon Road and Earthmover Circle, with a gated 34 ft. entrance onto the property from Earthmover Circle.

Access to areas within the property will be provided by a 12-ft.-wide asphalt roadway permitting circular one-way traffic.

Onsite bulk storage of LP gas will consist of six 30,000-gallon horizontal vessels (each 10 ft. diameter x 60 ft. long). The vessels will serve a common manifold located above ground adjacent to the access roadway, with welded piping installed underground connecting the tanks and the manifold. LP gas will be transferred to and from the bulk

storage system through the manifold. LP gas will be transferred into smaller tank vehicles (bobtail trucks) and into containers of various sizes for distribution.

An existing structure located at the south property line will be replaced with a new 2,400 ft² structure which will include office space, tool crib and three truck maintenance bays.

FIRE DEPARTMENT ACCESS

Fire apparatus access roads will be provided and maintained in accordance with CFC 901 and 902.

Approved fire apparatus access roads will be provided for every building. The fire apparatus access road will extend to within 150 ft. of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility (CFC 902.2).

Fire apparatus access roads will have an unobstructed width of not less than 20 ft., except for approved security gates, and an unobstructed vertical clearance of not less than 13 ft., 6 in. (CFC 902.2.2.1). The fire code official will have the authority to require an increase in the minimum access widths where they are inadequate for fire apparatus access.

Fire apparatus access roads will be designed and maintained to support the imposed loads of fire apparatus and will be surfaced so as to provide all-weather driving capabilities (CFC 902.2.2.2).

The required turning radius of a fire apparatus access road will be determined by the fire code official (CFC 902.2.2.3).

Where required by the fire code official, approved signs or other approved notices will be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof (CFC 901.4.2).

Fire apparatus access roads will not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances will be maintained at all times (CFC 901.5, 902.2.4).

The fire code official is authorized to require the installation and maintenance of gates or other approved barricades across fire apparatus access roads, trails or other accessways, not including public streets, alleys or highways. The installation of security gates across a fire apparatus access road will be approved by the fire chief. Where security gates are installed, they will have an approved means of emergency operation. The security gates and the emergency operation will be maintained operational at all times (CFC 902.2.4.1).

Buildings will have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property (CBC 901.4.4).

Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an approved location. The key box will be of an approved type and will contain keys to gain necessary access as required by the fire code official. An approved lock will be installed on gates or similar barriers when required by the fire code official (CBC 902.4).

BUILDING REQUIREMENTS

The CBC requires an occupancy classification to be assigned to all buildings (CBC 301), and is therefore not applicable to the storage areas (the primary use of the facility will be for outside tank storage and handling of LP gas).

The proposed 2,400 ft² single-story structure will be utilized as a mixed-use occupancy, including Group B (office areas) and Group S-3 (repair garage areas, with no open flame or welding on vehicles).

A minimum one-hour rated separation will be provided between Group B and S-3 Occupancies (CBC Table 3-B).

The area of the building will not exceed the maximum area (8,000 ft²) and building height (two stories) for Type V-N structures (CBC Table 5-B).

Storage and use of flammable and combustible liquids, and other hazardous materials will be maintained in accordance with the Fire Code (CBC 311.8).

A one-hour fire rated wall will be provided for the southwest wall located 1 ft., 0 in. from the adjacent property line. Openings are not permitted in this wall (CBC 304.3, 311.3, Table 5-A).

Access and egress will be provided in accordance with CBC Chapter 10 (CBC 304.4, 311.4).

Lighting, ventilation and sanitation will be provided in accordance with CBC Chapters 12 and 29 (CBC 304.5, 311.5).

Fire sprinkler and standpipe systems are not required, based on sufficient openings and access to the building (CBC 304.7, 311.7, 904.2.2).

Group S-3 Occupancy area floors will be constructed of noncombustible, nonabsorbent materials which drain to an approved oil separator or trap discharging to sewers in accordance with the Plumbing Code (CBC 311.2.3.1).

LP GAS STORAGE REQUIREMENTS

HAZARD DESCRIPTION

LP gas will be transferred, stored in bulk and dispensed on the property. An abnormal operation or equipment failure could potentially result in the release of LP gas and the ignition of vapors if concentrations within the flammability range were to reach an ignition source.

HAZARD CONTROL

The control of hazards associated with the liquid transfer of LP gas is primarily accomplished through provisions for equipment designed to control the impact of operator errors and reduce the potential for large releases of LP gas.

This project will include the following provisions for safety of LP gas storage:

1. Procedural
 - a. Employees will be trained in proper handling procedures. Refresher training will be provided at least every three years, and the training will be documented (NFPA 58 Para. 4.4).
 - b. Dispensing will be performed by a qualified attendant (CFC 8206.1).
 - c. Material Safety Data Sheets (MSDS) will be available on the premises for all hazardous materials (CFC 8001.6).
 - d. Visible hazard identification signs as specified by UFC Standard 79-3 will be placed on stationary aboveground tanks and at entrances and as designated by the chief. Signs prohibiting smoking will be provided to prohibit smoking within 15 ft. of a point of transfer while filling operations are in progress at containers or vehicles (CFC 8001.7, 8208).
 - e. Persons responsible for the operation of areas in which hazardous materials will be stored, dispensed, handled or used will be familiar with the chemical nature of the materials and the appropriate mitigating actions necessary in the event of fire, leak or spill (CFC 8001.11.1.1).

- f. Responsible persons will be designated and trained to function as liaison personnel for the fire department (CFC 8001.11.1.2).
 - g. Areas will be secured against unauthorized entry and safeguarded with such protective facilities as public safety requires (CFC 8001.11.2).
2. General Safety Precautions
- a. Guard posts or other approved means will be provided to protect storage tanks (including connected piping, valves and fittings), dispensing areas and use areas subject to vehicular damage (CFC 8001.11.3, 8210).
 - b. Electrical wiring and equipment will be installed in accordance with the Electrical Code (CFC 8001.11.4).
 - c. Means will be provided to prevent the accumulation of a static charge (CFC 8001.11.5).
 - d. Fire extinguishers will be provided in accordance with UFC Standard 82-1 and 10-1 (CFC 8211.2).
 - e. Storage of portable containers of 1,000 pounds or less (filled or empty) will be in accordance with CFC 8212.
 - f. Parking and garaging of LP gas vehicles will be in accordance with CFC 8214.
3. Equipment and Appliances
- a. Design of systems, equipment and processes utilized for storage, dispensing and handling of hazardous materials will be in accordance with CFC Section 8001.4.
 - b. Liquefied petroleum gas equipment will be installed in accordance with UFC Standard 82-1 (CFC 8203.1).
 - c. Operating devices and equipment will be listed for use with liquefied petroleum gas (CFC 8205.1).
 - d. Equipment utilizing hazardous materials will be seismically anchored in accordance with the Building Code (CFC 8001.4.9).
 - e. Design and construction of containers, cylinders and tanks will be in accordance with nationally recognized standards (CFC 8001.4.2).

- f. Aboveground tanks used for storage of hazardous materials will be located, protected and marked in accordance with CFC Section 8001.7 (CFC 8001.4.5.2).
- g. Containers will be designed, fabricated, tested, and marked (or stamped) in accordance with the regulations of the U.S. Department of Transportation (DOT), the ASME Boiler and Pressure Vessel Code, Section VIII, "Rules for the Construction of Unfired Pressure Vessels," or the API-ASME Code for Unfired Pressure Vessels for Petroleum Liquids and Gases, except for UG-125 through UG-136 (NFPA 58 Para. 5.2.1).
- h. Containers installed outside of buildings will be located with respect to the adjacent containers, important building, group of buildings, or line of adjoining property that can be built upon, in accordance with NFPA 58 Table 6.3.1, Table 6.4.2, Table 6.4.5.8, and 6.3.2 through 6.3.12. For 30,000-gallon capacity vessels, the following separation distances are required:
 - 50 ft. between above ground containers and important buildings and other properties.
 - 15 ft. between containers
- i. Access at the ends or sides of individual underground containers having a water capacity of 125 gallons (0.5 m³) or more will be provided in multi-container installations to facilitate working with cranes or hoists (NFPA 58 Para. 6.3.11).
- j. Aboveground multi-container installations comprised of ASME containers having an individual water capacity of 12,000 gallons (45 m³) or more and installed for use in a single location is limited to six containers in one group when protected by hose stream only (NFPA 58 Para. 6.4.2).
- k. An aboveground LP gas container and any of its parts will not be located within 6 ft. (1.8 m) of a vertical plane beneath overhead electric power lines that are over 600 volts, nominal (NFPA 58 Para. 6.4.5.12).
- l. The point of transfer will be located outdoors, located in accordance with NFPA 58 Table 6.5.3 (NFPA 58 Para. 6.5.3) and separated from exposures (CFC 8206.3).
- m. LP gas containers or systems of which they are a part will be protected from damage from vehicles (NFPA 58 Para. 6.6.1.2).
- n. Containers will be installed so that all container operating appurtenances are accessible (NFPA 58 Para. 6.6.1.5).

- o. Horizontal ASME containers designed for permanent installation in stationary service above ground will be placed on masonry or other noncombustible structural supports located on concrete or masonry foundations with the container supports (NFPA 58 Para. 6.6.3.1).
 - p. ASME containers that have liquid interconnections will be installed so that the maximum permitted filling level of each container is at the same elevation (NFPA 58 Para. 6.6.3.2).
 - q. Horizontal ASME containers with attached supports and designed for permanent installation in stationary service will be installed in accordance with NFPA 58 Table 6.6.3.3 (NFPA 58 Para. 6.6.3.3).
 - r. Pressure relief devices will be installed so that the relief device is in direct communication with the vapor space of the container (NFPA 58 Para. 6.7.2.1).
 - s. Pressure relief devices on cylinders will be installed to minimize the possibility of relief device discharge impingement on the cylinder (NFPA 58 Para. 6.7.2.2).
 - t. Pressure relief devices on ASME containers will be installed so that any gas released is vented away from the container upward and unobstructed to the open air (NFPA 58 Para. 6.7.2.3).
 - u. The pressure relief valve discharge on each aboveground container will be piped vertically upward to a point at least 7 ft. (2.1 m) above the top of the container, and the discharge opening will be unobstructed to the open air (NFPA 58 Para. 6.7.2.7).
4. Piping
- a. All metallic LP gas piping will be installed in accordance with ASME B 31.3, Process Piping, or NFPA 58 Section 6.8 (NFPA 58 Para. 6.8.3.1).
 - b. All welding and brazing of metallic piping will be in accordance with ASME Boiler and Pressure Vessel Code, Section IX (NFPA 58 Para. 6.8.3.2).
5. Internal Valves
- a. Internal valves will be installed in accordance with NFPA 58 Para. 5.7.7.2 and Table 5.7.7.3 on containers with over 4,000 gallons (15.2 m³) water capacity (NFPA 58 Para. 6.9.2).

- b. Automatic shutdown of internal valves in liquid service will be provided using thermal (fire) actuation. The thermal sensing element of the internal valve will be within 5 ft. (1.5 m) of the internal valve (NFPA 58 Para. 6.9.3).
- c. At least one remote shutdown station for internal valves in liquid service will be installed not less than 25 ft. (7.6 m) or more than 100 ft. (30 m) from the liquid transfer point (NFPA 58 Para. 6.9.4).
- d. Emergency remote shutdown stations will be identified by a sign, visible from the point of transfer, incorporating the words "Propane — Container Liquid Valve Emergency Shutoff" in block letters of not less than 2 in. (51 mm) in height on a background of contrasting colors to the letters (NFPA 58 Para. 6.9.5).

6. Emergency Shutoff Valves

- a. Stationary container storage systems with an aggregate water capacity of more than 4,000 gallons (15.1 m³) utilizing a liquid transfer line that is 1½ in. (39 mm) or larger and a pressure equalizing vapor line that is 1½ in. (32 mm) or larger will be equipped with emergency shutoff valves, installed in the transfer lines of the fixed piping transfer system within 20 ft. (6 m) of lineal pipe from the nearest end of the hose or swivel-type piping connections (NFPA 58 Para. 6.10.1).
- b. Emergency shutoff valves will be installed so that the temperature-sensitive element in the valve, or a supplemental temperature-sensitive element [250°F (121°C) maximum] connected to actuate the valve, is not more than 5 ft. (1.5 m) from the nearest end of the hose or swivel-type piping connected to the line in which the valve is installed. Temperature-sensitive elements of emergency shutoff valves will not be painted, nor will they have any ornamental finishes applied after manufacture (NFPA 58 Para. 6.10.6).
- c. The emergency shutoff valves or backflow check valves will be installed in the fixed piping so that any break resulting from a pull will occur on the hose or swivel-type piping side of the connection while retaining intact the valves and piping on the plant side of the connection (NFPA 58 Para. 6.10.8).

7. Hydrostatic Relief Valves

A hydrostatic relief valve or a device providing pressure-relieving protection will be installed in each section of piping and hose in which liquid LP gas can be isolated between shutoff valves so as to relieve the pressure that could develop from the trapped liquid to a safe atmosphere or product-retaining section (NFPA 58 Para. 6.11).

8. Electrical Equipment

Electrical equipment and wiring installed in unclassified areas will be in accordance with NFPA 70, National Electrical Code, for non-classified locations (NFPA 58 Para. 6.20.2.1).

Fixed electrical equipment and wiring installed within a classified area specified in NFPA 58 Table 6.20.2.2 will be installed in accordance with NFPA 70, National Electrical Code (NFPA 58 Para. 6.20.2.2).

9. Fire Protection

Fire protection criteria are subject to an evaluation of the total product control system (NFPA 58 Para. 6.23.3.5). Where redundant automatic product controls systems are provided, industry experience has demonstrated to a high degree that LP gas will not be released during emergency (NFPA 58 Para. A.6.23.3).

In this case, the following provisions are considered to provide adequate means to minimize the overall risk and hazard potential:

Product control

- a. A welded steel bulkhead structure, designed to maintain valving in the event of a "drive away" by an operator.
- b. High rise "breakaway" nipples, installed on the outbound side of the bulkhead, designed to fail before a hose rupture could occur.
- c. A pneumatic safety switch, operated by a cable attached to the breakaway nipple. In a drive away situation, failure of the breakaway nipple will permit the attached cable to operate a pneumatic switch. The switch will initiate the operation of the Emergency Shutoff Valve (ESV), designed to fail closed to isolate LPG storage.
- d. Automatic operation of the ESV, either by:
 - Fusible tubing (frangible D.O.T. tubing) installed between remote control stations and the ESV and designed to initiate closing of the ESV in response to exposure of the tubing to fire.
 - Fusible link (212°F) located at the ESV.
- e. Internal storage tank control valves, designed to insure containment of product within the storage tank.

- The tank control valve includes a breakaway annulus designed to allow piping to shear without impacting the valve.
 - The tank control valve also permits higher piping side pressure condition to equalize with the tank interior.
 - Tank control valves are designed to control excess flow, closing automatically in the event of a flow rate which is greater than the design rate.
 - Tank control valves are operated by pneumatic pressure, and spring-loaded to close in the event of failure.
- f. Relief valves provided between any two fixed, positive shut off valves in liquid lines (designed to maintain maximum design working pressure of 350 psi).
- g. Emergency shut down stations will be provided to initiate total shut down (close all valving, shut off all pumps, disconnect electrical power), located as follows:
- Main Gate
 - Office
 - West side of storage tanks
 - East side of storage tanks
- h. Truck safety airbrake system will be interlocked with the loading operation to insure brakes are locked during loading and unloading operations.
- i. Pump motors are wired for thermal overload.
- j. Pumps are provided with bypass valves.
- k. Compressors are provided with relief valves.

Firefighting operations and exposure control and water supplies

Fire protection will consist of hose streams only, based on an aggregate tank capacity exceeding 4,000 gallons (NFPA 58 Para. 6.4.2, 6.23.3, Table 6.4.2). Fire protection criteria are based on the number and configuration of the LP gas containers, as follows:

- a. Above-ground multiple containers with individual capacity in excess of 12,000 gallons.
- b. Single location

- c. Maximum of six containers in one group

Three existing hydrants, located at each end and at the midpoint of Earthmover Circle, are supplied by a 12-in. underground line. The hydrants are located parallel to the longitudinal axis of the propane storage vessels. Flow testing has indicated a capacity of 10,556 gpm at 20 psi. (Attachment #1).

Separation from adjacent properties

Setback distance from property lines will comply with CBC requirements. Adjacent property exposures consist of the following:

- a. North – steel fabrication shop
- b. South – empty lot
- c. East – empty lot
- d. West – utilized for heavy equipment parking

Vehicles will be separated from LPG piping (10 ft.) and tanks (15 ft.) as a means of ignition source control.

Storage tanks will be oriented with their long axis perpendicular to the primary entrance to the site.

Loading and unloading operations will utilize locations separate and remote from each other.

ROLF JENSEN & ASSOCIATES, INC.

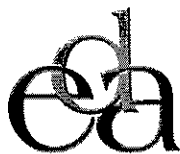
Prepared by:



David H. Rich, P.E.

DHR:kmc
L39212/Report Revision 0

attachment



RIVERSIDE COUNTY
Economic Development Agency

MEMORANDUM

ECONOMIC DEVELOPMENT AGENCY

Robin Zimpfer
Assistant County Executive Officer/EDA

TO: Vanessa Ng, Planning Department
CC: Tina English, Aurelio Aguirre, Dave Stahovich

FROM: **Redevelopment Agency**
Lance Noland, Senior Development Specialist

DATE: November 2, 2006

SUBJECT: **COMPREHENSIVE PLANNING REVIEW**

Comments / Recommendation of Denial

Case: CUP 3439 [Liquid Propane Storage and Distribution Facility – Temescal Canyon]

Site Visit: June 16, 2006

PROJECT DESCRIPTION AND LOCATION:

Conditional Use Permit No. 3439 is a request to construct a liquid propane storage and distribution facility in the southern Temescal canyon area. The project site consists of 1.55 acres located at the southeast corner of Temescal Canyon Road and Earthmover Circle in the Horsethief Canyon/Alberhill portion of the Temescal Canyon. A modular office trailer is currently located on the site along with a number of long, linear tanks and several tank trucks. The site is zoned for Manufacturing-Service Commercial (M-SC) uses, and the parcel is designated for "Light Industrial" uses in the *General Plan*. Surrounding land uses include truck and machinery storage adjacent to and southwest of the site, the Renaissance Ranch and Horsethief Canyon Ranch Specific Plans to the southwest across the I-15 Freeway, industrial uses to the northwest and pasture, grassland and horse grazing to the north. In addition, a strand of riparian vegetation (possibly a drainage tributary to the Temescal Wash) is located to the east and south, in close proximity to the proposed project. The Temescal Wash is located further to the north and east of the aforementioned tributary.

COUNTY SERVICE AREAS:

This project has been forwarded to the CSA/Community Development Division for review and comment.

REDEVELOPMENT PROJECT AREA(S)

The proposed project is not located in a redevelopment project area. However, it is located within three (3) miles of the El Cerrito/Temescal Canyon Sub-area of Redevelopment Project Area 1-1986.

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/// /// ///



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ECONOMIC DEVELOPMENT AGENCY

Robin Zimpfer
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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 Temescal Canyon/El Cerrito Sub-area where blighting conditions are still present. In addition, it is of absolute importance that all new development in this sub-area area as well as areas in proximity to the sub-area, which include the southern portion of the Temescal Canyon, 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.

Staff Analysis:

Plot Plan Exhibits for CUP 3439: Project Storage Capacity and Related Improvements

According to the original plot plan exhibit submitted for this project, the proposed facility was to be designed to store approximately 248,000 gallons of liquid propane. [see Exhibit No. A-1, CUP 3439, 9-8-04: Conditional Use Permit, Phase 1, LPG Distribution & Storage Facility] An amended exhibit was submitted and is dated 3-29-05. As indicated on the amended exhibit, "Phase 1" of the proposal was expanded: the proposed facility is now slated to store 360,000 gallons of propane. The proposed storage facilities correspondingly increased from a total of eight (8) storage tanks, approximately 10' wide (diameter) and 54' long, to a total of 12 tanks of the same capacity and size. All tanks will be located approximately 39' west of the existing curb of Temescal Canyon Road, up a slight embankment, at the southwest corner of Temescal Canyon Road and Earthmover Way.

The project is also proposing to add a trash enclosure, 10 parking spaces, an oval asphalt driveway and some landscaping improvements. The existing modular building, which includes a "handicap accessible portable toilet," is proposed for removal during "Phase 2," and will be replaced with a 2,400 sq. ft. building containing three (3) truck bays, two (2) with "lube pits," a "tool crib" and an office. A portion of this building would be constructed out of concrete block. The remainder of the property would remain unimproved with the exception of an overlay of decomposed granite, a landscape setback and a 1,200 gallon septic system containing six (6) 62' leach lines.

Economic Development/Redevelopment Considerations

The subject site is not located in an RDA project area. However, the Temescal Canyon/El Cerrito Sub-area of Redevelopment Project No. 1-1986 is located approximately 3.5 miles to the north of the site, on the east and west sides of Temescal Canyon Road, and includes parcels zoned for commercial and industrial uses. Recent projects constructed in the sub-area are of a high quality, with a primary example being the Wildrose Business Park. With the completion of construction of the Wildrose Business Park, the redevelopment project sub-area has set the aesthetic and architectural standards for future industrial development in areas located outside of the sub-area. The EDA's business recruiting efforts in the project sub-area and in the industrial areas further to the south along Temescal



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Canyon Road could be negatively impacted by the proposed project, which appears to consist primarily of large outdoor storage tanks and a building, constructed partially of cement block and other undetermined materials. The proposed project is not the type of high employment generating, value creating facility that either the RDA or EDA seeks for location in the Temescal Canyon. Stated another way, the subject project adds little economic value to, and has the potential to generate few jobs for, the Temescal Canyon area, while simultaneously creating a potential detriment to the EDA's ability to attract high-quality and high-value businesses to the project sub-area and adjacent areas slated for industrial development.

Public Health, Safety and Welfare Issues

According to the Material Safety Data Sheet published by Marion Ashland Petroleum LLC, liquid propane has been "...evaluated and determined to be hazardous as defined in OSHA's communication standard" and the "product and/or its components are listed on the TCSA [Toxic Substances Control Act] chemical inventory." Moreover, according to the aforementioned data sheet, the following "hazard" categories apply to liquid propane as defined by the Environmental Protection Agency: "Immediate (Acute) Health Hazard," "Fire Hazard," and "Sudden Release of Pressure Hazard." [*Material Safety Data Sheet – Product Name: MAPLLC Propane, Marathon MSDS No. 0100MAR019. Marathon Ashland Petroleum LLC. Section 15. Regulatory Information, Page 9. June 14, 2006 (<http://www.mapl.com/msds/msds/100mar019.html>)*]. The data sheet also lists the National Fire Protection Association's (NFPA) fire hazard rating as a "4" or "Extreme." [*Ibid.*, under Section 16. Other Information, Page 10] Last, it is important to note that the emergency overview in the data sheet states the following:

Propane is a colorless gas or liquid stench with a foul sulfur smelling odorant. It is shipped as a liquefied gas under pressure. **Propane is extremely flammable and explosive.** At high concentrations this product is a simple asphyxiant, which displaces oxygen in the breathing atmosphere. Liquid contact with skin or eyes will cause frostbite. **Large releases can create a flammable vapor cloud.** [*Ibid.*, under Section 3. Hazards Identification, Page 2] [emphasis added]

This information is supported in documents published by numerous suppliers and distributors of commercial propane. In the Material Data Sheet on propane published by the Hess Corporation, under the topic heading Fire and Explosion Hazards, the following is written: "...**Vapors are heavier than air and may travel long distances to a point of ignition and flashback.** Container may explode in heat or fire. Runoff to sewer may cause fire or explosion hazard." [*Material Safety Data Sheet – Commercial Propane, MSDS No. 15056. Hess Corporation. Fire and Explosion Hazards, Page 3. July 1, 2006 (Revision Date) (www.Hess.com)*] [emphasis added]

The proposed project is located within approximately 1,320' of the Renaissance Ranch Specific Plan, which will include a community park and several pocket parks as well as 355 residential units. [*Specific Plan 333: Approved by the Board of Supervisors May 24, 2005. See Exhibit III.5 Specific Land Use Plan*] Furthermore, the proposed project is well within 2,640' of existing occupied residences in the northeastern portion



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of the Horsethief Canyon Ranch residential community. In total, an estimated 4,897 residents were living in the Horsethief Canyon Ranch area as of the 2000 Census. It can be assumed that the population of this community has increased in the last six (6) years based on further construction activities.

The aforementioned census figure is based on an assumption of an average household size of 3.36 persons in what is termed by the 2000 Census as the "Temescal Valley, CA Urban Cluster." While not yet constructed, the Renaissance Ranch Specific Plan, which is also located in this census cluster, will bring an additional 1,192.8 persons adjacent to the Interstate 15 Freeway, directly south, southeast and southwest of the project site. When added to the existing population of the Horsethief Canyon community, the population of the area increases to 6,089.8 persons. [Summary File 1, 2000 Census of Population and Housing, Technical Documentation. U.S. Department of Commerce, Economics and Statistics Administration, Issued March 2005. "Temescal Valley, CA Urban Cluster" (exhibit); "P1. Total Population [1] – Universe: Total Population" (Data Set); "P17. Average Household Size [1] – Universe: Households" (Data Set); and "P15. Households [1] – Universe: Households" (Data Set). Information researched and provided by Pascual Guardado, Business Intelligence Section, Riverside County Economic Development Agency, October 18, 2006] In summary, the proposed project would subject hundreds and possibly several thousand existing and future residents living in the Horsethief Canyon Community and Renaissance Ranch Specific Plan, respectively, to a potential safety hazard. Other households in the adjacent surrounding community could be affected as well.

General Plan: Land Use Designation

The project site is designated for "Light Industrial" uses in the *General Plan*. It is important to note the description provided in the *General Plan* under the heading "Industrial/Business Park Area Plan Land Use Designations:"

Industrial land aids in creating economic growth by providing jobs for local and area-wide residents, providing growth opportunities for new and existing businesses, and facilitating a tax base upon which public services can be provided. **The goal of Riverside County is to provide attractive work environments that fit with the character of each community** and are well served by convenient and adequate accessibility to multi-modal transportation options **that bring jobs and housing in closer proximity to one another. Stimulation of clusters of similar industrial businesses will facilitate competitive advantage in the market place.** [emphasis added][*County of Riverside General Plan: Land Use Element. "Industrial/Business Park Area Plan Land Use Designations," Chapter 3, Page LU-59. October 2003]*

The project does not provide an "attractive work environment" nor does it fit with the County's goal of "clustering" high employment generating industrial businesses for purposes of further business attraction. This proposal includes minimal physical improvements. Coupled with the potential hazard that storing 360,000 gallons of liquid propane in large tanks above ground creates, the proposed project does not fit in with the character of the surrounding Horsethief Canyon community; moreover, it cannot fulfill the secondary goal of bringing jobs closer to residential



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housing because it potentially impacts the health, safety and welfare of the public. In short, the proposed industrial use is incompatible with the business and industrial development goals of the *General Plan*.

It is important to note that under the sub-heading in the *General Plan* defining the "Heavy Industrial (HI)" designation, the following is stated:

The Heavy Industrial land use designation **allows for intense industrial activities that may have significant impacts** (noise, glare, odors) on surrounding uses.... [emphasis added][Ibid.]

The proposed project has the potential to create major impacts to public safety. As cited above, the *General Plan* is clear in its intention that industrial uses potentially creating serious impacts to the public health, safety and welfare be located in areas that are zoned for heavy manufacturing, away from residential development. While the storage and distribution of propane is a legitimate business and may be appropriate for location in an industrial area somewhere in Riverside County, the proposed site in Temescal Canyon is not one of them.

Project Zoning

While the project site is zoned M-SC (Manufacturing Service-Commercial), and *Ordinance 348* technically allows an applicant to apply for the proposed use with the submission of an application for a conditional use permit, several issues need to be considered in relation to the proposed project and the intent of the ordinance: First, it is the intent of *Ordinance 348* as it relates to the use of the M-SC Zone to not only attract industrial and manufacturing activities for the purpose of providing local jobs to residents and strengthening the economic base of the County, but also to "insure that new industry is compatible with uses on adjacent lands [sic]." [*Ordinance No. 348: Land Use Ordinance of Riverside County*, County of Riverside Planning Department, Amended through Ordinance No. 348.4818, M-SC Zone (Manufacturing-Service Commercial) under Section 11.1.Intent. (3). December 21, 2005 (printed 3/21/2006)] For health and safety reasons discussed in the preceding sections of this report, the RDA believes that the proposed use is not compatible with the existing and future residential uses in the area, and, for that reason, is contrary to the intent of *Ordinance 348*.

Second, the RDA believes that the proposed project is incompatible with the types of business and industry that the EDA is trying to attract to the Temescal Canyon area. Such businesses include low-impact manufacturing facilities, light assembly, small distribution facilities and commercial entities designed in an attractive manner. Examples of the types of industries and businesses desired by the County were provided earlier in this report. Attractively designed, compatible businesses and manufacturing facilities create a synergy that can assist in the County's efforts to market the industrial areas in the Temescal Canyon and attract similar businesses. Given the County's priority goal of attracting high employment generating, low-impact, and high-value industry to the Temescal Canyon, the RDA views the proposed project as a non-compatible industrial use within an area designated and zoned for industry; in this sense, the proposal appears to violate another intention of *Ordinance 348*,



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which is to “protect industrial areas from encroachment by incompatible uses that may jeopardize industry.” [Ibid, Section 11.1 Intent (4)] In the context of *Ordinance 348*, the RDA believes that the word “industry” is synonymous with and, in essence, infers the type of attractive, job producing businesses that meet the County’s business attraction goals as discussed under the topic “General Plan: Land Use designation” above.

Environmental Concerns

The proposed project is located in the Warm Springs Policy Area of the *Elsinore Area Plan* component of the *General Plan*. There are a number of policies that apply to this area including those that relate to protecting the “life and property of residents” through adherence to the Safety and Open Space Elements of the *General Plan*. Given the nature of the proposed project—the storage above ground of 360,000 gallons of liquid propane, a product that has been noted above in this report as being “extremely flammable and explosive”—the following issues are of major concern:

Seismic Safety: The project site is located within 1,400 feet of an earthquake fault that runs along the valley floor, generally parallel with the Temescal Wash. Moreover, with the exception of a very small area located in the southwest corner of the site, the subject property is located within a liquefaction area characterized as “moderate.” [sources: Selected Parcel(s): 391-480-013 / “Fault Zones” and “Liquefaction.” Riverside County GIS; <http://www3.tlma.co.riverside.ca.us/pa/rclis>; 10/27/2006]

Flooding: Approximately 1/3 of the project site (southeast portion) is vulnerable to a “Zone A” flood incident (100 Year Flood Plain). This portion of the site includes the location of some of the 10’ x 54’ above ground liquid propane storage tanks. [source: Selected Parcel(s): 391-480-013 / “Flood Zones.” Riverside County GIS; <http://www3.tlma.co.riverside.ca.us/pa/rclis>; 10/27/2006]

Riparian Vegetation: The project site is located within very close proximity (within approximately 15 to 20 feet to the south) to a strand of Southern Cottonwood/Willow Riparian vegetation. This strand of vegetation, which includes a drainage area that starts southeast of the Interstate 15, appears to be a tributary feeder to the Temescal Wash. The subject area is also defined as a wetland, based on current and historical federal criteria. Willow riparian vegetation is habitat for the *least Bell’s vireo* and other sensitive, threatened and endangered species. Water quality is of paramount importance in maintaining the viability of this habitat. A fire incident could also have a major negative impact. Any accidental spills or leakage of liquid propane could have a potential detrimental impact on this area. [sources: Selected Parcel(s): 391-480-013 / “Vegetation.” Riverside County GIS; <http://www3.tlma.co.riverside.ca.us/pa/rclis>; 10/27/2006]

Fire Hazards: The project site is located close to the floor of the Temescal Canyon area. The floor of the canyon rises to the northeast and southwest. Riparian vegetation and other open space corridors connect with the canyon floor from the Cleveland National Forrest to the south and southwest, and

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from the Gavilan Hills and the Lake Mathews/Estelle Mountain Reserve areas to the north and northeast. The Temescal canyon is subjected to periodic Santa Ana Wind conditions that can exacerbate fire volatility and hazardous conditions and cause fires to jump considerable distances. Areas noted in the *Elsinore Area Plan* of the *General Plan* "...subjected to a high risk of fire hazards, [include] the Cleveland National Forest, [and] Warm Springs...." The project site and the surrounding area are delineated as being located in a "High Fire Area" on the Riverside County GIS. [sources: Selected Parcel(s): 391-480-013 / "High Fire." Riverside County GIS; <http://www3.tlma.co.riverside.ca.us/pa/rcgis>; 10/27/2006]

The *General Plan* evaluates "Wildfire Zones," and indicates that that the project site is located in an area deemed a "Low" wildfire zone. The "Low" wildfire zone generally runs along the canyon floor following the Interstate 15 Freeway. However, from the periphery of this narrow area, the "Wildfire Zones" exhibit in the *General Plan* indicates that both sides of the canyon are located in a "High" wildfire zone. [County of Riverside *General Plan: Elsinore Area Plan. Hazards - Local Hazard Policies: Wildland Fire hazard, Page 51, and Figure 11, "Elsinore Area Plan Wildfire Susceptibility."* October 2003]

Locating a storage facility for a highly flammable and explosive fuel on the project site or, for that matter, anywhere in the Temescal Canyon corridor would appear to be highly problematic from a fire safety and explosion hazard perspective, given the corridor's proximity to the aforementioned national forest and open space reserve areas.

Based on the preceding discussion, the RDA has the following concerns and therefore cannot support this project:

1. The proposed project is an above ground storage and distribution facility for 360,000 gallons of liquid fuel that is extremely flammable and explosive;
2. The proposed project is incompatible with the Horsethief Canyon community and the Renaissance Ranch Specific Plan, and presents a potential major health, safety and welfare issue for existing and future residents respectively;
3. The proposed project is not the type of "value-added," high employment generating project that the EDA/RDA seeks for development in the industrial/commercial corridor along Temescal Canyon Road in the Temescal Canyon;
4. The proposed project appears to be inconsistent with the Land Use Element of the *General Plan* as it relates to business and industrial development and the goals of the County to facilitate attractive work environments, cluster similar high-quality industries, and locate jobs closer to housing;

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5. The proposed project appears to be inconsistent with the intent behind the Manufacturing Service-Commercial (M-SC) Zone and the goal of achieving land use compatibility with existing residential uses as well as land use compatibility with other desired industrial uses;
6. The proposed project is incompatible with the EDA's efforts to market the Temescal Canyon as a location for high-quality residential construction and, more particularly, as an area in which to locate high-quality, job-generating businesses and industry;
7. The proposed project is a potential deterrent to the RDA's efforts to redevelop the El Cerrito/Temescal Sub-area of Redevelopment Project 1-1986 due to its proximity to the Sub-area;
8. The proposed project is environmentally unsound and highly problematic in that it proposes to store 360,000 gallons of an explosive and highly flammable substance above ground on a site that is: completely within a known liquefaction area of moderate intensity; within approximately 1,400 feet of an earthquake fault; within a canyon where the Cleveland national Forest and large existing expanses of open space create the potential for fire hazards; and partially within a 100-year flood plain; and
9. The proposed project could detrimentally affect the willow riparian wetland located within approximately 15 to 20 feet to the south of the project site should an accidental spill or other type of "incident" occur resulting in water pollution and/or fire; in turn, this could affect habitat for the least Bell's vireo and other endangered, threatened and/or sensitive species of animals that forage and nest in such habitat.

Based on the above discussion, the RDA respectfully recommends that CUP 3439 be denied. S:\Strategic Planning\Planning\LDC Comments\CUP3439_Deny_Final.doc

Riverside County Planning Department

4080 Lemon Street , Riverside California, 92501

ATTENTION : Mr Jeff Childers

Re: Conditional Use Permit No. 3439

APN :391-480-013

Gentlemen

I am the owner of the three southern Parcels that tie into the property referenced above and being considered for use as a LIQUID PROPANE GAS DISTRIBUTION FACILITY.

After hearing the magnitude of this proposed facility (180,000 gallons of liquid propane) I have very large concerns about the Safety and well being of the surrounding area , property, and workers.

I can only hope that the SAFETY FACTORS IN APPROVING A SITE LIKE THIS HAVE OR WILL BE STUDIED TO THE HIGHEST DEGREE.

As a SAFETY consideration and additional FIRE PROTECTION I would like to see a five to six foot block wall separating the proposed facility and my property.

I would also like to be assured that there was enough water hydrants in the immediate area to protect the surrounding facilities and property if needed .

SINCERELY

Ron Smith

President Earthmover Circle llc

Property owner: 26372-26382-26385 Earthmover Circle, Riverside, CA

9/25/2009



January 25, 2010

Mr. Steve Diaz, Riverside County Fire Marshall
Riverside County Fire Department
2300 Market St Ste 150
Riverside CA 92501

RE: KC Propane – CUP 3439

Mr. Diaz:

In response to your letter dated 6-1-06 and subsequent meetings and conversations, KC Propane has made two major revisions to their proposed propane distribution facility to satisfy your concerns of a Boiling Liquid Expanding Vapor Explosion (BLEVE). We have consulted with Mr. Rob Scott of the Western Propane Gas Association and he has provided us with significant information and help design a system that should alleviate all concerns of a BLEVE. The two revisions are:

- 1) The quantity of storage tanks has been reduced to 3 from 6 which was down from the original proposal of 12, and;
- 2) An "Above Ground Mounded Facility" is proposed which will be accomplished by encasing the tanks inside a block wall and burying the tanks in pea gravel.

With the "above ground mounded facility" there is insufficient air and/or combustible material for a flame to be sustained for a long period of time, so as a result there is no possibility that a fire could raise the temperature of the tank shell to an unsafe level. According to the Western Propane Gas Association, there has never been a BLEVE event at any facilities equipped with this safety system.

Before discussing the details of the extra measures that are proposed for the K.C. Propane facility, it is important to consider some of the basic design features of a standard large propane tank and its appurtenances. The tank that has been chosen for this installation has a shell thickness of 7/8". It has the required working pressure of 250 pounds per square inch but a design pressure of 1,000 psi. Pressure within a propane tank is directly related to the temperature of its liquid contents, which is always equal to the ambient temperature or moving toward it. If the liquid temperature is 60°F, the pressure in the tank will be 92 psi and at 80°F it will be 128 and at 90 degrees the internal gauge pressure will be 149 pounds per square inch. According to the Western Propane Gas Association, a BLEVE (Boiling Liquid Expanding Vapor Explosion) only occurs when the tank is subjected to a direct flame that raises the temperature of the shell to above 800 degrees Fahrenheit.

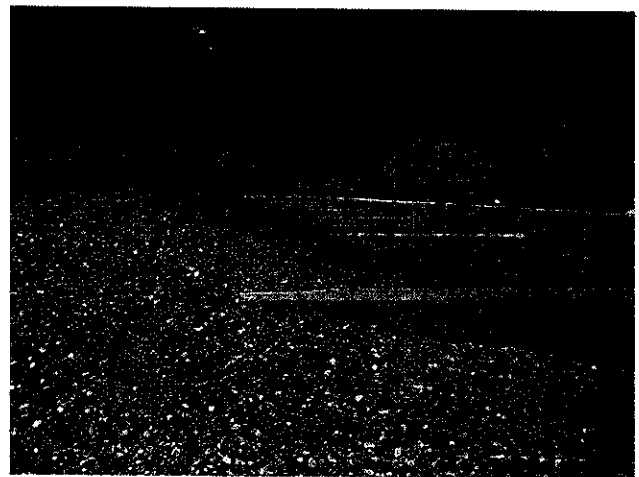
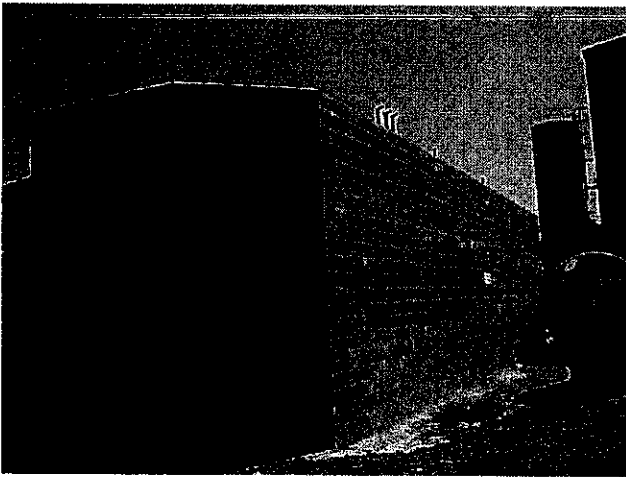
Elimination of BLEVE Potential: To install a large propane storage facility where the system moves beyond the foreseeable range of BLEVE, it is proposed that the K.C. Propane installation use what is referred to in the code as "Above Ground Mounding". The objective is to guarantee that the tank shell can never be subjected to direct flame impingement. This would be accomplished by installing the tank on concrete saddles with the relief valves and the piping similar to that in the photograph below but would be enclosed with a heavily

reinforced concrete block wall. Access to the bottom openings in the tank would be through a 48 inch corrugated culvert that would terminate at the first saddle. The bottom of the tank would be 36 inches above grade; therefore a portion of the culvert would be cut away to make the transfer openings accessible. A rubber gasket would form a seal between the cutaway portion of the culvert and the bottom of the tank. After the tank is properly prepared and cathodic protection measures taken to protect the tank from corrosion, the entire containment area would be filled with pea gravel to a minimum depth of one foot above the top of the tank.

Although code is not specific regarding the separation of the wall from the tank, as a practical matter it will be about 16". This means there will be a minimum of two feet of insulation on the sides of the tank. Engineering calculations indicate that the tank enclosure could be subjected to a pool type fire for many hours without having any significant temperature impact on the tank. Indeed the piping would be affected but that will be dealt with in the section dealing with Redundant Failsafe Product Control.

The photo below is an industrial site with a 30,000-gallon storage tank. Although not shown, it is close to a housing project just to the right and behind the tank. The Housing and Urban Development Department (HUD) is very specific in prohibiting any large propane storage facilities within 1,000 feet of a project they might fund. Rob Scott has twice been involved in HUD related projects, the other being a convalescent home for seniors. HUD's primary concern has been about the theoretical BLEVE blast zone. In both instances the objects of concern began within less than 150 feet from the storage. The Above Ground Mounded Design eliminated the BLEVE threat and the need for the 1,000-foot separation.

Here are pictures of a propane facility in CA with a design similar to what will be constructed for K.C. Propane, which shows an example of the Above Ground Mounded Design. The first picture shows the exterior block wall surrounding the tank, and the second shows the pea gravel covering the tank inside the wall.

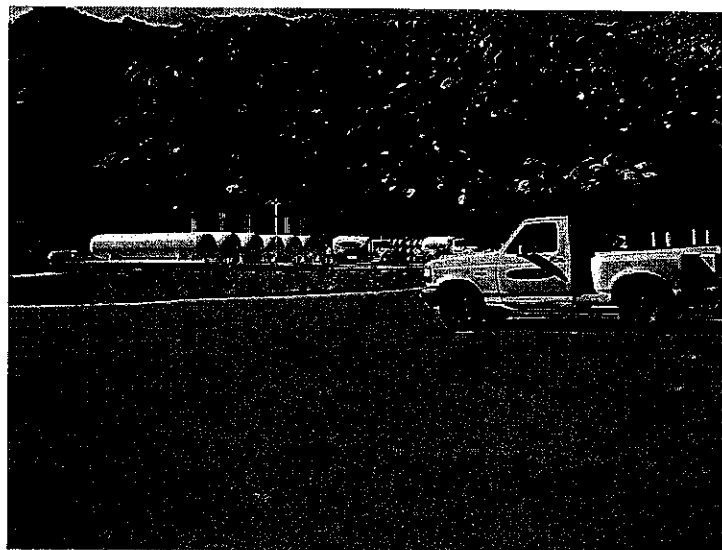
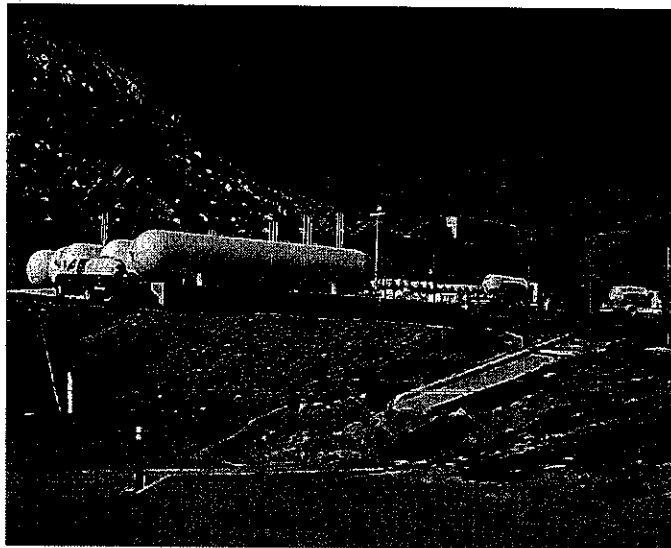


In addition to this BLEVE-proof design, the new location will be equipped with state-of-the-art facilities dealing with the control and safe transfer of product between the tank and the propane trucks. These measures collectively are referred to in the governing statutes of the National Fire Protection Association (NFPA) as "Redundant Fail Safe Product Controls" and "Low Emission Transfer" systems. (See NFPA 58: 6.26.4 and 6.26.6)

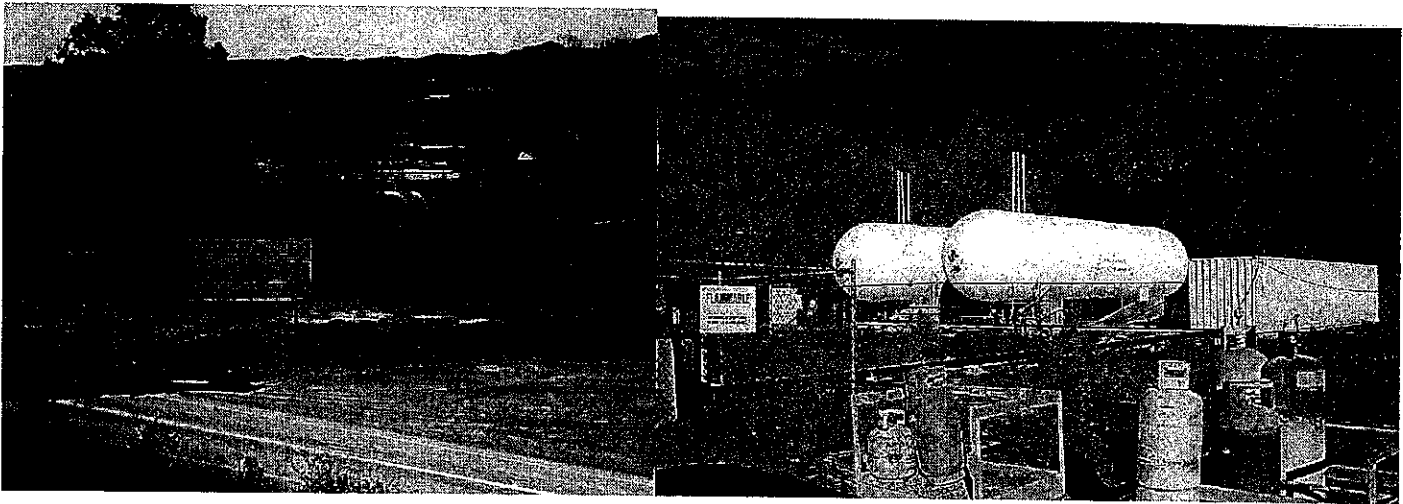
The site of KC Propane's proposed facility is located as it is in a remote, heavy industrial area. The site is surrounded by only industrial zoned vacant land and a steel fabricating business and equipment storage facility.

The freeway is approximately 500 to 600 feet to the west and on the other side of the freeway is more vacant land. There are no significant numbers of residential units within a thousand feet of the property. Furthermore, with the added measures of the Above Ground Mounded Facility there is no risk to the public. It is important to point out that this proposal goes way above and beyond what other facilities in the County have been conditioned to do even though they are in similar locations as this proposed facility.

Example #1: Mutual Propane's 6 – 30,000 gallon tanks immediately adjacent to the I-15 freeway by the Border Patrol checkpoint just south of Temecula. The Riverside County Planning Commission approved this project (CUP #03386) on March 28, 2006. There are a few residences within a few hundred feet of this facility and many times hundreds of cars stopped on the I-15 as they pass through the Border Patrol Checkpoint. In addition, this area is identified on the County's GIS system a "high fire" area. Clearly, if a BLEVE occurred at this location, then the freeway and frontage road would be closed and the surrounding hillsides, rich with vegetation would catch fire. The hills are very rugged making it extremely difficult to fight fires in them. A fire in those hills could spread to potentially thousands of acres in a very short period of time. Here are photos of the site:



Example # 2, Mutual Propane's 2 (15,000 to 30,000 gallon) storage tanks are located approximately 1 mile to the south of this proposed project on Temescal Canyon Road. This site is next to the freeway and relatively close to the same residential area that the KC Propane site is located by.



The two cases above have tanks completely exposed without any additional type of mechanism to prevent a direct flame onto the tanks to prevent a BLEVE from occurring. KC Propane's project will be installing, at tremendous expense, a system that will offer the greatest form of protection from what is an extremely rare event.

This project as proposed meets and exceeds both the Riverside County code as well as the NFPA standards. It also exceeds the conditions imposed on similar projects in similar surroundings, approved by the Fire Department and Planning Commission. Government agencies have a duty to treat all applications similarly. We ask no more than that. I therefore respectfully request the Fire Department approve and support this proposal in light of the extraordinary measures we now propose.

Thank you in advance for your time and consideration

Sincerely,

A handwritten signature in black ink, appearing to read "S. E. Rawlings".

Steven E. Rawlings, President
The Rawlings Company
24630 Washington Avenue, Suite 202
Murrieta, CA 92562
(951) 667-5152

Cc: Wendall Bugtai, Planning Department

Phillip O. Taylor
Registered Civil Engineer
CA License #13115

August 9, 2010

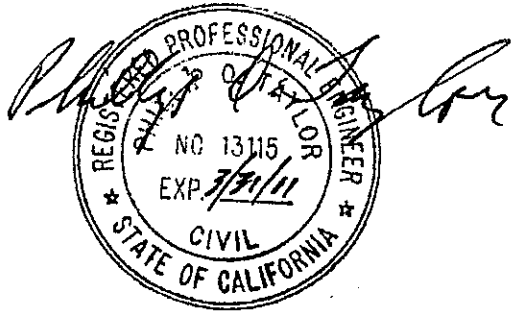
Scott & Associates
P.O. Box 144
Kingsburg, CA 93631

Subject: Fire Safety Analysis for KC Propane Facility

Gentlemen,

This is to advise that I approve of the subject Fire Safety Analysis as written and submitted. Please find attached a copy of said document bearing my signature and stamp.

Sincerely



APPROVAL
RIVERSIDE COUNTY FIRE DEPARTMENT

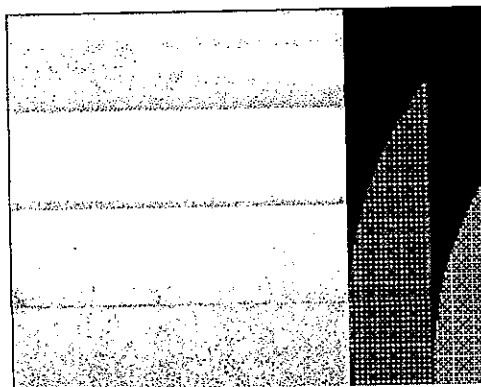
BY *[Signature]*
TODD LETTERMAN, AEM

DATE *8/22/10* CASE # *CP-3459*

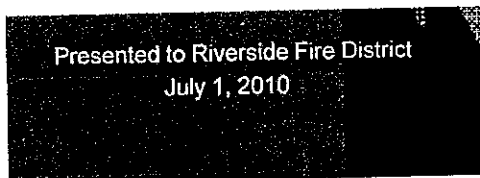
THE FIRE DEPT APPROVAL FOR PLANS IS
VALID FOR ONE YEAR - SUBJECT TO
COMPLIANCE WITH APPLICABLE CODES

Fire Safety Analysis For KC Propane Facility

26352 Earthmover Circle
Corona, CA



Propane in our Community



We are part of the community. Our employees live in the community and we provide services to customers in the area. We strive to be responsible stewards of the community and the environment

Prepared by
Scott & Associates
Kingsburg, Ca



Form 4.1

Initial Data on the LP-Gas Facility

A	B	C
Item #	Information Item	Data
1	Name of the LP-Gas Plant Owner or Operator	KC Propane
2	Contact Name:	Tom Forcona
3	Contact Telephone & Fax Numbers	(714) 240-6420
4	Contact Email Address	kcpropane@sbcglobal.net
5	Mailing Address	Street 1: P.O. Box 17652
		Street 2:
		City, State, Zip: Anaheim, CA 92817

**Form 4.2
Facility Storage Capacity**

A	B	C	D
#	Individual Container Water Capacity (wc) (gallons)	Number of containers	Total Water Capacity (wc) of each container size (gallons)
1	500		
	1,000		
	2,000		
	4,000		
	10,000		
	18,000		
	30,000	3	90,000
	60,000		
	Other:		
	Other:		
2	Aggregate Water Capacity		90,000

- Notes: (1) Column D = Column B x Column C.
 (2) Parked bobtails, transports and tank cars should not be considered for aggregate capacity calculations.
 (3) Do not consider containers that are not connected for use.

Form 4.3
Additional Information on the LP-Gas Facility

<input type="checkbox"/> Existing Facility; Built to NFPA 58 Edition _____	<input checked="" type="checkbox"/> Proposed Facility
a) Name of the Facility (if applicable) KC Propane	
b) Type of LP-Gas Facility	<input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Bulk Plant
c) Facility is located in	<input type="checkbox"/> Rural Area, <input checked="" type="checkbox"/> Suburban Area, <input type="checkbox"/> City Commercial Zone <input type="checkbox"/> City Industrial Zone
d) Facility neighbors [§] : (Check all that apply)	<input type="checkbox"/> Agri. fields <input checked="" type="checkbox"/> Commercial Bldgs. <input type="checkbox"/> Flammable Liquids Storage <input type="checkbox"/> Industrial Activity (metal fabrication, cutting and welding, etc) <input type="checkbox"/> Manufacturing <input type="checkbox"/> Others (explain) _____
e) Geographic Location of Facility/Address:	26352 Earthmover Circle Corona, CA Parcel Number 391-480-013
f) Landmarks, if any:	_____ _____
g) LP-Gas liquid supply by: (Check all that apply)	<input type="checkbox"/> Bobtail <input checked="" type="checkbox"/> Truck Transport <input type="checkbox"/> Rail Tank Car <input type="checkbox"/> Pipeline
h) LP-Gas Distribution by: (Check all that apply)	<input checked="" type="checkbox"/> Bobtail <input type="checkbox"/> Truck Transport <input type="checkbox"/> Vapor Piping <input type="checkbox"/> Liquid Piping <input type="checkbox"/> Dispensing or Vehicle Liquid fueling
i) Number of Vehicle Entrances:	<input checked="" type="checkbox"/> One <input type="checkbox"/> Two <input type="checkbox"/> More than two
j) Type of Access Roads to the Facility (One check per line) Entrance 1 (One check per line) Entrance 2	<input type="checkbox"/> Rural <input checked="" type="checkbox"/> City or Town <input type="checkbox"/> Highway <input type="checkbox"/> Dirt road <input type="checkbox"/> Gravel road <input checked="" type="checkbox"/> Paved <input type="checkbox"/> Dirt road <input type="checkbox"/> Gravel road <input type="checkbox"/> Paved
k) Staff presence	<input type="checkbox"/> Not staffed <input type="checkbox"/> Only during transfer operations <input type="checkbox"/> Staffed always (24/7) <input checked="" type="checkbox"/> Only during business hours <input type="checkbox"/> Other (Explain) _____
l) Location and distances to Institutional Occupancies surrounding the facility, if any, within 250 ft from the facility boundary in the direction of the assets.	_____ _____
m) Overview plot plan of the facility attached?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

§ All properties either abutting the LP-Gas facility or within 250 feet of the container or transfer point nearest to facility boundary.

Form 5.1

Compliance with Code Requirements for Appurtenances on Containers of 2,000 Gallons Water Capacity or Less

A	B	C	D	E
Container #	Service Configuration Sub Figure (in Figure 5-1)	Number of Product Release Control Appurtenances		NFPA 58 Section Reference (2004 edition)
		Required by NFPA 58 (applicable edition)	Installed on the Container	
1		N/A	N/A	5.7.7.1 and Table 5.7.7.1
2		N/A	N/A	
3		N/A	N/A	
4		N/A	N/A	
5		N/A	N/A	
6		N/A	N/A	

Form 5.2

Compliance with Code Requirements for Appurtenances on Containers Of water capacity 2001 gallons through 4,000 gallons Used in Residential and Commercial Facilities

A	B	C	D	E
Container #	Service Configuration Sub Figure (in Figure 5-1)	Number of Product Release Control Appurtenances		NFPA 58 Section Reference (2004 edition)
		Required by NFPA 58 (applicable edition)	Installed on the Container	
1		N/A	N/A	5.7.7.1 and Table 5.7.7.1
2		N/A	N/A	
3		N/A	N/A	
4		N/A	N/A	
5		N/A	N/A	
6		N/A	N/A	

Form 5.3
Compliance with Code Requirements for Appurtenances on Containers Having a
Water Capacity of 2,001 through 4,000 Gallons
Used in Bulk Plants and Industrial Plants

A	B	C	D	E	F	G
Container #	LP-Gas inlet to and outlet from the container**		Figure #	Total Number of Product Release Control Appurtenances		NFPA 58 Section Reference (2004 edition)
				Required by NFPA 58 (applicable edition)	Installed on the container	
1	Vapor	Inlet	5-2	N/A	N/A	See Table 5.7.7.3
		Outlet	5-3	N/A	N/A	
	Liquid	Inlet	5-4	N/A	N/A	
		Outlet	5-5	N/A	N/A	
2	Vapor	Inlet	5-2	N/A	N/A	
		Outlet	5-3	N/A	N/A	
	Liquid	Inlet	5-4	N/A	N/A	
		Outlet	5-5	N/A	N/A	
3	Vapor	Inlet	5-2	N/A	N/A	
		Outlet	5-3	N/A	N/A	
	Liquid	Inlet	5-4	N/A	N/A	
		Outlet	5-5	N/A	N/A	
4	Vapor	Inlet	5-2	N/A	N/A	
		Outlet	5-3	N/A	N/A	
	Liquid	Inlet	5-4	N/A	N/A	
		Outlet	5-5	N/A	N/A	

** If the container does not provide an opening for the specific function listed, enter 0 (zero) in columns E and F corresponding to that row.

Form 5.4

Compliance with Code Requirements for Appurtenances on Containers Having a Water Capacity Greater Than 4,000 Gallons Used in Bulk Plants and Industrial Plants

A	B	C	D	E	F	G
Container #	LP-Gas inlet to and outlet from the container**		Figure #	Total Number of Product Release Control Appurtenances		NFPA 58 Section Reference (2004 edition)
				Required by NFPA 58 (applicable edition)	Installed on the container	
1	Vapor	Inlet	5-2	1	1	See Table 5.7.7.3
		Outlet	5-3	1	1	
	Liquid	Inlet	5-6	1	1	
		Outlet	5-7	1	1	
2	Vapor	Inlet	5-2	1	1	
		Outlet	5-3	1	1	
	Liquid	Inlet	5-6	1	1	
		Outlet	5-7	1	1	
3	Vapor	Inlet	5-2	1	1	
		Outlet	5-3	1	1	
	Liquid	Inlet	5-6			
		Outlet	5-7			
4	Vapor	Inlet	5-2			
		Outlet	5-3			
	Liquid	Inlet	5-6			
		Outlet	5-7			

** If the container does not provide an opening for the specific function listed, enter 0 (zero) in columns E and F corresponding to that row.

If in Form 5.4 any one of the numbers in column F is less than the number in Column E of the corresponding row, these items must be addressed and brought into compliance with the specific edition of NFPA 58 that the facility was constructed to.

Form 5.5
Requirements for Transfer Lines of 1½-inch Diameter or Larger,
Liquid-into-Containers

A Item #	B Appurtenance (Either No. 1 or No. 2)**	C Appurtenance Provided with the Feature	D		E	F
			Will be Installed in the facility?			NFPA 58 Section Reference (2004 edition)
			Yes	No		
1	Emergency Shutoff Valve (ESV) (Ref § 6.10.1)	Installed within 20 ft. of lineal pipe from the nearest end of the hose or swivel-type connections.	✓			6.10.2
		Automatic shutoff through thermal (fire) actuation with melting point of thermal element < 250 °F	✓			6.10.6
		Temperature sensitive element (fusible link) installed within 5 ft from the nearest end of the hose or swivel type piping connected to liquid transfer line.	✓			6.10.6
		Manual shutoff feature provided at ESV installed location.	✓			6.10.10 (1)
		Manual shutoff device provided at a remote location, not less than 25 ft., and not more than 100 ft. from the ESV.	✓			6.10.10 (2)
		An ESV is installed on each leg of a multi leg piping each of which is connected to a hose or a swivel type connection on one side and to a header of size 1½ inch in diameter or larger on the other side.	✓			6.10.5 6.16.2.6 (1)
		Breakaway stanchion is provided such that in any pull-away break will occur on the hose or swivel-type connection side while retaining intact the valves and piping on the plant side.	✓			6.10.8
2	Back flow Check Valve (BCK)**	Installed downstream of the hose or swivel-type connection	✓			6.10.8
		BCK is designed for this specific application.	✓			6.10.3 and 6.10.4
		A BCK is installed on each leg of a multi leg piping each of which is connected to a hose or a swivel type connection on one side and to a header of 1½ inch in diameter or larger on the other side.	✓			6.10.5
		Breakaway stanchion is provided such that in any pull-away break will occur on the hose or swivel-type connection side while retaining intact the valves and piping on the plant side.	✓			6.10.8

** The backflow check valve (BCK) is only permitted when flow is only into the container and shall have a metal-to-metal seat or a primary resilient seat with metal backup, not hinged with a combustible material.

Form 5.6
Requirements for Transfer Lines of 1½-inch Diameter or Larger,
Liquid Withdrawal From Containers

A	B	C	D	E	F
Item #	Appurtenance	Appurtenance Provided with the Feature	Will be Installed in the facility?		NFPA 58 Section Reference(2004 Edition)
			Yes	No	
1	Emergency Shutoff Valve (ESV) (Ref § 6.10.1)	Installed within 20 ft. of lineal pipe from the nearest end of the hose or swivel-type connections.	✓		6.10.2
		Automatic shutoff through thermal (fire) actuation with melting point of thermal element < 250 °F	✓		6.10.6
		Temperature sensitive element installed within 5 ft from the nearest end of the hose or swivel type piping connected to liquid transfer line.	✓		6.10.6
		Manual shutoff feature provided at E SV installed location.	✓		6.10.10 (1)
		Manual shutoff device provided at a remote location, not less than 25 ft., and not more than 100 ft. from the ESV.	✓		6.10.10 (2)
		An ESV is installed on each leg of a multi leg piping each of which is connected to a hose or a swivel type connection on one side and to a header of 1½ inch in diameter or larger on the other side.	✓		6.10.5 6.16.2.6 (1)
		Breakaway stanchion is provided such that in any pull-away break will occur on the hose or swivel-type connection side while retaining intact the valves and piping on the plant side.	✓		6.10.8
		Number of ESV's in liquid withdrawal service		1	

Note: If more than one ESV is installed in the facility, use one Form 5.6 for each ESV.

Form 5.7
Requirements for Vapor Transfer Lines 1¼-inch Diameter or Larger

A Item #	B Appurtenance	C Appurtenance Provided with the Feature	D Will be Installed in the facility?		E NFPA 58 Section Reference (2004 edition)
			Yes	No	
1	Emergency Shutoff Valve (ESV) (Ref § 6.10.1)	Installed within 20 ft. of lineal pipe from the nearest end of the hose or swivel-type connections.	✓		6.10.2
		Automatic shutoff through thermal (fire) actuation with melting point of thermal element < 250 °F	✓		6.10.6
		Temperature sensitive element installed within 5 ft from the nearest end of the hose or swivel type piping connected to liquid transfer line.	✓		6.10.6
		Manual shutoff feature provided at E SV installed location.	✓		6.10.10 (1)
		Manual shutoff device provided at a remote location, not less than 25 ft., and not more than 100 ft. from the ESV.	✓		6.10.10 (2)
		An ESV is installed on each leg of a multi leg piping each of which is connected to a hose or a swivel type connection on one side and to a header of 1½ inch in diameter or larger on the other side.	✓		6.10.5 6.16.2.6 (1)
		Breakaway stanchion is provided such that in any pull-away break will occur on the hose or swivel-type connection side while retaining intact the valves and piping on the plant side.	✓		6.10.8

If a checkmark is made in the "No" column of any one of Form 5.5, Form 5.6 or Form 5.7, then these items must be addressed and brought into compliance with the specific edition of NFPA 58 that the facility was constructed to.

Form 5.8
Evaluation of Redundant Fail-Safe Design

A I t e m #	B Description		C Features	D Installed in the facility?		F NFPA 58 Section Reference (2004 edition)
				Yes	No	
1	Container Sizes for which the appurtenances are provided		Redundant Fail-Safe equipment and Low Emission transfer lines are provided for each container of water capacity 2,001 gal through 30,000 gal	✓		6.24.3 and 6.24.4
2	LIQUID OR VAPOR WITHDRAWAL (1-1/4 in. or larger)		Internal Valve with integral excess flow valve or excess flow protection	✓		6.24.3.1
			Positive Shutoff Valve installed as close as possible to the Internal Valve	✓		6.24.3.4
3	LIQUID OR VAPOR INLET		Internal Valve with integral excess flow valve or excess flow protection or Back Flow Check valve	✓		6.24.3.5
			Positive Shutoff Valve installed as close as possible to the Internal Valve or the back flow check valve	✓		6.24.3.5
4	Railcar Transfer	Flow Into or Out of Railroad tank car	Internal Valve installed in the transfer hose or the swivel-type piping at the tank car end	N/A	N/A	6.16.2.6 (1) and 6.24.4.1
		Flow Only into railroad tank car	Internal valve or backflow check valve installed in the transfer hose or the swivel-type piping at the tank car end	N/A	N/A	6.16.2.6 (2) and 6.24.4.1
5	Cargo Tank Transfer		Protection provided in accordance with 6.24.4.1	✓		6.24.4.1
6	Automatic closure of all primary valves (IV & ESV) in an Emergency		Actuated by Fire Detection	✓		6.24.4.2
			Actuated by a hose pull-away due to vehicle motion	✓		6.24.4.2
7	Manually operated remote shutdown of IV and ESV		Remote shutdown station within 15 ft of the point of transfer?	✓		6.24.4.3 (A)
			Another remote shutdown station between 25 ft and 100 ft of the transfer point?	✓		6.24.4.3 (B)
			Shutdown stations will shut down electrical power supply, if any, to the transfer equipment and primary valves?	✓		6.24.4.3
			Signs complying with the requirements of 6.24.4.3 (C) provided?	✓		6.24.4.3 (C)

Note: If the facility does not have a rail terminal, write the word NA in both the "Yes" column and the "No" column in item 4 of this Form in the railroad tank car row. Similar option is also available if there is no cargo tank vehicle transfer station.

Form 5.9
Evaluation of Low Emission Transfer Equipment

A I t e m #	B Description	C Features		D	E	F NFPA 58 Section Reference (2004 Edition)
				Installed in the facility?		
				Yes	No	
1	Transfer into Cylinders or ASME Containers on Vehicles	Delivery Nozzle and Filler Valve- Max. Liquid Release after transfer of 4 cc.	Fixed Maximum Liquid Level Gage not used during transfer operations	N/A	N/A	6.24.5.1 (B)
2	Transfer into Stationary ASME Containers. Delivery valve and nozzle combination	During product transfer or post transfer uncoupling of the hose, liquid product volume released to the atmosphere	does not exceed 4 cc (0.24 in ³) from a hose of nominal size 1 in or smaller	N/A	N/A	6.24.5.1 (A)
			does not exceed 15 cc (0.91 in ³) from a hose of nominal size larger than 1 in.	✓		6.24.5.2 (B)
3	Transfer into Stationary ASME Containers Maximum filling limit	Do containers of less than 2,001 gal (w.c.) have an overfilling prevention device or another approved device?		N/A	N/A	6.24.5.2 (F)
		Do containers of greater than 2,000 gal (w.c.) have a float gage or other non-venting device?		✓		6.24.5.2 (E)
4	Transfer into Stationary ASME Containers Fixed Maximum Liquid Level gage	Not used during routine transfer operations but used to calibrate other non-venting liquid level gages in the container			✓	6.24.5.2 (C,D)

Note: 1) If the facility does not have a particular feature described in the table, write "NA" in both the "Yes" and "No" columns corresponding to the row in item 2.

Form 6.1
Evaluation of Physical Protection and Other Measures

A #	B Item	C Features	D Will be Installed in the facility?		E NFPA 58 Section Reference (2004 Edition)
			Yes	No	
1	Lighting [‡]	Provide lighting For nighttime operations to illuminate storage containers, container being loaded, control valves, and other equipment	✓		6.16.6
2	Vehicle impact protection	Protection against vehicular (traffic) impacts on containers, transfer piping and other appurtenances is designed and provided commensurate with the size of vehicles and type of traffic in the facility. (Example protection systems include but not limited to (1) Guard rails, (2) Steel bollards or crash posts, (3) Raised sidewalks.	✓		6.8.3.10 and 6.17.3.2
3	Protection against corrosion	Provide protection against corrosion where piping is in contact with supports or corrosion causing substances.	✓		6.8.3.11 and 6.21.5.1(K)
Complete only 4A or 4B					
4A	Perimeter Fence	Is an industrial type or chain link fence of at least 6 ft high or equivalent protection provided to enclose (all around) container appurtenances, pumping equipment, loading and unloading and container filling facilities?	✓		6.16.5.2
		Are at least two means of emergency accesses (gates) from the enclosure provided? NOTE: Write "N.A." (not applicable) if (i) The area enclosed is less than 100 ft ² , or (ii) The point of transfer is within 3 ft of the gate, or containers are not filled within the enclosure	N/A	N/A	6.16.5.2 (A)
		Is a clearance of, at least, 3 feet all around to allow emergency access to the required means of egress been provided?	✓		6.16.5.2 (B)
	Guard Service	If a guard service is provided, does this service cover the LP-Gas plant and are the guard personnel provided with appropriate LP-Gas related training, per section 4.4 of NFPA 58?	N/A	N/A	6.16.5.2 (C, D)
4B	Lock-in-Place devices	Are Lock-in-Place devices provided to prevent unauthorized use or operation of any container appurtenance, system valves, or equipment in lieu of the fence requirements above?	✓		6.16.5.2 (E)

Note: Fill only items 1, 2, 3, and 4A or 4B. Indicate with "NA" when not filling the "Yes" or "No" column.

‡ Indicate with "NA" if the facility is not operated at night.

Form 6.2
Ignition Source Control Assessment

A #	B Ignition Control Requirement	C Is the Facility compliant?		D NFPA 58 Section Reference (2004 Edition)
		Yes	No	
1	Are combustible materials, weeds and tall grass not closer than 10 ft. from each container?	✓		6.4.5.2
2	Is a distance at least 20 ft. provided between containers and tanks containing flammable liquids with flash point less than 200 °F (ex., gasoline, diesel)?	No storage on site		6.4.5.3
3	Are electrical equipment and wiring installed per Code requirements?	✓		6.20.2
4	Is open flame equipment located and used according to Code?	No open flame on site		6.20.3
5	Are ignition control procedures and requirements during liquid transfer operations complied with.?	✓		7.2.3.2
6	Is an approved, portable, dry chemical fire extinguisher of minimum capacity 18 Lbs. and having a B:C rating provided in the facility?	✓		6.23.4.2
7	Is an approved, portable, dry chemical fire extinguisher of minimum capacity 18 Lbs. and having a B:C rating provided on each truck or trailer used to transport portable containers?	✓		9.4.7
8	Is the prohibition on smoking within the facility premises strictly enforced?	✓		7.2.3.2 (B) & 9.4.10

Note: 1) Insert "NA" in both "Yes" and "No" columns of any items that are not applicable.

Form 6.3

Separation Distances from Containers to Buildings, Property Lines that can be Built upon, Inter-container Distances, and Aboveground Flammable or Combustible Storage Tanks

A #	B Container Size Range in gal (W.C.)	C Separation Between Property lines, important building or other property and the <u>nearest</u> container which is	D Minimum Distance (ft)	E Is the Facility compliant?		G NFPA 58 Section Reference (2004 Edition)
				Yes	No	
1	501 through 2,000	Above Ground	25	N/A	N/A	Table 6.3.1
		Underground or Mounded	10	N/A	N/A	
		Between containers	3	N/A	N/A	
2	2,001 through 30,000	Above Ground	50	N/A	N/A	
		Underground or Mounded	50	✓		
		Between containers	5	✓		
3	30,001 through 70,000	Above Ground	75	N/A	N/A	
		Underground or Mounded	50	N/A	N/A	
		Between containers	¼ sum of diameters of adjacent containers	N/A	N/A	
4	70,001 through 90,000	Above Ground	100	N/A	N/A	
		Underground or Mounded	50	N/A	N/A	
		Between containers	¼ sum of diameters of adjacent containers	N/A	N/A	
5	All sizes greater than 125 gal	Separation distance between a LP-Gas container and an above ground storage tank containing flammable or combustible liquids of flash points below 200 °F.	20	✓		6.4.5.4 and 6.4.5.5

Note: If any of the container sizes indicated in the above form are not present in the facility, enter "NA" in both Yes and No columns.

Form 6.4
Separation Distances between Points of Transfer and other Exposures

A #	B Type of Exposure within or outside the facility boundary		C Check if exposure is present	D Minimum Distance (ft)	E F Is the Facility compliant?		G NFPA 58 Section Reference (2004 Edition)
					Yes	No	
1	Buildings, mobile homes, recreational vehicles, and modular homes with fire-resistive walls			10			Section 6.5.3 Table 6.5.3
2	Buildings with other than fire resistive walls		✓	25	✓		
3	Building wall openings or pits at or below the level of the point of transfer			25			
4	Line of adjoining property that can be built upon		✓	25	✓		
5	Outdoor places of public assembly, including school yards, athletic fields, and playgrounds			50			
6	Public ways, including public streets, highways, thoroughfares, and sidewalks	From points of transfer in LP-Gas dispensing stations and at vehicle fuel dispensers.	✓	10	✓		
		From other points of transfer		25			
7	Driveways		✓	5	✓		
8	Mainline railroad track centerlines			25			
9	Containers other than those being filled		✓	10	✓		
10	Flammable and Class II combustible liquid dispensers and aboveground and underground containers			20			
11	Flammable and Class II combustible liquid dispensers and the fill connections of LPG containers			10			
12	LP-Gas dispensing device located close to a Class I liquid dispensing device.			10			6.22.4.33

NOTE: Place a checkmark in column C against an exposure that is present in or around the facility. Fill columns E or F for only those rows for which there is a checkmark in column C.

If the facility contains low emission transfer equipment (i.e., all equipment identified in Form 5.9 are installed and are in working order), then the minimum separation distances in column D of Form 6.4 can be reduced to one half of the indicated values.

If the containers in the LP-Gas facility are provided with SPECIAL PROTECTION MEASURES, then continue the analysis below. Otherwise skip section 6.4 and go to Chapter 7. Also see Chapter 9.

Form 6.5
Special Protection Measures – Requirements for Passive Systems

A #	B Special Protection Option	C Question	D The Facility will be compliant?		E NFPA 58 Section Reference (2004 Edition)
			Yes	No	
1	Container Insulation	Insulation provided on each of the containers?	N/A	N/A	6.23.5.1
		Insulation material complies with the requirements of section 6.23.5.1 of NFPA 58?	N/A	N/A	6.23.5.1 and 6.23.5.2
2	Mounding of containers	Each container in the facility is mounded?	✓		6.23.5.3
		Mounding complies with each requirement under section 6.23.5.3 of NFPA 58.	✓		6.23.5.3
3	Burying of containers	Each container in the facility is buried?	N/A	N/A	6.23.5.4
		Buried containers comply with each requirement under section 6.6.6.1 of NFPA 58.	N/A	N/A	6.6.6.1 & 6.23.5.4

Form 6.6
Special Protection Measures – Requirements for Active Systems

#	Special Protection Option	Question	Is the Facility compliant?		NFPA 58 Section Reference (2004 Edition)
			Yes	No	
1	Water spray systems	Are fixed water spray systems, complying with NFPA 15 ¹ requirements, used for each container in the facility?	N/A	N/A	6.23.6.1
		Do fire responsive devices actuate water spray system automatically?	N/A	N/A	6.23.6.2
		Can the water spray systems be actuated manually also?	N/A	N/A	6.23.6.2
2	Monitor nozzle systems	Are the monitor nozzles located and arranged so that the water stream can wet the surfaces of all containers exposed to a fire?	N/A	N/A	6.23.6.3
		Can the water stream from a monitor nozzle reach and wet the entire surface of, at least, one half of a length from one end of each of the containers it is designed to protect?	N/A	N/A	6.23.6.3
		Do fixed monitor nozzles comply with NFPA 15 ¹ requirements?	N/A	N/A	6.23.6.3
		Do fire responsive devices actuate the monitor nozzles?	N/A	N/A	6.23.6.3
		Can the monitor nozzles can be actuated manually also?	N/A	N/A	6.23.6.3

1. Refer to Chapter 8 for a discussion on NFPA 15 *Standard for Water Spray Fixed Systems for Fire Protection*

Form 6.7
Protection Against Vehicular Impact

#	System Protected	physical protection will be provided?		Type of physical protection installed
		Yes	No	
1	Storage containers	✓		Per Cal fire code section 312
2	Transfer stations	✓		Per Cal fire code section
3	Entry way into the plant	✓		Chain link fence and welded steel gates

Table 7.1
Distances to Various Types of Propane Hazards Under Different Release Models**

Model #	Details of the Propane Release Model Releases from or due to		Vapor Dispersion Distance to LFL (ft)	Explosion Hazard Distance (ft)	Fire Ball Radiation Distance (ft)
1A	Bobtail hose failure. Release of the entire inventory in the hose, quickly.	1" ID x 150 ft hose length	250	110	50
1B		1" ID x 120 ft hose length	230	103	45
1C		1" ID x 75 ft hose length	190	90	40
2	Release of the inventory in a transfer piping 1" x 30 ft + @ 20 gpm for 10 min., due to failed excess flow valve.		135	120	25
3	Release from the container pressure relief valve		No ignitable vapor concentration at ground level		
4	Release from a 1" ID x 150 ft transfer piping to a vaporizer and reduced flow from a partially open excess flow valve @ 20 gpm for 10 min.		250	120	50
5	Leak from a corrosion hole in a transfer pipe at a back pressure of 130 psig (corresponding to 80 °F) for 60 min. Hole size is 1/4" ID.		110	120	5
6	Release of the entire inventory in a 2" ID x 20 ft., transfer hose.		195	90	40
7	Transport hose blowdown: Hose size 2" ID, 20 ft length release for 3min., from a Transport after the tank is filled.		75	30	<5

** Results from models described in Appendix B. The results are rounded to the nearest 5 feet.

Form 7.1
Types of Occupancies⁽¹⁾ Near or Surrounding the LP-Gas Facility

Type of Occupancies	Model # from Table 7.1	Hazard Distance ⁽²⁾ (feet)	Is an Occupancy located within the hazard distance from the Facility?	
			Yes	No
Assembly Occupancies (Places of worship, Libraries, Theaters and Auditoriums, Food or Drink Bars, Sports Stadiums, Amusement Parks, Transportation Centers, etc. with 50 or more people).	1A & 6	250 & 195		✓
Institutional Occupancies (Elderly Persons Home or Nursing Home, Hospitals, Alcohol & Drug Rehabilitation Centers, Prisons)	1A & 6	250 & 195		✓
Educational Occupancies (Elementary Schools, Day Care facilities, etc).	1A & 6	250 & 195		✓

NOTES: (1) Different types of occupancies are defined in NFPA 5000

(2) Table 7.1 provides a number of scenarios that can result in propane release, and the resulting area exposed for different ignition mechanisms. Determine the scenarios that are applicable to the facility, for the quantities that can be released. Use the hose diameters and length that will be used at the facility if they differ from the ones in Table 7.1 and recalculate the hazard distances using a spreadsheet method that is available at npga.org. Some scenarios may not be applicable to an installation based on other mitigation measures taken, such as a hose management procedure to minimize the possibility of hose failure.

Form 7.2
Exposure to LP-Gas Facility from External Hazards

A	B	C	D
Item #	Type of Neighboring Operation	Hazard exists to the LP-Gas Facility	
		YES	NO
1	Petroleum and other hazardous material storage, wholesale dispensing, etc.		✓
2	Metal cutting, welding, and metal fabrication		✓
3	Industrial Manufacturing that can pose external hazards		✓
4	Ports, rail yards and trans-shipment terminals handling flammable and explosive materials.		✓
5	Other operations that may pose hazards (gasoline and other hazardous material dispensing stations, fertilizer storage, etc).		✓

NOTE: If a particular activity indicated in column B does not exist, fill both "Yes" and "No" columns with "N/A."

Where a "YES" has been checked in either Form 7.1 or Form 7.2:

- 1) For an existing facility, communicate this information to local emergency responders for inclusion in their emergency planning.
- 2) For a proposed facility, implement the actions indicated in Chapter 9.

Phillip O. Taylor
Registered Civil Engineer
CA License #13115

August 9, 2010

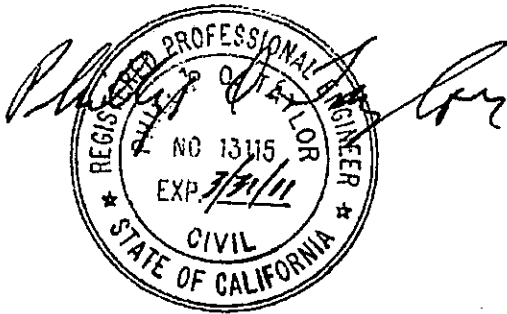
Scott & Associates
P.O. Box 144
Kingsburg, CA 93631

Subject: Fire Safety Analysis for KC Propane Facility

Gentlemen,

This is to advise that I approve of the subject Fire Safety Analysis as written and submitted. Please find attached a copy of said document bearing my signature and stamp.

Sincerely



APPROVAL
RIVERSIDE COUNTY FIRE DEPARTMENT

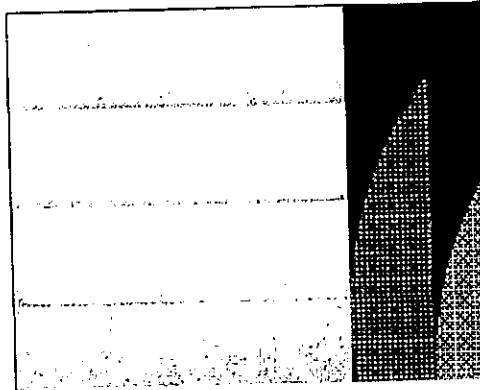
BY 
TODD LETTERMAN, AEM

DATE 8/22/10 CASE # 01P3489

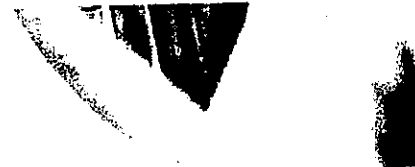
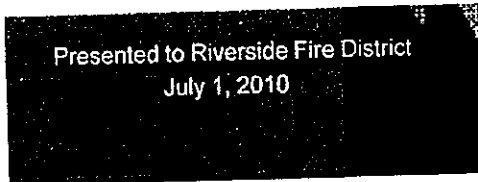
THE FIRE DEPT. APPROVAL FOR PLANS IS
VALID FOR ONE YEAR - SUBJECT TO
COMPLIANCE WITH APPLICABLE CODES

Fire Safety Analysis For KC Propane Facility

26352 Earthmover Circle
Corona, CA

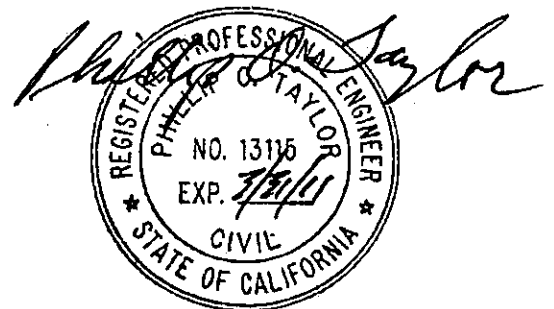


Propane in our Community



We are part of the community. Our employees live in the community and we provide services to customers in the area. We strive to be responsible stewards of the community and the environment

Prepared by
Scott & Associates
Kingsburg, Ca



Form 4.1

Initial Data on the LP-Gas Facility

A	B	C
Item #	Information Item	Data
1	Name of the LP-Gas Plant Owner or Operator	KC Propane
2	Contact Name:	Tom Forcona
3	Contact Telephone & Fax Numbers	(714) 240-6420
4	Contact Email Address	kepropane@sbcglobal.net
5	Mailing Address	Street 1: P.O. Box 17652
		Street 2:
		City, State, Zip: Anaheim, CA 92817

Form 4.2 Facility Storage Capacity

A	B	C	D
#	Individual Container Water Capacity (wc) (gallons)	Number of containers	Total Water Capacity (wc) of each container size (gallons)
1	500		
	1,000		
	2,000		
	4,000		
	10,000		
	18,000		
	30,000	3	90,000
	60,000		
	Other:		
	Other:		
2	Aggregate Water Capacity		90,000

- Notes:
- (1) Column D = Column B x Column C.
 - (2) Parked bobtails, transports and tank cars should not be considered for aggregate capacity calculations.
 - (3) Do not consider containers that are not connected for use.

Form 4.3
Additional Information on the LP-Gas Facility

Existing Facility; Built to NFPA 58 Edition _____ Proposed Facility

a) Name of the Facility (if applicable) KC Propane

b) Type of LP-Gas Facility Commercial Industrial Bulk Plant

c) Facility is located in Rural Area, Suburban Area, City Commercial Zone
 City Industrial Zone

d) Facility neighbors[§]: Agri. fields Commercial Bldgs. Flammable Liquids Storage
(Check all that apply) Industrial Activity (metal fabrication, cutting and welding, etc)
 Manufacturing Others (explain) _____

e) Geographic Location of Facility/Address: 26352 Earthmover Circle
Corona, CA
Parcel Number 391-480-013

f) Landmarks, if any: _____

g) LP-Gas liquid supply by: Bobtail Truck Transport Rail Tank Car
(Check all that apply) Pipeline

h) LP-Gas Distribution by: Bobtail Truck Transport Vapor Piping
(Check all that apply) Liquid Piping Dispensing or Vehicle Liquid fueling

i) Number of Vehicle Entrances: One Two More than two

j) Type of Access Roads to the Facility Rural City or Town Highway
(One check per line) Entrance 1 Dirt road Gravel road Paved
(One check per line) Entrance 2 Dirt road Gravel road Paved

k) Staff presence Not staffed Only during transfer operations
 Staffed always (24/7) Only during business hours
 Other (Explain) _____

l) Location and distances to Institutional Occupancies surrounding the facility, if any, within 250 ft from the facility boundary in the direction of the assets.

m) Overview plot plan of the facility attached? Yes No

§ All properties either abutting the LP-Gas facility or within 250 feet of the container or transfer point nearest to facility boundary.

Form 5.1

Compliance with Code Requirements for Appurtenances on Containers of 2,000 Gallons Water Capacity or Less

A	B	C		D	E
Container #	Service Configuration Sub Figure (in Figure 5-1)	Number of Product Release Control Appurtenances		Installed on the Container	NFPA 58 Section Reference (2004 edition)
		Required by NFPA 58 (applicable edition)			
1		N/A		N/A	5.7.7.1 and Table 5.7.7.1
2		N/A		N/A	
3		N/A		N/A	
4		N/A		N/A	
5		N/A		N/A	
6		N/A		N/A	

Form 5.2

Compliance with Code Requirements for Appurtenances on Containers Of water capacity 2001 gallons through 4,000 gallons Used in Residential and Commercial Facilities

A	B	C		D	E
Container #	Service Configuration Sub Figure (in Figure 5-1)	Number of Product Release Control Appurtenances		Installed on the Container	NFPA 58 Section Reference (2004 edition)
		Required by NFPA 58 (applicable edition)			
1		N/A		N/A	5.7.7.1 and Table 5.7.7.1
2		N/A		N/A	
3		N/A		N/A	
4		N/A		N/A	
5		N/A		N/A	
6		N/A		N/A	

Form 5.3
Compliance with Code Requirements for Appurtenances on Containers Having a
Water Capacity of 2,001 through 4,000 Gallons
Used in Bulk Plants and Industrial Plants

A	B		C	D	E		F	G
Container #	LP-Gas inlet to and outlet from the container**		Figure #	Total Number of Product Release Control Appurtenances				NFPA 58 Section Reference (2004 edition)
				Required by NFPA 58 (applicable edition)	Installed on the container			
1	Vapor	Inlet	5-2	N/A	N/A			See Table 5.7.7.3
		Outlet	5-3	N/A	N/A			
	Liquid	Inlet	5-4	N/A	N/A			
		Outlet	5-5	N/A	N/A			
2	Vapor	Inlet	5-2	N/A	N/A			
		Outlet	5-3	N/A	N/A			
	Liquid	Inlet	5-4	N/A	N/A			
		Outlet	5-5	N/A	N/A			
3	Vapor	Inlet	5-2	N/A	N/A			
		Outlet	5-3	N/A	N/A			
	Liquid	Inlet	5-4	N/A	N/A			
		Outlet	5-5	N/A	N/A			
4	Vapor	Inlet	5-2	N/A	N/A			
		Outlet	5-3	N/A	N/A			
	Liquid	Inlet	5-4	N/A	N/A			
		Outlet	5-5	N/A	N/A			

** If the container does not provide an opening for the specific function listed, enter 0 (zero) in columns E and F corresponding to that row.

Form 5.4

Compliance with Code Requirements for Appurtenances on Containers Having a Water Capacity Greater Than 4,000 Gallons Used in Bulk Plants and Industrial Plants

A	B	C	D	E	F	G
Container #	LP-Gas inlet to and outlet from the container**		Figure #	Total Number of Product Release Control Appurtenances		NFPA 58 Section Reference (2004 edition)
				Required by NFPA 58 (applicable edition)	Installed on the container	
1	Vapor	Inlet	5-2	1	1	See Table 5.7.7.3
		Outlet	5-3	1	1	
	Liquid	Inlet	5-6	1	1	
		Outlet	5-7	1	1	
2	Vapor	Inlet	5-2	1	1	
		Outlet	5-3	1	1	
	Liquid	Inlet	5-6	1	1	
		Outlet	5-7	1	1	
3	Vapor	Inlet	5-2	1	1	
		Outlet	5-3	1	1	
	Liquid	Inlet	5-6			
		Outlet	5-7			
4	Vapor	Inlet	5-2			
		Outlet	5-3			
	Liquid	Inlet	5-6			
		Outlet	5-7			

** If the container does not provide an opening for the specific function listed, enter 0 (zero) in columns E and F corresponding to that row.

If in Form 5.4 any one of the numbers in column F is less than the number in Column E of the corresponding row, these items must be addressed and brought into compliance with the specific edition of NFPA 58 that the facility was constructed to.

Form 5.5
Requirements for Transfer Lines of 1½-inch Diameter or Larger,
Liquid-into-Containers

A Item #	B Appurtenance (Either No. 1 or No. 2)**	C Appurtenance Provided with the Feature	D Will be Installed in the facility?		E NFPA 58 Section Reference (2004 edition)
			Yes	No	
1	Emergency Shutoff Valve (ESV) (Ref § 6.10.1)	Installed within 20 ft. of lineal pipe from the nearest end of the hose or swivel-type connections.	✓		6.10.2
		Automatic shutoff through thermal (fire) actuation with melting point of thermal element < 250 °F	✓		6.10.6
		Temperature sensitive element (fusible link) installed within 5 ft from the nearest end of the hose or swivel type piping connected to liquid transfer line.	✓		6.10.6
		Manual shutoff feature provided at ESV installed location.	✓		6.10.10 (1)
		Manual shutoff device provided at a remote location, not less than 25 ft., and not more than 100 ft. from the ESV.	✓		6.10.10 (2)
		An ESV is installed on each leg of a multi leg piping each of which is connected to a hose or a swivel type connection on one side and to a header of size 1½ inch in diameter or larger on the other side.	✓		6.10.5 6.16.2.6 (1)
		Breakaway stanchion is provided such that in any pull-away break will occur on the hose or swivel-type connection side while retaining intact the valves and piping on the plant side.	✓		6.10.8
2	Back flow Check Valve (BCK)**	Installed downstream of the hose or swivel-type connection	✓		6.10.8
		BCK is designed for this specific application.	✓		6.10.3 and 6.10.4
		A BCK is installed on each leg of a multi leg piping each of which is connected to a hose or a swivel type connection on one side and to a header of 1½ inch in diameter or larger on the other side.	✓		6.10.5
		Breakaway stanchion is provided such that in any pull-away break will occur on the hose or swivel-type connection side while retaining intact the valves and piping on the plant side.	✓		6.10.8

** The backflow check valve (BCK) is only permitted when flow is only into the container and shall have a metal-to-metal seat or a primary resilient seat with metal backup, not hinged with a combustible material.

Form 5.6
Requirements for Transfer Lines of 1½-inch Diameter or Larger,
Liquid Withdrawal From Containers

A	B	C	D	E	F
Item #	Appurtenance	Appurtenance Provided with the Feature	Will be Installed in the facility?		NFPA 58 Section Reference(2004 Edition)
			Yes	No	
1	Emergency Shutoff Valve (ESV) (Ref § 6.10.1)	Installed within 20 ft. of lineal pipe from the nearest end of the hose or swivel-type connections.	✓		6.10.2
		Automatic shutoff through thermal (fire) actuation with melting point of thermal element < 250 °F	✓		6.10.6
		Temperature sensitive element installed within 5 ft from the nearest end of the hose or swivel type piping connected to liquid transfer line.	✓		6.10.6
		Manual shutoff feature provided at E SV installed location.	✓		6.10.10 (1)
		Manual shutoff device provided at a remote location, not less than 25 ft., and not more than 100 ft. from the ESV.	✓		6.10.10 (2)
		An ESV is installed on each leg of a multi leg piping each of which is connected to a hose or a swivel type connection on one side and to a header of 1½ inch in diameter or larger on the other side.	✓		6.10.5 6.16.2.6 (1)
		Breakaway stanchion is provided such that in any pull-away break will occur on the hose or swivel-type connection side while retaining intact the valves and piping on the plant side.	✓		6.10.8
		Number of ESV's in liquid withdrawal service	1		

Note: If more than one ESV is installed in the facility, use one Form 5.6 for each ESV.

Form 5.7
Requirements for Vapor Transfer Lines 1¼-inch Diameter or Larger

A	B	C	D	E	F
Item #	Appurtenance	Appurtenance Provided with the Feature	Will be Installed in the facility?		NFPA 58 Section Reference (2004 edition)
			Yes	No	
1	Emergency Shutoff Valve (ESV) (Ref § 6.10.1)	Installed within 20 ft. of lineal pipe from the nearest end of the hose or swivel-type connections.	✓		6.10.2
		Automatic shutoff through thermal (fire) actuation with melting point of thermal element < 250 °F	✓		6.10.6
		Temperature sensitive element installed within 5 ft from the nearest end of the hose or swivel type piping connected to liquid transfer line.	✓		6.10.6
		Manual shutoff feature provided at E SV installed location.	✓		6.10.10 (1)
		Manual shutoff device provided at a remote location, not less than 25 ft., and not more than 100 ft. from the ESV.	✓		6.10.10 (2)
		An ESV is installed on each leg of a multi leg piping each of which is connected to a hose or a swivel type connection on one side and to a header of 1½ inch in diameter or larger on the other side.	✓		6.10.5 6.16.2.6 (1)
		Breakaway stanchion is provided such that in any pull-away break will occur on the hose or swivel-type connection side while retaining intact the valves and piping on the plant side.	✓		6.10.8

If a checkmark is made in the "No" column of any one of Form 5.5, Form 5.6 or Form 5.7, then these items must be addressed and brought into compliance with the specific edition of NFPA 58 that the facility was constructed to.

Form 5.8
Evaluation of Redundant Fail-Safe Design

A I t e m #	B Description		C Features	D Installed in the facility?		F NFPA 58 Section Reference (2004 edition)
				Yes	No	
1	Container Sizes for which the appurtenances are provided		Redundant Fail-Safe equipment and Low Emission transfer lines are provided for each container of water capacity 2,001 gal through 30,000 gal	✓		6.24.3 and 6.24.4
2	LIQUID OR VAPOR WITHDRAWAL (1-1/4 in. or larger)		Internal Valve with integral excess flow valve or excess flow protection	✓		6.24.3.1
			Positive Shutoff Valve installed as close as possible to the Internal Valve	✓		6.24.3.4
3	LIQUID OR VAPOR INLET		Internal Valve with integral excess flow valve or excess flow protection or Back Flow Check valve	✓		6.24.3.5
			Positive Shutoff Valve installed as close as possible to the Internal Valve or the back flow check valve	✓		6.24.3.5
4	Railcar Transfer	Flow Into or Out of Railroad tank car	Internal Valve installed in the transfer hose or the swivel-type piping at the tank car end	N/A	N/A	6.16.2.6 (1) and 6.24.4.1
		Flow Only into railroad tank car	Internal valve or backflow check valve installed in the transfer hose or the swivel-type piping at the tank car end	N/A	N/A	6.16.2.6 (2) and 6.24.4.1
5	Cargo Tank Transfer		Protection provided in accordance with 6.24.4.1	✓		6.24.4.1
6	Automatic closure of all primary valves (IV & ESV) in an Emergency		Actuated by Fire Detection	✓		6.24.4.2
			Actuated by a hose pull-away due to vehicle motion	✓		6.24.4.2
7	Manually operated remote shutdown of IV and ESV		Remote shutdown station within 15 ft of the point of transfer?	✓		6.24.4.3 (A)
			Another remote shutdown station between 25 ft and 100 ft of the transfer point?	✓		6.24.4.3 (B)
			Shutdown stations will shut down electrical power supply, if any, to the transfer equipment and primary valves?	✓		6.24.4.3
			Signs complying with the requirements of 6.24.4.3 (C) provided?	✓		6.24.4.3 (C)

Note: If the facility does not have a rail terminal, write the word NA in both the "Yes" column and the "No" column in item 4 of this Form in the railroad tank car row. Similar option is also available if there is no cargo tank vehicle transfer station.

Form 5.9
Evaluation of Low Emission Transfer Equipment

A I t e m #	B Description	C Features		D		E Installed in the facility?	F NFPA 58 Section Reference (2004 Edition)
				Yes	No		
				1	Transfer into Cylinders or ASME Containers on Vehicles		
2	Transfer into Stationary ASME Containers. Delivery valve and nozzle combination	During product transfer or post transfer uncoupling of the hose, liquid product volume released to the atmosphere	does not exceed 4 cc (0.24 in ³) from a hose of nominal size 1 in or smaller	N/A	N/A	6.24.5.1 (A)	
			does not exceed 15 cc (0.91 in ³) from a hose of nominal size larger than 1 in.	✓		6.24.5.2 (B)	
3	Transfer into Stationary ASME Containers Maximum filling limit	Do containers of less than 2,001 gal (w.c.) have an overfilling prevention device or another approved device?		N/A	N/A	6.24.5.2 (F)	
		Do containers of greater than 2,000 gal (w.c.) have a float gage or other non-venting device?		✓		6.24.5.2 (E)	
4	Transfer into Stationary ASME Containers Fixed Maximum Liquid Level gage	Not used during routine transfer operations but used to calibrate other non-venting liquid level gages in the container			✓	6.24.5.2 (C,D)	

Note: 1) If the facility does not have a particular feature described in the table, write "NA" in both the "Yes" and "No" columns corresponding to the row in item 2.

Form 6.1
Evaluation of Physical Protection and Other Measures

A #	B Item	C Features	D Will be Installed in the facility?		E NFPA 58 Section Reference (2004 Edition)
			Yes	No	
1	Lighting [‡]	Provide lighting For nighttime operations to illuminate storage containers, container being loaded, control valves, and other equipment	✓		6.16.6
2	Vehicle impact protection	Protection against vehicular (traffic) impacts on containers, transfer piping and other appurtenances is designed and provided commensurate with the size of vehicles and type of traffic in the facility. (Example protection systems include but not limited to (1) Guard rails, (2) Steel bollards or crash posts, (3) Raised sidewalks.	✓		6.8.3.10 and 6.17.3.2
3	Protection against corrosion	Provide protection against corrosion where piping is in contact with supports or corrosion causing substances.	✓		6.8.3.11 and 6.21.5.1(K)
Complete only 4A or 4B					
4A	Perimeter Fence	Is an industrial type or chain link fence of at least 6 ft high or equivalent protection provided to enclose (all around) container appurtenances, pumping equipment, loading and unloading and container filling facilities?	✓		6.16.5.2
		Are at least two means of emergency accesses (gates) from the enclosure provided? NOTE: Write "N.A." (not applicable) if (i) The area enclosed is less than 100 ft ² , or (ii) The point of transfer is within 3 ft of the gate, or containers are not filled within the enclosure	N/A	N/A	6.16.5.2 (A)
		Is a clearance of, at least, 3 feet all around to allow emergency access to the required means of egress been provided?	✓		6.16.5.2 (B)
	Guard Service	If a guard service is provided, does this service cover the LP-Gas plant and are the guard personnel provided with appropriate LP-Gas related training, per section 4.4 of NFPA 58?	N/A	N/A	6.16.5.2 (C, D)
4B	Lock-in-Place devices	Are Lock-in-Place devices provided to prevent unauthorized use or operation of any container appurtenance, system valves, or equipment in lieu of the fence requirements above?	✓		6.16.5.2 (E)

Note: Fill only items 1, 2, 3, and 4A or 4B. Indicate with "NA" when not filling the "Yes" or "No" column.
[‡] Indicate with "NA" if the facility is not operated at night.

Form 6.2 Ignition Source Control Assessment

A #	B Ignition Control Requirement	C Is the Facility compliant?		D NFPA 58 Section Reference (2004 Edition)
		Yes	No	
1	Are combustible materials, weeds and tall grass not closer than 10 ft. from each container?	✓		6.4.5.2
2	Is a distance at least 20 ft. provided between containers and tanks containing flammable liquids with flash point less than 200 °F (ex., gasoline, diesel)?	No storage on site		6.4.5.3
3	Are electrical equipment and wiring installed per Code requirements?	✓		6.20.2
4	Is open flame equipment located and used according to Code?	No open flame on site		6.20.3
5	Are ignition control procedures and requirements during liquid transfer operations complied with.?	✓		7.2.3.2
6	Is an approved, portable, dry chemical fire extinguisher of minimum capacity 18 Lbs. and having a B:C rating provided in the facility?	✓		6.23.4.2
7	Is an approved, portable, dry chemical fire extinguisher of minimum capacity 18 Lbs. and having a B:C rating provided on each truck or trailer used to transport portable containers?	✓		9.4.7
8	Is the prohibition on smoking within the facility premises strictly enforced?	✓		7.2.3.2 (B) & 9.4.10

Note: 1) Insert "NA" in both "Yes" and "No" columns of any items that are not applicable.

Form 6.3

Separation Distances from Containers to Buildings, Property Lines that can be Built upon, Inter-container Distances, and Aboveground Flammable or Combustible Storage Tanks

A #	B Container Size Range in gal (W.C.)	C Separation Between Property lines, important building or other property and the <u>nearest</u> container which is	D Minimum Distance (ft)	E Is the Facility compliant?		G NFPA 58 Section Reference (2004 Edition)
				Yes	No	
1	501 through 2,000	Above Ground	25	N/A	N/A	Table 6.3.1
		Underground or Mounded	10	N/A	N/A	
		Between containers	3	N/A	N/A	
2	2,001 through 30,000	Above Ground	50	N/A	N/A	
		Underground or Mounded	50	✓		
		Between containers	5	✓		
3	30,001 through 70,000	Above Ground	75	N/A	N/A	
		Underground or Mounded	50	N/A	N/A	
		Between containers	¼ sum of diameters of adjacent containers	N/A	N/A	
4	70,001 through 90,000	Above Ground	100	N/A	N/A	
		Underground or Mounded	50	N/A	N/A	
		Between containers	¼ sum of diameters of adjacent containers	N/A	N/A	
5	All sizes greater than 125 gal	Separation distance between a LP-Gas container and an above ground storage tank containing flammable or combustible liquids of flash points below 200 °F.	20	✓		6.4.5.4 and 6.4.5.5

Note: If any of the container sizes indicated in the above form are not present in the facility, enter "NA" in both Yes and No columns.

Form 6.4
Separation Distances between Points of Transfer and other Exposures

A #	B Type of Exposure within or outside the facility boundary		C Check if exposure is present	D Minimum Distance (ft)	E Is the Facility compliant?		G NFPA 58 Section Reference (2004 Edition)
					Yes	No	
1	Buildings, mobile homes, recreational vehicles, and modular homes with fire-resistive walls			10			Section 6.5.3 Table 6.5.3
2	Buildings with other than fire resistive walls		✓	25	✓		
3	Building wall openings or pits at or below the level of the point of transfer			25			
4	Line of adjoining property that can be built upon		✓	25	✓		
5	Outdoor places of public assembly, including school yards, athletic fields, and playgrounds			50			
6	Public ways, including public streets, highways, thoroughfares, and sidewalks	From points of transfer in LP-Gas dispensing stations and at vehicle fuel dispensers.	✓	10	✓		
		From other points of transfer		25			
7	Driveways		✓	5	✓		
8	Mainline railroad track centerlines			25			
9	Containers other than those being filled		✓	10	✓		
10	Flammable and Class II combustible liquid dispensers and aboveground and underground containers			20			
11	Flammable and Class II combustible liquid dispensers and the fill connections of LPG containers			10			
12	LP-Gas dispensing device located close to a Class I liquid dispensing device.			10			6.22.4.33

NOTE: Place a checkmark in column C against an exposure that is present in or around the facility. Fill columns E or F for only those rows for which there is a checkmark in column C.

If the facility contains low emission transfer equipment (i.e., all equipment identified in Form 5.9 are installed and are in working order), then the minimum separation distances in column D of Form 6.4 can be reduced to one half of the indicated values.

If the containers in the LP-Gas facility are provided with SPECIAL PROTECTION MEASURES, then continue the analysis below. Otherwise skip section 6.4 and go to Chapter 7. Also see Chapter 9.

Form 6.5
Special Protection Measures – Requirements for Passive Systems

A #	B Special Protection Option	C Question	D The Facility will be compliant?		E NFPA 58 Section Reference (2004 Edition)
			Yes	No	
1	Container Insulation	Insulation provided on each of the containers?	N/A	N/A	6.23.5.1
		Insulation material complies with the requirements of section 6.23.5.1 of NFPA 58?	N/A	N/A	6.23.5.1 and 6.23.5.2
2	Mounding of containers	Each container in the facility is mounded?	✓		6.23.5.3
		Mounding complies with each requirement under section 6.23.5.3 of NFPA 58.	✓		6.23.5.3
3	Burying of containers	Each container in the facility is buried?	N/A	N/A	6.23.5.4
		Buried containers comply with each requirement under section 6.6.6.1 of NFPA 58.	N/A	N/A	6.6.6.1 & 6.23.5.4

Form 6.6
Special Protection Measures – Requirements for Active Systems

#	Special Protection Option	Question	Is the Facility compliant?		NFPA 58 Section Reference (2004 Edition)
			Yes	No	
1	Water spray systems	Are fixed water spray systems, complying with NFPA 15 ¹ requirements, used for each container in the facility?	N/A	N/A	6.23.6.1
		Do fire responsive devices actuate water spray system automatically?	N/A	N/A	6.23.6.2
		Can the water spray systems be actuated manually also?	N/A	N/A	6.23.6.2
2	Monitor nozzle systems	Are the monitor nozzles located and arranged so that the water stream can wet the surfaces of all containers exposed to a fire?	N/A	N/A	6.23.6.3
		Can the water stream from a monitor nozzle reach and wet the entire surface of, at least, one half of a length from one end of each of the containers it is designed to protect?	N/A	N/A	6.23.6.3
		Do fixed monitor nozzles comply with NFPA 15 ¹ requirements?	N/A	N/A	6.23.6.3
		Do fire responsive devices actuate the monitor nozzles?	N/A	N/A	6.23.6.3
		Can the monitor nozzles can be actuated manually also?	N/A	N/A	6.23.6.3

1. Refer to Chapter 8 for a discussion on NFPA 15 Standard for Water Spray Fixed Systems for Fire Protection

Form 6.7
Protection Against Vehicular Impact

#	System Protected	physical protection will be provided?		Type of physical protection installed
		Yes	No	
1	Storage containers	✓		Per Cal fire code section 312
2	Transfer stations	✓		Per Cal fire code section
3	Entry way into the plant	✓		Chain link fence and welded steel gates

Table 7.1
Distances to Various Types of Propane Hazards Under Different Release Models**

Model #	Details of the Propane Release Model Releases from or due to		Vapor Dispersion Distance to LFL (ft)	Explosion Hazard Distance (ft)	Fire Ball Radiation Distance (ft)
1A	Bobtail hose failure. Release of the entire inventory in the hose, quickly.	1" ID x 150 ft hose length	250	110	50
1B		1" ID x 120 ft hose length	230	103	45
1C		1" ID x 75 ft hose length	190	90	40
2	Release of the inventory in a transfer piping 1" x 30 ft + @ 20 gpm for 10 min., due to failed excess flow valve.		135	120	25
3	Release from the container pressure relief valve		No ignitable vapor concentration at ground level		
4	Release from a 1" ID x 150 ft transfer piping to a vaporizer and reduced flow from a partially open excess flow valve @ 20 gpm for 10 min.		250	120	50
5	Leak from a corrosion hole in a transfer pipe at a back pressure of 130 psig (corresponding to 80 °F) for 60 min. Hole size is 1/4" ID.		110	120	5
6	Release of the entire inventory in a 2" ID x 20 ft., transfer hose.		195	90	40
7	Transport hose blowdown: Hose size 2" ID, 20 ft length release for 3min., from a Transport after the tank is filled.		75	30	<5

** Results from models described in Appendix B. The results are rounded to the nearest 5 feet.

Form 7.1
Types of Occupancies⁽¹⁾ Near or Surrounding the LP-Gas Facility

Type of Occupancies	Model # from Table 7.1	Hazard Distance ⁽²⁾ (feet)	Is an Occupancy located within the hazard distance from the Facility?	
			Yes	No
Assembly Occupancies (Places of worship, Libraries, Theaters and Auditoriums, Food or Drink Bars, Sports Stadiums, Amusement Parks, Transportation Centers, etc. with 50 or more people).	1A & 6	250 & 195		✓
Institutional Occupancies (Elderly Persons Home or Nursing Home, Hospitals, Alcohol & Drug Rehabilitation Centers, Prisons)	1A & 6	250 & 195		✓
Educational Occupancies (Elementary Schools, Day Care facilities, etc).	1A & 6	250 & 195		✓

NOTES: (1) Different types of occupancies are defined in NFPA 5000

(2) Table 7.1 provides a number of scenarios that can result in propane release, and the resulting area exposed for different ignition mechanisms. Determine the scenarios that are applicable to the facility, for the quantities that can be released. Use the hose diameters and length that will be used at the facility if they differ from the ones in Table 7.1 and recalculate the hazard distances using a spreadsheet method that is available at npga.org. Some scenarios may not be applicable to an installation based on other mitigation measures taken, such as a hose management procedure to minimize the possibility of hose failure.

Form 7.2
Exposure to LP-Gas Facility from External Hazards

A	B	C	D
Item #	Type of Neighboring Operation	Hazard exists to the LP-Gas Facility	
		YES	NO
1	Petroleum and other hazardous material storage, wholesale dispensing, etc.		✓
2	Metal cutting, welding, and metal fabrication		✓
3	Industrial Manufacturing that can pose external hazards		✓
4	Ports, rail yards and trans-shipment terminals handling flammable and explosive materials.		✓
5	Other operations that may pose hazards (gasoline and other hazardous material dispensing stations, fertilizer storage, etc).		✓

NOTE: If a particular activity indicated in column B does not exist, fill both "Yes" and "No" columns with "N/A."

Where a "YES" has been checked in either Form 7.1 or Form 7.2:

- 1) For an existing facility, communicate this information to local emergency responders for inclusion in their emergency planning.
- 2) For a proposed facility, implement the actions indicated in Chapter 9.

Form 8.1
Data on the Responding Fire Department

A	B	C
Item #	<u>Data Item</u>	Data Entry
1	Name of the Fire Department (FD).	Riverside County
2A	Name of the person in the FD assisting with the data acquisition.	Fae Crile
2B	Position of the person in the FD assisting with the data acquisition.	engineer
3A	Date on which FD data was collected.	July 10, 2010
3B	Name of the person collecting the data.	Steve Rawlings
4	Number of firefighters on duty at any time.	3
5	Average number of firefighters available for response.	23
6A	Number of firefighters qualified to	"Firefighter I" level.
6B		"Firefighter II" level.
7A	Number of firefighters who would	respond on the first alarm to the facility.
7B		respond on the first alarm and who are qualified to the operations level requirements of NFPA 472 or local requirements
7C		respond on the first alarm with specific knowledge and training on the properties of LP-Gas and LP-Gas fires.
8A	Number of fire apparatus that have the capability to deploy a 125 gpm hose line supplied by onboard water for at least 4 minutes, and	that are in service in the department.
8B		that would respond on a first alarm.

Form 8.3

Water Flow Rate and Total Water Volume Required to Cool Containers Exposed to a Fire

A	B	C	D	E	F	G	H
Item #	ASME Container Size (gallons)	Total Surface Area of each Container ¹ (ft ²)	Surface Area of each container to be Cooled (ft ²)	Water flow rate required per container (gpm)	Number of containers of the size indicated	Total Water flow rate required ‡ (gpm)	Total volume of water required for 10 min (gal)
1	500	86	43	10.8			
	1,000	172	86	21.5			
	2,000	290	145	36.3			
	4,000	374	187	46.8			
	6,500	570	285	71.3			
	9,200	790	395	98.8			
	12,000	990	495	123.8			
	18,000	1,160	580	145.0			
	30,000	1,610	805	201.3	3	603.9	6039
	45,000	2,366	1,183	295.8			
	60,000	3,090	1,545	386.3			
	90,000	4,600	2,300	575.0			
	Other Size						
2a	Calculated water flow rate for container protection					603.9	6039
2b	Water flow rate rounded up to nearest multiple of 125					625	6250
3	Water for firefighter protection, if required					250	2500
4	Total water flow rate and volume					875	8750

Note: Column D = (1/2) x Column C
 Column G = Column F x Column E
 Column E = 0.25 (gpm/ft²) x Column D;
 Column H = 10 x Column G
 Line 2a, Column G and Column H are the sum of numbers in each row above line 2 of each column.
 Line 4, Column G and Column H are the sum of numbers in rows 2 and 3.

‡ Consider only 3 containers for water supply evaluations even if the number of containers in a group is more than 3.

1 ASME container dimensions obtained from

The total water requirement for the facility is indicated in item 4, column G (water flow rate) and column H (total water volume or quantity) of Form 8.3. If multiple groups of containers are present in the facility, repeat the calculations in Form 8.3 for each group of containers. The total water requirement for the facility is the largest value for any single group of containers.

Form 8.4
Evaluation of Water Availability in or Near the LP-Gas Facility

A	B	C	D		
Item #	Water from...	Available?	Quantitative information		
1	Public supply or from another piped-in supply through one or more fire hydrants in or near the facility	X Yes <input type="checkbox"/> No	Hydrant data	Distance from Facility gate (feet)	Available water flow rate from all hydrants ⁽¹⁾ (gpm)
			Hydrant 1	90	1418.3
			Hydrant 2		
			Hydrant 3		
2	A nearby static water source (stream, pond, lake, etc).	X Yes <input type="checkbox"/> No	Distance to water source = 1.5 Miles Time to set up relay = _____ min. Rate of delivery = _____ gpm		
3	Only through mobile water tanker shuttle.	<input type="checkbox"/> Yes X No	Time to set up shuttle = _____ min. Sustainable flow rate = _____ gpm		

NOTE: (1) Obtain the flow rate in each hydrant from the local municipal water authority or the entity that supplies water to the hydrant or conduct a test to determine total available flow rate.

- 1. For an existing facility, communicate this information to local responders for inclusion in their emergency planning.**
- 2. For a proposed new facility, refer to Chapter 9**

Form 9.1
Analysis Summary on Product Control and Local Conditions of Hazard

A	B	C	D	E
Item #	CHAPTER Title	Section & Title	Reference FORM #	Number of "NO" checked [§]
1	Product Control Measures in Containers & Transfer Piping	5.1: Product Control in Containers	5.1 or 5.2 or 5.3 or 5.4	0
		5.2 Product Control in Transfer Piping	5.5	0
			5.6	0
			5.7	0
			5.8	0
			5.9	0
2	Analysis of Local Conditions of Hazard	6.1 Physical Protection Measures	6.1	0
		6.2 Ignition Source Control	6.2	0
		6.3.1 Separation distances; Container and outside exposures	6.3	0
		6.3.2 Separation distances; Transfer points and outside exposures	6.4	0
		6.4 Special Protection Measures	6.5	0
		6.6	0	

§ The number of "No" for Forms from Chapter 5 are the difference between NFPA 58-2004 required number of appurtenances and a lesser number actually installed on the container or the transfer piping.

If in any row of column E ("No") of Form 9.1, the entry number is greater than zero, the proposed LP-Gas facility is not in compliance with the 2004 NFPA 58 Code requirements for product control appurtenances or other safety measures. The design of the proposed facility must be modified to conform to the Code requirements. In addition, the following items should be noted.

- If there are any "No" checks in Form 6.3, then the separation distance requirements for containers are not satisfied. An option that may be considered is the reduction in separation distance to 10 feet for underground and mounded containers by providing "Redundant and Fail-Safe Product Control Measures." In this case, complete Form 9.4, below to ensure that each requirement of "Redundant and Fail-Safe Product Control Measures" is provided.
- If there are any "No" checks in Form 6.4, then the separation distance requirements for transfer points are not satisfied. In this case, relocate the transfer points so that the separation distances conform to the code requirements or provide the Low Emission Transfer Equipment. Complete Form 9.5 below and ensure that all requirements for Low Emission Transfer Equipment are fulfilled.

Form 9.2
Analysis Summary on Exposure from and to the LP-Gas Facility

A	B	C	D	E
Item #	CHAPTER Title	Section & Title	Reference FORM #	Number of "YES" checked
1	Exposure to and from Other Properties	7.1 Exposure to off-site properties and persons from in-plant propane releases	7.1	0
		7.2 Exposure to propane facility from external events.	7.2	0

If the entry number in column E ("Yes"), Form 9.2 corresponding to Form 7.1 is greater than zero, consider one or more of the following design alternatives.

- 1 Consider moving the container or the transfer point to a different location, if possible and space exists, so that the property or the person is beyond the hazard distance.
- 2 Provide "Redundant and Fail-safe Product Control Measures". Complete Form 9.4 to ensure compliance.
- 3 Institute other technical measures such as installing gas and flame detectors (connected to facility shut down systems), sounding alarm outside facility premises, etc.
- 4 Institute administrative controls such as additional training for personnel, more frequent inspection of hoses and transfer piping, etc.

If the entry number in column E ("Yes"), Form 9.2 corresponding to Form 7.2 is greater than zero, consider one or more of the following design alternatives.

- 1 Implement procedures to monitor neighboring activity.
- 2 Install means in the adjacent plant to shut down the LP-Gas plant in case emergency in that plant.

Form 9.3
Analysis Summary on Fire Department Evaluations

A	B	C	D	E	F
Item #	CHAPTER Title	Section & Title	Reference FORM #	Number "zeros" entered in Column C, Lines 6 through 8 of Form 8.1	Number of "Yes" checked in Column C of Form 8.4
1	Fire department capability, adequacy of water supply and Emergency Planning	8.1 Data on the Fire Department	8.1	0	
2		8.2 Fire response water needs and availability	8.4		1

If the entry number in row 1, Column E of Form 9.3 is greater than zero, consider one or more of the following design alternatives.

- 1 Discuss with the local Fire Department the needs of the LP-Gas facility and the evaluation results on the capability and training inadequacies of the Department.
- 2 Consider developing a cadre of personnel within the LP-Gas facility to respond to emergencies.
- 3 Institute a container special protection system based on active protection approaches or passive approaches. Complete Form 9.6 and Form 9.7 below.

If the entry number in row 2, Column F of Form 9.3 is equal to zero, consider one or more of the following design alternatives.

- 1 Provide special protection (other than water spray or monitor systems) to containers, satisfying the requirements of section 6.23.5 of NFPA Code, 2004 edition. Complete Form 9.6 to ensure compliance.
- 2 Consider implementing the various options indicated in Table 9.1.

Form 9.4
Redundant and Fail-Safe Design for Containers

A Item #	B Description		C Features	D Proposed for the facility?		E NFPA 58 Section Reference (2004 Edition)
				Yes	No	
1	Container Sizes for which the appurtenances are provided		Redundant Fail-Safe equipment and Low Emission transfer lines are provided for <u>each</u> container of water capacity 2,001 gal to 30,000 gal	✓		6.24.4 and 6.24.5
2	Liquid or Vapor Withdrawal (1-1/4 in. or larger)		Internal Valve with integral excess flow valve or excess flow protection	✓		6.24.3.1
			Positive Shutoff Valve installed as close as possible to the Internal Valve	✓		6.24.3.4
3	Liquid or Vapor Inlet		Internal Valve with integral excess flow valve or excess flow protection or Back Flow Check valve	✓		6.24.3.5
			Positive Shutoff Valve installed as close as possible to the Internal Valve or the back flow check valve	✓		6.24.3.5
4	Railcar Transfer	Flow Into or Out of Railroad tank car	Emergency Shutoff Valve installed in the transfer hose or the swivel-type piping at the tank car end.	N/A	N/A	6.16.2.6 (1) and 6.24.4.1
		Flow Only Into railroad tank car	Emergency shutoff valve or backflow check valve installed in the transfer hose or the swivel-type piping at the tank car end.	N/A	N/A	6.16.2.6 (2) and 6.24.4.1
5	Cargo Tank Transfer		Protection provided in accordance with 6.24.4.1	✓		6.24.4.1
6	Automatic closure of all primary valves (IV & ESV) in an Emergency		By fire actuation	✓		6.24.4.2
			In the event of a hose pull-away due to vehicle motion	✓		6.24.4.2
7	Manually operated remote shutdown of IV and ESV		Remote shutdown station within 15 ft of the point of transfer?	✓		6.24.4.3 (A)
			Another remote shutdown station between 25 ft and 100 ft of the transfer point?	✓		6.24.4.3 (B)
			Shutdown stations will shut down electrical power supply, if any, to the transfer equipment and primary valves?	✓		6.24.4.3
			Signs complying with the requirements of 6.24.4.3 (C) (c) provided?	✓		6.24.4.3 (C)

Note: If your facility does not have a rail terminal, write the word NA in both the "Yes" column and the "No" column in item 4 of the form in the railroad tank car row. Similar option is also available if there is no cargo tank vehicle transfer station.

Form 9.5
Evaluation of Low Emission Transfer Equipment

A Item #	B Description	C Features		D Proposed for the facility?		F NFPA 58 Section Reference (2004 Edition)
				Yes	No	
1	Transfer into Cylinders or ASME Containers on Vehicles	Delivery Nozzle and Filer Valve- Max. Liquid Release after transfer of 4 cc.	Fixed Maximum Liquid Level Gauge not used during transfer operations	N/A	N/A	6.24.5.1 (B)
2	Transfer into Stationary ASME Containers Delivery valve and nozzle combination	During product transfer or post transfer uncoupling of the hose, liquid product volume released to the atmosphere	Does not exceed 4 cc (0.24 in ³) from a hose of nominal size 1 in or smaller	N/A	N/A	6.24.5.2 (A)
			Does not exceed 15 cc (0.91 in ³) from a hose of nominal size larger than 1 in.	✓		6.24.5.2 (B)
3	Transfer into Stationary ASME Containers Maximum filling limit	Do containers less than 2,001 gal (w.c.) have an overfilling prevention device or another approved device?		N/A	N/A	6.24.5.2 (F)
		Do containers greater than 2,000 gal (w.c.) have a float gage or other non-venting device?		✓		6.24.5.2 (E)
4	Transfer into Stationary ASME Containers Fixed Maximum Liquid Level gauge	Not used during routine transfer operations but may be used in calibrating other non-venting liquid level gauges in the container			✓	6.24.5.2 (C,D)

Note: If the facility does not have a particular feature described in the table, write "NA" in both the "Yes" and "No" columns corresponding to its row in item 2.

Form 9.6
Special Protection Measures –Passive Systems

A Item #	B Special Protection Option	C Question	D Proposed for the facility?		E NFPA 58 Section Reference (2004 Edition)
			Yes	No	
1	Container Insulation	Insulation provided on each of the containers?	N/A	N/A	6.23.5.1
		Insulation material complies with the requirements of section 6.23.5.1 of NFPA 58?	N/A	N/A	6.23.5.1 and 6.23.5.2
2	Mounding of containers	Each container in the facility is mounded?	✓		6.23.5.3
		Mounding complies with each requirement under section 6.23.5.3 of NFPA 58.	✓		6.23.5.3
3	Burying of containers	Each container in the facility is buried?	N/A	N/A	6.23.5.4
		Buried containers comply with each requirement under section 16.6.6.1 of NFPA 58.	N/A	N/A	6.6.6.1 & 6.23.5.4

Form 9.7
Special Protection Measures –Active Systems

Item #	Special Protection Option	Question	Is the Facility compliant?		NFPA 58 Section Reference (2004 Edition)
			Yes	No	
1	Water spray systems	Are fixed water spray systems, complying with NFPA 15 requirements, used for each container in the facility?	N/A	N/A	6.23.6.1
		Do fire responsive devices actuate water spray system automatically?	N/A	N/A	6.23.6.2
		Can the water spray systems be actuated manually also?	N/A	N/A	6.23.6.2
2	Monitor nozzle systems	Are the monitor nozzles located and arranged so that the water stream can wet the surfaces of all containers exposed to a fire?	N/A	N/A	6.23.6.3
		Can the water stream from a monitor nozzle reach and wet the entire surface of, at least, one half of a length from one end of each of the containers it is designed to protect?	N/A	N/A	6.23.6.3
		Do fixed monitor nozzles comply with NFPA 15 requirements?	N/A	N/A	6.23.6.3
		Do fire responsive devices actuate the monitor nozzles?	N/A	N/A	6.23.6.3
		Can the monitor nozzles can be actuated manually also?	N/A	N/A	6.23.6.3

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: *[Handwritten Signature]* Date: _____

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): *[Handwritten Signature]*
(All owners must sign) *(Note: Written authority may be attached)*

(Note: Written authority may be attached) *see attached*

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 391-480-013
- 2. Section: 16,17 Township: T55 Range: RSW
- 3. Approximate Gross Acreage: 2.17
- 4. General Location: (street address, cross streets) North of: I-15
South of: TEMESCAL CYN RD. East of: I-15 West of: TEMESCAL CYN. RD
- 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.

PROJECT INFORMATION:

- 1. Proposal (Describe Project): LPG DISTRIBUTION FACILITY
- 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: _____ (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? 1.5 mile # of feet or miles

PORTABLE TOILET

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? 0

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) _____ 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: _____

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.

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

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:

CONDITIONAL USE PERMIT NO. 3439 – Intent to Adopt a Mitigated Negative Declaration – Applicant: Ottavio and Marie Forcone – Engineer: O’Malley Engineering Corporation – First Supervisorial District – Alberhill Zoning District - Elsinore Area Plan – Community Development: Light Industrial (CD: LI) (0.25 – 0.60 Floor Area Ratio) – Location: northeast of I-15 Freeway and southwest of Temescal Canyon Road within the Elsinore Area Plan – 1.59 gross acres – Zoning: Manufacturing-Service Commercial (M-SC) **REQUEST:** Is a proposal to develop a Liquid Propane Gas (LPG) distribution facility on 1.59 gross acres consisting of three (3) 30,000 gallon liquid propane tanks, a 2,400 square-foot manufactured mobile office trailer, seven (7) standard parking spaces, and one (1) disabled accessible parking space. – APN: 391-480-013. (Quasi-judicial)

TIME OF HEARING: 9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING: March 23, 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, Wendell Bugtai, at 951-955-2419 or email wbugtai@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: Wendell Bugtai
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM
CUP03439
APN's 391-480-013

I, Mickey Zolezio, certify that on
(Print Name)

1/25/2011 the attached property owners list
(Date)

was prepared by County of Riverside / GIS
(Print Company or Individual's Name)

Distance Buffered : 1800'

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: Mickey Zolezio

TITLE/REGISTRATION Senior GIS Analyst

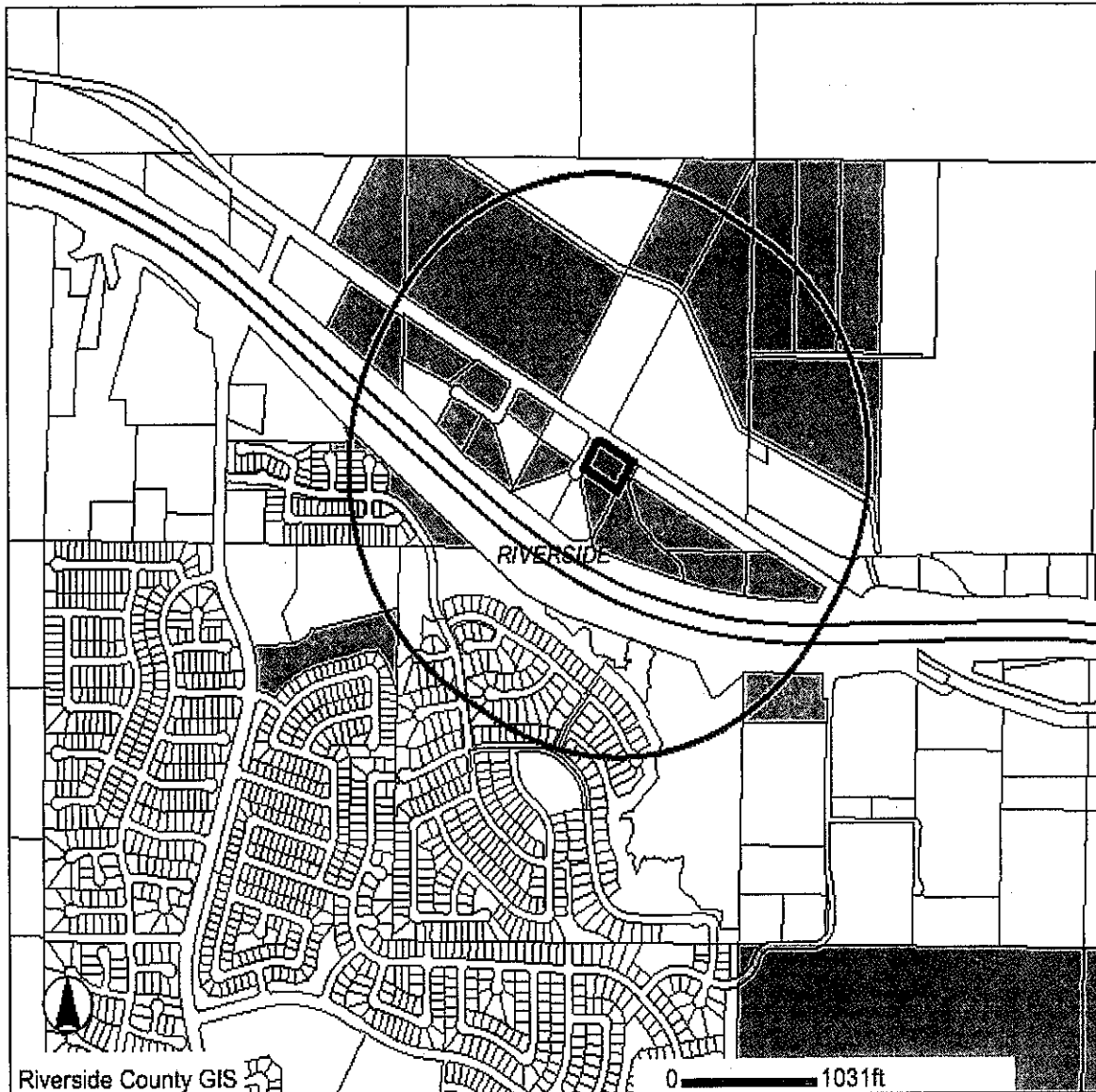
ADDRESS: 4080 Lemon St. 2nd Floor

Riverside, CA 92501

TELEPHONE (8 a.m. – 5 p.m.): (951) 955-4649

✓ 1/20/11 
Expires: 7/25/2011

CUP03439

**Selected parcel(s):**

391-100-001 391-100-040 391-100-043 391-110-001 391-110-003 391-110-006 391-120-002
391-120-017 391-120-018 391-120-019 391-140-020 391-150-019 391-150-027 391-480-001
391-480-004 391-480-005 391-480-007 391-480-009 391-480-012 391-480-013 391-480-014
391-480-015 391-480-016 391-480-020

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.

MAP PRINTED ON...01/25/2011

APN: 391100001, ASMT: 391100001
ACKER STONE INDUSTRIES
C/O LYNN MCALISTER
13296 TEMESCAL CANYON RD
CORONA CA 92883

APN: 391480010, ASMT: 391480010
EARTHMOVER CIRCLE
C/O RONALD C SMIT
205 W BRISTOL LN
ORANGE CA 92886

APN: 391150027, ASMT: 391150027
BFW CORONA
C/O CENTENNIAL FUNDING CORP
1131 E MAIN ST STE 207B
TUSTIN CA 92780

APN: 391120015, ASMT: 391120015
EVMWD
P O BOX 3000
LAKE ELSINORE CA 92531

APN: 391480009, ASMT: 391480009
BYRON K RAMUSSEN, ETAL
C/O WADE RASMUSSEN
3250 RANCHO DEL MONICO RD
COVINA CA 91724

APN: 391140020, ASMT: 391140020
HORSETHIEF CANYON RANCH MAINTENANCE
C/O THE PRESLEY COMPANIES
22659 OLD CANAL RD
YORBA LINDA CA 92687

APN: 391480014, ASMT: 391480014
CORONA PROP CORP
2550 S SANTA FE AVE
VISTA CA 92084

APN: 391110007, ASMT: 391110007
J DERUYTER, ETAL
1136 HUMMINGBIRD LN
CORONA CA 92882

APN: 391480006, ASMT: 391480006
DAVID A BEADOR, ETAL
P O BOX 1
CORONA DEL MAR CA 92625

APN: 391480005, ASMT: 391480005
KOREY CHIRKANIAN, ETAL
26330 LESTER CIR
CORONA CA. 92883

APN: 391110005, ASMT: 391110005
DAVID A BEADOR, ETAL
C/O BEADOR CONST CO
26320 LESTER CIR
CORONA CA 92883

APN: 391480004, ASMT: 391480004
LEONARD SAVALA
16402 CONSTRUCTION CIR E
IRVINE CA 92606

APN: 391100040, ASMT: 391100040
DWIGHT LYLE BUSCHLEN, ETAL
3605 BUCHANAN
RIVERSIDE CA 92503

APN: 391480020, ASMT: 391480020
LEVEL 3 COMMUNICATIONS
14023 DENVER WEST PKWY
GOLDEN CO 80401



APN: 391480018, ASMT: 391480018
MCCOY CONST CO
23622 CALABASAS RD STE 149
CALABASAS CA 91302

APN: 391120017, ASMT: 391120017
TEMESCAL CANYON LP
C/O NEAR CAL CORP
512 CHANEY ST
LAKE ELSINORE CA 92530

APN: 391480013, ASMT: 391480013
OTTAVIO FORCONE, ETAL
634 S SCOUT TRAIL
ANAHEIM CA 92807

APN: 391480001, ASMT: 391480001
VILLA PARK FARMS
C/O LEONARD SAVALA
16402 CONSTRUCTION CIR E
IRVINE CA 92606

APN: 391940027, ASMT: 391940027
RICH HAVEN VISSER, ETAL
C/O LEGAL DEPT
4100 NEWPORT PL STE 800
NEWPORT BEACH CA 92660

APN: 391480015, ASMT: 391480015
WESTERN RIVERSIDE CO REG CONSERV AUT
3133 MISSION INN AVE
RIVERSIDE CA 92507

APN: 391480008, ASMT: 391480008
RONALD J PARCELL, ETAL
9550 WARNER AVE STE 336
FOUNTAIN VALLEY CA 92708

APN: 391120019, ASMT: 391120019
WILLIAN ROY CROW
1466 EAST 1370 SOUTH
PROVO UT 84604

APN: 391120018, ASMT: 391120018
SANDRA JAUREGUI
350 OLDENBURG LN
NORCO CA 92860

APN: 391150019, ASMT: 391150019
SO CAL SANDBAGS INC
12620 BOSLEY LN
CORONA CA 92883

APN: 391120016, ASMT: 391120016
SOUTHERN CALIF EDISON CO
C/O G BRIDGES ATTN: TAX DEPT
2244 WALNUT GROVE AVE
ROSEMEAD CA 91770

ATTN: Susan Morgan
AT&T California
1265 Van Buren St., Rm. 180
Anaheim, CA 92807

ATTN: Nate Picket
CALTRANS District #8
464 W. 4th St., 6th Floor
Mail Stop 728
San Bernardino, CA 92401-1400

ATTN: Philip Crimmins
CALTRANS Division of Aeronautics
P.O. Box 942873
Sacramento, CA 94273-0001

City of Lake Elsinore
130 Main St.
Lake Elsinore, CA 92530

Centralized Correspondence,
Southern California Gas Company
P.O. Box 3150
San Dimas, CA 91773

East Sierra and Inland Deserts, Reg. 6
California State Dept. of Fish & Game
3602 Inland Empire Blvd., # C220
Ontario, CA 91764

ATTN: Laurie Taylor
Greater Lake Mathews
Area Association
14679 Descanso Dr.
Lake Mathews, CA 92750

Lake Elsinore Unified School District
545 Chaney St.
Lake Elsinore, CA 92530

Lee Lake Water District
22646 Temescal Canyon Rd.
Corona, CA 92883-4106

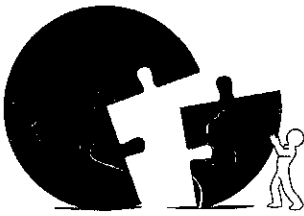
ATTN: Michael McCoy
Riverside Transit Agency
1825 3rd St.
P.O. Box 59968
Riverside, CA 92517-1968

Southern California Edison
2244 Walnut Grove Ave., Rm 312
P.O. Box 600
Rosemead, CA 91770

ATTN: George Etzel
Warm Springs Community of Interest
29315 Third St.
Lake Elsinore, CA 92532

Applicant/Owner:
Ottavio/Marie Forcone
634 Scott Trail
Anaheim, CA 92807

Eng-Rep:
O'Malley Engineering Corp
c/o Jim O'Malley
720 W Sixth St.
Corona, CA 92882



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.

CUP3439 / EA39785
Project Title/Case Numbers

Wendell Bugtai
County Contact Person

951-955-2419
Phone Number

N/A
State Clearinghouse Number (if submitted to the State Clearinghouse)

Ottavio and Marie Forcone
Project Applicant

634 Scott Trail, Anaheim, CA 92807
Address

The proposed project is located northeast of the I-15 Freeway and southwest of Temescal Canyon Road within the Elsinore Area Plan.
Project Location

Conditional Use Permit No. 3439 is a proposal to develop a Liquid Propane Gas (LPG) distribution facility on 1.59 gross acres consisting of three (3) 30,000 gallon liquid propane tanks, a 2,400 square-foot manufactured mobile office trailer, seven (7) standard parking spaces, and one (1) disabled accessible parking space.
Project Description

This is to advise that the Riverside County Planning Commission, as the lead agency, has approved the above-referenced project on March 23, 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 (\$2,044.00 + \$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, 9th Floor, Riverside, CA 92501.

Signature

Project Planner

Title

March 23, 2011

Date

Date Received for Filing and Posting at OPR: _____

DM/rj
Revised 8/25/2009
Y:\Planning Case Files-Riverside office\PM35565\NOD Form.docx

Please charge deposit fee case#: ZEA39785 ZCFG3256

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

J* REPRINTED * R0419329

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

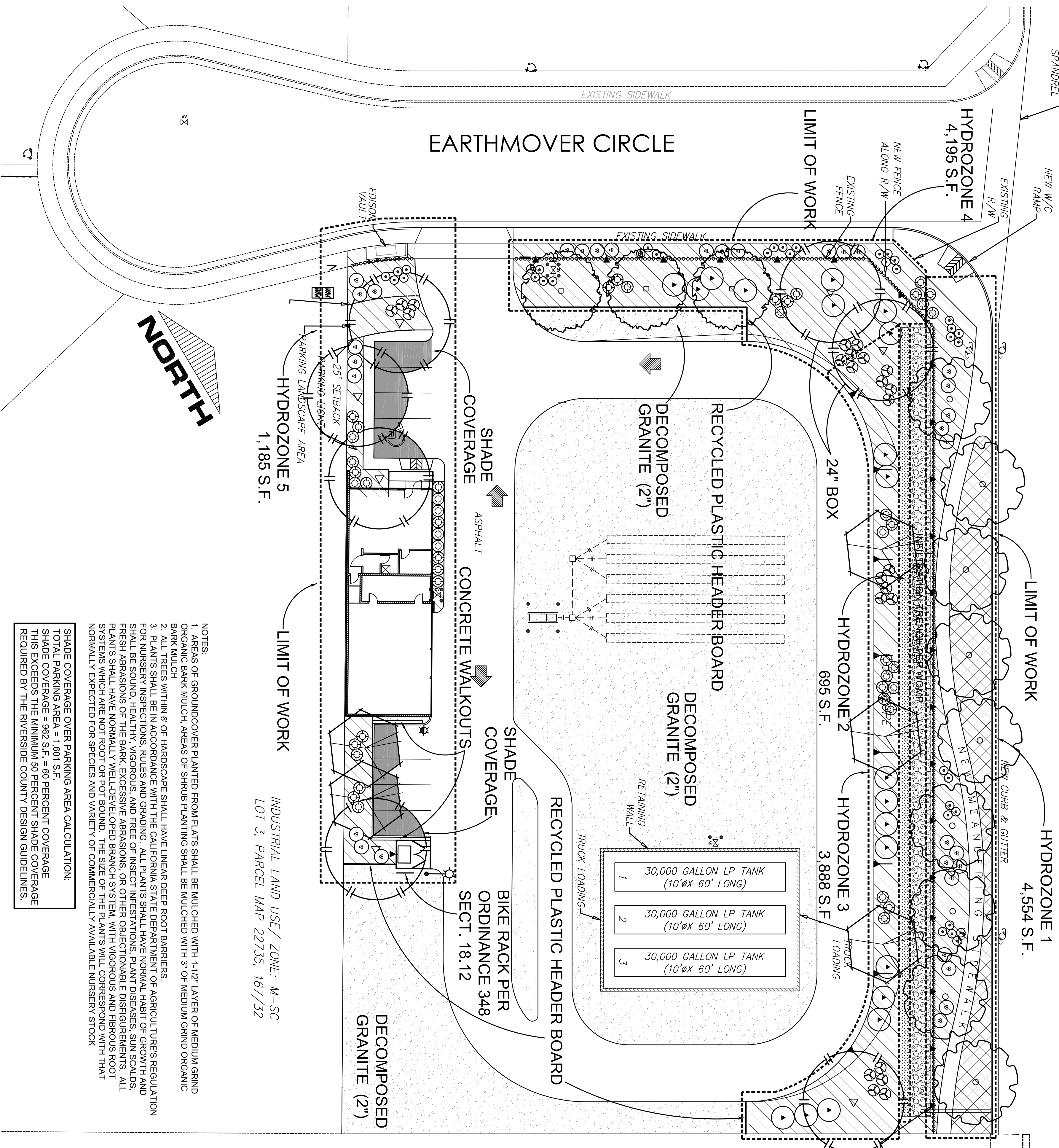
Received from: FORCONE OTTAVIO/MARIE \$64.00
paid by: CK 7527
CFG FOR EA39785
paid towards: CFG03256 CALIF FISH & GAME: DOC FEE
at parcel: 26362 EARTHMOVER CIR COR
appl type: CFG3

By _____ Sep 08, 2004 14:46
DFOGLE posting date Sep 08, 2004

Account Code	Description	Amount
658353120100208100	CF&G TRUST: RECORD FEES	\$64.00

Overpayments of less than \$5.00 will not be refunded!

TEMESCAL CANYON ROAD



- NOTES:**
1. AREAS OF GROUND COVER PLANTED FROM PLATS SHALL BE MULCHED WITH 1-1/2" LAYER OF MEDIUM GRIND BARK BARK MULCH, AREAS OF SHRUB PLANTING SHALL BE MULCHED WITH 3" OF MEDIUM GRIND ORGANIC BARK.
 2. ALL TREES WITHIN 6' OF HARDSCAPE SHALL HAVE LINEAR DEEP ROOT BARRIERS.
 3. PLANTS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA STATE DEPARTMENT OF AGRICULTURE'S REGULATION FOR NURSERY INSPECTIONS, RULES AND GRADING. ALL PLANTS SHALL HAVE NORMAL HABIT OF GROWTH AND SHALL BE SOUND, HEALTHY, VIGOROUS AND FREE OF INSECT INFESTATIONS, PLANT DISEASES, SUN SCALDS AND FRESH ABRASIONS OF THE BARK EXCESSIVE ABRASIONS, OR OTHER OBJECTIONABLE DISFIGUREMENTS. ALL PLANTS SHALL HAVE NORMALLY WELL-DEVELOPED BRANCH OR SYSTEM, WITH VIGOROUS AND FIBROUS ROOT SYSTEMS WHICH ARE NOT ROOT OR POT BOUND. THE SIZE OF THE PLANTS WILL CORRESPOND WITH THAT NORMALLY EXPECTED FOR SPECIES AND VARIETY OF COMMERCIALY AVAILABLE NURSERY STOCK.

SHADE COVERAGE OVER PARKING AREA CALCULATION:
 TOTAL PARKING AREA = 1,601 S.F.
 SHADE COVERAGE = 862 S.F. = 50 PERCENT COVERAGE
 THIS EXCEEDS THE MINIMUM 50 PERCENT SHADE COVERAGE
 REQUIRED BY THE RIVERSIDE COUNTY DESIGN GUIDELINES.

LPG DISTRIBUTION AND STORAGE FACILITY

CONDITIONAL USE PERMIT 3439



310 NORTH JOY STREET | CORONA, CA 92789
 T: 951.737.1124 | F: 951.737.6551

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	SPACING	PLANT FACTOR	REMARKS
▲	Quercus agrifolia	Coast Live Oak	15 Gallon or as noted on plan	7	30'-60" high spread	Low	Single Trunk Standard 7-8x2-3"
●	Rhus lancea	African Suncup	15 Gallon	5	20'-30" high 20'-35" spread	Low	Single Trunk Standard 7-8x2-3"
○	Baccharis pilularis	Bole Tree	15 Gallon	3	30'-50" high 30" spread	Low	Single Trunk Standard 7-8x2-3"
○	Cinnamomum camphora	Camphor Tree	15 Gallon	9	50" high 60" spread	Medium	Single Trunk Standard 7-8x2-3"

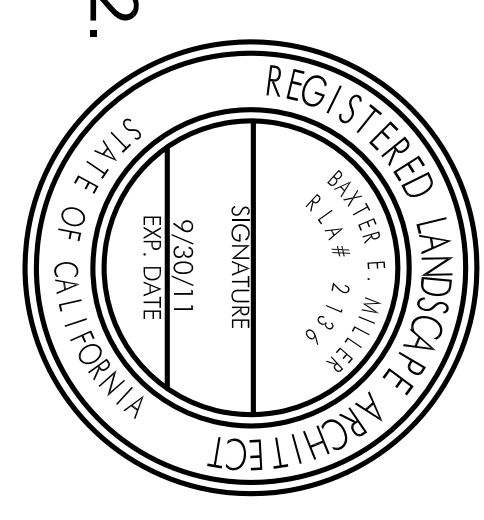
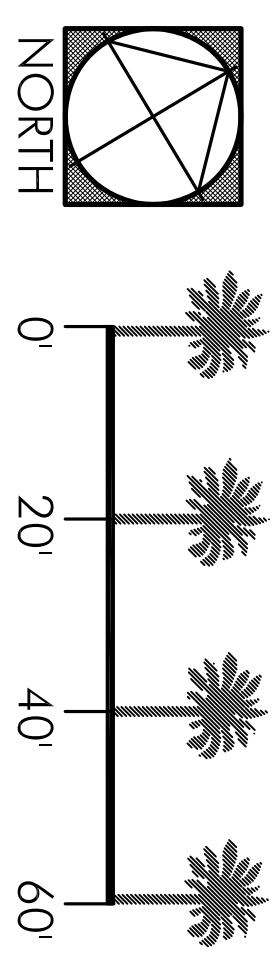
SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	SPACING	PLANT FACTOR	REMARKS
▲	Echinum candicans	Pride of Madiera	5 Gal	20	5'-6" high 6'-10" spread	Low	See Notes
○	Lavandula dentata	French lavender	5 Gal	38	2'-3" high 2'-3" spread	Low	See Notes
○	Convolvulus dentatus	Bush Morning Glory	5 Gal	24	2'-3" high 2'-4" spread	Low	See Notes
○	Crotonium flavum	Texas Sage	5 Gal	33	5'-8" high 5'-8" spread	Low	See Notes
○	Salvia greggii	Autumn Sage	5 Gal	47	3'-4" high 3'-4" spread	Low	See Notes

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY	SPACING	PLANT FACTOR	REMARKS
▲	Macadamea unguis-cati	Cat's Claw Vine	5 Gal	22	20' O.C.	Low	Remove spike and pin to wall

Project Name	1 Maximum Annual Water Allowance	2 Estimated Total Water Use
Landscaping Water Use Calculations	$56.8 \cdot 0.7 \cdot 14481 \cdot 0.02 = 385,777 \text{ gal/yr}$ (E) of (E) Adjustment Factor (Landscape Area) (Conversion Factor) = MAWA	$56.8 \cdot 0.02 \cdot 0.3 \cdot 4,554 = 67,525 \text{ gal/yr}$ (E) of (E) Adjustment Factor (Plant Factor) (Hydrozone Area) = ETWU Irrigation Efficiency
	$56.8 \cdot 0.02 \cdot 0.3 \cdot 3,888 = 57,650 \text{ gal/yr}$ (E) of (E) Adjustment Factor (Plant Factor) (Hydrozone Area) = ETWU Irrigation Efficiency	$56.8 \cdot 0.02 \cdot 0.3 \cdot 695 = 10,305 \text{ gal/yr}$ (E) of (E) Adjustment Factor (Plant Factor) (Hydrozone Area) = ETWU Irrigation Efficiency
	$56.8 \cdot 0.02 \cdot 0.3 \cdot 4,195 = 61,898 \text{ gal/yr}$ (E) of (E) Adjustment Factor (Plant Factor) (Hydrozone Area) = ETWU Irrigation Efficiency	$56.8 \cdot 0.02 \cdot 0.3 \cdot 1,185 = 17,571 \text{ gal/yr}$ (E) of (E) Adjustment Factor (Plant Factor) (Hydrozone Area) = ETWU Irrigation Efficiency
	$56.8 \cdot 0.02 \cdot 0.3 \cdot 4,195 = 61,898 \text{ gal/yr}$ (E) of (E) Adjustment Factor (Plant Factor) (Hydrozone Area) = ETWU Irrigation Efficiency	Subtotal ETWU = 214,719 gal/yr Irrigation System Operation Factor = 0.85 Total ETWU = 282,810 gal/yr MAWA - ETWU = 103,107 gal/yr (this number must be positive)

CONCEPTUAL LANDSCAPE PLAN

PREPARED FOR: O'MALLEY ENGINEERING CORP.
 720 WEST SIXTH STREET CORONA, CA 91720 PH: 951 734-0633



ALL LANDSCAPE AND IRRIGATION CONFORMS TO ORDINANCE 859.2.

PLOT DATE: November 1, 2010

Agenda Item No.: 3.2
Area Map: Southwest
Zoning District: Rancho California
Supervisorial District: Third
Project Planner: Adrienne Rossi
Planning Commission: March 23, 2011

CONDITIONAL USE PERMIT NO. 3659
Exempt from CEQA
Applicant: Walgreen Co.
Engineer/Representative: Brian Fish/Jennifer Chavez

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

PROJECT DESCRIPTION AND LOCATION:

The Conditional Use Permit (CUP) proposes to add the sale of beer and wine (Alcoholic Beverage Control (ABC) (LicenseType 20) for off-site consumption to an existing 13,650 square foot Walgreens Store. The existing store will dedicate 2% of floor space to wine and beer sales. Approximately 49 square feet of refrigerated and non-refrigerated space will be devoted to the sale of wine and beer and approximately 18 square feet of floor space will be devoted to the storage of wine and beer. This Conditional Use Permit is ONLY for alcohol sales, and does not cover any other uses.

The project site is located northerly of Murrieta Hot Springs Road, southerly of Rancho Club Drive, easterly of Winchester Road and westerly of Sky Canyon Drive.

BACKGROUND:

Plot Plan (PP) No. 17984 was approved on September 26, 2002. The proposed project does not alter the conditions of approval for Plot Plan No. 17984 and does not replace Plot Plan No. 17984. CUP 3659 proposes only to add alcohol sales and does not cover any other uses listed in Plot Plan No. 17984.

ISSUE OF POTENTIAL CONCERN:

The proposed liquor license is located within 1,000 feet (west) from a place of religious worship.

There are no schools or parks within the 1,000 ft vicinity of the project. The ABC has 14 licenses for the census block, per the information they provided the census block is currently over concentrated by 6 licenses, and this application would add an additional one for a total of 15, and an over concentration of 7. The County of Riverside most recent population data and the statutory calculations that are to be made in relation to population, staff's calculations show that 32 licenses should be allowed; therefore this project is not over concentrated.

Permitting alcohol sales at a large drug store, in a shopping center, generally does not have the social impacts as other types of liquor sales since most of the customers arrived and depart the site in cars, and loitering does not occur. Therefore impacts to the neighboring church will not have a significant impact due to the transitory nature of the customers of liquor sales and the context of the shopping center, and more specifically the drug store being general commercial and not specifically a liquor only store. Also, with the lack of impacts to schools, and parks in the immediate vicinity, staff finds that the additional license would not have a negative impact to the community, and therefore supports adding the use of alcohol sales to this site.

SUMMARY OF FINDINGS:

1. Existing Land Use (Ex. #1): Shopping Center
2. Surrounding Land Use (Ex. #1): Vacant land and Shopping Center to the north,

D.M.

- | | |
|--|---|
| 3. Existing Zoning (Ex. #2): | Vacant Land to the east, Shopping Center and Single Family Residences to the south and City of Murrieta to the west. |
| 4. Surrounding Zoning (Ex. #2): | Specific Plan (SP) |
| 5. General Plan Land Use (Ex. #5): | SP (SP) to the north, east and south and City of Murrieta to the west. |
| 6. Surrounding General Plan Land Use (Ex. #5): | Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor/Area Ratio), Highway 79 Policy Area |
| 7. Project Data: | Community Development: Commercial Retail (CD: C-R) (0.25 - 0.35 Floor/Area Ratio) to the north, east, and south, City of Murrieta to the west. |
| 8. Environmental Concerns: | Total Acreage: 2.49 Gross / Net
Total Number of Existing Buildings: 1
Total Existing Building Square Footage: 13,650
Liquor License Type: 20
Exempt from CEQA |

RECOMMENDATIONS:

ADOPTION of a **FINDING** of “**PUBLIC NECESSITY AND CONVENIENCE**,” regarding the sale of beer and wine from the subject site for off-site consumption, based upon the findings and conclusions incorporated in the staff report; and,

APPROVAL of **CONDITIONAL USE PERMIT NO. 3659**, 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: C-R) (0.20 - 0.35 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 Specific Plan (SP) 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 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 Western Riverside County Multiple Species Habitat Conservation Plan (MSCHP).

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 Community Development: Commercial Retail (CD: C-R) (0.20 - 0.35 Floor/Area Ratio) in Southwest Area Plan.
2. The proposed use, sale of beer and wine (License Type 20) for off premises consumption, is a permitted use in the Community Development: Commercial Retail (CD: C-R) (0.20 - 0.35 Floor/Area Ratio) land use designation.
3. The project site is surrounded by properties which are designated Community Development: Commercial Retail (CD: C-R) (0.20-0.35 Floor/Area Ratio) to the north, east and south, and the City of Murrieta to the west.
4. The zoning for the subject site is Specific Plan (SP).
5. The proposed use, sale of beer and wine (License Type 20) for off premises consumption, is a permitted use, subject to approval of a conditional use permit in the Specific Plan (SP) zone.
6. The project site is surrounded by properties which are zoned Specific Plan (SP) to the north, east and south and the City of Murrieta to the west.
7. Within the vicinity of the proposed project there is vacant land and commercial to the north, east, and south and the City of Murrieta to the west.
8. The year 2010 census population for census tract 432.03 was 40,520 persons according to the US Census Bureau (Census 2010 Summary).
9. The maximum concentration level for General Liquor License (Type 21) is combined with Beer and Wine (Type 20) and limited to one per 1,250 people by census tract (Alcoholic Beverage Control Act: California Business and Professions Code 23817.5).
10. Per a facsimile received October 28, 2010 from the ABC, currently eight (8) alcohol beverage control licenses are allowed in Census Tract 432.03; however, fourteen (14) licenses have been issued. Approval of this Conditional Use Permit would increase the number of existing ABC licenses from fourteen (14) to fifteen (15). Therefore, a Public Necessity and convenience is required.
11. The project site is consistent with the objectives of Section No. 18.48 (Alcoholic Beverage Sales) of Ordinance No. 348.
12. The project site is not located within 100 feet of existing and habited residences.
13. The project is located within 1,000 feet of an established place of religious worship.
14. No schools are located within 1,000 feet from the project site.
15. The project is not located within 1,000 feet of an existing or planned public park or playground.
16. The proposed use will not be situated in such a manner that the facility will cause undue vehicle traffic impacts to any school, church, public park or playground since adequate parking capacity exists at both the shopping center, and more specifically at the drug store. Also the addition of

alcohol sales is not anticipated to create more traffic than what was anticipated for the shopping center and is intended to be a convenience to the existing shoppers of the shopping center and the drug store.

17. Plot Plan No. 17984 was a land use permit for a drug store at this site. The proposed project, allowing alcohol sales at the facility, does not alter the conditions of approval for Plot Plan No. 17984 and does not replace Plot Plan No. 17984.
18. The proposed project is exempt from CEQA per section 15301. Section 15301 (Existing Facilities) states; "Class I consists of the operation, repair, maintenance, permitting, leasing, licensing or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination." This project is strictly for licensing purposes and does not alter the conditions of approval on underlining use permit or cause any physical changes to the site.

INFORMATIONAL ITEMS:

1. As of this writing, no letters, in support or opposition have been received.
2. The project site is located within:
 - a. City Sphere of Influence: Temecula
 - b. Ordinance No. 659 (DIF) Fee Area and subject to mitigation fees
 - c. Ordinance No. 810 (MSHCP) Fee area and subject to mitigation fees
 - d. Ordinance No. 824 (TUMF) Fee Area and subject to mitigation fees
 - e. Ordinance No. 663.10 SKR fee area
 - f. School District: Temecula Valley Unified School District
 - g. Watershed: Santa Margarita
 - h. Specific Plan Area: Winchester Properties SP213
 - i. Lighting Ordinance No. 655 zone: Zone B, 20.82 Miles from Mt. Palomar
 - j. County Service Area 143
 - k. Airport Influence Area: French Valley
 - l. Airport Compatibility Zone: French Valley Zone C
 - m. Paleontological Sensitivity: High Sensitivity (A)
 - n. Faults: Within ½ mile of Murrieta Hot Springs Fault
 - o. Subsidence: Susceptible
 - p. Liquefaction Potential: Moderate, Very High, Very Low
3. The project site is not located within:
 - a. A WRCMSHCP Criteria Cell
 - b. A General Plan Overlay
 - c. A Redevelopment Area
 - d. A Agricultural Preserve
 - e. A Fault zone
 - f. A Circulation Element Road
 - g. The March Joint Powers Authority
 - h. A High Fire Area

- i. Ord. No. 673: Eastern TUMF Mitigation Fee
 - j. A Transportation Agreement Area
 - k. A CETAP Corridor
4. The subject site is currently designated as Assessor's Parcel Number 957-330-048.
5. This project was filed with the Planning Department on July 27, 2010.
6. Deposit Based Fees charged for this project, as of the time of staff report preparation, total \$9,651.24.

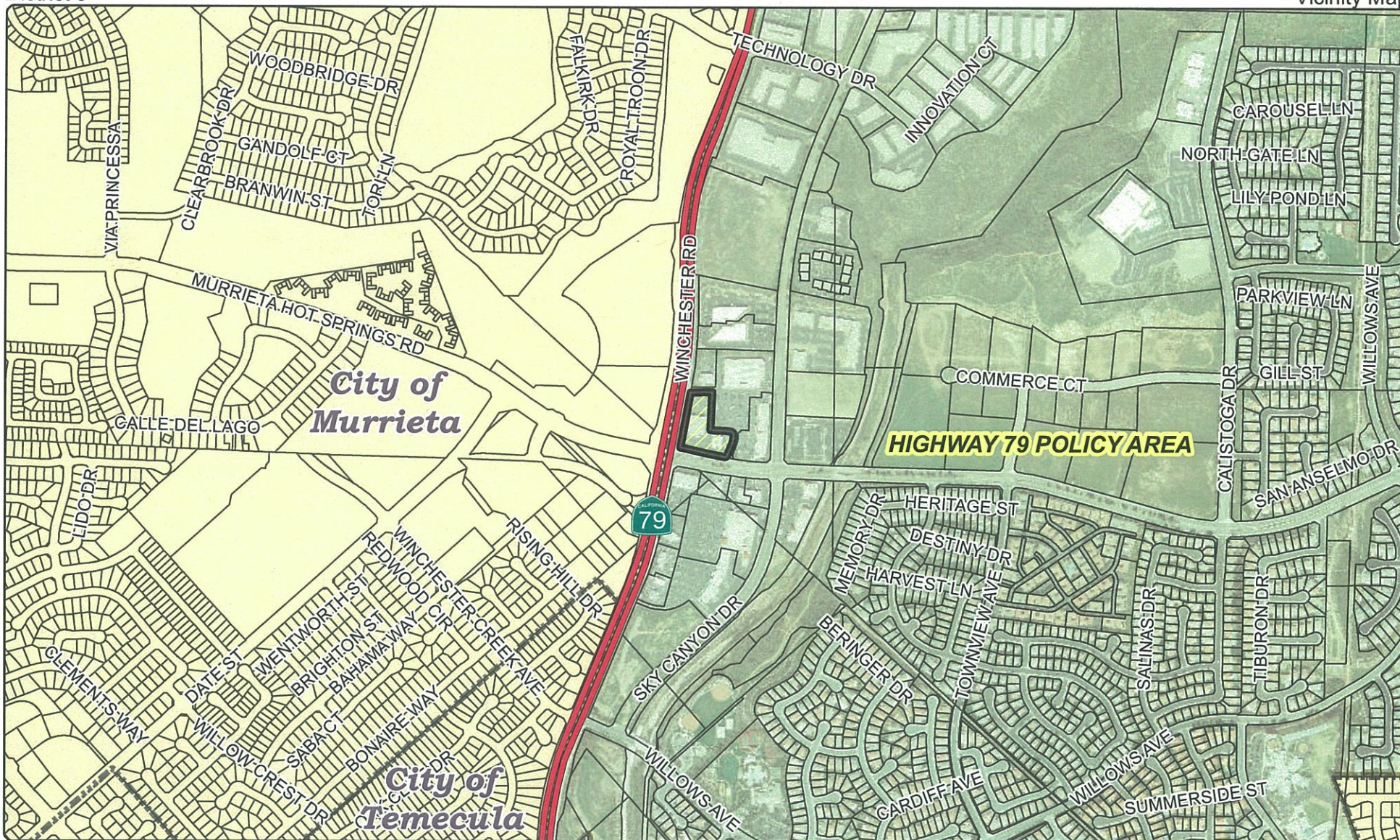
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03659

VICINITY/POLICY AREAS

Supervisor Stone
District 3

Date Drawn: 11/04/10
Vicinity Map



Zoning Area: Rancho California
Township/Range: T7SR3W
Section: 24

Assessors Bk. Pg. 957-33
Thomas Bros. Pg. 928 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.htm>



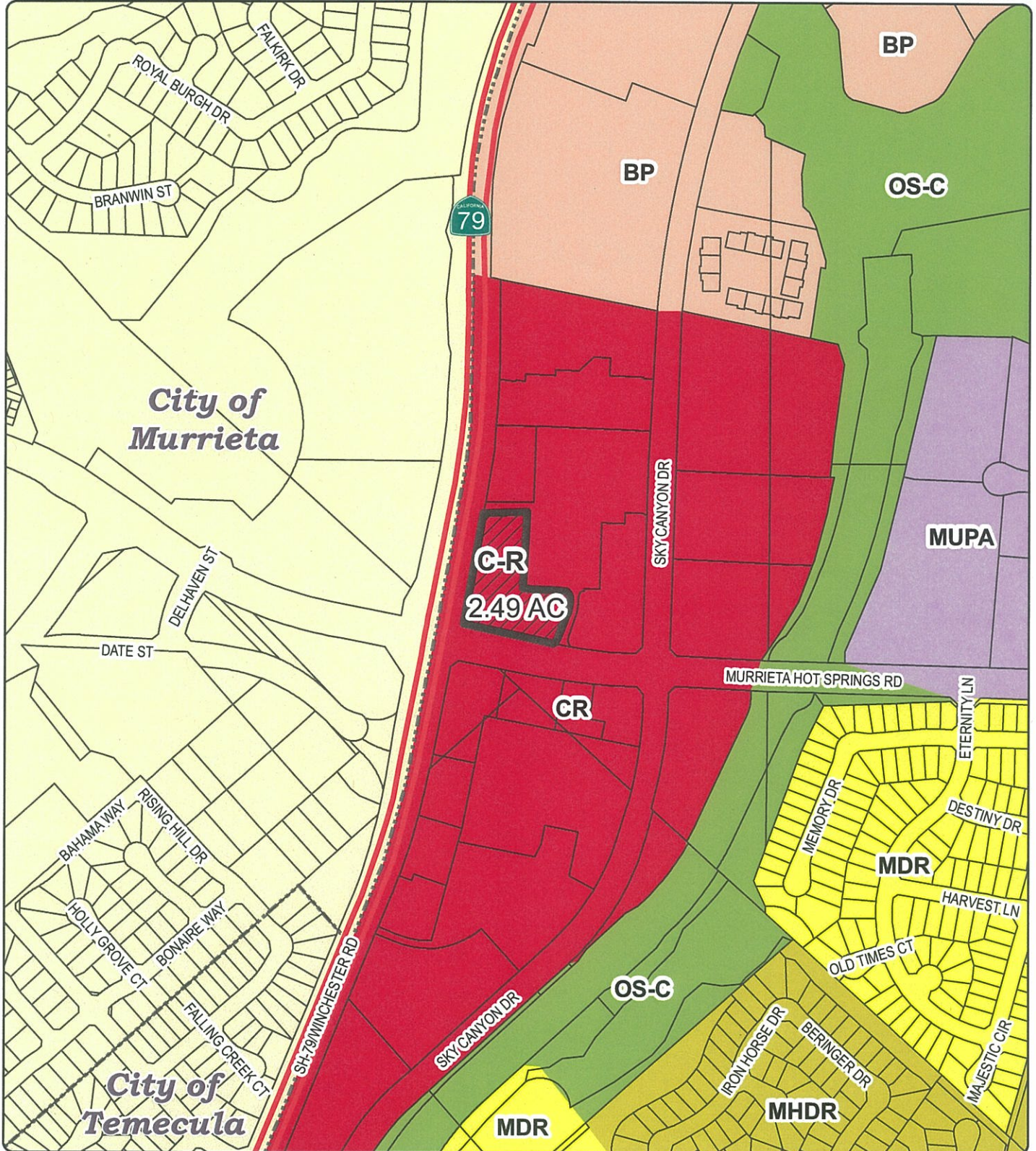
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03659

EXISTING GENERAL PLAN

Supervisor Stone
District: 3

Date Drawn: 11/04/10
Exhibit 5



Zoning Area: Rancho California
Township/Range: T7SR3W
Section: 24

Assessors Bk. Pg. 957-33
Thomas Bros. Pg. 928 J6
Edition 2009



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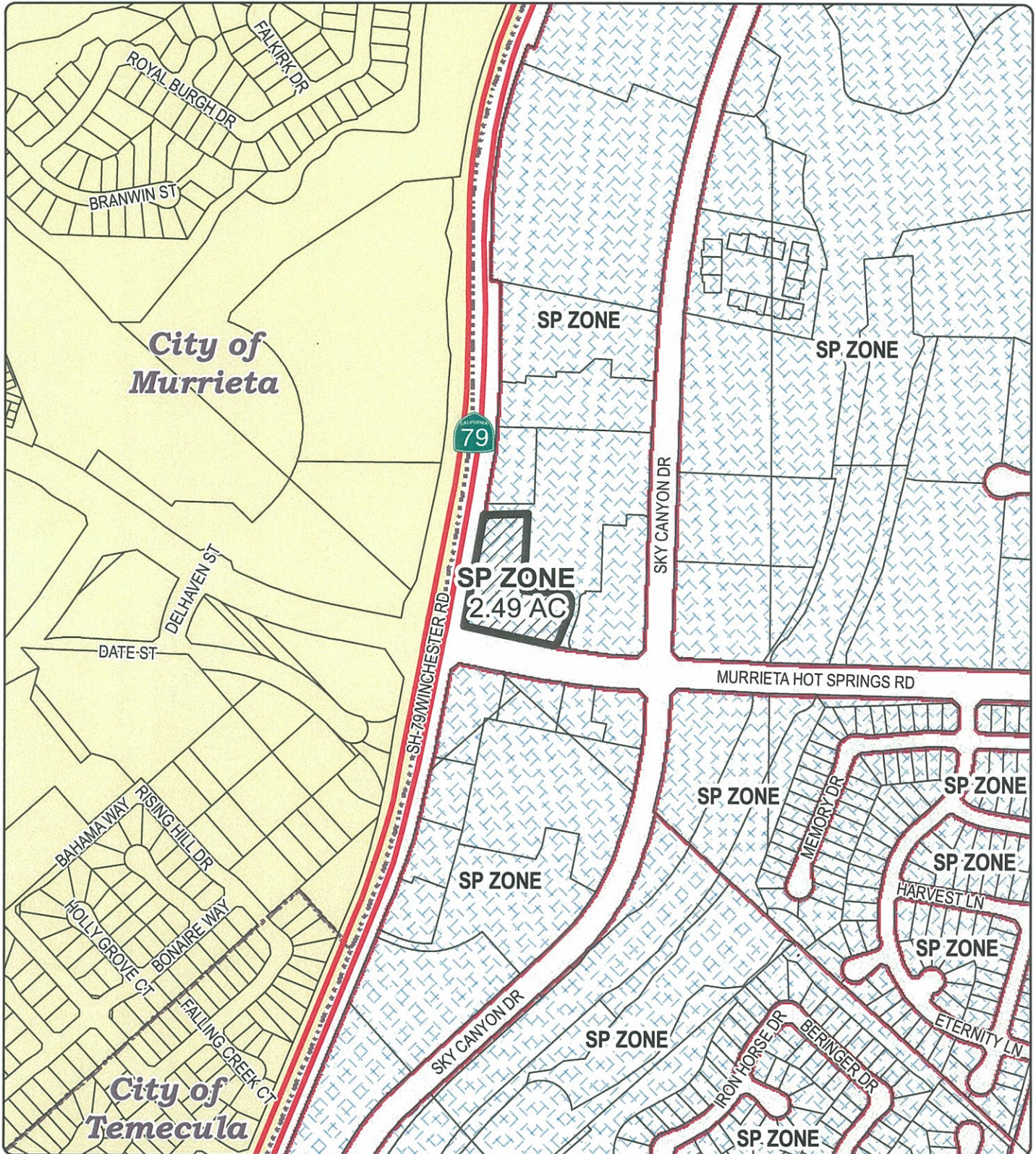
RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03659

EXISTING ZONING

Supervisor Stone
District 3

Date Drawn: 11/04/10
Exhibit 2



Zoning Area: Rancho California
Township/Range: T7SR3W
Section: 24

Assessors Bk. Pg. 957-33
Thomas Bros. Pg. 928 J6
Edition 2009

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RIVERSIDE COUNTY PLANNING DEPARTMENT

CUP03659

LAND USE

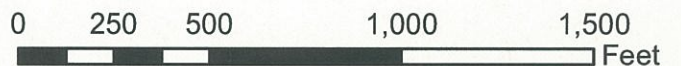
Supervisor Stone
District 3

Date Drawn: 11/04/10
Exhibit 1



Zoning Area: Rancho California
Township/Range: T7SR3W
Section: 24

Assessors Bk. Pg. 957-33
Thomas Bros. Pg. 928 J6
Edition 2009



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12/20/10
13:23

Riverside County LMS
CONDITIONS OF APPROVAL

Page: 1

CONDITIONAL USE PERMIT Case #: CUP03659

Parcel: 957-330-048

10. GENERAL CONDITIONS

BS GRADE DEPARTMENT

10.BS GRADE. 1 USE - GIN VARY INTRO

RECOMMND

This Conditional Use Permit proposes to add beer and wine sales to an existing store. No grading is proposed, therefore the Grading Division has no objection to its approval.

E HEALTH DEPARTMENT

10.E HEALTH. 1 CUP 3659 - COMMENTS

RECOMMND

Conditional Use Permit#3659 proposes to add the sale of beer and wine for off premise consumption to an existing 13,650 square foot Walgreens store. This Conditional Use Permit is only for alcohol sales and does not cover any other uses.

Please contact the Department of Environmental Health (DEH) Food Plan Check Section at (951) 461-0284 to obtain information regarding food facility plan check, permitting, and regulation.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD REPORT

RECOMMND

Conditional Use Permit 03659 is a request to add the sale of beer and wine to an existing store (Walgreens) located within an approved shopping center (Plot Plan 17984). The shopping center is located in the Murrieta Hot Springs area on the north side of Murrieta Hot Springs Road between Winchester Road and Sky Canyon Drive.

Drainage infrastructure and other improvements constructed with Plot Plan 17984 and the surrounding developments result in a site considered free of ordinary storm flood hazard. However, a storm of unusual magnitude may cause damage.

Since no grading or building construction is proposed, a Water Quality Management Plan (WQMP) is not required.

The site is located in within the bounds of the Santa Gertrudis Valley sub-watershed of the Murrieta Creek Area Drainage Plan (ADP) for which fees have been established by the Board of Supervisors. However, since no additional impervious area is created with this request, no fee will

CONDITIONAL USE PERMIT Case #: CUP03659

Parcel: 957-330-048

10. GENERAL CONDITIONS

10.PLANNING. 2 GEN - INADVERTANT ARCHAEO FIND (cont.) RECOMMND

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 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.

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

LAND DEVELOPMENT COMMITTEE
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

DATE: October 20, 2010

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
Riv. Co. GIS – Phillip Kang
Riv. Co. Sheriff's Department
Riv. Co. Waste Management Dept.
Riv. Co. EDA- Redevelopment
3rd District Supervisor
3rd District Planning Commissioner

City of Temecula
Temecula Valley Unified School Dist
Eastern Municipal Water Dist.
Southern California Gas
Southern California Edison
Eastern Information Center (UCR)
California Department of Fish & Game

CONDITIONAL USE PERMIT NO. 3659 – EA42359 – Applicant: Walgreen Co – Engineer/Representative: Brian Fish/Jennifer Chavez – Third Supervisorial District – Rancho California Zoning District – Southwest Area Plan: Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) – Location: North of Murrieta Hot Springs Road, south of Rancho Club Drive, east of Winchester Road, and west of Sky Canyon Drive – 2.49 Acres – Zoning: Specific Plan (SP) – **REQUEST:** Conditional Use Permit 3659 proposes to add the sale of beer and wine (type 20) for off premise consumption to an existing 13,650 square foot Walgreens store. The existing store will dedicate 2% of floor space to wine and beer sales. Approximately 49 square feet of refrigerated and non-refrigerated space will be devoted to the sale of wine and beer and approximately 18 square feet of floor space will be devoted to the storage of wine and beer. This Conditional Use Permit is ONLY for alcohol sales, and does not cover any other uses. – APN: 957-330-048 – Related Cases: PP17984, SP213

Please review the attached map(s) and/or exhibit(s) for the above-described project. This case is scheduled for a **LDC Meeting Agenda on November 18, 2010**. 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 **Adrienne Rossi, Project Planner**, at (951) 955-6925 or email at **arossi@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

George Johnson · Agency Director
Planning Department
Carolyn Syms Luna · Planning Director

Memorandum

DATE: October 28, 2010
TO: Alcoholic Beverage Control (Fax No. 951-781-0531)
FROM: Adrienne Rossi, Project Planner (Fax No. 951-955-1811)
RE: Census Tract 432.03

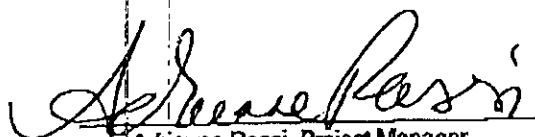
Good Afternoon Kim,

Please provide a copy of the information requested:

- 1) Number of Type 20 and Type 21 permits allowed within census tract number 432.03

Thanks!

*2 allowed
if exists*


Adrienne Rossi, Project Manager
(951) 955-8925

Riverside Office · 4080 Lamon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 38686 El Cerrito Road
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555



**California Department of Alcoholic Beverage
Control
For the County of RIVERSIDE - (Off-Sale Licenses)
and Census Tract = 432.03**

Report as of 10/18/2010

	License Number	Status	License Type	Orig. Iss. Date	Expir Date	Primary Owner and Premises Addr.	Business Name	Mailing Address	Geo Code
1)	379252	ACTIVE	20	10/30/2001	9/30/2011	COWPER FAMILY VINEYARDS AND WINES LLC 37165 DELGADO WAY TEMECULA, CA 92592 Census Tract: 0432.03	COWPER FAMILY VINEYARDS AND WINES		3322
2)	388643	ACTIVE	20	8/19/2002	3/31/2011	LUNDBERGMARTIN, ELLEN JANE 37505 E BENTON RD TEMECULA, CA 92592 Census Tract: 0432.03	MARTINS GENERAL STORE	PO BOX 831 TEMECULA, CA 92393	3322
3)	402550	ACTIVE	20	5/20/2004	4/30/2011	WILSON CREEK WINERY & VINEYARDS INC 35960 RANCHO CALIFORNIA RD TEMECULA, CA 92591 Census Tract: 0432.03	WILSON CREEK WINERY & VINEYARDS INC		3300
4)	405126	ACTIVE	21	7/28/2004	6/30/2011	VONS COMPANIES INC THE 38995 SKY CANYON DR MURRIETA, CA 92563 Census Tract: 0432.03	VONS STORE 2660	PO BOX 29096 PHOENIX, AZ 85038-9096	3300
5)	418521	ACTIVE	21	6/20/2006	5/31/2011	STATER BROS MARKETS 30712 BENTON RD WINCHESTER, CA 92596 Census Tract: 0432.03	STATER BROS MARKET 177	PO BOX 150 SAN BERNARDINO, CA 92402-0150	3300
6)	421603	ACTIVE	20	4/1/2005	3/31/2011	PYRAMID ENTERPRISES INC	LAKE SKINNER	PO BOX 249 PIRU, CA 93040	3300

						37701 WARREN RD CAMPER STORE WINCHESTER, CA 92596 Census Tract: 0432.03	MARINA		
7)	<u>438700</u>	ACTIVE	20	10/4/2006	9/30/2011	VINTNERS DISTRIBUTORS INC 30616 BENTON RD WINCHESTER, CA 92596-8467 Census Tract: 0432.03	FRENCH VALLEY CHEVRON	41805 ALBRAE ST 2ND FL FREMONT, CA 94538-3120	3300
8)	<u>440959</u>	ACTIVE	21	8/23/2006	6/30/2011	NEW ALBERTSONS INC 39140 WINCHESTER RD MURRIETA, CA 92563 Census Tract: 0432.03	ALBERTSONS 6734	PO BOX 20 BOISE, ID 83726-0020	3323
9)	<u>440960</u>	ACTIVE	20	8/23/2006	6/30/2011	NEW ALBERTSONS INC 39224 WINCHESTER RD MURRIETA, CA 92563 Census Tract: 0432.03	ALBERTSONS 6734 FC	PO BOX 20 BOISE, ID 83726-0020	3323
10)	<u>446221</u>	ACTIVE	20	1/5/2007	4/30/2011	DAVID FRENCH AND ASSOCIATES LLC 35075 VIA SANTA CATALINA WINCHESTER, CA 92596-8586 Census Tract: 0432.03	GLOBAL DISTRIBUTION NETWORK	PO BOX 476 EL SEGUNDO, CA 90245	3300
11)	<u>452506</u>	ACTIVE	20	6/7/2007	5/31/2011	CELEBRITY CELLARS INC 33410 RANCHO CALIFORNIA RD TEMECULA, CA 92591-4928 Census Tract: 0432.03	CELEBRITY CELLARS INC	1901 AVENUE OF THE STARS, #1050 LOS ANGELES, CA 90067	3300
12)	<u>455254</u>	ACTIVE	20	10/28/2008	9/30/2011	HIDDEN WINERIES INC 41005 REID CT, BLDG HW TEMECULA, CA 92591-4951 Census Tract: 0432.03	HIDDEN WINERIES INC	PO BOX 891081 TEMECULA, CA 92589-1081	3300

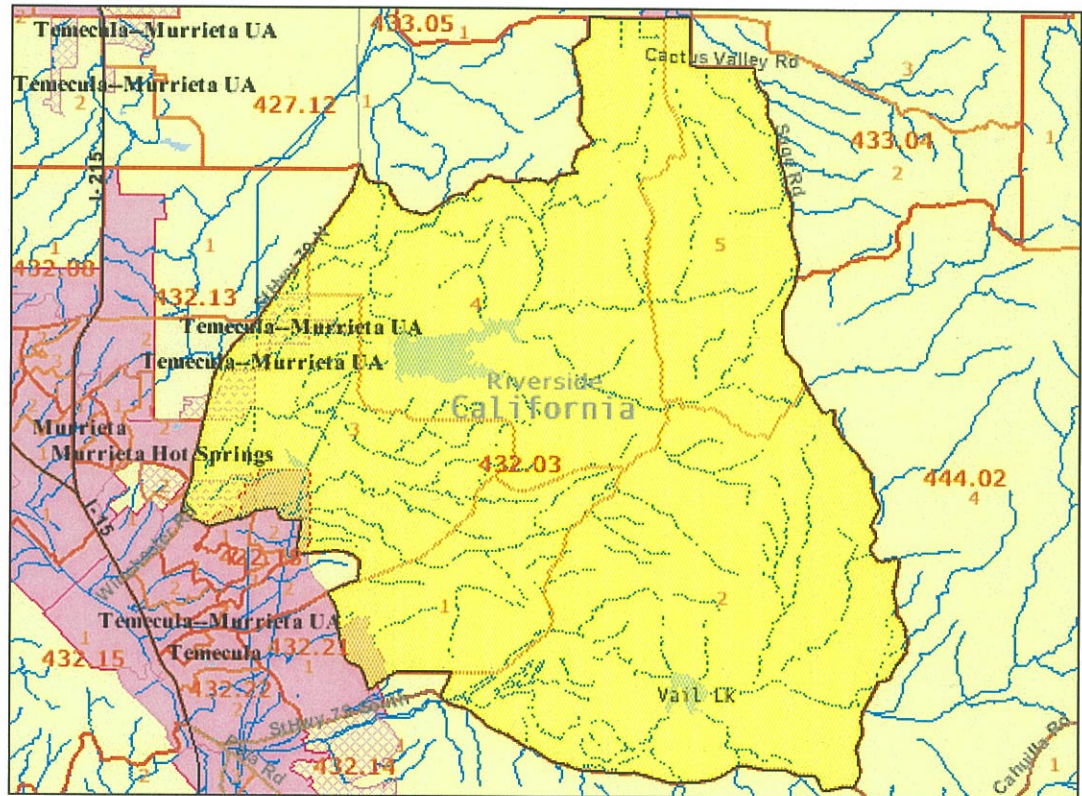
13)	479578	ACTIVE	21	9/9/2009	8/31/2011	GARFIELD BEACH CVS LLC 30736 BENTON RD WINCHESTER, CA 92596-8466 Census Tract: 0432.03	CVS PHARMACY 8848	1 CVS DR, MAIL DROP 23062A WOONSOCKET, RI 02895-6146	3300
14)	484349	ACTIVE	20	2/17/2010	1/31/2011	MAPES CELLARS LLC 40675 PARADO DEL SOL DR TEMECULA, CA 92592-8215 Census Tract: 0432.03	MAPES CELLARS LLC		3300

--- End of Report ---

For a definition of codes, view our [glossary](#).

Census Tract 432.03, Riverside County, California

- Boundaries**
- State
- '00 County
- '00 Census Tract
- '00 Block Group
- '00 Place
- '00 Place
- '00 Urban Area
- '00 Urban Area
- Features**
- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody



20 miles across

Close

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.

Jennifer Chavez

PRINTED NAME OF APPLICANT

Jerry Chavez

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.

See attached

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): 957-330-048

Section: 24 Township: 7 Range: 3W

Approximate Gross Acreage: 2.49 ac

General location (nearby or cross streets): North of Murrieta Hot Springs Rd, South of Rancho Club Dr, East of Winchester Rd, West of Sky Canyon Dr

Thomas Brothers map, edition year, page number, and coordinates: page 928, grid J6

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):

To dedicate at least 2% of the floor area to beer and wine for offsite consumption at the existing Walgreens store at 29910 Murrieta Hot Springs Road. See attached for additional information regarding the proposal.

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) _____

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: None

Estimated amount of fill = cubic yards None

Does the project need to import or export dirt? Yes No

Import None Export None Neither None

APPLICATION FOR LAND USE AND DEVELOPMENT

What is the anticipated source/destination of the import/export?
Not applicable

What is the anticipated route of travel for transport of the soil material?
Not applicable

How many anticipated truckloads? Zero truck loads.

What is the square footage of usable pad area? (area excluding all slopes) Site is improved 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)? Yes

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) *Jenny Chauzy* Date 7/20/10
Owner/Representative (2) _____ Date _____

APPLICATION FOR LAND USE AND DEVELOPMENT

Checklist for Identifying Projects Requiring a Project-Specific Water Quality Management Plan (WQMP) within the Santa Ana River Region ¹		
Project File No.		
Project Name:		
Project Location:	29910 Murrieta Hot Springs Raod, Suite A	
Project Description:	CUP for alcohol sales at an existing Walgreens store	
Project Applicant Information:	Walgreens	
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 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 type="checkbox"/>
Industrial and commercial development where the land area ² 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 type="checkbox"/>
Automotive repair shops (Standard Industrial Classification (SIC) Codes 5013–Motor vehicle supplies or parts, 5014–Tires & Tubes, 5541–Gasoline Service Stations, 7532–Top, Body & Upholstery Repair Shops and Paint Shops, 7533–Automotive Exhaust System Repair Shops, 7534–Tire Retreading and Repair Shops, 7536–Automotive Glass Replacement Shops, 7537–Automotive Transmission Repair Shops, 7538–General Automotive Repair Shops, 7539–Automotive Repair Shops, not elsewhere classified)	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants disturbing greater than 5,000 square feet. (Standard Industrial Classification (SIC) Code 5812: Establishments primarily engaged in the retail sale of prepared food and drinks for on-premise or immediate consumption, including, but not limited to: Automats (eating places), Beaneries, Box lunch stands, Buffets (eating places), Cafes, Cafeterias, Carry-out restaurants, Caterers, Coffee shops, Commissary restaurants, Concession stands, prepared food (e.g., in airports and sports arenas), Contract feeding, Dairy bars, Diners (eating places), Dining rooms, Dinner theaters, Drive-in restaurants, Fast food restaurants, Food bars, Food service (institutional), Frozen custard stands, Grills, (eating places), Hamburger stands, Hot dog (frankfurter) stands, Ice cream stands, Industrial feeding, Lunch bars, Lunch counters, Luncheonettes, Lunchrooms, Oyster bars, Pizza parlors, Pizzerias, Refreshment stands, Restaurants, Sandwich bars or shops, Snack shops, Soda fountains, Soft drink stands, Submarine sandwich shops, and Tea rooms.)	<input type="checkbox"/>	<input 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 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 ³ 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 ⁴ . "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 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 type="checkbox"/>
¹ Includes San Jacinto River watershed. ² Land area is based on acreage disturbed. ³ The 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/R&BPlan.pdf . ⁴ The 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.	

APPLICATION FOR LAND USE AND DEVELOPMENT

Checklist for Identifying Projects Requiring a Project-Specific Water Quality Management Plan (WQMP) within the Santa Margarita River Region		
Project File No.		
Project Name:		
Project Location:	29910 Murrieta Hot Springs Raod. Suite A	
Project Description:	CUP for alcohol sales at an existing Walgreens store	
Project Applicant Information:	Walgreens	
Proposed Project Consists of, or includes:		
Significant Redevelopment: The addition, creation, or replacement of at least 5,000 square feet of impervious surfaces on an already developed site of a project category or location as listed below in this table. This includes, but is not limited to: the expansion of a building footprint or addition or replacement of a structure; structural development including an increase in gross floor area and/or exterior construction or remodeling; replacement of impervious surface that is not part of a routine maintenance activity; and land disturbing activities related with structural or impervious surfaces. [Note: Where redevelopment results in an increase of less than 50% of the impervious surfaces of a previously existing development, and the existing development was not subject to SUSMP requirements, the requirement for treatment control BMPs [MS4 Permit requirement F.2.b(3)], applies only to the addition, and not to the entire development.]	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Housing subdivisions of 10 or more dwelling units. Includes single-family homes, multi-family homes, condominiums, and apartments.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Commercial development greater than 100,000 square feet. Defined as any development on private land that is not for heavy industrial or residential uses where the land area for development is greater than 100,000 square feet. Includes, but is not limited to: hospitals; laboratories and other medical facilities; educational institutions; recreational facilities; municipal facilities; commercial nurseries; multi-apartment buildings; car wash facilities; mini-malls and other business complexes; shopping malls; hotels; office buildings; public warehouses; automotive dealerships; airfields; and other light industrial facilities.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Automotive repair shops. (Standard Industrial Classification (SIC) Codes 5013-Motor vehicle supplies or parts, 5014-Tires & Tubes, 5541-Gasoline Service Stations, 7532-Top, Body & Upholstery Repair Shops and Paint Shops, 7533-Automotive Exhaust System Repair Shops, 7534-Tire Retreading and Repair Shops, 7536-Automotive Glass Replacement Shops, 7537-Automotive Transmission Repair Shops, 7538-General Automotive Repair Shops, 7539-Automotive Repair Shops, not elsewhere classified)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants. (Standard Industrial Classification (SIC) Code 5812: Establishments primarily engaged in the retail sale of prepared food and drinks for on-premise or immediate consumption, including, but not limited to: Automats (eating places), Beaneries, Box lunch stands, Buffets (eating places), Cafes, Cafeterias, Carry-out restaurants, Caterers, Coffee shops, Commissary restaurants, Concession stands, prepared food (e.g., in airports and sports arenas), Contract feeding, Dairy bars, Diners (eating places), Dining rooms, Dinner theaters, Drive-in restaurants, Fast food restaurants, Food bars, Food service (institutional), Frozen custard stands, Grills, (eating places), Hamburger stands, Hot dog (frankfurter) stands, Ice cream stands, Industrial feeding, Lunch bars, Lunch counters, Luncheonettes, Lunchrooms, Oyster bars, Pizza parlors, Pizzerias, Refreshment stands, Restaurants, Sandwich bars or shops, Snack shops, Soda fountains, Soft drink stands, Submarine sandwich shops, and Tea rooms.) Where the land area for development is greater than 5,000 square feet. Restaurants where land development is less than 5,000 square feet shall meet all SUSMP requirements except for treatment control BMPs [MS4 Permit requirement F.2.b(3)] and peak flow management [MS4 Permit requirement F.2.b(2)(a)].	<input type="checkbox"/>	<input checked="" type="checkbox"/>
All Hillside development greater than 5,000 square feet. Any development that creates greater than 5,000 square feet of impervious surface which is located in an area with known erosive soil conditions, where the development will include grading on any natural slope that is 25% or greater.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmentally Sensitive Areas (ESAs) ¹ . All development located within or directly adjacent to or discharging directly to an ESA (where discharges from the development or redevelopment will enter receiving waters within the ESA), which either creates 2,500 square feet of impervious surface on a proposed project site or increases the area of imperviousness of a proposed project site to 10% or more of its naturally occurring condition. "Directly adjacent" means situated within 200 feet of the ESA. "Discharging directly to" means outflow from a drainage conveyance system that is composed entirely of flows from the subject development or redevelopment site, and not commingled with flows from adjacent lands.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parking lots of 5,000 sq. ft. or more. A land area or facility for the temporary parking or storage of motor vehicles used personally for business or commerce.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Streets, roads, highways, and freeways. Includes any paved surface that is 5,000 square feet or greater used for the transportation of automobiles, trucks, motorcycles, and other vehicles.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Retail Gasoline Outlets (RGOs). Includes RGOs that meet the following criteria: (a) 5,000 square feet or more, or (b) a projected Average Daily Traffic (ADT) of 100 or more vehicles.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
¹ Areas "in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which would easily be disturbed or degraded by human activities and developments. ESAs subject to urban runoff requirements include, but are not limited to: all CWA Section 303(d) impaired water bodies; areas designated as Areas of Special Biological Significance by the Basin Plan; water bodies designated with a RARE beneficial use in the Basin Plan; areas within the Western Riverside County Multiple Species Habitat Conservation Plan area that contain rare or especially valuable plant or animal life or their habitat; and any other equivalent environmentally sensitive areas that the Permittees have identified. The Basin Plan for the San Diego Basin (beneficial uses listed in Chapter 2) can be viewed or downloaded from www.swrcb.ca.gov/rwqcb9/programs/basinplan.html . The 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.	

APPLICATION FOR LAND USE AND DEVELOPMENT

Checklist for Identifying Projects Requiring a Project-Specific Water Quality Management Plan (WQMP) within the Whitewater River Region		
Project File No.		
Project Name:		
Project Location:	29910 Murrieta Hot Springs Raod, Suite A	
Project Description:	CUP for alcohol sales at an existing Walgreens store	
Project Applicant Information:	Walgreens	
Proposed Project Consists of, or includes:		
Single-family hillside residences that create 10,000 square feet, or more, of impervious area where the natural slope is 25% or greater.	<input type="checkbox"/>	<input type="checkbox"/>
Single-family hillside residences that create 10,000 square feet of impervious area where the natural slope is 10% or greater where erosive soil conditions are known.	<input type="checkbox"/>	<input type="checkbox"/>
Commercial and Industrial developments of 100,000 square feet or more.	<input type="checkbox"/>	<input type="checkbox"/>
Automotive repair shops (Standard Industrial Classification (SIC) Codes 5013–Motor vehicle supplies or parts, 5014–Tires & Tubes, 5541–Gasoline Service Stations, 7532–Top, Body & Upholstery Repair Shops and Paint Shops, 7533–Automotive Exhaust System Repair Shops, 7534–Tire Retreading and Repair Shops, 7536–Automotive Glass Replacement Shops, 7537–Automotive Transmission Repair Shops, 7538–General Automotive Repair Shops, 7539–Automotive Repair Shops, not elsewhere classified)	<input type="checkbox"/>	<input type="checkbox"/>
Retail gasoline outlets disturbing greater than 5,000 square feet.	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants disturbing greater than 5,000 square feet. (Standard Industrial Classification (SIC) Code 5812: Establishments primarily engaged in the retail sale of prepared food and drinks for on-premise or immediate consumption, including, but not limited to: Automats (eating places), Beaneries, Box lunch stands, Buffets (eating places), Cafes, Cafeterias, Carry-out restaurants, Caterers, Coffee shops, Commissary restaurants, Concession stands, prepared food (e.g., in airports and sports arenas), Contract feeding, Dairy bars, Diners (eating places), Dining rooms, Dinner theaters, Drive-in restaurants, Fast food restaurants, Food bars, Food service (institutional), Frozen custard stands, Grills, (eating places), Hamburger stands, Hot dog (frankfurter) stands, Ice cream stands, Industrial feeding, Lunch bars, Lunch counters, Luncheonettes, Lunchrooms, Oyster bars, Pizza parlors, Pizzerias, Refreshment stands, Restaurants, Sandwich bars or shops, Snack shops, Soda fountains, Soft drink stands, Submarine sandwich shops, and Tea rooms.)	<input type="checkbox"/>	<input type="checkbox"/>
Home subdivisions with 10 or more housing units.	<input type="checkbox"/>	<input type="checkbox"/>
Parking lots of 5,000 square feet or more, or with 25 or more parking spaces, and potentially exposed to Urban Runoff.	<input type="checkbox"/>	<input type="checkbox"/>
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.	

PROJECT DESCRIPTION

Walgreens CUP for Alcohol Sales

Walgreens currently operates a 13,650 square foot store at 29910 Murrieta Hot Springs Road, Suite A in the unincorporated County of Riverside in the community of Murrieta. Walgreen's seeks a conditional use permit to allow it to also sell beer and wine for offsite consumption. This application requests the right to dedicate at least 2% of the existing floor area to wine and beer sales. As reflected in the attached floor plan, the initial sales program contemplates that approximately 49 square feet of refrigerated and non-refrigerated space will be devoted to the sale of wine and beer and that approximately 18 square feet of floor area will be devoted to the storage of wine and beer. Walgreens' hours of operations for all retail operations will continue to be from 7:00 am to 10:00 pm.

This application includes representative pictures of the existing building and site, as well as pictures of surrounding uses. In addition, the application materials include a survey and the floor plan noted above. The proposed beer and wine sales compliment Walgreens existing retail operation. The introduction of beer and wine will involve no physical change to the interior space (other than some minor rearrangement of merchandise, shelving and coolers) nor to the building envelope, building exterior or landscaping. These minor interior changes will involve no grading, construction or construction equipment at the store.

LETTER OF AUTHORIZATION

The undersigned Donahue Schriber Realty Group, L.P. ("Property Owner") is the record owner of the real property located at 29910 Murrieta Hot Springs Road #A, Riverside, California ("Property") and leases said Property to Walgreens. Property Owner hereby consents to Walgreens' filing and processing of any applications, permits, licenses or other approvals required for the sale of beer and wine for off-premises consumption. Property Owner further authorizes Walgreens, on our behalf, to sign any permits, licenses or other approvals issued for the sale of beer and wine for off-premises consumption from the Property and to take any other action necessary to implement and make effective such permits, licenses or approvals.

Date: April 24, 2010

DONAHUE SCHRIBER REALTY GROUP, L.P.

By: Mark L. Whitfield
Name: Mark L. Whitfield
Its: Executive Vice President

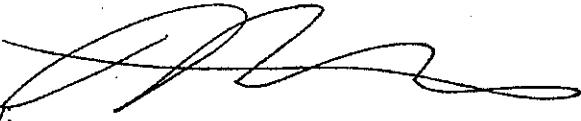


Corporate and Transactional Law Department

LETTER OF AUTHORIZATION

Walgreen Co. ("Walgreens") hereby authorizes Luce, Forward, Hamilton & Scripps, LLP to act as Walgreens' agent with respect to the filing and processing of any applications, permits, licenses or other approvals required for the sale of beer and wine for off-premises consumption at the stores identified on the attached list. This authorization includes, without limitation, permission to sign applications on behalf of Walgreens and to discuss the same with all relevant reviewing authorities.

WALGREENS

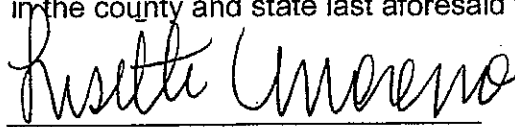


By: _____
Name: Michael Redstone
Its: Senior Attorney

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

I hereby certify that on this day before me, an officer duly authorized in the state aforesaid and in the county aforesaid to take acknowledgments, personally appeared Michael Redstone, known to be the person described in and who executed the foregoing instrument as Senior Attorney of WALGREEN CO, an Illinois corporation, and severally acknowledged before me that he executed the same as such Senior Attorney in the name of and on behalf of said corporation.

Witness my hand and official seal in the county and state last aforesaid this 11th day of February, 2010.



Signature





LIST OF STORES

STORE #	ADDRESS	CITY	ZIP	COUNTY
05182	60 N. Highland Springs Ave.	Banning	92220-3048	Riverside
07714	1400 Beaumont Ave.	Beaumont	92223-4704	Riverside
04757	42010 Washington St.	Bermuda Dunes	92203-9610	Riverside
07679	7878 Crescent Ave.	Buena Park	90620-3950	Orange
10366	1186 Calimesa Blvd.	Calimesa	92320	Riverside
06438	12490 Central Ave.	Chino	91710-2603	San Bernardino
02623	1111 3rd Ave.	Chula Vista	91911-3105	San Diego
06255	621 I St.	Chula Vista	91910-5110	San Diego
07867	1430 Eastlake Pkwy.	Chula Vista	91915-1926	San Diego
07629	5005 Ball Rd.	Cypress	90630-3643	Orange
10200	6006 Lincoln Ave.	Cypress	90630	Orange
05037	14001 Palm Dr.	Desert Hot Springs	92240-6845	Riverside
05372	16108 Foothill Blvd.	Fontana	92335-3356	San Bernardino
09588	16145 Sierra Lakes Pkwy.	Fontana	92336-1243	San Bernardino
10768	11121 Sierra Ave.	Fontana	92337	San Bernardino
09534	15990 Brookhurst St.	Fountain Valley	92708-1014	Orange
12573	16201 Harbor Blvd.	Fountain Valley	92708-1383	Orange
05972	12001 Euclid St.	Garden Grove	92840-3332	Orange
06187	11950 Valley View St.	Garden Grove	92845-1239	Orange
01080	43200 State Highway 74	Hemet	92544-5142	Riverside
02223	17383 Main St.	Hesperia	92345-6111	San Bernardino
09780	15480 Main St.	Hesperia	92345-3318	San Bernardino
05300	27951 Baseline St.	Highland	92346-3346	San Bernardino
05672	2000 W. Whittier Blvd.	La Habra	90631-3535	Orange
09486	18296 Collier Ave.	Lake Elsinore	92530-2754	Riverside
06127	30251 Murrieta Rd.	Menifee	92584-8385	Riverside
01232	27785 Santa Margarita Pkwy.	Mission Viejo	92691-6652	Orange
09843	25533 Marguerite Pkwy.	Mission Viejo	92692-2925	Orange
01995	40420 Murrieta Hot Springs Rd.	Murrieta	92563-6400	Riverside
07410	29910 Murrieta Hot Springs Rd., #A	Murrieta	92563-3815	Riverside
09884	40663 California Oaks Rd.	Murrieta	92562-5729	Riverside
07869	885 Euclid Ave.	National City	91950-3862	San Diego
06147	2950 S. Archibald Ave.	Ontario	91761-7303	San Bernardino
05846	2303 E. Vineyard Ave.	Oxnard	93036-2183	Ventura
07305	2851 S. Rose Ave.	Oxnard	93033-3953	Ventura
09197	191 E. Yorba Linda Blvd.	Placentia	92870-3328	Orange
05478	6701 Carnelian St.	Rancho Cucamonga	91701-4556	San Bernardino
05652	6400 Haven Ave.	Rancho Cucamonga	91737-3823	San Bernardino
05555	504 S. Riverside Ave.	Rialto	92376-7028	San Bernardino
09105	1280 W. Foothill Blvd.	Rialto	92376-4686	San Bernardino



STORE #	ADDRESS	CITY	ZIP	COUNTY
02712	8044 Limonite Ave.	Riverside	92509-6107	Riverside
07262	6600 Magnolia Ave.	Riverside	92506-2903	Riverside
07786	8917 Trautwein Rd.	Riverside	92508-9473	Riverside
05528	4041 N. Sierra Way	San Bernardino	92407-3816	San Bernardino
06685	1634 E. Highland Ave.	San Bernardino	92404-4616	San Bernardino
09183	1301 W. Base Line St.	San Bernardino	92411-1707	San Bernardino
10467	1236 N. Waterman Ave.	San Bernardino	92404-5311	San Bernardino
06656	3222 University Ave.	San Diego	92104-2010	San Diego
07176	8766 Navajo Rd.	San Diego	92119-2722	San Diego
09021	1811 S. San Jacinto Ave.	San Jacinto	92583	Riverside
10172	1181 N. State St.	San Jacinto	92583-6317	Riverside
10368	2261 W. Esplanade Ave.	San Jacinto	92582-4704	Riverside
06388	1301 E. 17th St.	Santa Ana	92705-8503	Orange
10397	171 N. Bristol St.	Santa Ana	92703	Orange
06126	27975 Bradley Rd.	Sun City	92586-2273	Riverside
09254	13655 Bear Valley Rd.	Victorville	92392-8518	San Bernardino
05456	1510 N. Santa Fe Ave.	Vista	92083-2001	San Diego
06222	802 S. Santa Fe Ave.	Vista	92084-6107	San Diego
09389	310 Sycamore Ave.	Vista	92083-7702	San Diego
02162	8052 Westminster Blvd.	Westminster	92683-3303	Orange

LUCE FORWARD
ATTORNEYS AT LAW • FOUNDED 1873
LUCE, FORWARD, HAMILTON & SCRIPPS LLP

600 West Broadway
Suite 2600
San Diego, CA 92101
619.236.1414
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KENNETH J. STIPANOV, PARTNER
DIRECT DIAL NUMBER 619.699.2466
DIRECT FAX NUMBER 619.645.5332
EMAIL ADDRESS kstipanov@luce.com

July 22, 2010

38415-7410

County of Riverside
Planning Department 9th Floor
Attn: Scott Arnold
4080 Lemon Street
Riverside, CA 92502-1629

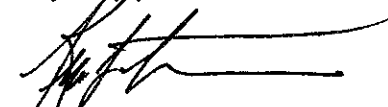
Re: **County of Riverside – Execution Authority for CUP Application for Beer and Wine Sales at 29910 Murrieta Hot Springs Road**

Dear Mr. Arnold:

I am a partner at Luce, Forward, Hamilton & Scripps, LLP (“Luce Forward”) and the Chair of Luce Forward’s Real Estate Practice Group. Brian Fish is a partner and Jennifer Chavez is an associate at Luce Forward. Both Brian and Jennifer are and were authorized to sign the above referenced Walgreens applications. In the past few months alone, Brian and Jennifer have signed and filed applications with more than 20 different local jurisdictions on behalf of Luce Forward and Walgreens. Please also note the application includes a Letter of Authorization, with the notarized signature by a senior attorney at Walgreens, which gives the lawyers at Luce Forward the authority to sign applications on behalf of Walgreens.

Thank you for your assistance with this matter. Please don’t hesitate to contact me if you have any questions.

Very truly yours,



Kenneth J. Stipanov
of
LUCE, FORWARD, HAMILTON & SCRIPPS LLP

KJS/

cc: Brian Fish, Esq.

101279844.1

NOTICE OF PUBLIC HEARING

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:

CONDITIONAL USE PERMIT NO. 3659 – CEQA Exempt – Applicant: Walgreen Co –
Engineer/Representative: Brian Fish/Jennifer Chavez – Third Supervisorial District – Rancho California Zoning District – Southwest Area Plan: Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) – Location: North of Murrieta Hot Springs Road, south of Rancho Club Drive, east of Winchester Road, and west of Sky Canyon Drive – 2.49 Acres – Zoning: Specific Plan (SP) –
REQUEST: Conditional Use Permit 3659 proposes to add the sale of beer and wine (type 20) for off premise consumption to an existing 13,650 square foot Walgreens store. The existing store will dedicate 2% of floor space to wine and beer sales. Approximately 49 square feet of refrigerated and non-refrigerated space will be devoted to the sale of wine and beer and approximately 18 square feet of floor space will be devoted to the storage of wine and beer. This Conditional Use Permit is **ONLY** for alcohol sales, and does not cover any other uses. – APN: 957-330-048 – Related Cases: PP17984, SP213 (Quasi-judicial)

TIME OF HEARING: 9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING: March 23, 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 Adrienne Rossi, Project Planner at 951-955-6925 or e-mail arossi@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 application is exempt from the provisions of the California Environmental Quality Act (CEQA). The Planning Commission will consider the proposed application at the public hearing.

The case file for the proposed project 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: Adrienne Rossi
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN, certify that on 10/28/2010.

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers CUP03659 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

TITLE GIS Analyst

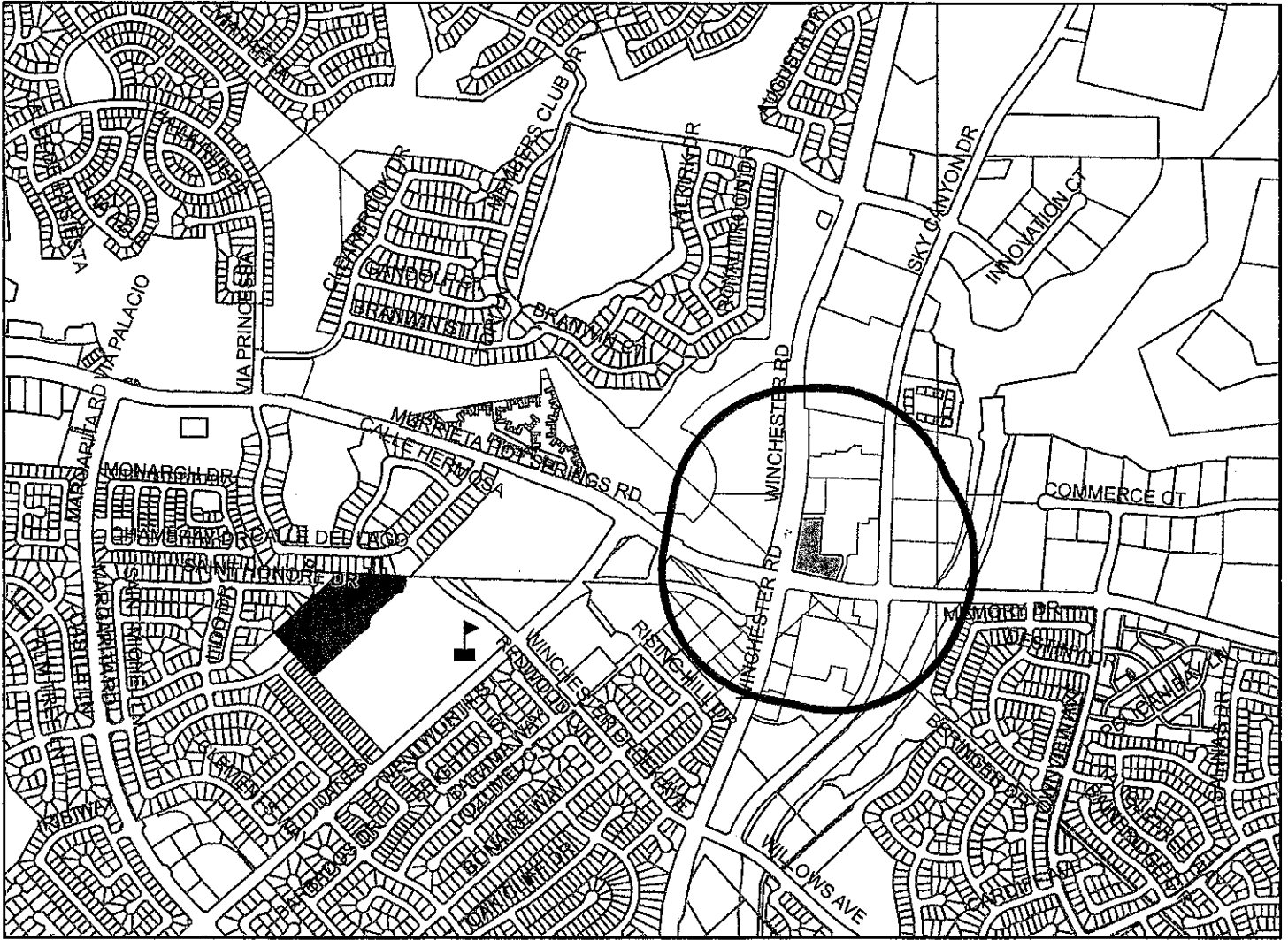
ADDRESS: 4080 Lemon Street 2nd Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. - 5 p.m.): (951) 955-8158

AR
10/28/10 - 4/28/11





1000 feet buffer



Selected Parcels

920-120-061	920-120-071	920-120-050	920-120-042	957-430-014	957-430-010	957-330-054	957-430-040	957-430-041	957-330-062
957-330-061	957-330-063	957-330-064	913-350-016	920-120-009	920-120-082	913-210-011	913-210-012	913-210-032	913-350-004
913-350-014	913-350-013	913-350-015	957-330-049	957-330-048	957-330-046	908-360-007	908-360-006	908-360-008	913-210-005
908-360-004	908-360-004	908-360-009	957-430-015	957-430-013	957-040-002	957-430-011	913-210-007	920-120-059	920-120-055
920-120-083	920-120-070	920-120-084	957-330-033	957-330-034	957-430-042	957-330-028	957-330-009	957-330-031	957-040-003
957-040-005	913-210-023	913-210-022	913-210-021	957-430-012	920-120-008	913-210-006	920-120-053	920-120-040	920-120-054
920-120-060	920-120-058	957-330-057	957-330-058	957-400-016	913-210-026	957-430-009	913-210-037	913-210-036	957-330-047
913-210-038	920-120-057	920-120-056	920-120-039	920-120-062					

Legend

-  School Sites
-  Parcels
-  CUP03659
-  Parks



1,500 750 0 1,500 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: 920120061, ASMT: 920120061
ALBERTSONS INC
C/O DEPT 70428 CORP TAX
P O BOX 20
BOISE ID 83726

APN: 913350016, ASMT: 913350016
COUNTY OF RIVERSIDE
C/O TRANSPORTATION
P O BOX 1090
RIVERSIDE CA 92502

APN: 920120042, ASMT: 920120042
ASPEN PROP
3535 E COAST HWY NO 358
CORONA DEL MAR CA 92625

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COUNTY OF RIVERSIDE
3535 10TH ST STE 300
RIVERSIDE CA 92501

APN: 957430014, ASMT: 957430014
AZMI AWWAD, ETAL
39281 MEMORY DR
MURRIETA CA. 92563

APN: 920120082, ASMT: 920120082
COVENANT GROUP EAST MURRIETA
2860 MICHELLE DR 170
IRVINE CA 92606

APN: 957430010, ASMT: 957430010
BRIAN REZAIE
39241 MEMORY DR
MURRIETA CA. 92563

APN: 913210032, ASMT: 913210032
DHL INV
P O BOX 1152
TEMECULA CA 92593

APN: 957330054, ASMT: 957330054
CENTRAL PACIFIC BANK
16870 W BERNANDO STE 360
SAN DIEGO CA 92127

APN: 913350015, ASMT: 913350015
DNK HOLDINGS
C/O DON NORRIS
1056 HEATHER DR
VISTA CA 92064

APN: 957430041, ASMT: 957430041
CENTRAL PARK COMMUNITY ASSN
C/O MERIT PROP MGMT
27349 JEFFERSON NO 101
TEMECULA CA 92590

APN: 957330046, ASMT: 957330046
DONAHUE SCHRIBER REALTY GRP
STE 602 800 C/O PARADIGM TAX GROUP
5694 MISSION CENTER RD
SAN DIEGO CA 92108

APN: 957330064, ASMT: 957330064
CORP OF PRES BISHOP CH OF JESUS CHRIST
50 E NORTH TEMPLE ST
SALT LAKE CITY UT 84150

APN: 908360008, ASMT: 908360008
EAGLE GLEN APARTMENTS
C/O J & M REALTY CO
41 CORPORATE PARK NO 240
IRVINE CA 92606



APN: 913210005, ASMT: 913210005
FRANK SOHAEI, ETAL
P O BOX 4632
CARLSBAD CA 92018

APN: 920120055, ASMT: 920120055
KGC WINCHESTER 5
C/O F RON KRAUSZ
44 MONTGOMERY ST NO 3300
SAN FRANCISCO CA 94104

APN: 908360009, ASMT: 908360009
GCGI PARTNERS INC
3742 FLOWERWOOD LN
FALLBROOK CA 92028

APN: 920120084, ASMT: 920120084
MHS SKY CANYON
41623 MARGARITA RD NO 100
TEMECULA CA 92591

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GREGORY A GONZALEZ, ETAL
39291 MEMORY DR
MURRIETA CA. 92563

APN: 957430042, ASMT: 957430042
PULTE HOME CORP
2 TECHNOLOGY DR
IRVINE CA 92618

APN: 957430013, ASMT: 957430013
GUADALUPE ESTRADA, ETAL
P O BOX 481
AGUANGA CA 92536

APN: 957330009, ASMT: 957330009
RCI SILVERHAWK 8
C/O MARTIN A WEISS
1 BETTERWORLD CIR STE 300
TEMECULA CA 92590

APN: 957040002, ASMT: 957040002
IRONHORSE MDI I
C/O MOONLIGHT VENTURES
444 MOONLIGHT LN
ENCINITAS CA 92024

APN: 957040005, ASMT: 957040005
RIVERSIDE COUNTY FLOOD CONT & WATER C
1995 MARKET ST
RIVERSIDE CA 92501

APN: 957430011, ASMT: 957430011
JESSICA SJOBERG
39251 MEMORY DR
MURRIETA CA. 92563

APN: 913210021, ASMT: 913210021
ROBERT W HAMMON, ETAL
C/O LENDING ASSOC
P O BOX 28327
SAN DIEGO CA 92198

APN: 913210007, ASMT: 913210007
JON D HENSLEY, ETAL
43976 CALLE DE VELARDO
TEMECULA CA 92592

APN: 957430012, ASMT: 957430012
ROBLES ALEJANDRO & FRANCISCA FAM TRU
39261 MEMORY DR
MURRIETA CA. 92563



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SAIED MOTEVASSELANI, ETAL
9164 PIMPERNEL DR
SAN DIEGO CA 92129

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TESORO SIERRA PROP
C/O PROPERTY TAX DEPT
P O BOX 592809
SAN ANTONIO TX 78259

APN: 913210006, ASMT: 913210006
SCOTT BARONE, ETAL
29276 GANDOLF CT
MURRIETA CA 92563

APN: 957330047, ASMT: 957330047
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STE 602 800 C/O PARADIGM TAX GROUP
5694 MISSION CENTER RD
SAN DIEGO CA 92108

APN: 920120058, ASMT: 920120058
SFX WINCHESTER
C/O DALE GELGUR
629 CAM DE LOS MARES 201
SAN CLEMENTE CA 92673

APN: 913210038, ASMT: 913210038
WINCHESTER AUTO SPA
623 S SANTA FE AVE
VISTA CA 92083

APN: 957330058, ASMT: 957330058
SILVERHAWK PARTNERS
C/O BEN BADIEE
4747 VIEWRIDGE AVE STE 108
SAN DIEGO CA 92123

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WINCHESTER SPRINGS, ETAL
C/O DEPT 70428 CORP TAX
250 E PARKCENTER BLV
BOISE ID 83706

APN: 957400016, ASMT: 957400016
SKY CANYON BUSINESS CENTER OWNERS ASSOCIATION
C/O ELITE MANAGEMENT
38760 SKY CANYON DR
MURRIETA CA 92563

APN: 920120056, ASMT: 920120056
WINCHESTER SPRINGS, ETAL
C/O STEPHEN WOLFF
11456 OLIVE BLV STE 210
ST LOUIS MO 63141

APN: 913210026, ASMT: 913210026
SPRINGS HOLDING CORP
C/O CHARLES L MARCH
P O BOX 2467
TEMECULA CA 92593

APN: 920120039, ASMT: 920120039
WINCHESTER SPRINGS, ETAL
C/O DEPT 70428 CORP TAX
250 E PARKCENTER BLV
BOISE ID 83706

APN: 957430009, ASMT: 957430009
STEPHEN PEEBLES, ETAL
39231 MEMORY DR
MURRIETA CA. 92563

APN: 920120062, ASMT: 920120062
WINCHESTER SPRINGS
C/O STEPHEN WOLFF
11456 OLIVE BLV STE 210
ST LOUIS MO 63141

App/ Owner/ Engineer labels - CUP3659

Engineer/Representative
Jennifer Chavez/Brian Fish
600 W. Broadway STE# 260
San Diego CA 92101

Applicant
Walgreens Co
104 Wilmot Road-2nd flr
Deerfield IL 60015

Owner
Donahue Schriber Realty Group
200 E Baker St. STE#100
Costa Mesa CA 92626



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.: Conditional Use Permit No. 3659

Project Location: In the unincorporated area of Riverside County, more specifically located northerly of Murrieta Hot Springs Road, southerly of Rancho Club Drive, easterly of Winchester Road, and westerly of Sky Canyon Drive.

Project Description: The Conditional Use Permit proposes to add the sale of beer and wine (Type 20 License) for off-site consumption to an existing 13,650 square foot Walgreens Store. The existing Walgreens will devote approximately 49 square feet of refrigerated and non-refrigerated space to the sale of beer and wine and approximately 18 square feet of floor space will be devoted to the storage of beer and wine.

Name of Public Agency Approving Project: Riverside County Planning Department

Project Sponsor: County of Riverside 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: Section 15301 (Existing Facilities)

Reasons why project is exempt: Conditional Use Permit No. 3659 is exempt from CEQA pursuant to CEQA Guidelines Section 15301 (Existing Facilities) stating that "Class I consists of the operation, repair, maintenance, permitting, leasing, licensing or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination." This project is strictly for licensing purposes.

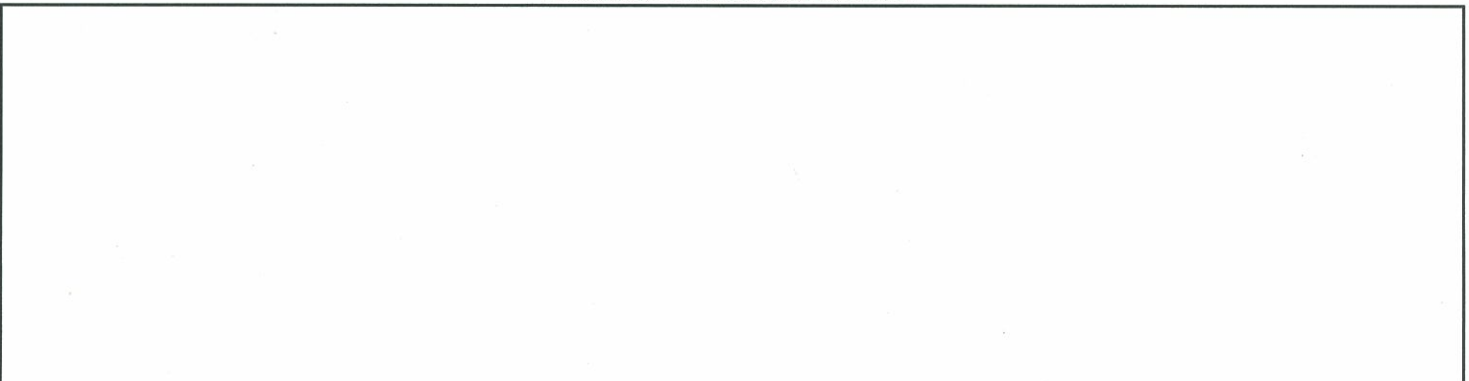
Adrienne Rossi (951) 955-6925
County Contact Person Phone Number

Adrienne Rossi Urban Regional Planner II 12-15-10
Signature Title Date

Date Received for Filing and Posting at OPR: _____

Revised: 3/15/10: Y:\Planning Case Files-Riverside office\CUP03648\NOE Form.cup3648.docx

Please charge deposit fee case#: ZEAXempt from CEQA ZCFG No. 5721 - County Clerk Posting Fee
FOR COUNTY CLERK'S USE ONLY



*Case No: CFG05721 *

Applied: 07/27/2010

Proposal: CFG FOR EA42359

Appl Type: CFG3 CALIF FISH & GAME: DOC FEE

Location:

Project size: F/A:

Min lot size: F/A:

Lots/units:

Assessor Parcel No: 957330048

Section: Twnshp/Range:

Supervisor District:

Census Tract:

Team:

Zoning:

Zoning Area/Dist:

Developer Agreement:

Open Space & Cons Elem:

Community Plan:

Category/Designation:

EA:

Concurrent Cases:

Related Cases:

ENG-REP	FISH BRIAN/CHAVEZ JENNIFER 600 W BROADWAY STE 260 SAN DIEGO CA 92101	07/27/2010 Phone: 619-236-1414
APPLICANT	WALGREENS CO 104 WILMOT ROAD, 2ND F DEERFIELD IL 60015	07/27/2010 Phone: 847-315-4530
PLANNER	ROSSI ADRIENNE	08/04/2010
OWNER	DONAHUE SCHRIBER REALTY GROUP 200 E BAKER ST STE 100 COSTA MESA CA 92626	07/27/2010 Phone: 714-545-1400



Agenda Item No. X.X

Riverside County Planning Commission

Conditional Use Permit No. 3659

Agenda Item X.X

General Plan



RIVERSIDE COUNTY PLANNING DEPARTMENT

Current General Plan:

Commercial Retail (CR) (0.20 - 0.35 FAR)

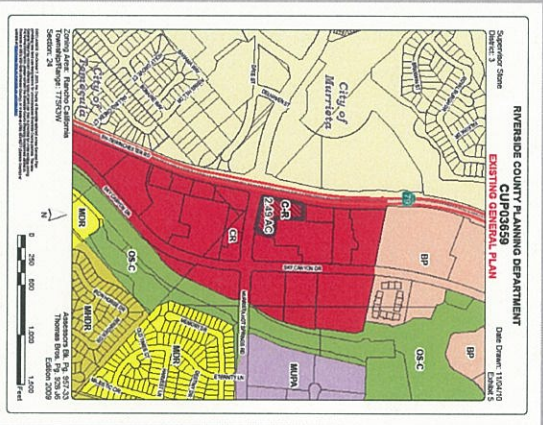
Surrounding Designations:

North: Commercial Retail (CR) (0.20 - 0.35 FAR)

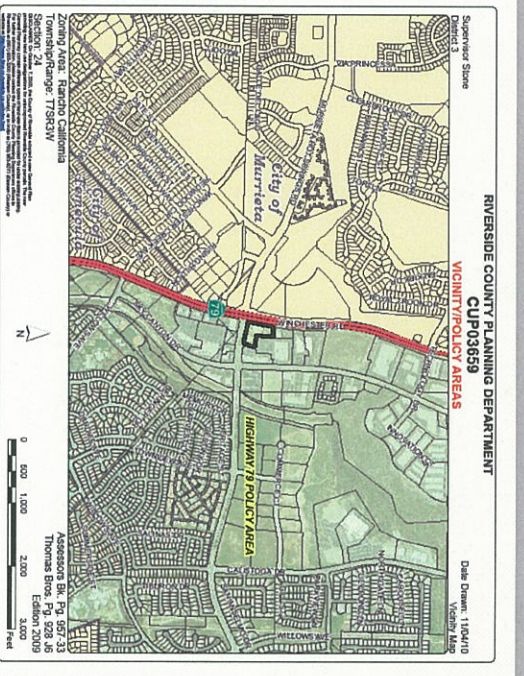
South: Commercial Retail (CR) (0.20 - 0.35 FAR)

East: Commercial Retail (CR) (0.20 - 0.35 FAR)

West: City of Murrieta



Vicinity Map



Agenda Item X.X

Zoning



RIVERSIDE COUNTY PLANNING DEPARTMENT

Current Zoning:

Specific Plan (SP)

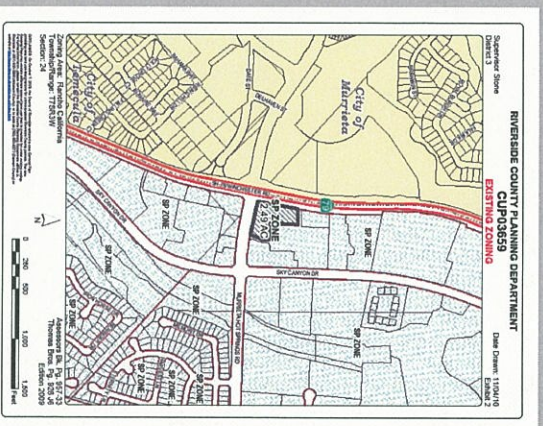
Surrounding Zoning:

North: Specific Plan (SP)

South: Specific Plan (SP)

East: Specific Plan (SP)

West: City of Murrieta





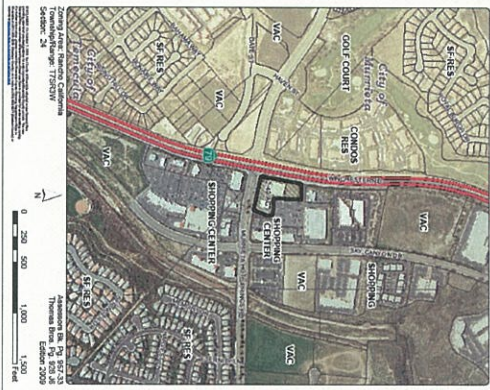
Land Use

Current Land Use:

Commercial Retail Store

Surrounding Land Uses:

- North: Shopping Center and Vacant Land
- South: Shopping Center and Vacant Land
- East: Shopping Center and Vacant Land
- West: City of Murrieta



Site Plan

Vacant Map

General Plan

Existed Zoning

Land Use

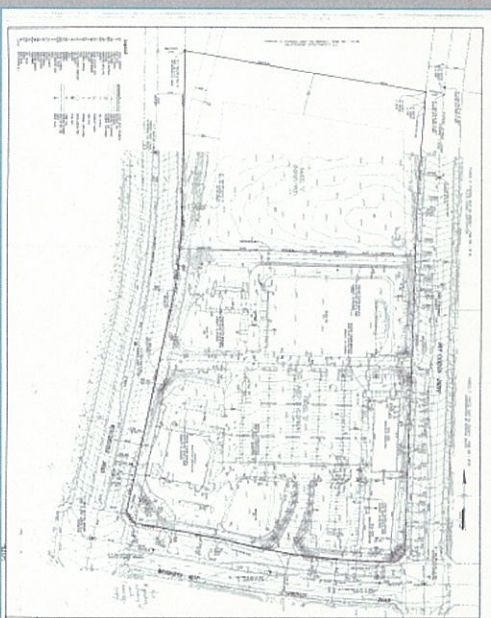
Site Photos

Issues of Concern

Recommendation



Site Plan



Site Plan

Vacant Map

General Plan

Existed Zoning

Land Use

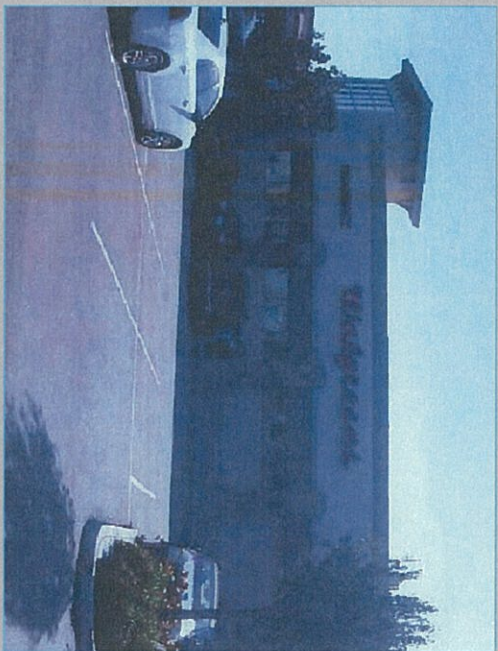
Site Photos

Issues of Concern

Recommendation



Site Photo 1



Front of store - facing west



Site Plan

Vacant Map

General Plan

Existed Zoning

Land Use

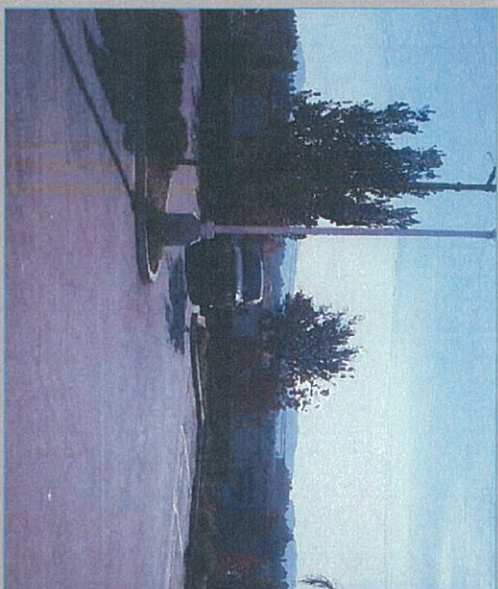
Site Photos

Issues of Concern

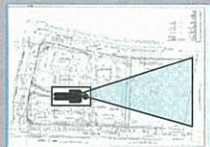
Recommendation



Site Photo 2



Parking Lot - facing north



Site Plan

Vacant Map

General Plan

Existed Zoning

Land Use

Site Photos

Issues of Concern

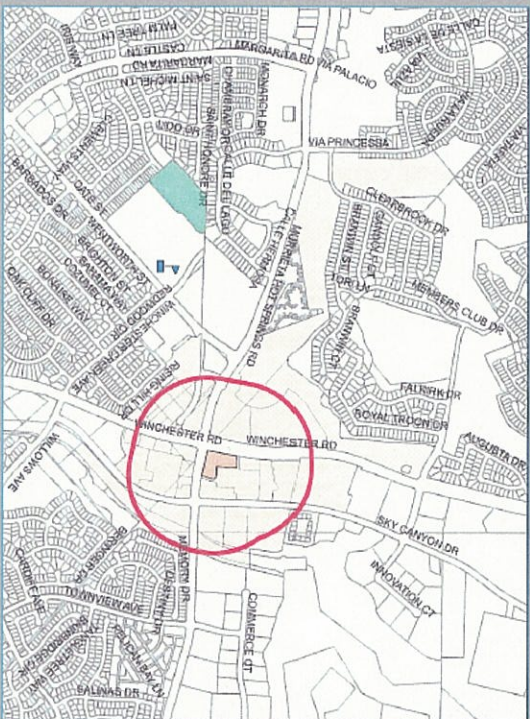
Recommendation



Background

The existing Walgreens store was approved under Plot Plan 17984, on September 26, 2002.

1000 Foot Radius Map



Issues of Concern

- Beer, Wine and Distilled Spirits (Type 21)
 - Beer and Wine (Type 20)
 - 14 combined existing liquor licenses
 - Beer, Wine and Distilled Spirits (Type 21)
- Per A.B.C. this Census Tract is over concentrated by 6 licenses.

Census Tract 432.03

Issues of Concern





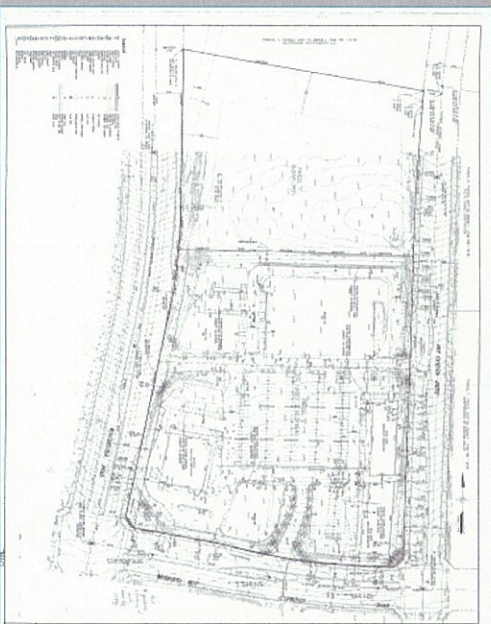
Recommendations

ADOPTION of a FINDING of "PUBLIC NECESSITY AND CONVENIENCE," regarding the sale of beer and wine from the subject site for off-site consumption, based upon the findings and conclusions incorporated in the staff report, and;

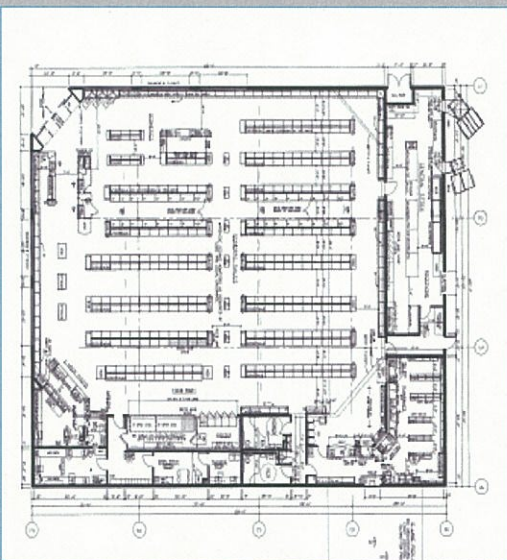
APPROVAL of CONDITIONAL USE PERMIT NO. 3659, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.



Site Plan



Building Floor Plans



Agenda Item No.: 3.3
Area Plan: Jurupa
Zoning District: Prado-Mira Loma
Supervisorial District: Second
Project Planner: Christian Hinojosa
Planning Commission: March 23, 2011
Continued From: February 16, 2011
and 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.

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 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 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 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 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 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 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 northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street.

FURTHER PLANNING CONSIDERATIONS:

Planning Commission February 16, 2011

The project was continued from the February 16, 2011 Planning Commission hearing in order to allow the Applicant additional time to draft condition(s) of approval for Plot Plan No. 17788 that would require a percentage of the project tenant truck fleets to be either 2007 or 2010 compliant. As of this writing, no draft condition of approval from the Applicant has been provided to Planning staff for review.

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) and Mira Loma Warehouse/Distribution Center Policy Area |
| 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
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. |

RECOMMENDATIONS:

DENIAL of the **APPEAL** filed on October 28, 2010 of the Planning Director's decision on October 18, 2010; and,

ADOPTION of **RESOLUTION NO. 2011-004** for **ENVIRONMENTAL IMPACT REPORT NO. 450**, which has been completed in compliance with CEQA Guidelines; and,

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 applicable policies of the Jurupa Valley Redevelopment Project Area (JVPA) (Mira Loma sub-area) and the Mira Loma Warehouse/Distribution Center Policy Area.
3. 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.
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 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSCHP).
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), and is located within the Mira Loma Warehouse/Distribution Center Policy Area, on the Jurupa Area Plan.
2. The proposed use, planned industrial park, is in conformance with the Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) land use designation, and the applicable policy of the Mira Loma Warehouse/Distribution Center Policy Area.
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 compliant with the adopted policies and objectives of the Jurupa Valley Redevelopment Project Area (JVPA) (Mira Loma sub-area).
10. This project is not located within a Criteria Area of the Western Riverside County Multiple Species Habitat Conservation Plan.
11. 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:

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 Stephen's Kangaroo Rat 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 WRCMSHCP Fee Area (Ordinance No. 810);
 - b. A Development Impact Fee Area (Ordinance No. 659);
 - c. The Jurupa Community Service District;
 - d. A Circulation Element Right-Of-Way (Urban Arterial 152' ROW);
 - e. A High Paleontological Potential (High B);
 - f. An Area Moderate Liquefaction Potential;
 - g. An Area Susceptible to Subsidence; and,
 - h. 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 FEBRUARY 16, 2011
RIVERSIDE COUNTY ADMINISTRATION CENTER**

- I. **AGENDA ITEM 3.5: APPEAL OF ADOPTION OF 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) (Legislative)

PROJECT DESCRIPTION

- II. 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)

III.

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 favor of the subject proposal:

David Drake, Applicant, 4 Park Plaza Irvine, CA 949-400-6065

**PLANNING COMMISSION
MINUTE ORDER FEBRUARY 16, 2011
RIVERSIDE COUNTY ADMINISTRATION CENTER**

Charity Schiller, Applicant's Rep., 951-826-8223

The following person(s) spoke neutral of the subject proposal.

Roger Prend, Applicant's Rep., 3788 McCray St. Riverside, CA 92506 951-686-1070

Ian MacMillan, Interested Party AQMD (nothing more provided)

Cathy Perring, 3788 McCray Riverside 686-1070

Eliza Laws, McCray St. Riverside 686-1070

Charles Lanathoua, neighbor 10940 Iberio St. Mira Loma 91752

Josie Gaytan, Interested Party, 3654 Scenic Dr. Riverside 92509 951 261-4334

The following speakers spoke in opposition of the subject proposal.

Raymond Johnson, Appellant, 26785 Camino Seco Temecula 92590 951-506-9925

Rachel Lopez, Interested Party, 6599 Lucretia Ave. Mira Loma 91752

Rosa Ma Vielmas, Interested Party, 5122 Rutile St. Riverside CA 92509 951-681-2531

Raquel Contreras 8438 Donna Way Riverside 92509 951-681-6228

Susana Negrete CCAEJ

Sylvia Betancourt CCAEJ

Stella G. Portillo, Neighbor, 10928 Lansford St. Mira Loma 91752

Graciela Larios, Interested party, Riverside 92509 graciela.larios@yahoo.com

CONTROVERSIAL ISSUES

NONE

IV. PLANNING COMMISSION ACTION

The Planning Commission, by a vote of 5-0 recommended to the Board of Supervisors;

CONTINUED TO MARCH 23, 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

**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) 	Within 10 days after the notice of decision appears on the Board of Supervisor's Agenda.
<ul style="list-style-type: none"> • Extension of Time for Vesting Tentative Map 	Within 15 days after the notice of decision appears on the Board of Supervisor's agenda.
<ul style="list-style-type: none"> • General Plan or Specific Plan Consistency Determination • Temporary Outdoor Event 	Within 10 days after date of mailing or hand delivery of decision of the Planning Director.
<ul style="list-style-type: none"> • Environmental Impact Report 	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.
<ul style="list-style-type: none"> • Plot Plan • Second Unit Permit • Temporary Use Permits • Accessory WECS 	Within 10 calendar days after the date of mailing of the decision.
<ul style="list-style-type: none"> • Letter of Substantial Conformance for Specific Plan 	Within 7 days after the notice of decision appears on the Board of Supervisor's agenda.
<ul style="list-style-type: none"> • Revised Permit 	Same appeal deadline as for original permit.
<ul style="list-style-type: none"> • Certificate of Compliance • Tree Removal Permit 	Within 10 days after the date of the decision by the Planning Director.
<ul style="list-style-type: none"> • Revocation of Variances and Permits 	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.

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

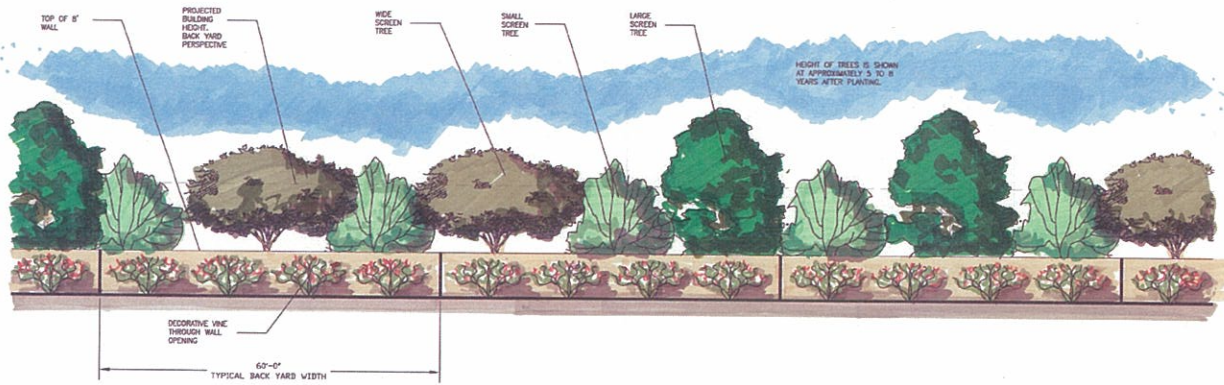
Address: 26785 Camino Seco

City: Temecula State: CA Zip: 92590

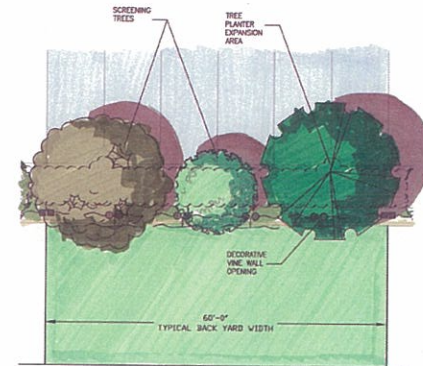
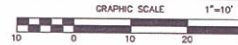
Telephone No.: (951) 506-9925 Fax No.: (951) 506-9725

E-Mail: esqaicp@wildblue.net

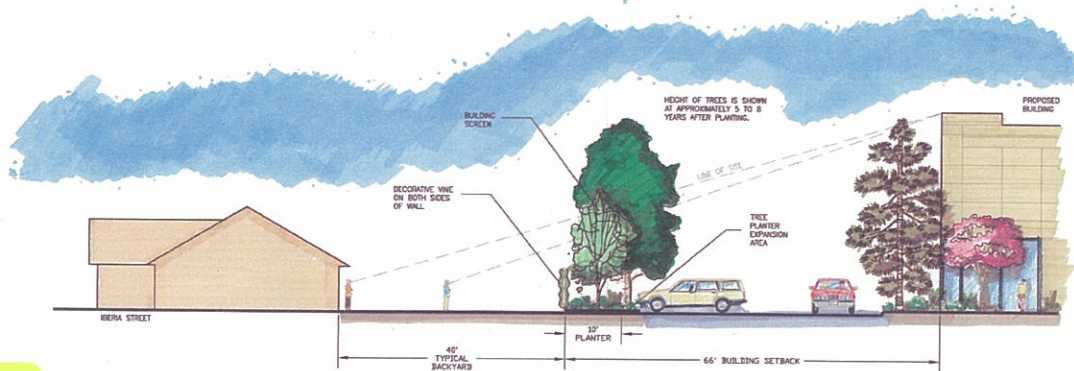
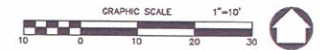
Case No.: Resolution No.2010-006, EIR No. 450, Plot Plan Nos 16979,17788,18875,18876,18877,18879



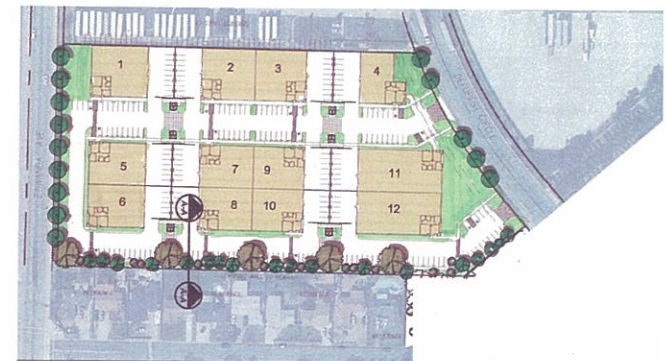
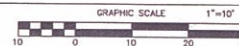
ELEVATION - BACKYARD VIEWS



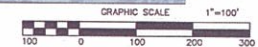
PLAN VIEW



SECTION A-A @ LOT 37



LOT 37



MIRA LOMA COMMERCE CENTER

MIRA LOMA, CA

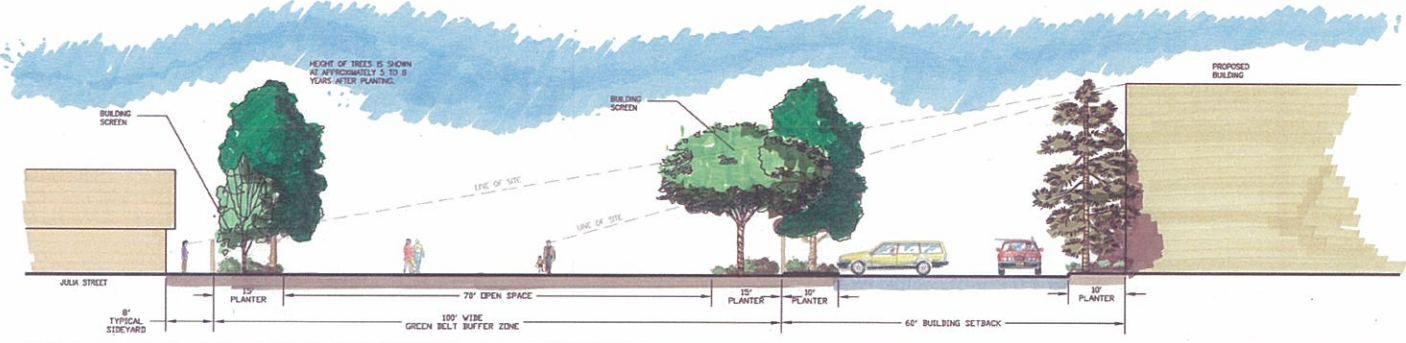
PRELIMINARY LANDSCAPE PLAN

OC REAL ESTATE MANAGEMENT, LLC

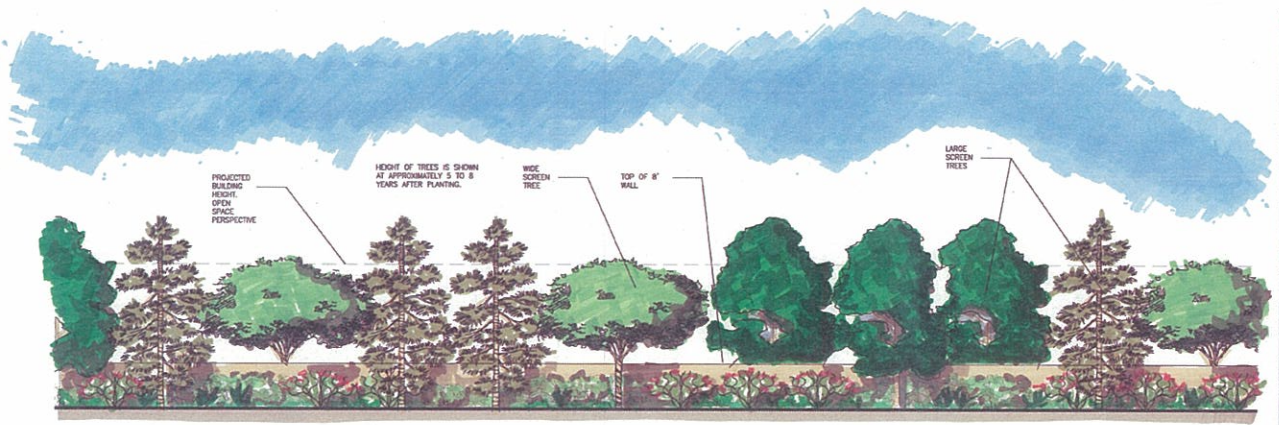
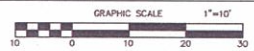
ALBERT A. WEBB
ARCHITECTS
CIVIL ENGINEERS
3150 MACCARTHY ST.
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Exhibit 2
(Sheets 1-5)

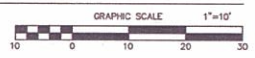
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AND LAND COVERAGE ARE PRELIMINARY AND SUBJECT TO ADJUSTMENT.
DEVELOPMENT IS SUBJECT TO APPROVAL OF GOVERNMENT AGENCIES. ALL
SITE CONDITIONS ARE SUBJECT TO VERIFICATION.



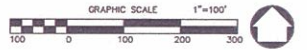
SECTION B-B @ LOTS 38-29



ELEVATION - OPEN SPACE VIEWS



LOT 38-29



MIRA LOMA COMMERCE CENTER

MIRA LOMA, CA

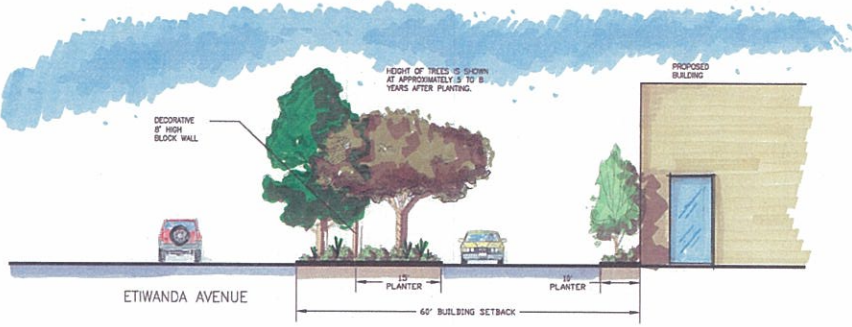
PRELIMINARY LANDSCAPE PLAN

2005-0444
JANUARY 3, 2011

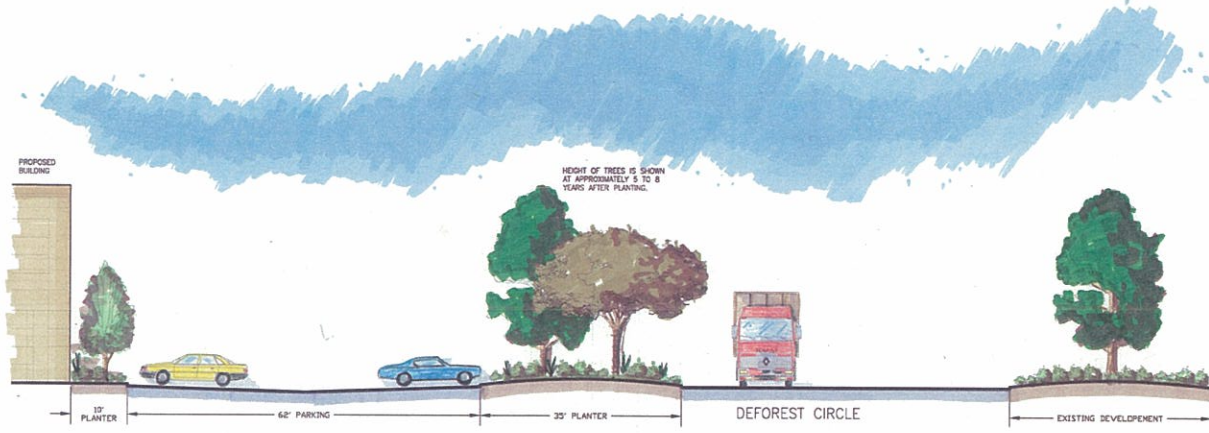
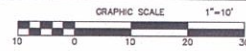
BUILDING AREAS AND LAND COVERAGE ARE PRELIMINARY AND SUBJECT TO ADJUSTMENT. ANY PROPOSED DEVELOPMENT IS SUBJECT TO APPROVAL OF GOVERNMENT AGENCIES. ALL DIMENSIONS AND SITE CONDITIONS ARE SUBJECT TO VERIFICATION.

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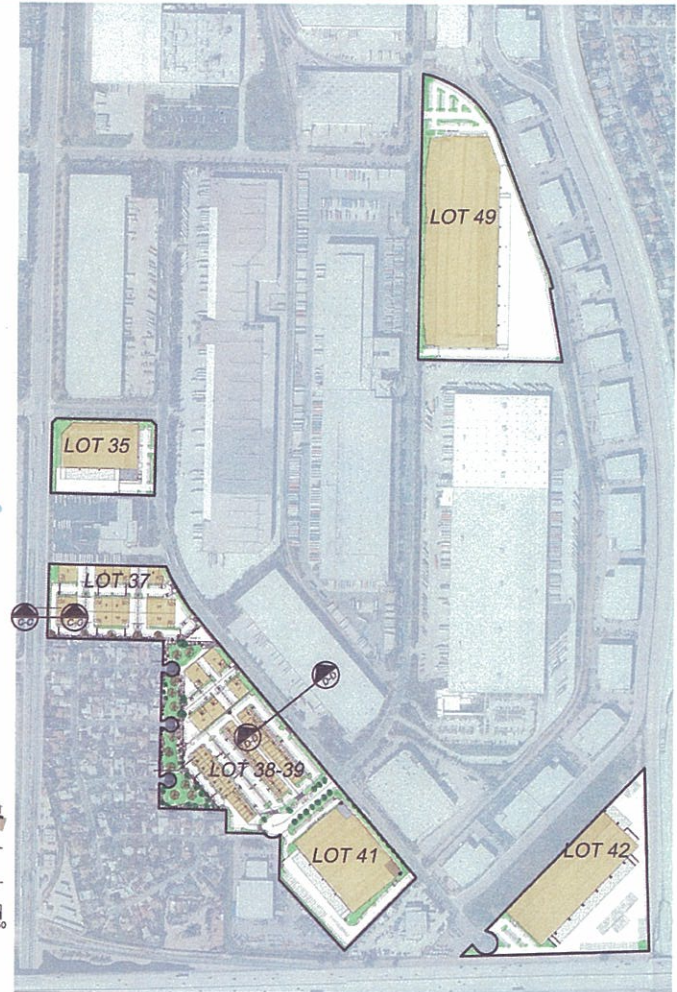
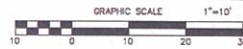
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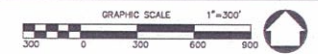
SECTION C-C @ ETIWANDA AVENUE



SECTION D-D @ DEFOREST CIRCLE



SITE MAP



MIRA LOMA COMMERCE CENTER

MIRA LOMA, CA

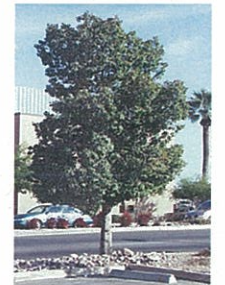
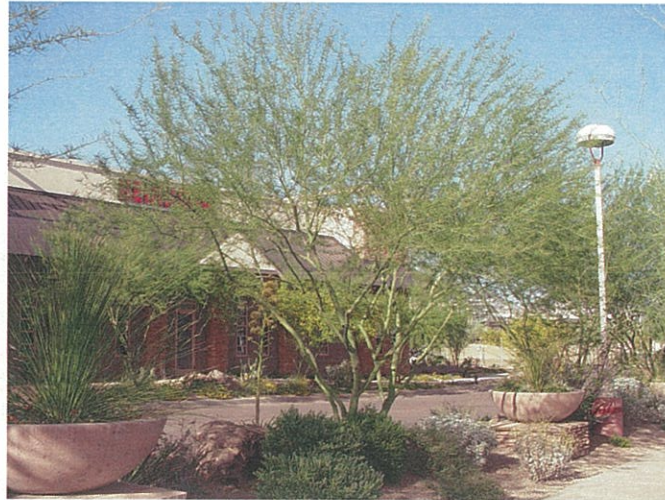
PRELIMINARY LANDSCAPE PLAN

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MIRA LOMA COMMERCE CENTER

MIRA LOMA, CA

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MIRA LOMA COMMERCE CENTER

MIRA LOMA, CA

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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 consistent 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.

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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

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	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

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	<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>

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	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.
10. Require that use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.*	Level 3 CARB certified particulate traps reduce particulate matter by 85 percent ⁵ . 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 size ⁶ . Therefore, the proposed measure is less effective than the existing mitigation. No further analysis is required.
11. Utilize only CARB certified equipment for construction activities.	MM Air 3a is functionally equivalent to the proposed measure by requiring construction equipment equivalent to Tier 4 once it becomes available.
12. Restrict engine size of construction equipment to the minimum practical size.	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.
13. Use electric construction equipment where technically feasible.*	MM Air 3c is proposed measure 13 requiring the use of electricity from power poles.
14. Substitute gasoline- powered for diesel-powered 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.

⁵ <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

⁶ http://www.aqmd.gov/ceqa/handbook/mitigation/offroad/MM_offroad.html

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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

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	<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>

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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 $1\frac{1}{4}$ 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 style="padding-left: 40px;">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/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.

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:

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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

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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, February 16, 2011 and March 23, 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,

19 **WHEREAS**, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

20 **BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED** by the Planning Commission of the County of Riverside, in regular session assembled on March 23, 2011 that:

- 21
- 22
- 23
- 24 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: *M. S. McNeil*
DATE: 3/2/11

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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
28

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
28

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.)
28

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.
28

- 1 a. Mitigation Measure Aesthetics 1: All outdoor light fixtures including
2 street lights and operational, signage, and landscape lighting sources shall
3 be shielded and situated so as to not cause glare or excessive light spillage
4 into adjacent residential areas. (Draft EIR, p. 4.1-8.)

5 H. Agricultural Resources

6 1. Impacts:

7 The proposed Project would not result in any impacts from the conversion of
8 designated farmland into non-agricultural uses, and would not convert Prime
9 Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on
10 the maps prepared pursuant to the Farmland Mapping and Monitoring Program of
11 the California Department of Conservation, to non-agricultural use. (Draft EIR, p.
12 4.2-5.) Based on the maps for Western Riverside County, the Project site is
13 identified as a mix of Farmland of Local Importance and Urban and Built-Up
14 Land. The Project site is zoned Manufacturing – Medium (M-M) and Industrial
15 Park (I-P), and has not been under cultivation or dry farmed for at least 27 years.
16 The size of the individual properties of the Project site is not large enough to be
17 economically feasible to farm. The designation of a portion of the Project site,
18 and most of the adjacent properties as Urban and Built-Up Land indicates that this
19 property has not be farmed in many years and is not considered statewide or
20 locally important farmland. The designation of the balance of the Project site and
21 a small portion of the adjacent property as Farmland of Local Importance is likely
22 representative of the historical use of the property and its current undeveloped
23 state, rather than any current agricultural potential of the property. The Project site
24 does not contain Prime Farmland, Unique Farmland or Farmland of Statewide
25 Importance and thus mitigation is not required. (Draft EIR, p. 4.2-5.)

26 The proposed Project would not conflict with an existing agricultural use or a
27 Williamson Act (agricultural preserve) contract. (Draft EIR, p. 4.2-7.) The
28

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.)

24 2. Mitigation:

25 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 blueline 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.
28

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
28

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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1 (Draft EIR, p. 6.0-18.)

2 2. Mitigation:

3 The proposed Project has been modified to mitigate or avoid the potentially
4 significant impacts by the following mitigation measures, which are hereby
5 adopted and will be implemented as provided in the Mitigation, Monitoring, and
6 Reporting Program.

- 7 a. Mitigation Measure Cultural A: Prior to the issuance of grading permits, a
8 qualified archaeologist (pursuant to the Secretary of the Interior's
9 standards and County guidelines) shall be retained by the Project
10 developer/permittee for limited archaeological monitoring of the grading
11 with respect to potential impacts to potential subsurface archaeological
12 and/or cultural resources. A pre-grading meeting between the
13 archaeologist and the excavation and grading contractor shall take place
14 to outline the procedures to be followed if buried materials of potential
15 historical, cultural or archaeological significance or paleontological
16 resources are accidentally discovered during earth-moving operations and
17 to discuss the implementation of mitigation measures MM Cultural 1,
18 MM Cultural 2 and MM Cultural 3. During grading operations, when
19 deemed necessary in the professional opinion of the retained
20 archaeologist (and/or as determined by the Planning Commission), the
21 archaeologist, the archaeologist's on-site representative(s), and any the
22 Native American tribal representative(s) (if any Native American cultural
23 or burial deposits are uncovered) shall actively monitor all Project-related
24 grading and shall have the authority to temporarily divert, redirect, or halt
25 grading activity to allow recovery of archaeological and/or cultural
26 resources. Prior to the issuance of grading permits, a copy of a fully
27 executed archaeological services contract including the NAME,
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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.)

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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 K. Geology and Soils

3 1. Impacts:

4 The proposed Project would not expose people or structures to potentially
5 substantial adverse effects, including the risk of loss, injury, or death involving
6 rupture of a known earthquake fault. (Draft EIR, p. 4.6-7.) The Project site is not
7 located within either an Alquist-Priolo Earthquake Fault Zone or a County Fault
8 Zone. The closest known active faults are the San Jose fault located
9 approximately 6 miles northwest of the site and the Cucamonga fault located
10 approximately 9 miles northwest of the site. Due to the distance of the risk of
11 surface rupture due to an earthquake is not expected to impact development of the
12 Project site. No Project-specific mitigation measures are required since no
13 significant adverse impacts are anticipated.

14 The proposed Project would not expose people or structures to potentially
15 substantial adverse effects, including the risk of loss, injury, or death involving
16 seismic-related ground failure, including liquefaction. (Draft EIR, p. 4.6-7.) The
17 Project site does not lie within an area of low liquefaction susceptibility as shown
18 by the RCIP General Plan's Safety Element. The geotechnical studies indicate
19 that the potential for liquefaction at the Project site is considered to be very low.
20 No Project-specific mitigation measures are required since no significant adverse
21 impacts are anticipated.

22 The proposed Project would not expose people or structures to potentially
23 substantial adverse effects, including the risk of loss, injury, or death involving
24 strong seismic ground shaking and other geologic hazards such as seiche,
25 mudflow or volcanic hazard. (Draft EIR, p. 4.6-8.) The Project site is located,
26 along with the majority of Western Riverside County, within a zone of very high
27 (30-40% g) general ground-shaking risk, as shown in the RCIP General Plan's
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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.

7 The proposed Project would not be located on a site which is included on a list of
8 hazardous materials sites compiled pursuant to Government Code Section
9 65962.5 and, as a result, would not create a significant hazard to the public or the
10 environment. (Draft EIR, p. 4.7-5.) The proposed Project is not located on a
11 hazardous materials site list and a Phase I Environmental Site Assessment of the
12 site revealed no evidence of recognized environmental conditions related to
13 hazardous materials in connection with the Project site. However, the Phase I
14 Environmental Site Assessment Report did identify soil piles with concrete,
15 asphalt, construction debris, minor household waste, and abandoned tires on the
16 Project site. The currently undeveloped Project site is not contaminated and no
17 mechanism is needed to initiate any required further investigation and/or
18 warranted remediation. There is no evidence that hazardous materials or wastes
19 were stored at the Project site, and no release of a hazardous material has taken
20 place, therefore no further studies are warranted. (Draft EIR, p. 4.7-5.)
21 Nonetheless, as a precaution against potential impacts, the report recommended
22 that these piles be properly disposed of. Therefore, mitigation measure MM
23 Hazards 1 was included in the Draft EIR to require the removal of these soil piles
24 from the Project site, which will ensure that potential impacts remain less than
25 significant. (Draft EIR, pp. 4.7-5 to 4.7-6.) As an additional precaution, the Final
26 EIR has added mitigation measure MM Hazards 2 for inspecting the Project site
27 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 blueline 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
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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
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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.
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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.
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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
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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
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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,
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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
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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 2. Mitigation:

5 No Project-specific mitigation measures are required.

6 R. Recreation

7 1. Impacts:

8 The proposed Project would not displace substantial numbers of existing housing,
9 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
10 4.12-2.) The proposed Project is the development of vacant in-fill parcels, which
11 will not displace existing housing. The proposed Project will further Riverside
12 County economic development goals to improve the jobs-housing balance. The
13 proposed Project is compatible with the existing industrial uses within the Project
14 area and as an in-fill Project will not unduly add to the existing impact of
15 industrial development upon the adjacent residential areas. The Project will have
16 no significant impact, and no Project-specific mitigation measures are required.

17 The proposed Project would not create a demand for additional housing,
18 particularly as related to housing affordable to households earning 80% or less of
19 the County's median income. (Draft EIR, p. 4.12-2.) The proposed Project may
20 create a demand for housing so future employees may choose to relocate closer to
21 the Project site. However, the majority of the jobs created by the proposed
22 Project is anticipated to be filled from the surrounding area, thereby limiting the
23 number of persons requiring housing moving to the area. The demand for
24 additional housing created by the Project is considered less than significant, and
25 no Project-specific mitigation measures are required.

26 The proposed Project would not displace substantial numbers of people,
27 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
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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
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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
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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
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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
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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
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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,
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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
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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
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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-
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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
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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-
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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-
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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
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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
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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
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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
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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
28

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,
28

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
28

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
28

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 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
28

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 $\frac{3}{4}$ mile southeast of the Project
26 site, Granite Hill Elementary School located approximately $\frac{1}{4}$ mile east of the
27 Project site and Jurupa Valley High School located approximately $\frac{1}{4}$ mile south
28

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
28

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.)

9 Implementation of mitigation measures MM Air 4, MM Air 5 and MM Air 7 will
10 reduce DPM emissions from Project-generated traffic, with only MM Air 7
11 producing a quantifiable reduction. The implementation of these mitigation
12 measures will not reduce DPM-related cancer risk to a level of less than
13 significant. (Draft EIR, pp. 4.3-70 to 4.3-71.) Even when mitigated, the Project's
14 DPM emissions will result in cancer risks of greater than 10 in one million in the
15 Mira Loma Village development east of Etiwanda Avenue and north of SR-60.
16 (Draft EIR, pp. 4.3-70 to 4.3-72.) Additionally, the cancer risk faced by sensitive
17 receptors (residences) in the Project vicinity from DPM emissions from Project-
18 generated traffic will range from 0.4 in one million to 21.5 in one million, and
19 thus will still exceed the SCAQMD recommended threshold of significance of 10
20 in one million and are still considered significant. (Draft EIR, p. 4.3-72.)

21 Regarding the use of setbacks from diesel sources, the Draft EIR identifies the
22 provision of a minimum 300 meter setback (1,000 feet) from truck traffic to
23 sensitive receptors/homes as a potential mitigation measure. However, this
24 potential mitigation measure and other set-backs like it are considered infeasible
25 because in order to meet the SCAQMD's recommended 300 meter distance from
26 sensitive receptors, the proposed plot plans would have to be relocated outside the
27 Mira Loma Commerce Center (MLCC) complex, the area surrounding the MLCC
28

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
28

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
28

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-

1 powered generators to reduce the associated emissions.
2 Approval will be required by the Department of Building
3 and Safety's Grading Division prior to issuance of a
4 grading permit. (Final EIR, p. 1.0-15.)

- 5
6 iv. Mitigation Measure Air 3d: The Project developer will
7 implement the following dust control measures consistent
8 with SCAQMD Rule 403 – Fugitive Dust during
9 construction phases of the proposed Project: Application of
10 water and/or approved nontoxic chemical soil stabilizers
11 according to manufacturer's specification to all inactive
12 construction areas (previously graded areas that have been
13 inactive for 10 or more days). (Final EIR, p. 1.0-15.)
14 Periodic watering for short-term stabilization of disturbed
15 surface areas and haul roads to minimize visible fugitive
16 dust emissions. Watering, with complete coverage, shall
17 occur at least three times a day, preferably in the mid-
18 morning, afternoon and after work is done for the day.
19 (Final EIR, p. 1.0-15.) Suspension of all excavation and
20 grading operations when wind speeds (as instantaneous
21 gusts) exceed 25 miles per hour over a 30-minute period.
22 (Final EIR, p. 1.0-15.) Requiring all trucks hauling dirt,
23 sand, soil, or other loose materials are to be covered. (Final
24 EIR, p. 3.0-7.) Sweeping of streets at the end of the day if
25 visible soil material is carried over to adjacent roads. (Final
26 EIR, p. 1.0-15.) Installation of wheel washers or gravel
27 construction entrances where vehicles enter and exit
28 unpaved roads onto paved roads, or wash off trucks and

1 any equipment leaving the site each trip. (Final EIR, p.
2 1.0-15.) Posting and enforcement of traffic speed limits of
3 25 miles per hour or less on all unpaved roads. (Final EIR,
4 p. 1.0-15.)

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6 v. Mitigation Measure Air 3e: No more than one plot plan
7 site (Plot Plan No. 16979, Plot Plan No. 17788, Plot Plan
8 No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and
9 Plot Plan No. 18879) shall be graded at one time in order to
10 reduce the total daily emission of fugitive dust. Approval
11 of a grading schedule shall be submitted to the Department
12 of Building and Safety's Grading Division prior to issuance
13 of a grading permit. (Final EIR, p. 1.0-15.)

14 vi. Mitigation Measure Air 3f: Prior to issuance of grading
15 permit, the project developer shall post contact information
16 on the construction site for the public to call if specific air
17 quality issues arise.

18 vii. Mitigation Measure Air 4: Project-generated trucks shall
19 be instructed to avoid residential areas and schools. (Draft
20 EIR, p. 4.3-67.)

21 viii. Mitigation Measure Air 5: Where transport refrigeration
22 units (TRUs) are in use, electrical hookups will be installed
23 at all loading and unloading stalls in order to allow TRUs
24 with electric standby capabilities to use them. Trucks shall
25 be equipped to connect with the electrical hookups
26 provided and be prohibited from running TRUs when the
27 truck is not in use. (Final EIR, p. 3.0-9.)

28 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.

- 8 a. Mitigation Measure Noise 1: To reduce construction-related noise, site
9 preparation, grading and construction activities within one-quarter mile of
10 occupied residences shall be limited to those hours as set forth in Section
11 1.G.1 of Riverside County Ordinance No. 457. (Draft EIR, pp. 4.11-19.)
- 12 b. Mitigation Measure Noise 2: All construction equipment, fixed or mobile,
13 shall be equipped with properly operating and maintained mufflers. (Draft
14 EIR, pp. 4.11-19.)
- 15 c. Mitigation Measure Noise 3: Construction staging areas shall not be
16 located within 200 feet of any occupied residence. (Draft EIR, pp. 4.11-
17 19.)
- 18 d. Mitigation Measure Noise 4: No combustion powered equipment, such as
19 pumps or generators, shall be allowed to operate within 500 feet of any
20 occupied residence unless the equipment is surrounded by a noise
21 protection barrier. (Draft EIR, pp. 4.11-19.)
- 22 e. Mitigation Measure Noise 5: Facility-related noise must not exceed the
23 following worst-case noise levels 45dB(A) – 10 minute noise equivalent
24 level ("leq"), between the hours of 10 p.m. to 7 a.m. (nighttime standard)
25 and 65 dB(A) – 10 minute leq, between 7 a.m. and 10 p.m. (daytime
26 standard) as measured at any habitable dwelling, hospital, school, library,
27 nursing home or other similar noise sensitive land use. (Draft EIR, p.
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4.11-20.)

f. Mitigation Measure 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. (Draft EIR, p. 4.11-20.)

g. Mitigation Measure Noise 7: Prior to the issuance of building permits for Plot Plan No. 16979 and Plot Plan No. 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 Riverside County 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. (Draft EIR, p. 4.11-20.)

h. Mitigation Measure 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. (Draft EIR, p. 4.11-20.)

- 1 i. Mitigation Measure Noise 9: No nocturnal operations within Plot Plan
2 No. 18876 and Plot Plan No. 18877 shall take place between the hours of
3 10 p.m. and 7 a.m. (Draft EIR, p. 4.11-20.)
4

5 V. Transportation and Traffic

6 1. Impacts:

7 The proposed Project would not result in a change in air traffic patterns, including
8 either an increase in traffic levels or a change in location that results in substantial
9 safety risks (Draft EIR, p. 4.15-17.) The Project site is located approximately 8
10 miles from the nearest airport, Ontario International Airport, and does not fall
11 within any airport influence area. The proposed Project does not include any
12 components that could alter air traffic patterns at Ontario or any other airport.
13 This issue is considered to be less than significant and no mitigation measures are
14 required.

15 The proposed Project would not result in inadequate emergency access. (Draft
16 EIR, p. 4.15-18.) The proposed Project is the construction and operation of
17 industrial buildings, roadways are already developed and provide adequate
18 emergency access, and the Project site will be developed pursuant to all County of
19 Riverside conditions of approval and permits related to emergency access. This
20 issue is considered to be less than significant and no mitigation measures are
21 required.

22 The proposed Project would not result in inadequate parking. (Draft EIR, p. 4.15-
23 18.) The proposed Project requires parking spaces in accordance with the parking
24 requirements contained in Riverside County's Zoning Ordinance No. 348 and will
25 meet these standards by providing the 1,158 required parking spaces. As
26 currently proposed on the plot plans, 1,417 spaces will be provided, exceeding the
27 amount of required parking spaces by approximately 259 spaces. This issue is
28 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-
28

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
28

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 RBBD) 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
28

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
28

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 b. Mitigation Measure Trans 2: Install a traffic signal at the intersection of
4 Etiwanda Avenue and Inland Avenue to include the following geometrics:
5 Northbound: One left-turn lane, Two through lanes, One shared through
6 and right-turn lane; Southbound: One left-turn lane, Two through lanes,
7 and One shared through and right-turn lane; Eastbound: One shared left-
8 turn, through, right-turn lane; Westbound: One shared left-turn, through,
9 and right-turn lane. (Draft EIR, pp. 4.15-20.)

10 c. Mitigation Measure Trans 3: Install stop signs at all Project driveways
11 exiting onto De Forest Circle, Noble Court, and Dulles Drive. (Draft EIR,
12 pp. 4.15-20.)

13 d. Mitigation Measure Trans 4: Sight distance at the Project entrance
14 roadway shall be reviewed with respect to standard County of Riverside
15 sight distance standards at the time of preparation of final grading,
16 landscape and street improvement plans. (Draft EIR, pp. 4.15-20.)

17 e. Mitigation Measure Trans 5: Participate in the phased construction of off-
18 site traffic signals through payment of traffic signal mitigation fees. (Draft
19 EIR, pp. 4.15-20.)

20 f. Mitigation Measure Trans 6: Signing/stripping should be implemented in
21 conjunction with detailed construction plans for the Project site. (Draft
22 EIR, pp. 4.15-20.)

23 g. Mitigation Measure Trans 7: The Project will participate in the cost of
24 off-site improvements through payment of the Transportation Uniform
25 Mitigation Fee (TUMF), the Traffic Signal Mitigation Fee, the Mira Loma
26 Road and Bridge Benefit District (RBBBD), Zone A, and site development
27 impact fees. These fees shall be collected and utilized as needed by the
28

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.

- 1 5. The No Project Alternative's cultural resources impact is the same as compared to
2 the proposed Project. No loss of known or unknown cultural resource sites. No
3 significant impact.
- 4 6. The No Project Alternative's geology and soils impact is the same as compared to
5 the proposed Project. No significant impact.
- 6 7. The No Project Alternative's hazards and hazardous materials impact is better as
7 compared to the proposed Project. No potential for hazardous materials or
8 emissions from the Project site, although the Project site would likely continue to
9 be the location of illegal dumping of debris, household waste, tires and other
10 materials.
- 11 8. For hydrology and water quality impacts, the No Project Alternative is better as
12 compared to the proposed Project. No change in Project site runoff and runoff
13 from paved parking areas and streets, contaminated with oil and grease, heavy
14 metals and sediment will be avoided. Less than significant impacts.
- 15 9. The No Project Alternative's land use/planning impacts are worse as compared to
16 the proposed Project. Not consistent with Jurupa Community Plan, and not
17 consistent with existing zoning.
- 18 10. The No Project Alternative's mineral resources impact is the same as compared to
19 the proposed Project. No mineral resource potential for the Project site and thus
20 no environmental impacts.
- 21 11. The No Project Alternative's noise impact is better as compared to the proposed
22 Project. No construction related noise. Existing use will not add additional noise
23 to existing noise environment. There will be no cumulative impacts.
- 24 12. For the population and housing impact, the No Project Alternative is worse as
25 compared to the proposed Project. No benefit to jobs to housing ratio.
- 26 13. The No Project Alternative's impact to public services is worse as compared to
27 the proposed Project. No impacts upon fire services, sheriff services, libraries and
28

1 schools. But no fair share mitigation fees paid pursuant to Ordinance No. 659 and
2 State- mandated school impact fees will be paid.

3 14. The No Project Alternative's recreation impact is worse as compared to the
4 proposed Project. Will have no impact upon existing recreational facilities. But
5 no fair share mitigation fees for regional parks and trails pursuant to Ordinance
6 No. 659 will be paid.

7 15. The No Project Alternative's impact on transportation and traffic is better as
8 compared to the proposed Project. No generation of new daily trips and therefore
9 no impact upon the Level of Service on existing area roads. But there would be
10 no payment of fair share fees for regional improvements.

11 16. The No Project Alternative's impact on utilities is better as compared to the
12 proposed Project. Will not result in increases in solid waste amounts. However,
13 the No Project Alternative is the same with respect to water and sewer services as
14 there would be no significant effect on water and sewer services.

15 17. The No Project Alternative's regional element impact is worse as compared to the
16 proposed Project. The No Project Alternative will not generate any jobs to
17 improve area's jobs/housing ratio. No significant impact.

18 18. Of the alternatives evaluated, the No Project Alternative is the environmentally
19 superior alternative with respect to reducing impacts created by the proposed
20 Project. (CEQA Guidelines, § 15126.6, subd. (e)(2).)

21 19. Although the No Project Alternative is environmentally superior to the proposed
22 Project, it fails to meet the several Project objectives, and thus is not being further
23 considered for development in lieu of the proposed Project. (Draft EIR, p. 6.0-
24 56.)

25 B. Di Tommaso Property Alternative Site

26 1. This alternative considers the development of the proposed Project on an
27 alternative site: the Di Tommaso property, in western Riverside County, located
28

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 2. For aesthetic impacts, the Di Tommaso Property Alternative Site is worse as
4 compared to the proposed Project. This alternative will result in the development
5 of vacant parcels with business park and warehouse/ distribution buildings. But
6 the Project design will not be subject to design and landscaping guidelines in the
7 MLCC Design Guidelines. (See discussion on Draft EIR pages 1.0-14, 3.0-18,
8 6.0-32, and Draft EIR Appendix K.) Potential impacts will be below the level of
9 significance.

10 3. The Di Tommaso Property Alternative Site's air quality impact is the same as
11 compared to the proposed Project. This alternative will exceed SCAQMD
12 regional short-term threshold for ROG and NOx, regional long-term threshold for
13 ROG, NOx, and CO, and localized short-term threshold for PM-10 and PM-2.5.
14 This alternative will also exceed significance thresholds for cancer risk due to
15 diesel exhaust. The Di Tommaso Property Alternative Site's air quality impact is
16 cumulatively significant. It contributes to exceedance of air quality standards and
17 cumulative cancer risk due to diesel exhaust. This alternative in combination with
18 statewide, national, and international emissions could cumulatively contribute to a
19 change in Earth's climate, i.e., global climate change.

20 4. The Di Tommaso Property Alternative Site's biological resources impact is the
21 same as compared to the proposed Project. Project development will likely result
22 in potential loss of Burrowing Owl habitat and raptor foraging habitat. No
23 significant effect, with mitigation.

24 5. The Di Tommaso Property Alternative Site's cultural resources impact is the same
25 as compared to the proposed Project. No significant effect with same mitigation
26 measures as the proposed Project.

27 6. The Di Tommaso Property Alternative Site's geology and soils impact is the same
28

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.

4 7. The Di Tommaso Property Alternative Site's hazards and hazardous material
5 impact is the same as compared to the proposed Project. Hazardous materials,
6 emissions and contaminants for the proposed Project would be approved and
7 monitored by Riverside County Health Department and state and federal agencies.
8 Impacts will be less than significant.

9 8. For hydrology and water quality impacts, the Di Tommaso Property Alternative
10 Site is the same as compared to the proposed Project. No Significant Effect, as
11 storm drainage facilities will be constructed and mitigation measures
12 implemented.

13 9. The Di Tommaso Property Alternative Site's land use/planning impact is the same
14 as compared to the proposed Project. Consistent with Jurupa Area Plan land use
15 designation and zoning and surrounding land use designations and zoning.

16 10. For mineral resources impacts, the Di Tommaso Property Alternative Site is the
17 same as compared to the proposed Project. No mineral resource potential for the
18 Project site and thus no environmental impacts.

19 11. The Di Tommaso Property Alternative Site's noise impact is the same as
20 compared to the proposed Project as it is is cumulatively Significant. Existing
21 environment along some road segments are above outdoor noise standards,
22 Project will contribute to increased noise levels on these roads.

23 12. For population and housing impacts, the Di Tommaso Property Alternative Site is
24 the same as compared to the proposed Project. Project will not result in the
25 displacement of existing residents. Same positive impact upon jobs to housing
26 ratio.

27 13. The Di Tommaso Property Alternative Site's impact on public services is the
28

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
28

1 climate, i.e., global climate change.

- 2 4. The March JPA Meridian Specific Plan Alternative Site's biological resources
3 impact is the same as compared to the proposed Project. Project development will
4 likely result in potential loss of Burrowing Owl habitat and raptor foraging
5 habitat. No significant effect, with mitigation.
- 6 5. The March JPA Meridian Specific Plan Alternative Site's cultural resources
7 impact is the same as compared to the proposed Project. No significant effect
8 with same mitigation measures as the proposed Project.
- 9 6. For geology and soils, the March JPA Meridian Specific Plan Alternative Site's
10 impact is the same as compared to the proposed Project. Standard of conditions
11 of approval and compliance with regulatory requirements will reduce impacts to
12 below the level of significance.
- 13 7. For hazards and hazardous materials impact, the March JPA Meridian Specific
14 Plan Alternative Site is the same as compared to the proposed Project. Hazardous
15 materials, emissions and contaminants for the proposed Project would be
16 approved and monitored by Riverside County Health Department and state and
17 federal agencies. Impacts will be less than significant.
- 18 8. The March JPA Meridian Specific Plan Alternative Site's impact on hydrology
19 and water quality is the same as compared to the proposed Project. No Significant
20 Effect, as storm drainage facilities will be constructed and mitigation measures
21 implemented.
- 22 9. The March JPA Meridian Specific Plan Alternative Site's impact on land use and
23 planning is worse compared to the proposed Project. This alternative is not
24 consistent with land use designation and zoning and surrounding land use
25 designations and zoning.
- 26 10. The March JPA Meridian Specific Plan Alternative Site's impact to mineral
27 resources is the same as compared to the proposed Project. No mineral resource
28

1 potential for the Project site and thus no environmental impacts.

2 11. The March JPA Meridian Specific Plan Alternative Site's impact on noise is
3 worse as compared to the proposed Project. Project site and surrounding area
4 subject to airport noise from March Air Base. The March JPA Meridian Specific
5 Plan Alternative Site's impacts are also cumulatively significant. Existing
6 environment along some road segments are above outdoor noise standards,
7 Project will contribute to increased noise levels on these roads.

8 12. For population and housing impact, the March JPA Meridian Specific Plan
9 Alternative Site is the same as compared to the proposed Project. Project will not
10 result in the displacement of existing residents. Same positive impact upon jobs
11 to housing ratio.

12 13. The March JPA Meridian Specific Plan Alternative Site's impact to public
13 services is the same as compared to the proposed Project. No significant impact
14 upon fire services, sheriff services, libraries and schools. Fair share mitigation
15 fees will be paid pursuant to Riverside County Ordinance No. 659 and State-
16 mandated school impact fees.

17 14. The March JPA Meridian Specific Plan Alternative Site's impact on recreation is
18 the same as compared to the proposed Project. This alternative will have no
19 impact upon existing recreational facilities. Project will pay fair share mitigation
20 fees for regional parks and trails pursuant to Riverside County Ordinance No.
21 659.

22 15. The March JPA Meridian Specific Plan Alternative Site's impact on
23 transportation and traffic is the same as compared to the proposed Project. This
24 alternative will generate 8,540 trips daily. Impacts will be less than significant
25 with implementation of mitigation. Cumulative impacts of this alternative will be
26 significant due to uncertain timing of required off-site improvements.

27 16. The March JPA Meridian Specific Plan Alternative Site's impact on utilities is the
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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

1 proposed 144,594 square feet of buildings. Plot Plan No. 18876, the 6.83 acre
2 parcel would have a 61,253 square feet of industrial buildings rather than the
3 proposed 97,010 square feet of buildings. Plot Plan No. 18875, the 5.99 acre
4 parcel would have a 54,450 square foot industrial building rather than the
5 proposed 104,210 square foot building. The balance of all the parcel sites would
6 be developed as parking, storage, and landscaped area. (Draft EIR, p. 6.0-46.)

7 2. The Reduced Project Scope Alternative's aesthetic impact is the same as
8 compared to the proposed Project. This alternative will result in the development
9 of vacant parcels with business park and warehouse/ distribution buildings.
10 Potential impacts will be below the level of significance.

11 3. The Reduced Project Scope Alternative's impact on air quality is better as
12 compared to the proposed Project. Long term emissions will be less than
13 proposed Project but will still exceed thresholds. This alternative will exceed
14 significance thresholds for cancer risk due to diesel exhaust. The Reduced Project
15 Scope Alternative's impacts are also cumulatively significant as it contributes to
16 exceedance of air quality standards and cumulative cancer risk due to diesel
17 exhaust. This alternative in combination with statewide, national, and
18 international emissions could cumulatively contribute to a change in Earth's
19 climate, i.e., global climate change; although the impacts would be less than those
20 of the proposed Project.

21 4. The Reduced Project Scope Alternative's biological resources impact is the same
22 as compared to the proposed Project. Project development will likely result in
23 potential loss of Burrowing Owl habitat and raptor foraging habitat. No
24 significant effect, with mitigation.

25 5. The Reduced Project Scope Alternative's cultural resources impact is the same as
26 compared to the proposed Project. No significant effect with same mitigation
27 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.)

- 21 19. The outcomes offered by the Reduced Project Scope Alternative are limited when
22 compared to the proposed Project, to the extent that the proposed alternative will
23 not optimize the economic potential of the undeveloped parcels within the Mira
24 Loma Commerce Center in compliance with the site's land use designation. (Draft
25 EIR, p. 6.0-57.) The alternative will also not create an array of new employment
26 opportunities to utilize the skilled labor pool within Riverside County as
27 compared to the proposed Project. (Draft EIR, p. 6.0-57.) The proposed
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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 **BE IT FURTHER RESOLVED** by the Planning Commission that the Project will implement
8 applicable elements of the Riverside County General Plan as follows:

9 A. Land Use Element

10 Development of the site is permitted by the Riverside County's Community
11 Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) land use
12 designation. The Project is therefore consistent with the Land Use Element in that
13 the property would be developed in accordance with the Community
14 Development Foundation Component land use designation applied to the site by
15 the General Plan, and in accordance with the Community Development: Light
16 Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) land use designation applied to
17 the site by the Jurupa Area Plan.

18 B. Circulation Element

19 The Project will construct or contribute its fair share of the costs associated with
20 the construction of signalization intersections, the improvement of certain
21 intersections and/or the construction of additional turn lanes. As described above,
22 the Project will implement mitigation measures that address Project-specific and
23 cumulative transportation and traffic impacts, and based thereon, the Planning
24 Commission finds that the Project is consistent with the General Plan Circulation
25 Element. All required improvements that are directly attributable to the Project
26 would be constructed as part of the Project and costs would be contributed for
27 improvements to affected off-site roadways through payment of the
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1 Transportation Uniform Mitigation Fees (TUMF), Mira Loma Road and Bridge
2 Benefit District, Zone A fees and Development Impact Fees (DIF).

3 C. Multipurpose Open Space Element

4 The Multipurpose Open Space Element of the RCIP General Plan describes an
5 open space system which includes methods for the acquisition, maintenance, and
6 operation of a variety of open spaces. The County's open spaces are utilized for
7 visual relief, natural resources protection, habitat protection, recreational uses, and
8 protection from natural hazards for public health and safety. A review of the
9 Multipurpose Open Space Element indicates that the Project site is primarily
10 designated as urban built-up land. Based on this determination, it is reasonable to
11 conclude that this land is not included in the inventory of areas of significant open
12 space and conservation value. (Draft EIR, p. 4.9-6.)

13 D. Safety Element

14 The Safety Element of the RCIP General Plan indicates that the subject property
15 is not located within a 100 or 500-year flood plain area (General Plan Figure S-9,
16 100- and 500- Year Flood Hazard Zones) or within an area of low liquefaction
17 susceptibility.

18 E. Noise Element

19 The EIR assesses the full range of concerns with regards to the projected noise
20 impacts associated with the Project. As described above, the Project will
21 implement mitigation measures that address Project-related noise impacts, and
22 based thereon, the Planning Commission finds that the Project is consistent with
23 the RCIP General Plan Noise Element.

24 F. Housing Element

25 The Project is consistent with the land use designations. The site does not
26 currently contain housing, is not designated by the RCIP General Plan to provide
27 housing, and the Project does not propose housing; therefore, the Housing
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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 G. Air Quality Element

6 The Project is required to implement mitigation measures intended to reduce
7 direct air quality impacts to the greatest feasible extent. Implementation of the
8 mitigation measures would ensure consistency with the Air Quality Element. Not
9 unlike other development projects in Riverside County, and as disclosed in the
10 EIR prepared for the RCIP General Plan, direct and cumulative air quality impacts
11 would remain significant and unmitigable. Although the Project will have
12 significant direct air quality impacts and its contribution to air quality impacts is
13 cumulatively considerable, mitigation measures presented would reduce those
14 impacts to the greatest extent possible, in conformance with SCAQMD, EPA, and
15 CARB requirements.

16 H. Administration Element

17 The Administration Element contains information regarding the structure of the
18 General Plan as well as general planning principles and a statement regarding the
19 vision for Riverside County. No policy directives are included in this Element.

20 **BE IT FURTHER RESOLVED** by the Planning Commission that the Project is in
21 conformance with the conservation requirements of the Western Riverside County Multiple Species
22 Habitat Conservation Plan (MSHCP) in that:

- 23 A. The Project site is not located within a MSHCP Criteria Area and as such is not
24 designated for conservation by the MSHCP. Thus, the Project would not conflict with
25 Reserve Assembly, because the Project site is not identified for conservation.
- 26 B. The proposed Project complies with the policies of Section 6.1.2 of the MSHCP that
27 protect species associated with vernal pools and riparian/riverine areas. No vernal pools
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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
28

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
28

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
28

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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26

**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

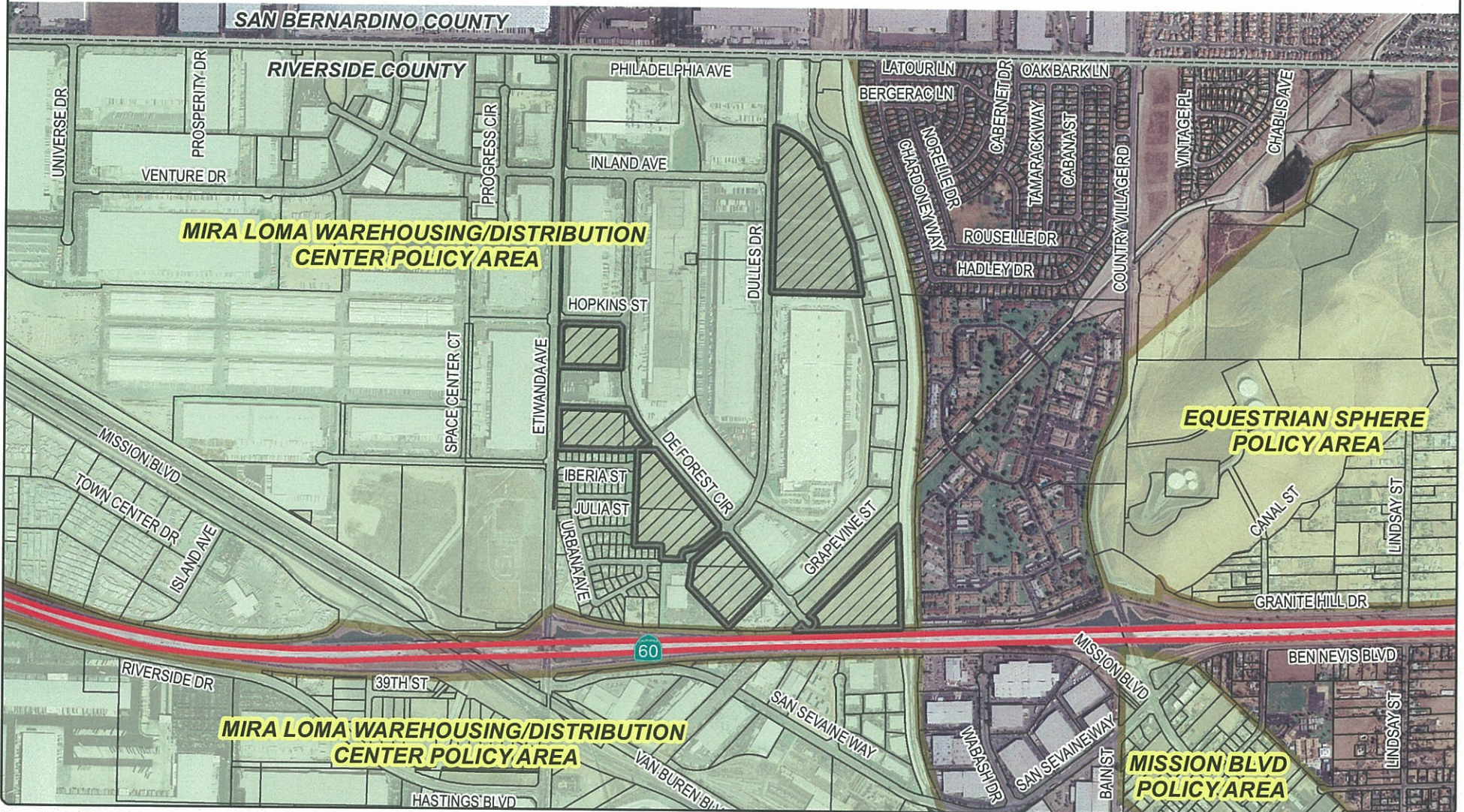
traffic counts for Plot Plan 18877].) Accordingly, the EIR's analyses and disclosures were based on the 144,594 square feet and are fully adequate under CEQA. Accordingly, no recirculation of the EIR is required. (State CEQA Guidelines, § 15088.5 [Recirculation is only required where there is "significant 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
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RIVERSIDE COUNTY PLANNING DEPARTMENT
PP16979 PP17788 PP18875 PP18876 PP18877 PP18879 EIR00450

Supervisor Tavaglione
 District 2

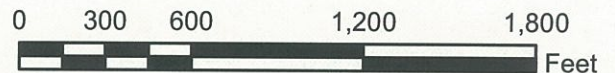
Date Drawn: 11/09/10
 Exhibit 2

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



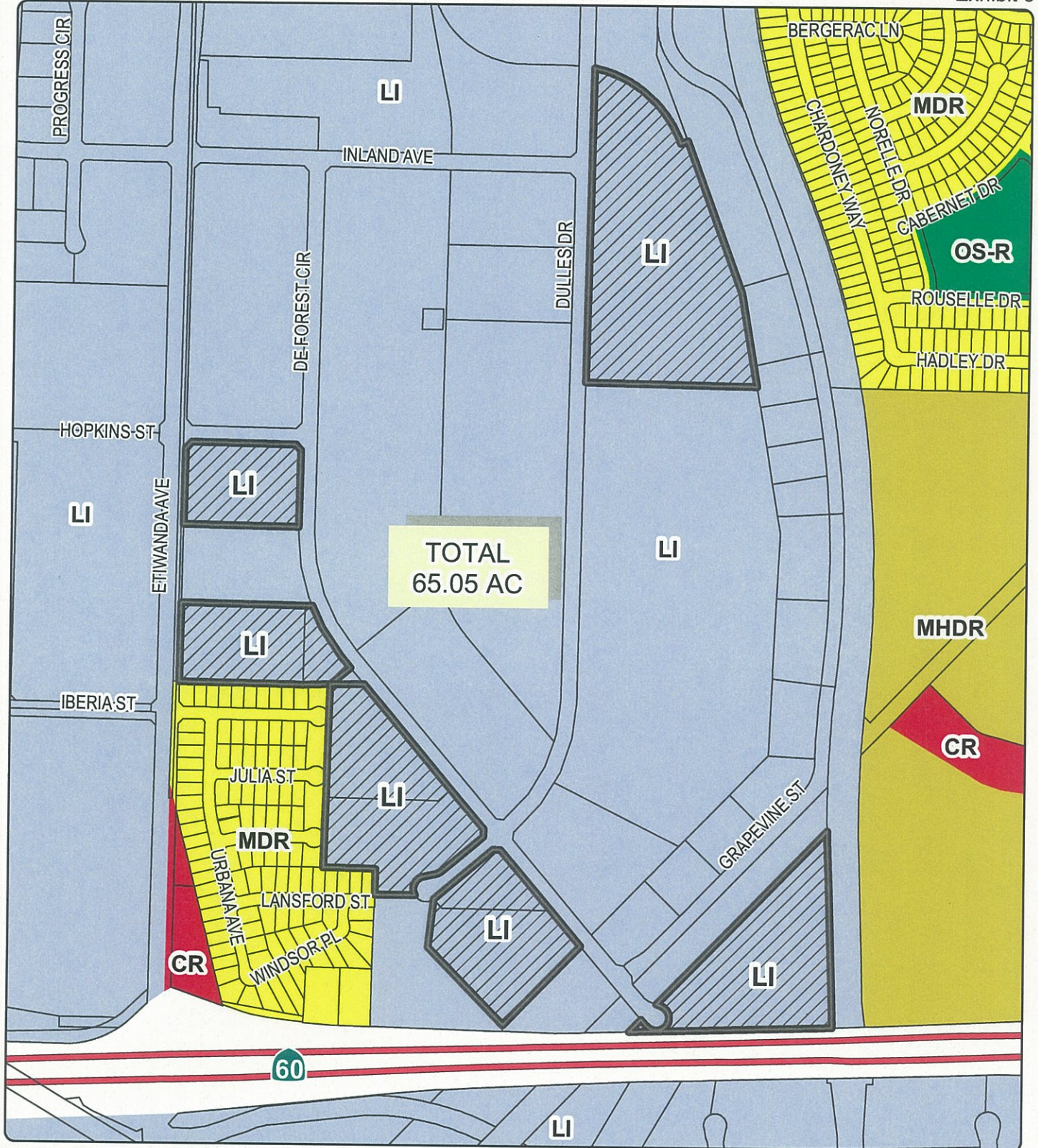
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RIVERSIDE COUNTY PLANNING DEPARTMENT
PP16979 PP17788 PP18875 PP18876 PP18877 PP18879 EIR00450

Supervisor Tavaglione
District 2

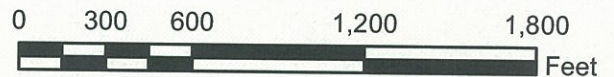
Date Drawn: 11/09/10
Exhibit 5

EXISTING GENERAL PLAN

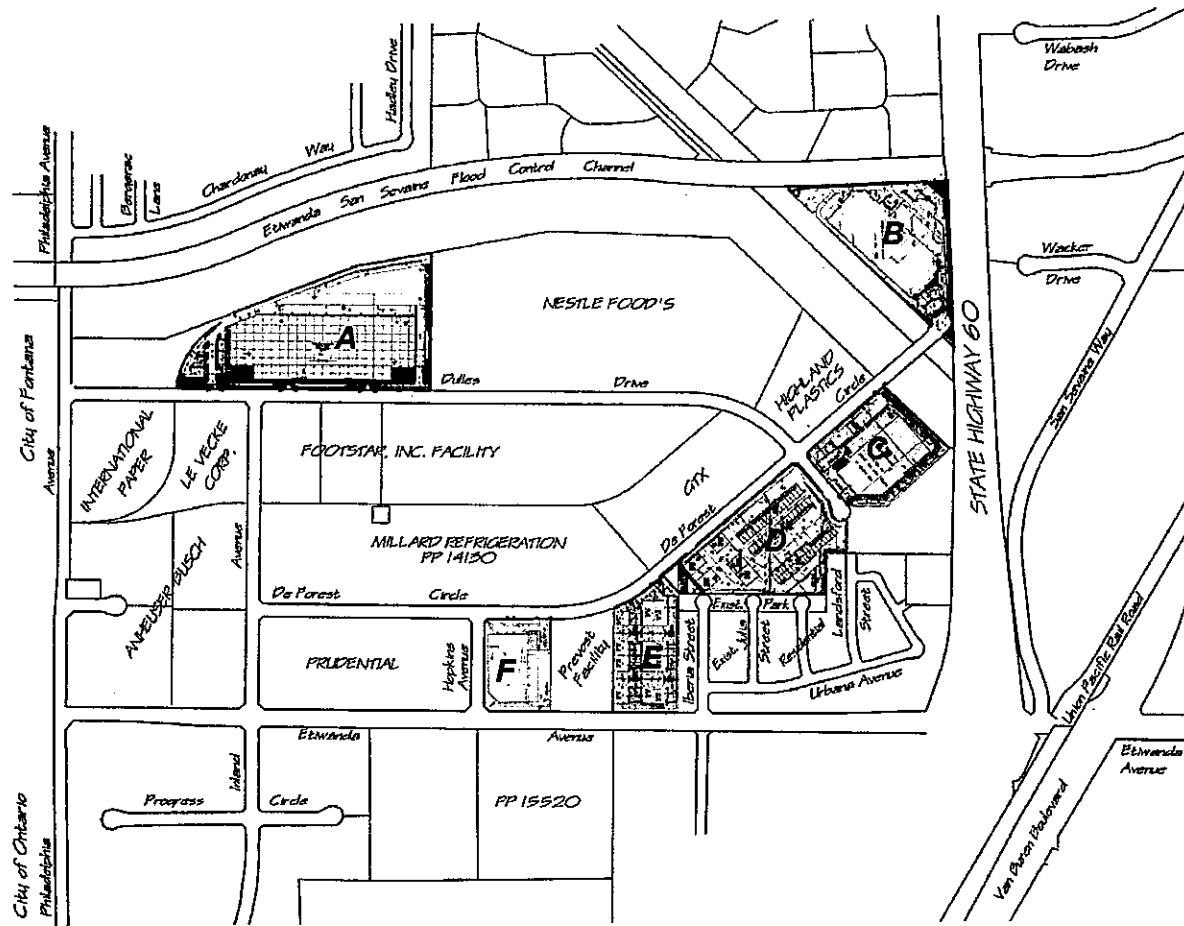


Zoning District: Prado-Mira Loma
Township/Range: T2SR6W
Section: 4

Assessors Bk. Pg. 156-36
Thomas Bros. Pg. 643 H5, H6, J5, J6
Edition 2009



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	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**



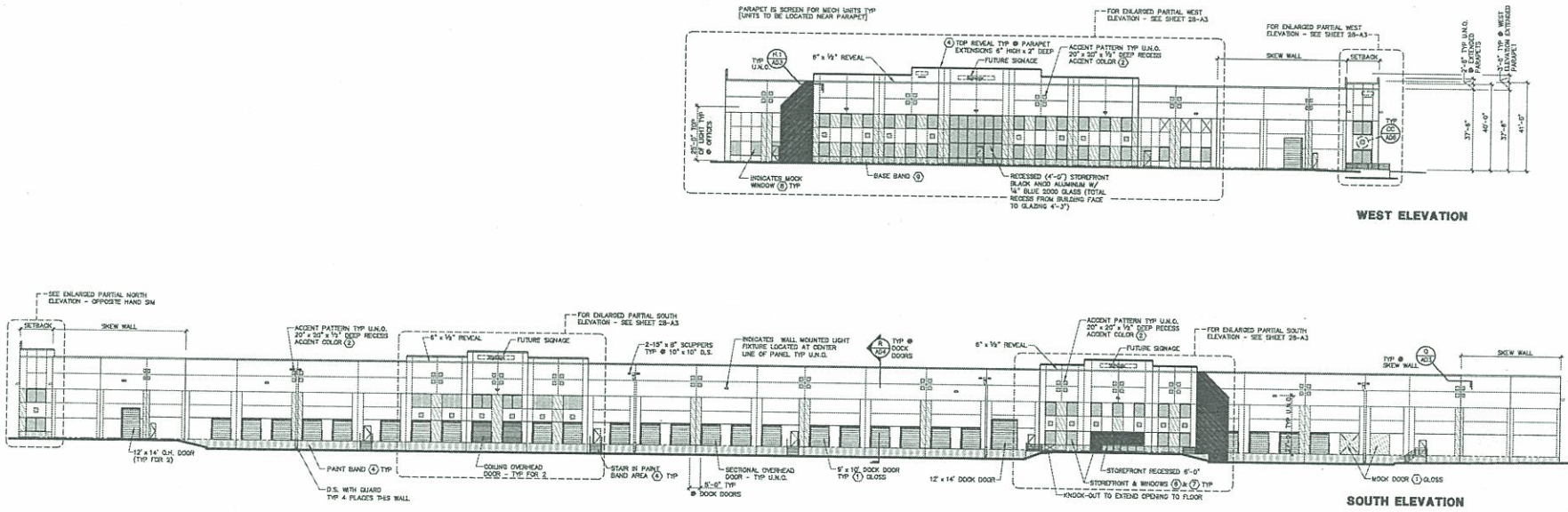
Source: AirPhotoUSA, January 2006



Not to Scale

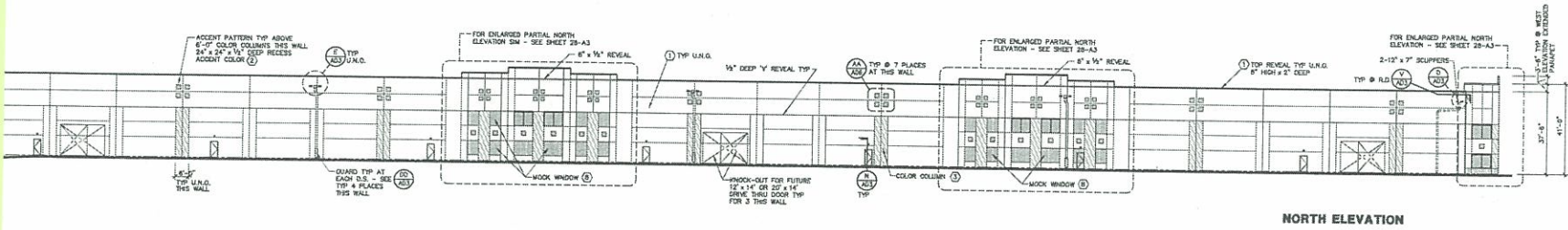
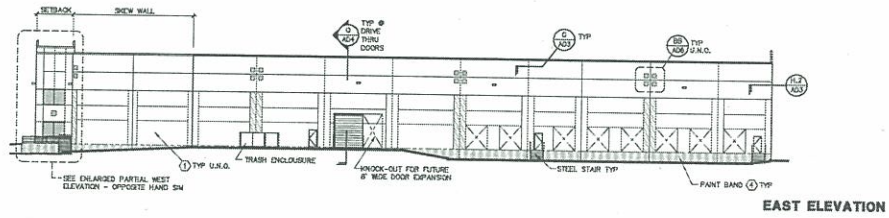
Figure 1.0-3
Overall Project

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
 1000 North Main Street, Suite 200
 Phoenix, Arizona 85004
 (602) 253-1111

OWNER / APPLICANT
 54 DeForest Partnership L.P.
 270 Investment Building Group
 1000 North Main Street, Suite 200
 Phoenix, Arizona 85004
 (602) 253-1111

54 DE FOREST PROJECT
 BUILDING 28
 MIRA LOMA, CALIFORNIA
 ELEVATIONS

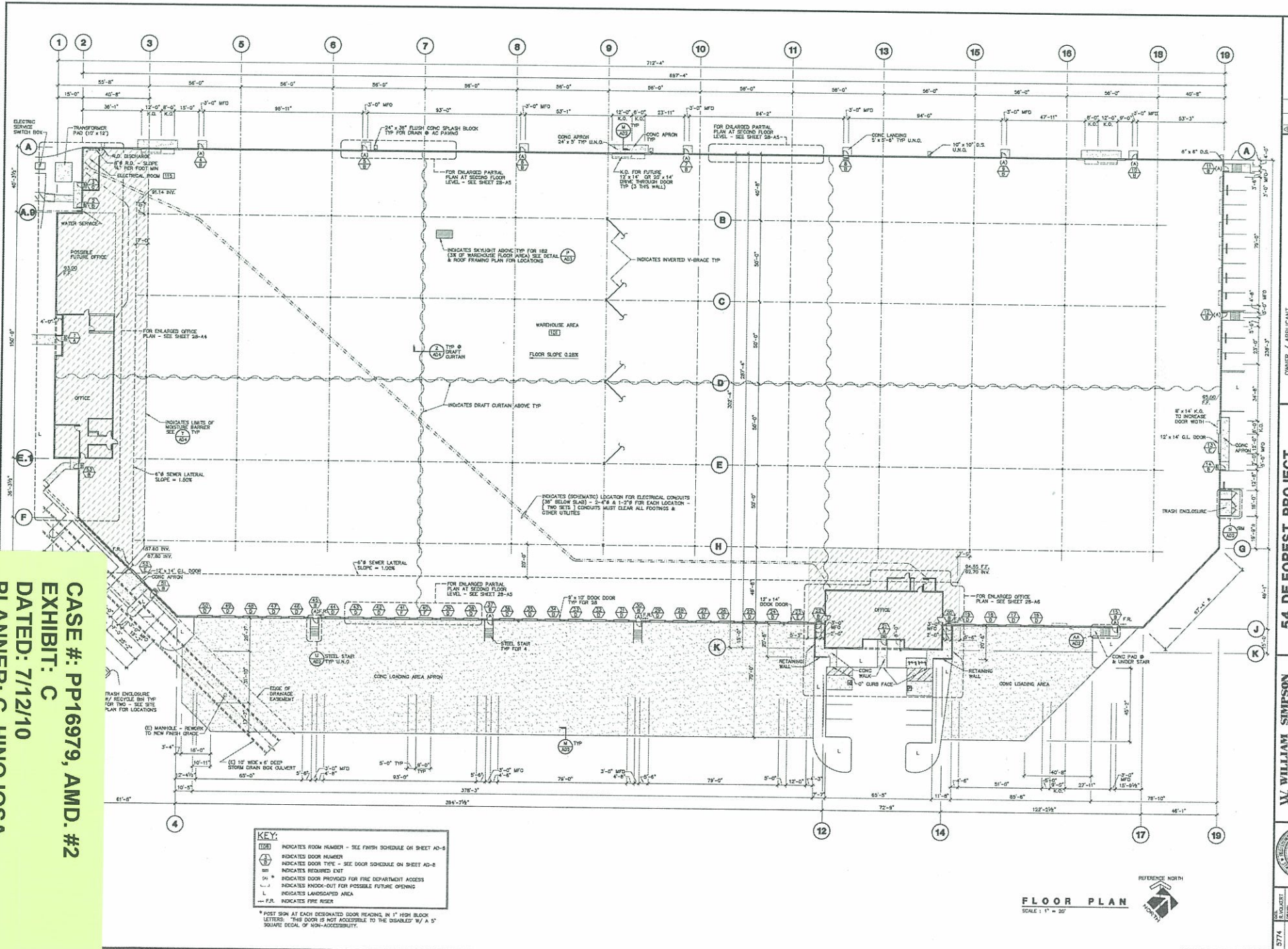
WILLIAM SIMPSON
 & ASSOCIATES, INC.
 ARCHITECTS • ENGINEERS • PLANNERS
 1000 N. GARDEN AVENUE, SUITE 100
 COSTA MESA, CA 92626
 WWW.WSAC.COM C: 949.440.1000
 F: 949.440.1002



DATE: 07/12/10
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 ELEVATION: EXTERIOR
 SHEET: 28-A2
 12/24/02

BUILDING 28

CASE #: PP16979, AMD. #2
EXHIBIT: C
DATED: 7/12/10
PLANNER: C. HINOJOSA



KEY:

- 1123 INDICATES ROOM NUMBER - SEE FINISH SCHEDULE ON SHEET AD-5
- 1124 INDICATES DOOR NUMBER
- 1125 INDICATES DOOR TYPE - SEE DOOR SCHEDULE ON SHEET AD-5
- 1126 INDICATES REQUIRED EXIT
- 1127 INDICATES DOOR PROVIDED FOR FIRE DEPARTMENT ACCESS
- 1128 INDICATES INDOOR-OUT FOR POSSIBLE FUTURE OPENING
- L INDICATES LANDSCAPED AREA
- F.R. INDICATES FIRE RISER

* POST SIGN AT EACH DESIGNATED DOOR READING IN 1" HIGH BLOCK LETTERS. THIS DOOR IS NOT ACCESSIBLE TO THE DISABLED 'W' / A 5' SQUARE SOCIAL OF NON-ACCESSIBILITY.

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 WILSON BLVD., SUITE 100
 COSTA MESA, CA 92626
 WWW.WSIA.COM C-MAIL: WILSON@WSIA.COM

DATE: 12/24/09
 DRAWN BY: J. W. BARTLETT
 CHECKED BY: J. W. BARTLETT
 12/24/09

3774
28-A1
BUILDING 28

PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY	REMARKS
	BRACHYTHON POPULINUS	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 CATALPA	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

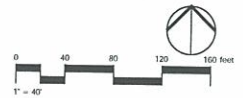
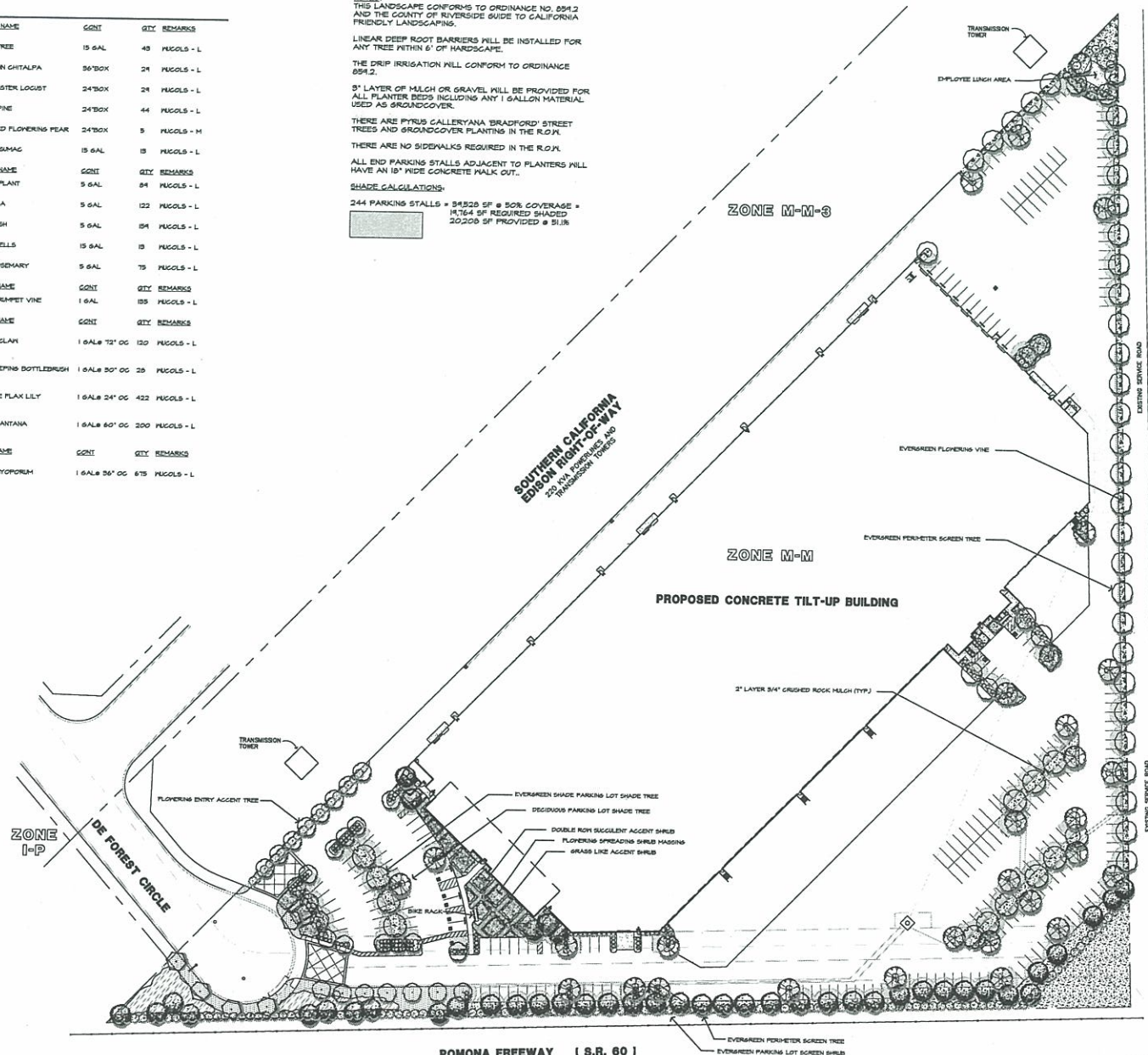
SYMBOL	DESCRIPTION	QTY
	2" LAYER 3/4" CRUSHED ROCK MELG	252.06 CY

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 and 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%



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

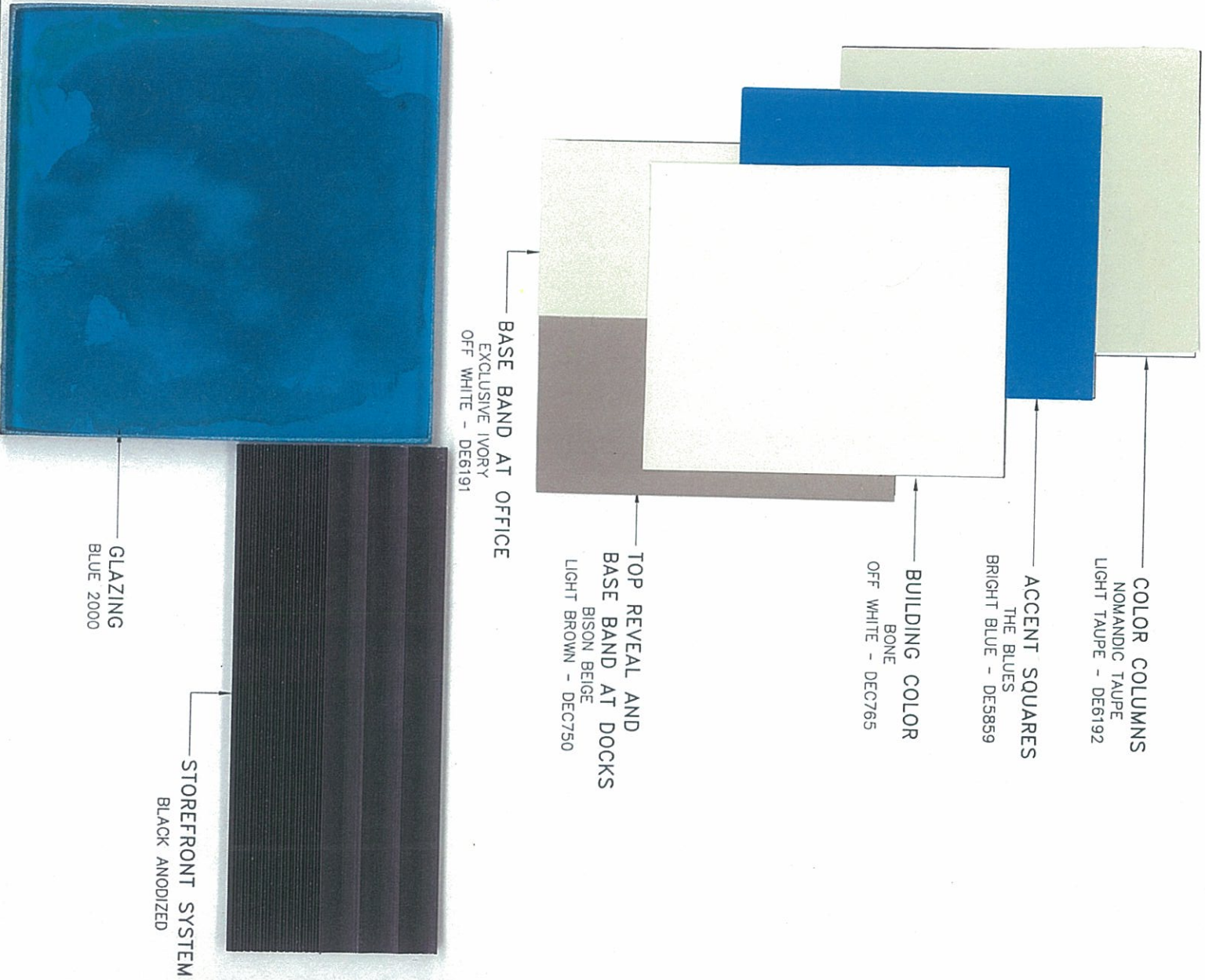
PRELIMINARY LANDSCAPE
 PLAN

Drawn by: to
 Date: 2/15/10
 Revisions: 4-15-10

10007

CASE #: PP16979, AMD. #2
 EXHIBIT: L
 DATED: 7/12/10
 PLANNER: C. HINOJOSA

DE FOREST CIRCLE PROJECT



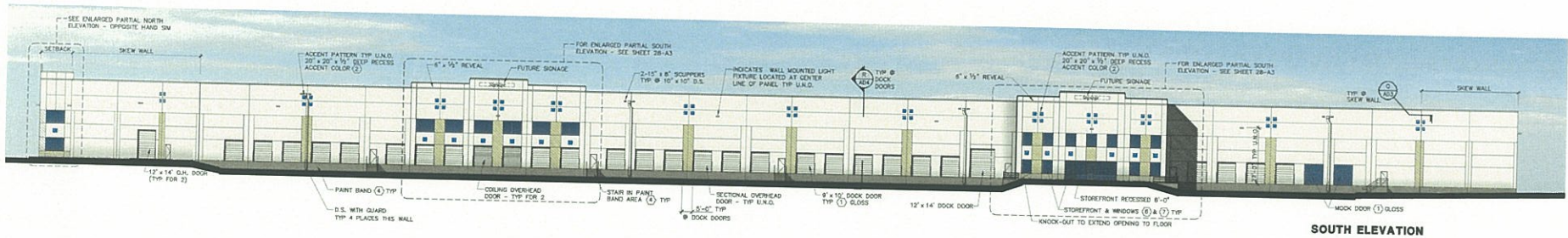
**WILLIAM SIMPSON
& ASSOCIATES, INC.**
ENGINEERS & ARCHITECTS

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

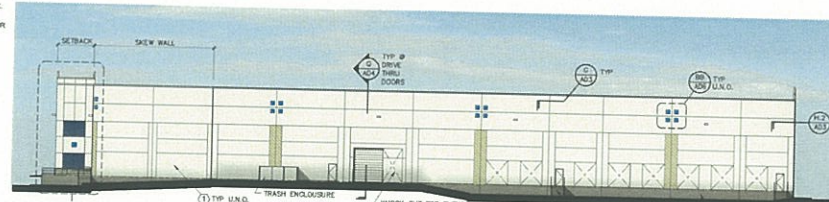


WEST ELEVATION

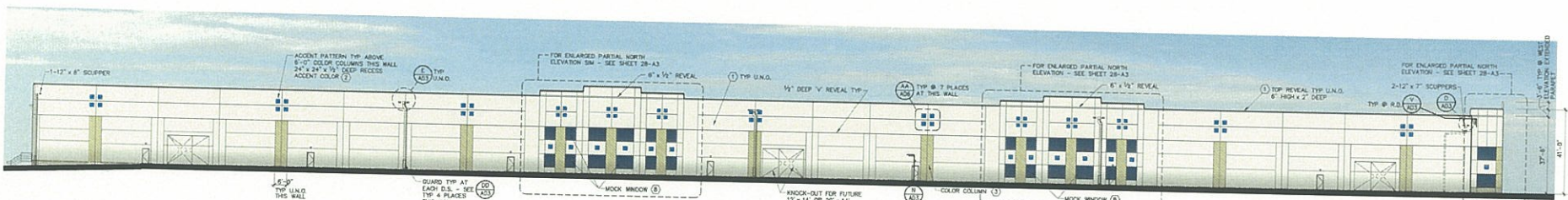
SOUTH ELEVATION

COLOR SCHEDULE			
SYMBOL	NAME	DESCRIPTION	NUMBER
①	GARDENA	OFF WHITE	DEW37
②	AMERICANA	BRILLIANT BLUE	DE383
③	CHAMPARAL	TAN	DECF40
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

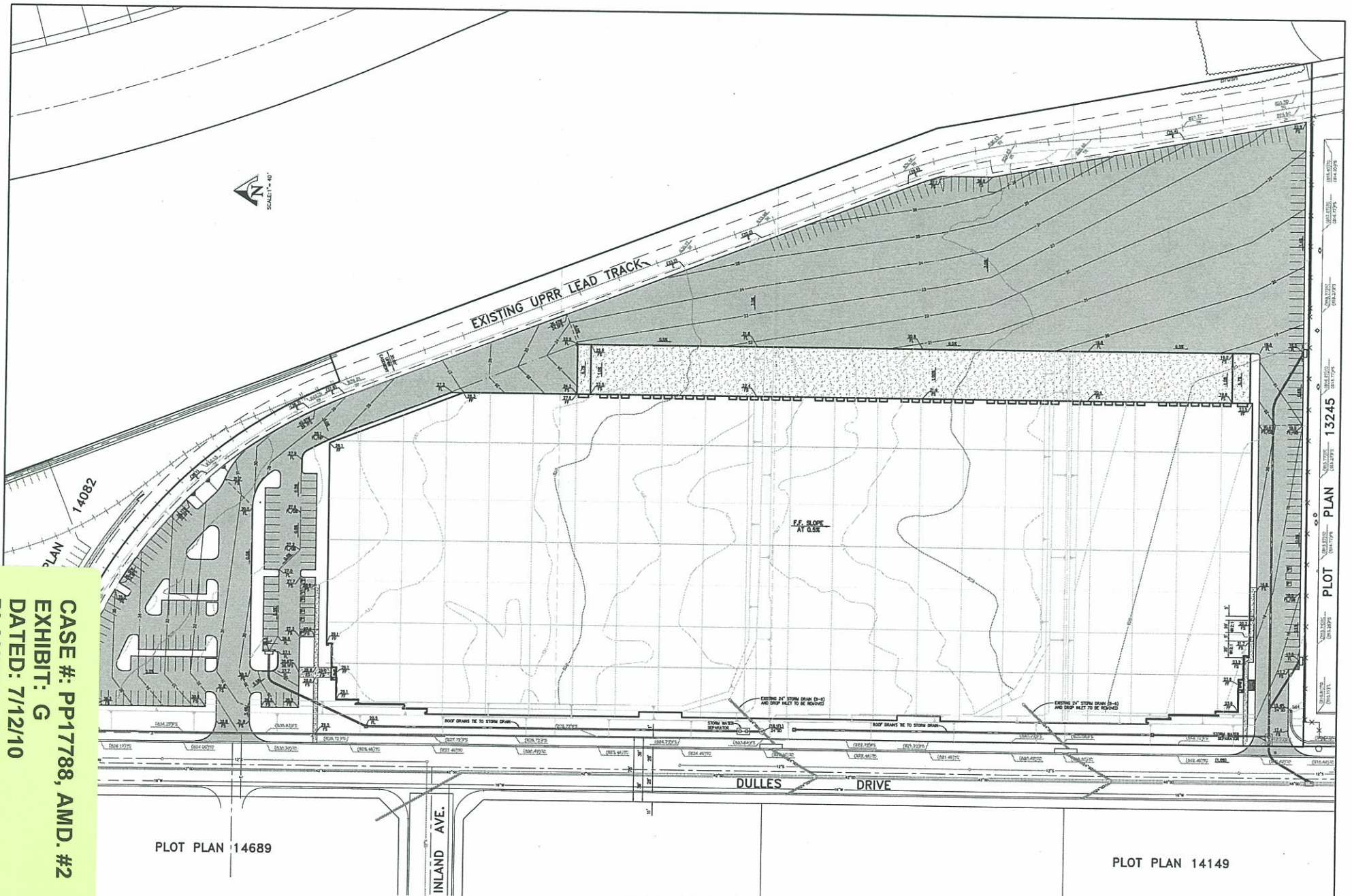
WILLIAM SIMPSON & ASSOCIATES, INC.
 ARCHITECTS • ENGINEERS • PLANNERS
 1710 13th Street
 Costa Mesa, CA 92626
 WWW.WSAC.COM L: 408.436.5400



DATE: 12/29/22
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO: 28-28

574
28-28
 12/29/22

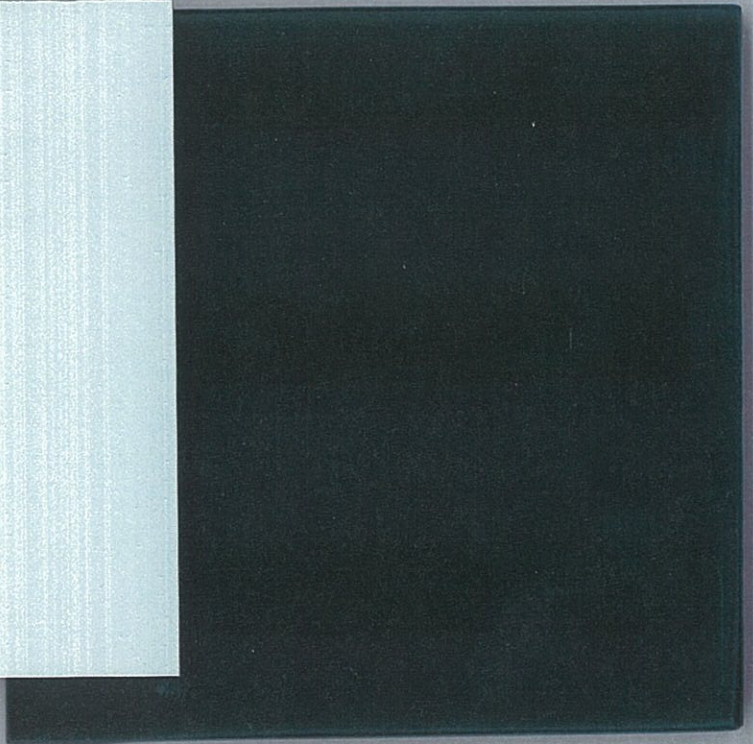
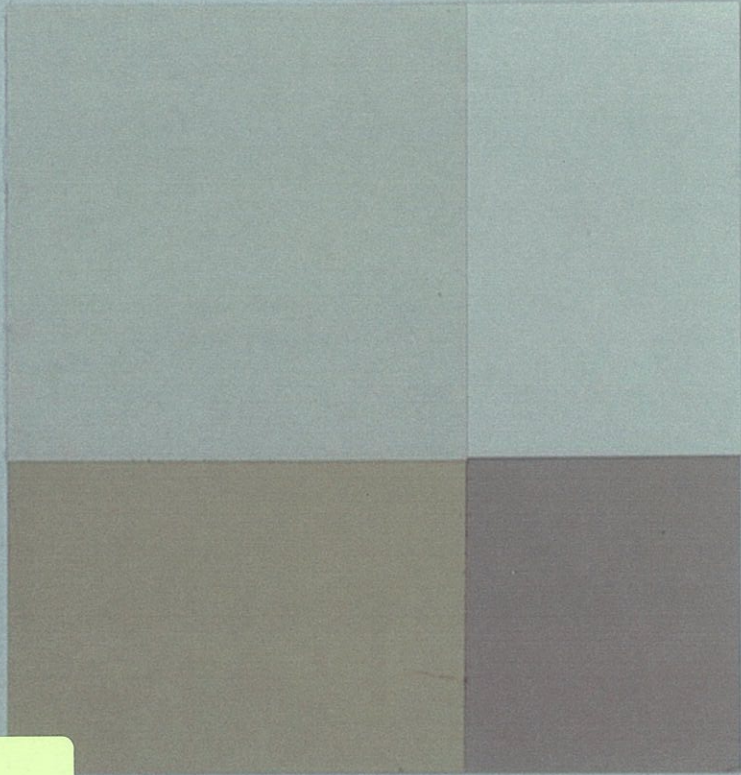
CASE #: PP17788, AMD.#2
 EXHIBIT: G
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



<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. <small>Civil Engineers - Surveyors - Planners 2100 West Branch Ave., Suite 200 Gaithersburg, MD 20878 Phone: (301) 981-1000 www.kctengineers.com</small></p>	<p>CONCEPTUAL GRADING PLAN PLOT PLAN _____</p>	<p>1 OF 1 SHEETS</p>
	NO.	REVISIONS	DATE													
<p>DESIGNED BY: D.E. DRAWN BY: L.S. CHECKED BY: D.E.</p>	<p>SCALE: AS SHOWN BENCH MARK:</p>	<p>DATE: DEC. 2004</p>	<p>FOR: RGA</p>	<p>W.D. P.A. FILE NO. 1328-01</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

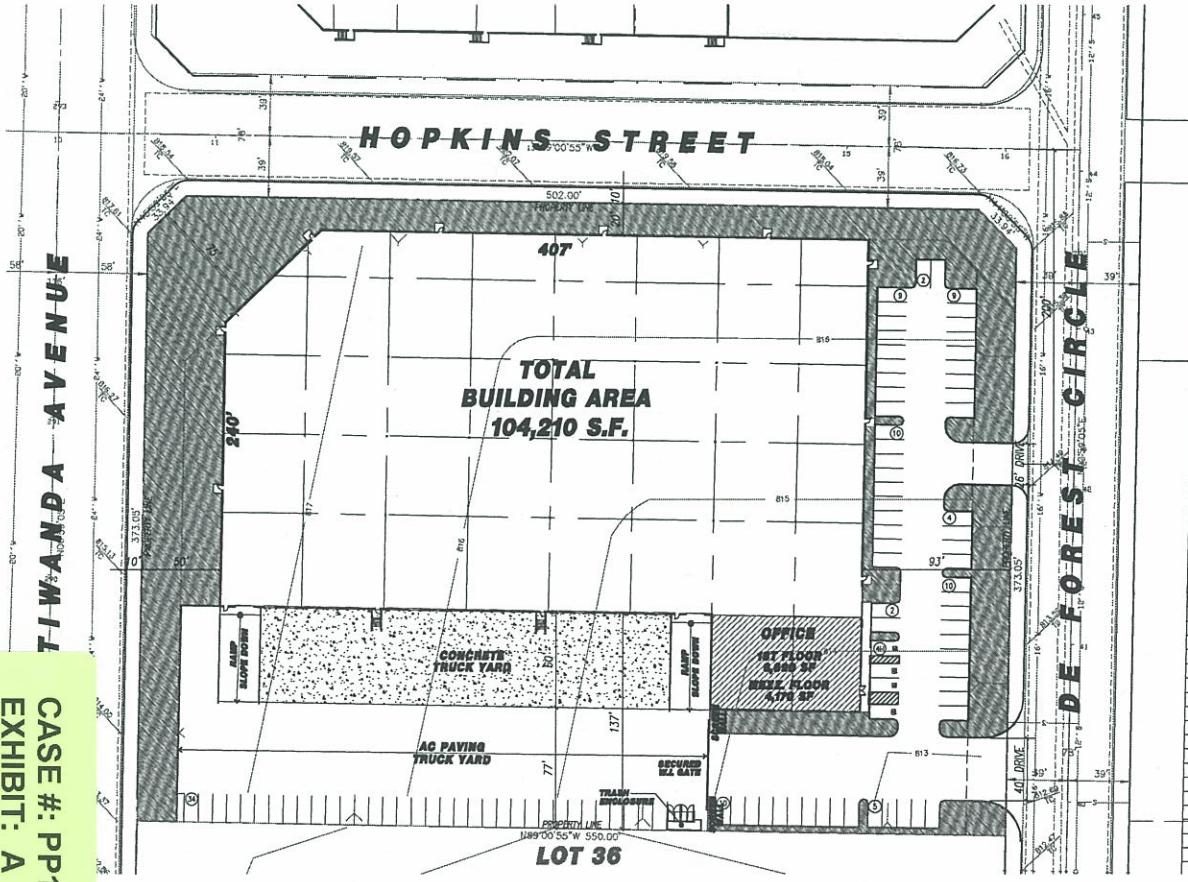
Office of Architectural Design

15231 Alton Parkway, Suite 200
Irvine, CA 92618

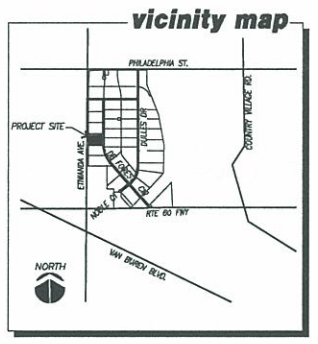
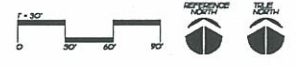
T 949-341-0920
FX 949-341-0922

CASE #: PP17788, AMD, #2
EXHIBIT: M (Sheets 1-5)
DATED: 7/12/10
PLANNER: C. HINOJOSA

CASE #: PP18875, AMD. #2
 EXHIBIT: A
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



conceptual site plan
 SCALE 1" = 30' 0"



project information

Owner / Applicant
 OC REAL ESTATE MANAGEMENT, LLC
 410 EAST 7400 STREET, SUITE 600
 LOS ANGELES, CA 90033
 TEL - 213-651-9700
 FAX - 213-651-0333
 CONTACT: WILLIAM H. CUNNINGHAM, JR.

Applicant's Representative
 HILL PROJECT ARCHITECTS
 415 BROAD ST. SUITE A
 NEWPORT BEACH, CA 92660
 TEL - 949-463-9770
 FAX - 949-463-0309
 CONTACT: DENNIS HILL

Legal Description

Assessors Parcel Number
 84-360-05

Project Zoning

CITY OF MIRA LOMA

	Total
Building	
Land Area	5.00
Acres	0.113
Square Foot	217,800
Building Area	
Office - 1st Floor	6,690
Warehouse	93,350
Total Footprint Area	100,040
Office - Mezzanine Floor	4,170
Total Building Area	104,210
Coverage	
Building Coverage	0.48
Landscape Area Required	32.679
Landscape Coverage	0.15
Landscape Area Provided	40,969
Landscape Coverage	0.19
Parking Required	
Office - 10,860 SF at 1/250	43
Warehouse - 93,350 SF at 1/2,000	47
Total	90
Parking Provided	
standard stalls	95
handicap stalls	4
Total	99

PLOT PLAN # 18875

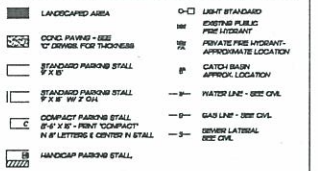
site plan keynotes

- IF THICK AREA IS REINFORCED CONCRETE TRUCK YARD, WITH 4" W/ 0.005% 8000 PSI W/ CONSTRUCTION AND/OR EXPANSION JOINTS AT A MAXIMUM OF 16" O.C. EXPANSION JOINTS TO BE 1/4" DIA. OF 1/2" DEEP AND A MAXIMUM LENGTH WITHIN OF 14'. VERIFY WITH LOCAL ENGINEER. PROVIDE SEAL BY BRUSH FRESH. ALL JOINTS TO BE CLEANED AND FILLED W/ ASPHALTIC CALCEUM.
- ASPHALT CONCRETE SLAG PAVING
- CONCRETE FINISHWORK
- DRIVEWAY AREAS TO BE CONSTRUCTED PER CITY STANDARD. SEE CIVIL DRAWINGS. PROVIDE STAMPED CONCRETE W/ LIGHT BROOM FIN. AT ALL CORNER LOCATIONS. PROVIDE VERTICAL & HORIZONTAL REINFORCING JOINTS AT A MAXIMUM OF 16" O.C. SPACING.
- FINISHWORK: FINISH CONCRETE EXTERIOR LANDSCAPE PAD WITH ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE PAINT TO FLECK PAINT OR FINISH THAT AS REQUIRED BY CITY INSPECTOR.
- IF IN CONCRETE TRUCK YARD SCREEN WALL
- PROVIDE METAL BOLL WORKING OPERATED GATES WITH KNOCKDOWN FEEB AND CONSTRUCTION STANDARDS PER STANDARD. GATE TO BE PROVIDED FOR PO LPH AND LOCAL DISPOSABLE TO CONSTRUCTION TO DESIGN & DETAIL BATES.
- PROVIDE 1/2" DIA. STEEL REINFORCING BARS TO BE PROVIDED FOR METAL SCREENING PER PALMING DEPARTMENT REGULATIONS. PROVIDE 1/2" DIA. STEEL REINFORCING BARS TO BE PROVIDED FOR METAL SCREENING PER PALMING DEPARTMENT REGULATIONS.
- NOT USED
- APPROXIMATE LOCATION OF TRANSPORTED. CONTRACTOR TO VERIFY WITH LOCAL ENGINEER. PROVIDE LANDSCAPE SCREENING AND ALL BRUSH AND UTILITY STRUCTURES TO HAVE LANDSCAPE GREENWALLS.
- CONCRETE BRUSH
- CONC. H-PILE STOP.
- EXTERIOR PARKING LIGHT POLE
- LANDSCAPE ALL LANDSCAPE AREAS INDICATED BY HATCH PATTERNS.
- IF TRASH ENCLOSURE

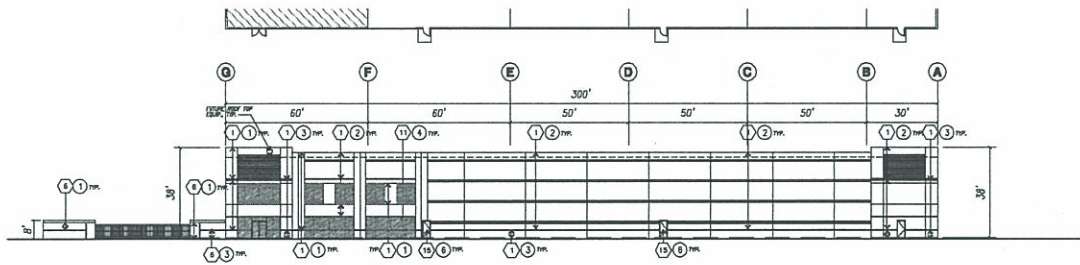
site plan general notes

- THE BOLS REPORT PREPARED BY _____ DATED _____ IS TO BE A PART OF THESE CONTRACT DOCUMENTS.
- IF BOLS ARE EXISTING IN NATURAL LINE, OTHER EXISTING FOR ALL SITE CONCRETE.
- ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR 600 LINE UNLESS OTHERWISE NOTED.
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON CURBS AND MANHOLE STANDARDS.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONSTRUCTION TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT PURPOSES. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- SEE TOSSAWAYS FOR FINISH GRADE ELEVATIONS.
- CONCRETE EXPANSION JOINTS TO BE A MAXIMUM OF 16" THICK W/ TOILED JOINTS AT 16" O.C. EXPANSION CONSTRUCTION JOINTS SHALL BE A MAXIMUM OF 16" THICK. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4" FINISH TO BE A MEDIUM BROOM FINISH UNLESS OTHERWISE NOTED.
- A SEPARATE PERMIT SHALL BE OBTAINED FOR ALL FINISH SCREEN WALLS. TRASH ENCLOSURE, LIGHT POLE BATES & GROUND PER CITY STANDARDS.
- PAINT COLORS AND PROVIDE SOME TO INFORM OF THE FINISH AS REQUIRED BY THE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION ON THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE RELEVANT DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO BEGAINING PERMITS.
- PROVIDE TO FINAL CITY INSPECTOR. THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- IT SHALL BE THE RESPONSIBILITY OF THE APPLICANT/ARCHITECT TO PROVIDE CLEARANCE FOR LANDSCAPE AND IRRIGATION CONSTRUCTION DOCUMENTS SUBMITTED TO THE LANDSCAPE ARCHITECT FOR INFORMATION ON THE REGULATIONS AND SUBMITTAL FOR PLAN CHECK.
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LATEST IN EFFECT OF AN APPROVED PUBLIC FACILITIES DEVELOPMENT.
- NOT USED
- LANDSCAPED AREAS SHALL BE DELAYED WITH A MINIMUM OF 10% HIGH CURB.
- PLUMBING BREAK AREA SHALL BE PROVIDED WITHIN OFFICE PL.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
- APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO OBTAINING PERMIT.

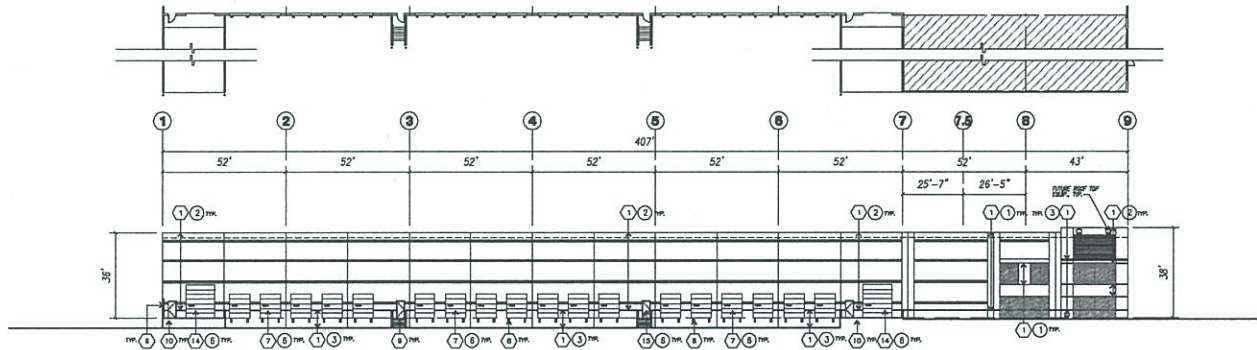
site legend



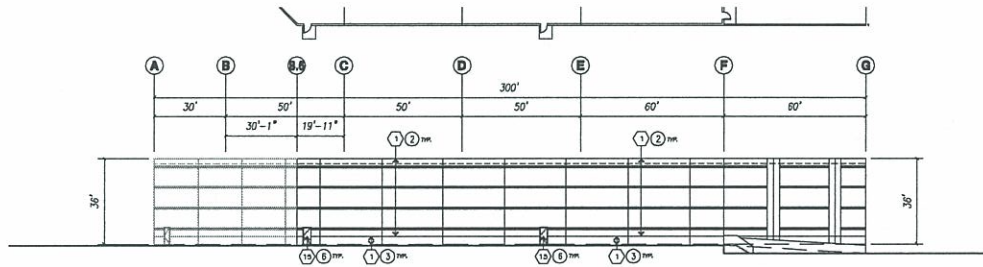
LOT 35
INDUSTRIAL FACILITY
OC REAL Estate Management, LLC.
 CITY OF MIRA LOMA
 DREWEN MARCH 1, 2005



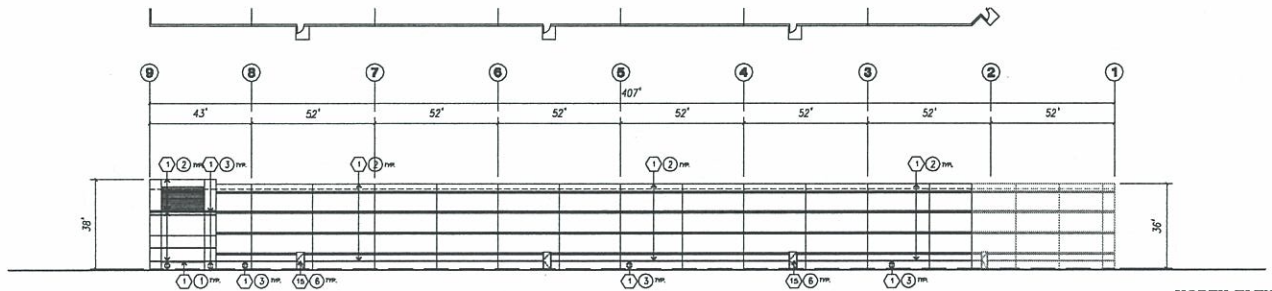
EAST ELEVATION A
scale: 1" = 20'-0"



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 SIDELETTS 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 8721W 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

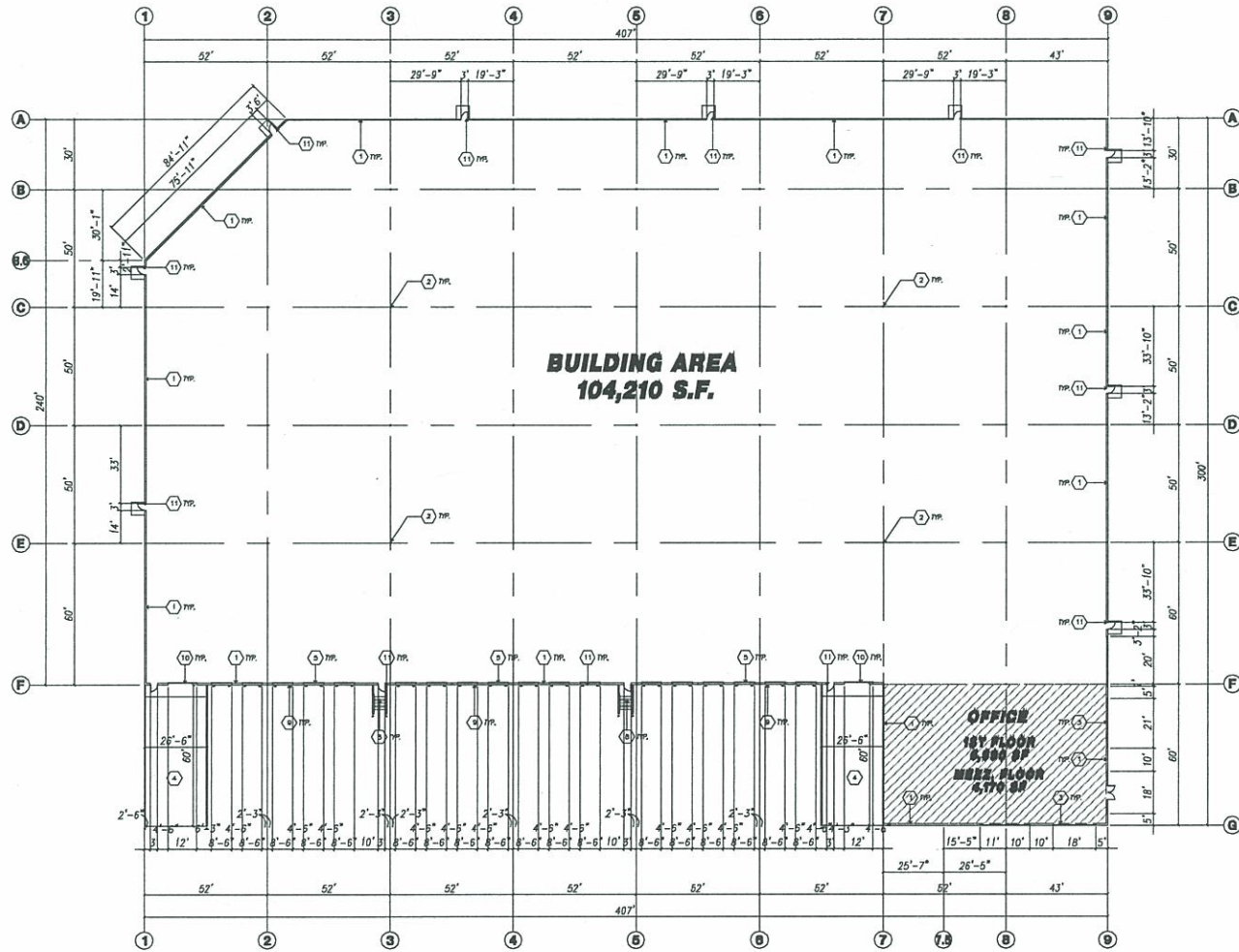
INDUSTRIAL FACILITY

OC REAL Estate Management, LLC.

CITY OF MIRA LOMA

REVISED MARCH 1, 2005

CASE #: PP18875, AMD. #2
EXHIBIT: B
DATED: 7/12/10
PLANNER: C. HINOJOSA



conceptual floor plan

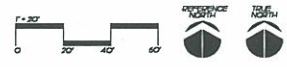
SCALE 1" = 30'-0"

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 SPOUNDER POSTS WITH CEILING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATION.
- 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 1/4" THICK CONCRETE EXTERIOR LANDING AND TYPICAL AT ALL EXTERIOR WALK DOORS TO UNASSIGNED AREA. FINISH TO BE MEDIUM GRAY FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 CONCRETE CAST STAIRS.
- 9 DOCK BRACKETS, 2 PER DOCK DOOR.
- 10 12"x14" TRUCK DOOR, VERTICAL LIFT, STANDARD BRACE.
- 11 3'x7' HOLLOW METAL EXTERIOR WALK DOOR.
- 12 NOT USED.
- 13 NOT USED.
- 14 507F LINE ABOVE.

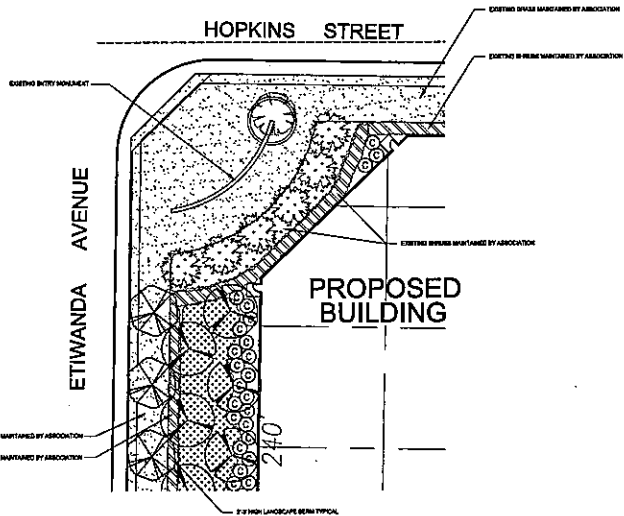
GENERAL NOTES - FLOOR PLAN

- A THIS BUILDING IS DESIGNED FOR HIGH WIND STORAGE WITH THE EXCESS WIND LOADS AT 104 WINDSPEED. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY REINFORCING/CONCRETE NOTES.
- B FIVE WIND LOADINGS SHALL BE PROVIDED FOR FIVE SEPARATIONS (F. 6.4.2).
- C THE BUILDING FLOOR SLAB SLOPES 1/2% SEE "I" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
- D NOT USED.
- E BRIDGEHOUSE EXTERIOR CONCRETE WALLS ARE FINISHED WITH COLLARS ARE TO RECEIVE FRAMES ONLY. ALL OFF. WALK WALLS IN BRIDGEHOUSE TO RECEIVE 1" DIA. OF SHIRT TO CORNER 1" FUTURE.
- F SLOPE FLOOR SUMP 1/2" TO EXTERIOR AT ALL PERIPHERAL EXITS. SEE "I" DRAWINGS FOR PUMP STRIP LOCATION.
- G ALL CARDS/DOORS ARE TO THE FACE OF CONCRETE PANEL WALL, DRUMS, 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 OPENINGS.
- J CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAR. ALL EQUIPMENT TO BE EMPLOYED PROTECTING GARS AND TRUCKS.

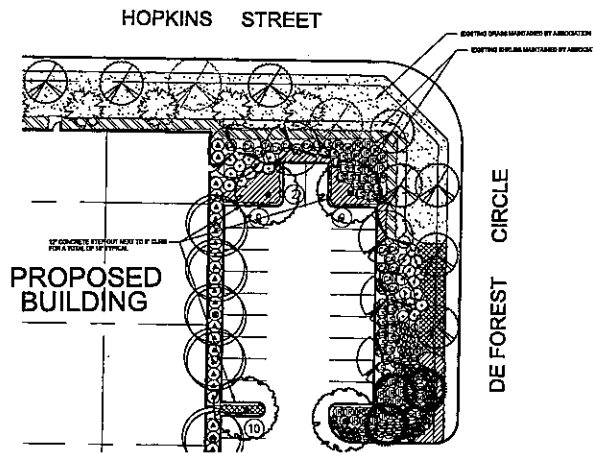


CASE #: PP18875, AMD. #2
 EXHIBIT: C
 DATED: 7/12/10
 PLANNER: C. HINOJOSA

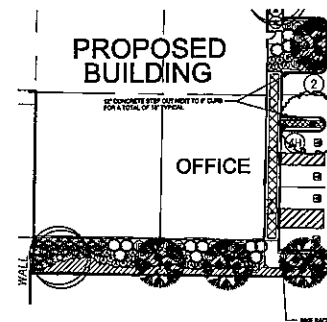
LOT **35**
INDUSTRIAL FACILITY
 OC REAL Estate Management, LLC.
 CITY OF MIRA LOMA
 478 BRICK ST. SUITE A NEWPORT BEACH, CA 92660
 (949) 863-7700
HPA



ENLARGEMENT "A"



ENLARGEMENT "B"



ENLARGEMENT "C"

PLANT LEGEND

TREES	SYMBOL	BOTANICAL	COMMON	SIZE	QUANTITY	W.C. COLS.
		BRACHYOTIS PUPULAEUS (VERTICAL EVERGREEN TREE) (SEE B.I.C.)	BOTTLE TREE	30" SIZE	7	LOW
		BRACHYOTIS PUPULAEUS (VERTICAL EVERGREEN TREE) (B)	BOTTLE TREE	30" SIZE	16	LOW
		BRICKELLIA PLUVIANTHUS (VERTICAL EVERGREEN TREE)	SILVER DOLLAR BUSH/PYRUS	30" SIZE		
		CROCODRILUM BIVACCINUM (SHRUB CANOPY TREE) (B)	BLUE PALO VERDE	30" SIZE	30	LOW
		IRSEA LANIGERA (SHRUB CANOPY TREE)	AFRICAN MANGO	30" SIZE		
		FIGUS CYPERUS	FIGUS CYPRESS	30" SIZE	15	LOW
		EUROSA PEARL (SHRUB CANOPY TREE) (SEE B.I.C.)	BRADFORD PEAR	30" SIZE	14	MED
		PHALM SPENSIS (VERTICAL EVERGREEN TREE)	REBANDA PALM	18" GALL. 30" SIZE	12	LOW
		CELESTIS PANSY (VERTICAL EVERGREEN TREE)	FOREST PANSY	30" SIZE	15	MED
		OLEA BUNICA (VERTICAL EVERGREEN TREE)	NON-PILATING 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 CALIFORNIA PEPPER - PROTECT IN PLACE
	EXISTING MEXICAN PARROT - PROTECT IN PLACE

NOTE:
 1. ALL TREES WITHIN 5' OF LANDSCAPE SHALL BE IN A BUSHFORM LINEAR DRAP AND NOT PERMITTED TO BE SAVERED BY 100%
 NOTE: BRADFORD PEARS HAVE BEEN VERIFIED AS THE STREET TREE ALONG HOPKINS & DE FOREST CIRCLE. BOTTLE TREES HAVE BEEN IDENTIFIED AS THE STREET TREE ALONG ETIWANDA AVENUE.

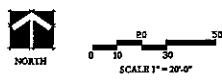
IRIS	SYMBOL	BOTANICAL	COMMON	SIZE	W.C. COLS.
		AGAVE ATTENUATA	POTENTIAL AGAVE	4" GALL. LOW	
		ANUBIS LINDEN COMPACTA	IRISH STARBUSSERT TREE	4" GALL. LOW	
		CALLISTEMON CITRINUS	LINON BOTTLEBRUSH	4" GALL. LOW	
		CHAMAECYPARIS WOODII	FEATHERY CEDAR	4" GALL. LOW	
		CORDYLINE ALLOUIA	ACCORDIA	4" GALL. LOW	
		COTONEASTER LACTUCA	COTONEASTER FERNET	4" GALL. LOW	
		EUCALYPTUS GLOBULUS	FROND OF SACOTEA	4" GALL. LOW	
		GREYELLA NOLEA	GREYELLA	4" GALL. LOW	
		LEPOSIPHIMUM SCOPARIUM	NEW ZEALAND TEA TREE	4" GALL. MED	
		LANTANA STRAMINEA	IRISH LANTANA	4" GALL. LOW	
		ROSA PLUMOSA YUCCIFERA	EXISTING FLORENTINA ROSE	4" GALL. MED	
		SALVIA DRESSER	AUTUMN SAGE	4" GALL. LOW	
		XYLOCOPA CONCRETUM	IRISH XYLOCOPA	4" GALL. LOW	

VINE / SPALLERS	SYMBOL	BOTANICAL	COMMON	SIZE	W.C. COLS.
		MACRODIUM LAMOUROUXII	CATE CHAIR VINE	4" GALL. LOW	

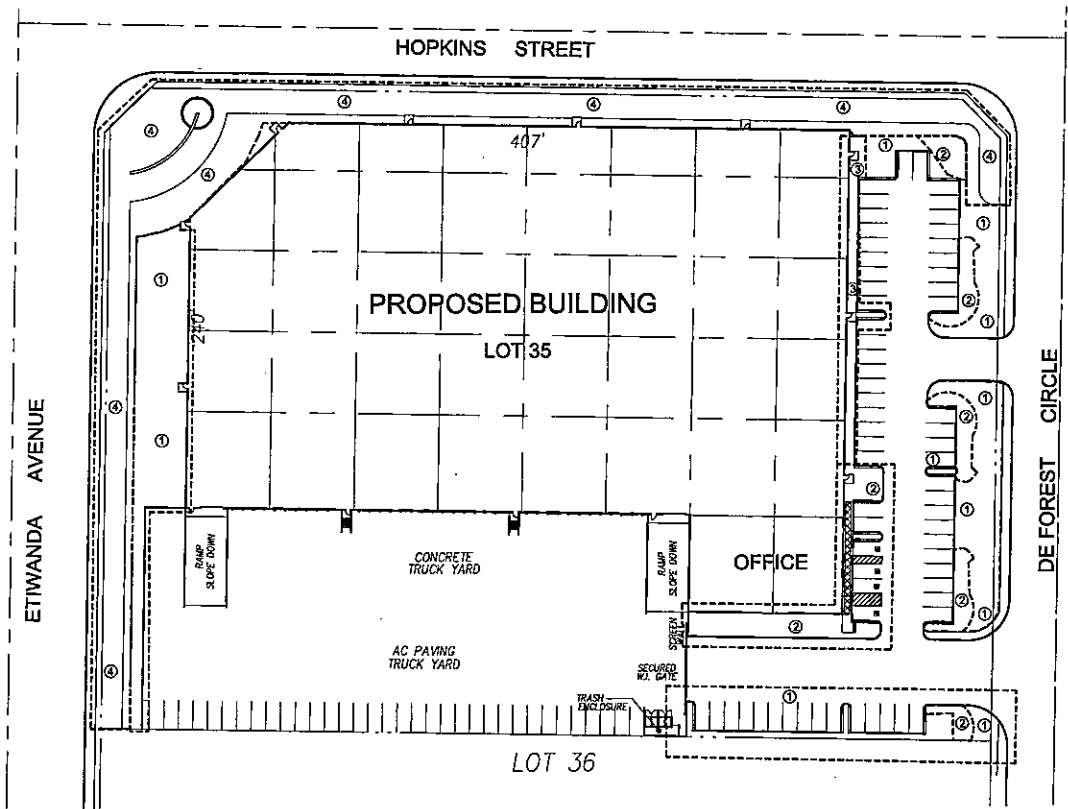
GROUND COVER	SYMBOL	BOTANICAL	COMMON	SIZE	SPACING	W.C. COLS.
		AGAVE DESERT CARPET	N.C.B.	1" GALL.	TRIANGULAR SPACE F.O.D.	LOW
		BACCHARIS PINNATIFIDA	COTYLEDON BUSH	1" GALL.	TRIANGULAR SPACE F.O.D.	LOW
		BONANIA ELONGATA	ROADWAY	1" GALL.	TRIANGULAR SPACE F.O.D.	LOW

EXISTING TREES & GROUND COVER MAINTAINED BY ASSOCIATION	SYMBOL	BOTANICAL	COMMON	DESCRIPTION
		EUCALYPTUS GLOBULUS	FROND PINE	EXISTING PINE TO BE REPLACED WHERE DAMAGED DURING CONSTRUCTION
				EXISTING GROUND COVER TO BE REPLACED WHERE DAMAGED DURING CONSTRUCTION
				EXISTING GRASS - CONTRACTOR TO REPLACE WHERE DAMAGED DURING CONSTRUCTION

SUBMITTAL BLOCK NOTE
 ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF COVER MEDIA AVAILABLE FROM DATAWANG



DATE	11/10/20
BY	W.H.C.
PROJECT	INDUSTRIAL FACILITY - BLDG. 35
LOCATION	420 East Tule Street, Suite 600 Los Angeles, CA 90013
CONTRACT	William H. Cranston, Inc.
DESIGNER	ENVIRONIONS
LANDSCAPE ENLARGEMENTS	
PROPOSED BY	OC Real Estate Management, LLC
DATE	11/10/20
BY	W.H.C.
PROJECT	INDUSTRIAL FACILITY - BLDG. 35
LOCATION	420 East Tule Street, Suite 600 Los Angeles, CA 90013
CONTRACT	William H. Cranston, Inc.
DESIGNER	ENVIRONIONS
LANDSCAPE ENLARGEMENTS	
PROPOSED BY	OC Real Estate Management, LLC
DATE	11/10/20
BY	W.H.C.
PROJECT	INDUSTRIAL FACILITY - BLDG. 35
LOCATION	420 East Tule Street, Suite 600 Los Angeles, CA 90013
CONTRACT	William H. Cranston, Inc.



WATER USE CALCULATIONS BY HYDROZONES

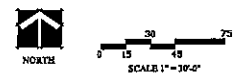
Riverside County Ordinance 859.2 Landscape Water Use Calculations
LOT 35
 (For projects with more than 1 hydrozone)

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 =	30,892 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
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 shredded 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: 07/20/2024
BY: [Signature]

Environics
LANDSCAPE ARCHITECTURE
1001 W. 10th Street, Suite 100
Riverside, CA 92507
TEL: 951-519-9900 FAX: 951-519-9901

OC Real Estate Management, LLC.
490 East Third Street, Suite 600
Riverside, CA 92501
TEL: 951-519-9900 FAX: 951-519-9901

PROJECT TITLE: WATER USE / HYDROZONES
 PROJECT NUMBER: 20240001
INDUSTRIAL FACILITY - BLDG. 35
 1001 W. 10th Street, Suite 100
 RIVERSIDE, CALIFORNIA

DRAWN BY: [Signature]
 DATE: 07/20/24
 CHECKED BY: [Signature]
 DATE: 07/20/24
 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

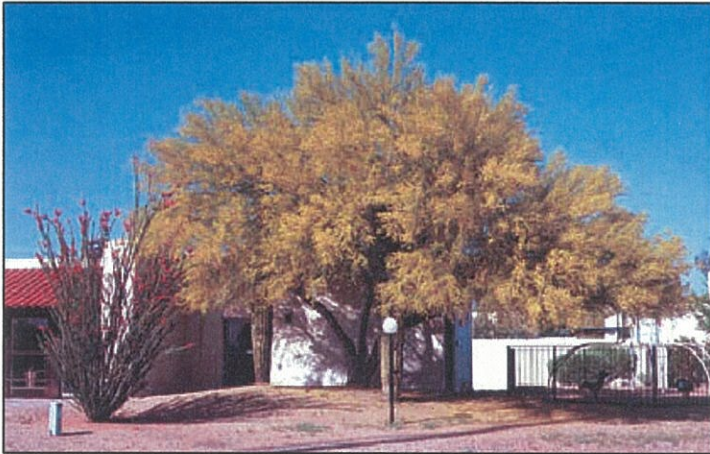
Creating Sustainable & Water Conserving Solutions

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

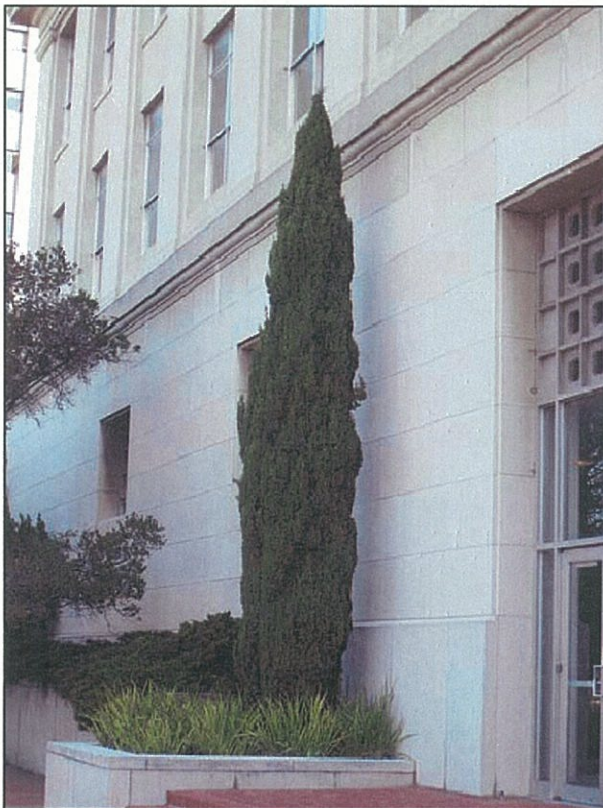
DECIDUOUS
BROAD CANOPY
H- 35' - S-30'

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'

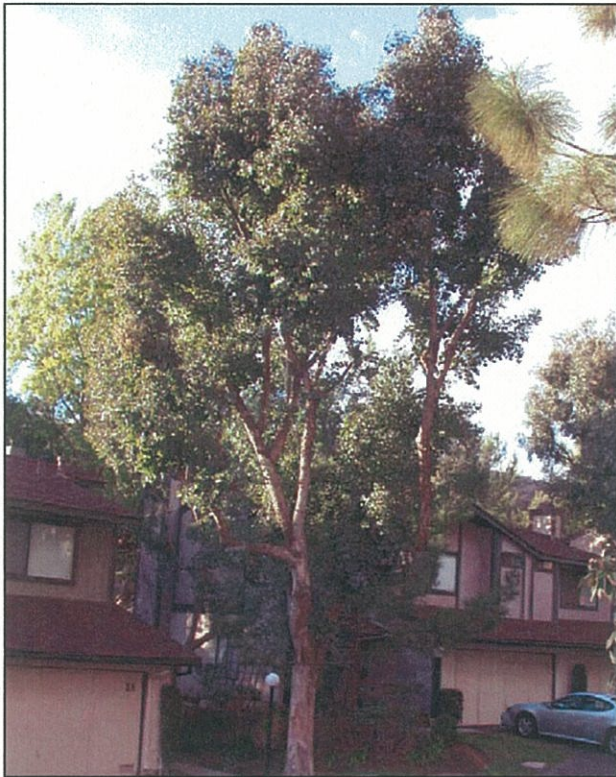
APPLICATION

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'

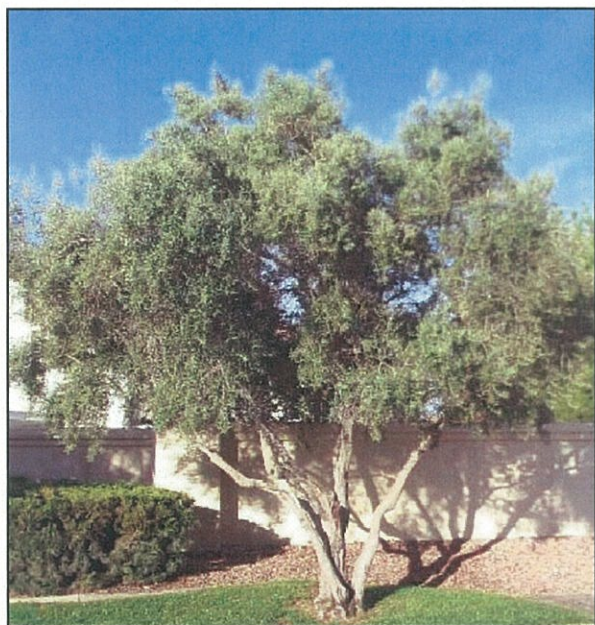
APPLICATION

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

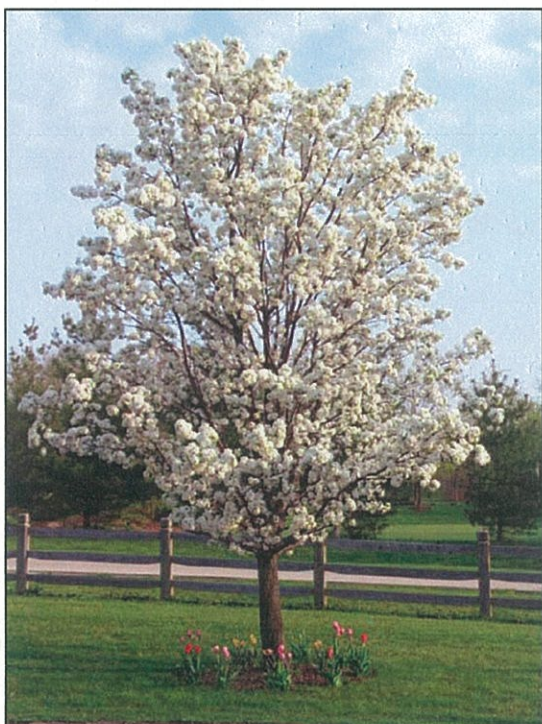
H- 25'-30' - S-25'-30'

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'

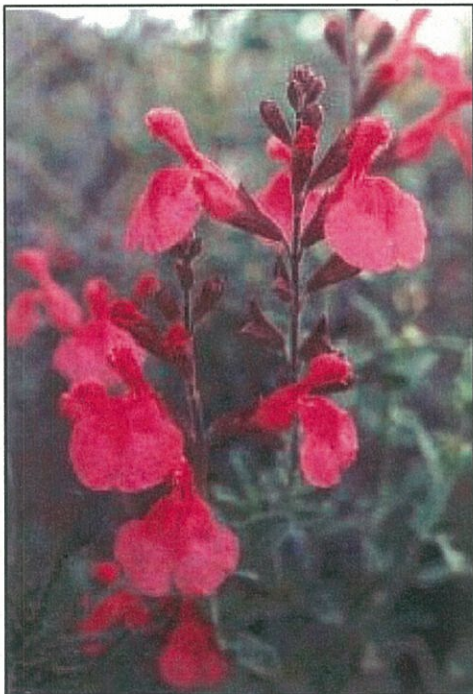
APPLICATION

ACCENT

WATER USAGE

MED

SHRUB PALETTE



BOTANICAL NAME (COMMON)

SALVIA GREGII
(AUTUMN SAGE)

FLOWER COLOR

RED

GROWING PATTERN / SIZE

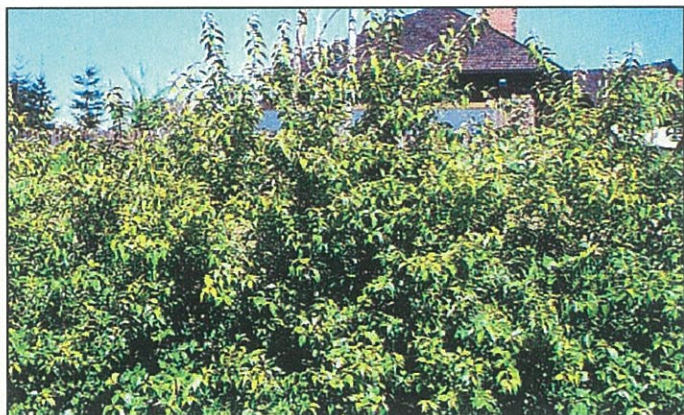
EVERGREEN
MOUNDING SHAPE
H- 3' - S-3'-4'

APPLICATION

ACCENT

WATER USAGE

LOW



BOTANICAL NAME (COMMON)

XYLOSMA CONGESTUM
(SHINY XYLOSMA)

GROWING PATTERN / SIZE

EVERGREEN
MOUNDING SHAPE
H- 8' - S-8'

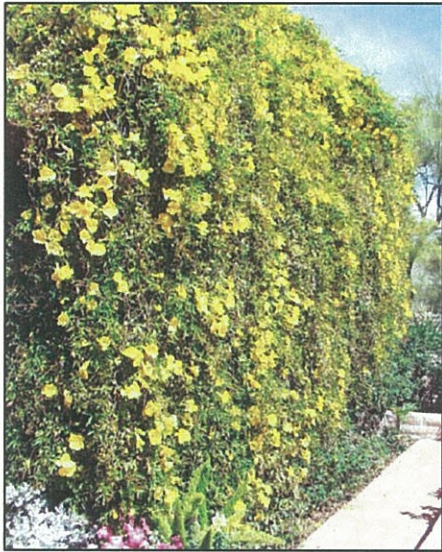
APPLICATION

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'

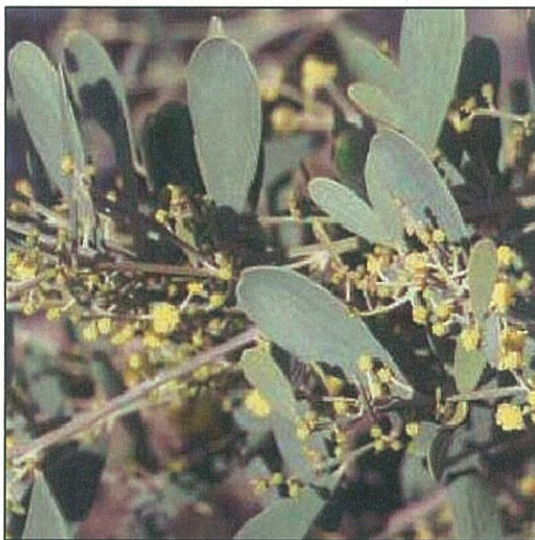
APPLICATION

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

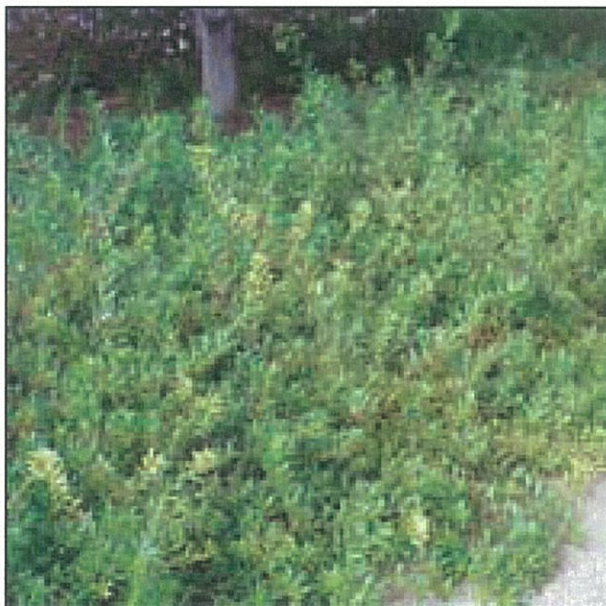
H- 2' - S-6'

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

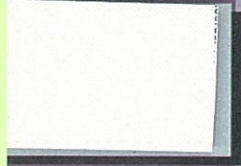
WATER USAGE

LOW

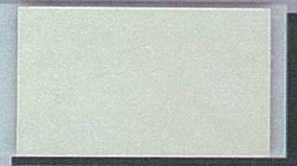
SOUTH ELEVATION

NORTH ELEVATION

WEST ELEVATION



1 Frazee 001 White



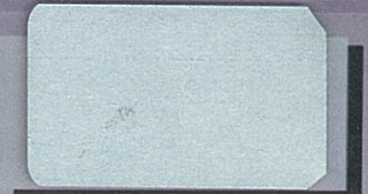
2 Frazee 8731W Staghorn



3 Frazee 8744D Sweetwood



4 Blue Reflective Glazing



5 Clear Anodized Mullions

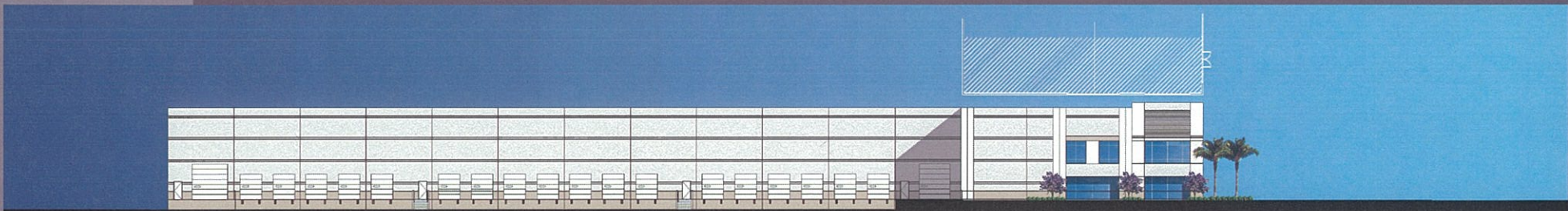
OC REAL ESTATE MANAGEMENT, LLC.

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



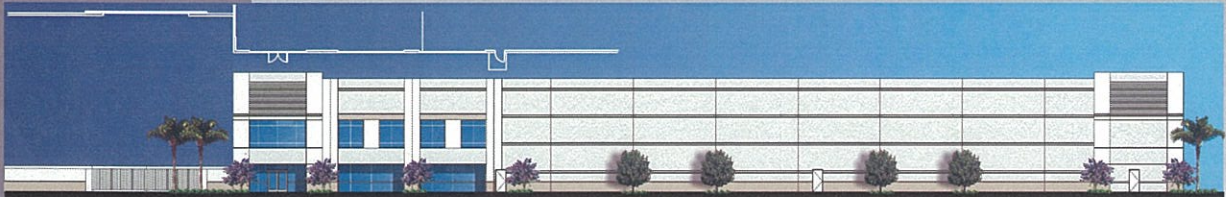
SOUTH ELEVATION



NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



ENLARGED EAST ELEVATION

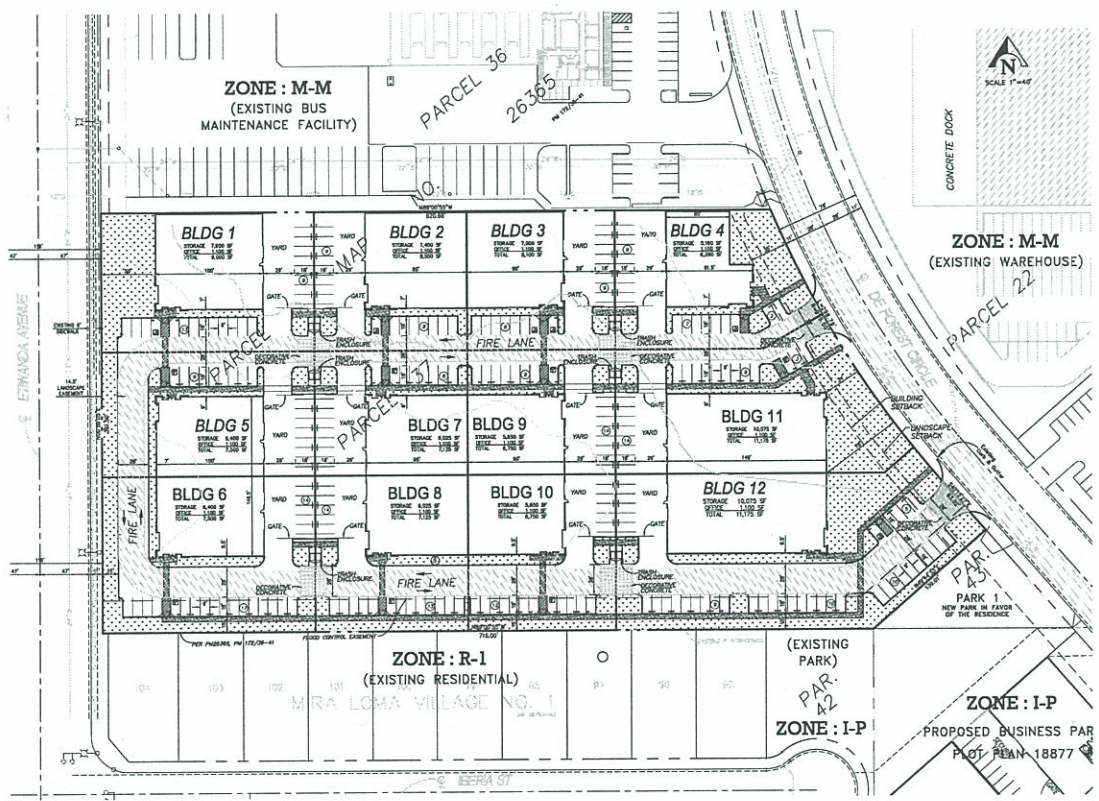
OC REAL ESTATE MANAGEMENT, LLC.

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	29,210 SQ. FT. / 278,555 S.F.	35.58
LANDSCAPE REQUIRED	278,555 S.F. x 15%	41,783 S.F.
LANDSCAPE PROVIDED		42,879 S.F.
PARKING REQUIRED:		
OFFICE @ 1/250 @ (13,200/250)		53 SPACES
STORAGE @ 1/1,000 @ (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 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 ENTRY SYSTEM WITH INTERCOM SECURITY FIRE EXTINGUISHER.
 - 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 80022 D REVISED NOVEMBER 23, 1984.
 - THE PROJECT SITE IS SERVED BY AN EXISTING 12" SEWER LINE IN DE FOREST CANAL. 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 1981.
 - 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 LEXINGTON 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

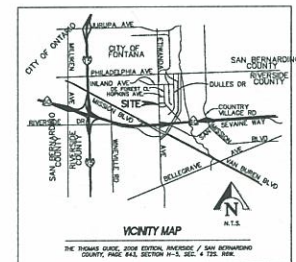
UTILITY:
 SOUTHERN CALIFORNIA EDISON
 1311 WEST PINE AVENUE
 GARDEN, CALIFORNIA 91743
 PHONE: (951) 344-8244

OWNER AND WATER:
 JARVIS COMMUNITY SERVICES DISTRICT
 8801 JARVIS ROAD
 IRVING, CALIFORNIA 92618
 PHONE: (951) 865-7424

PLANNING:
 4187
 3674 JARVIS ROAD #116
 IRVING, CA 92618
 PHONE: (951) 360-2173

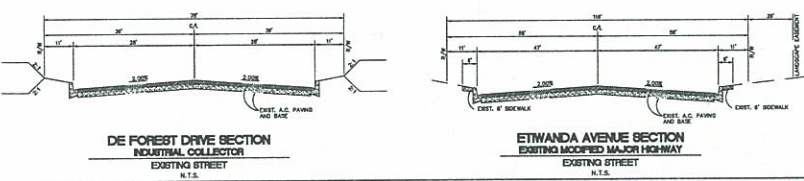
CONTRACTOR:
 THE USE COMPANY
 4850 PLYMOUTH ROAD
 IRVING, CA 92614
 PHONE: (951) 360-1100

OWNER'S COMMUNICATOR:
 4850 WEST PINE COURT
 IRVING, CA 92617
 PHONE: (951) 868-0512



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
4 TRUCK & TRAILER SPRAWLED	UNLIMITED
EXISTING LAND USE:	UNLIMITED
PROPOSED LAND USE:	WAREHOUSE/DISTRIBUTION

LEGAL DESCRIPTION
 PARCELS 27 OF PARCEL MAP 26465,
 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

TYPICAL DETAIL PARKING SPACE
 N.T.S.

KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 4384 LEXINGTON STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 PHONE: (951) 341-8940

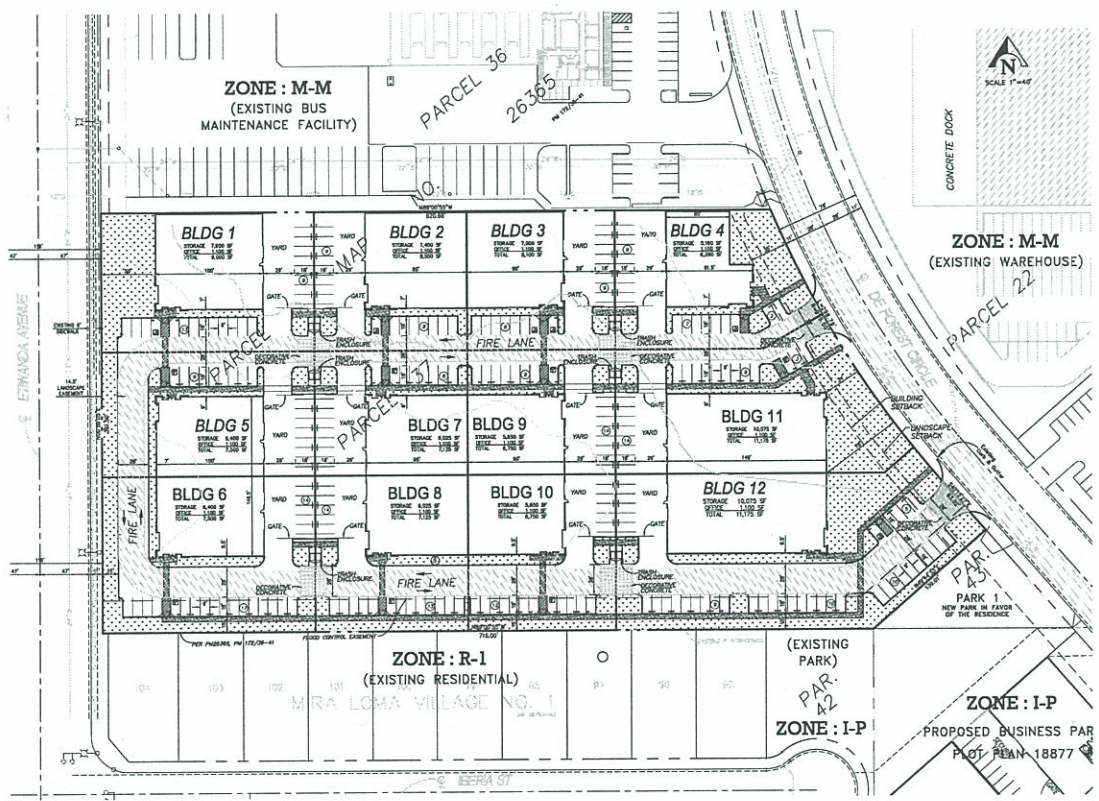
SCALE: 1" = 40'
 DATE: APRIL 2007
 W.D. FILE NO. 10000-09-03 OF 1 SHEETS

"P" EXHIBIT

O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
 PLOT PLAN # 18876
 AMENDED NO. 3

APRIL 2007

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 SF (13,200/250)		53 SPACES
STORAGE @ 1/1,000 SF (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 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 ENTRY SYSTEM WITH INTERCOM SECURITY FIRE DETECTOR.
 - 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 LOCATED WITHIN THE AREA OF EXISTING STRUCTURES 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 ABOVE OR BELOW GROUND.
 - RELANDING ARE SPECULATIVE. 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

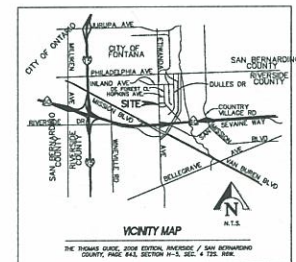
UTILITY:
 SOUTHERN CALIFORNIA EDISON
 1311 WEST PINE COUNTRY
 IRVING, CALIFORNIA 92614
 PHONE: (951) 344-8244

OWNER AND MASTER:
 JARVIS COMMUNITY SERVICES DISTRICT
 8801 JARVIS ROAD
 IRVING, CALIFORNIA 92618
 PHONE: (951) 865-7424

PLANNING:
 4187
 3874 JARVIS ROAD #116
 IRVING, CA 92618
 PHONE: (951) 360-2173

GENERAL CONTRACTOR:
 SOUTHERN CALIFORNIA EDISON
 1311 WEST PINE COUNTRY
 IRVING, CALIFORNIA 92614
 PHONE: (951) 344-8244

OWNER'S COMMUNICATIONS:
 8801 WEST PINE COUNTRY
 IRVING, CA 92618
 PHONE: (951) 865-8212

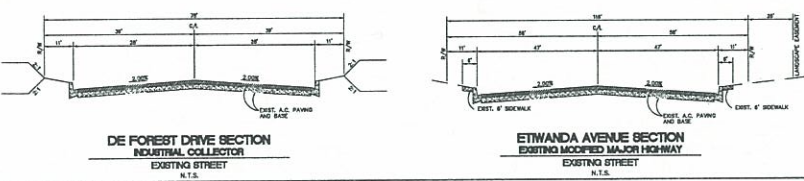


- ALL GATES WILL BE METAL AND MANUALLY OPERATED WITH PUSH-BUTTON AND ENTRY SYSTEM.
- ALL GATES ARE TO BE A MINIMUM OF 24" IN WIDTH.
- ALL SCREENS WILL BE 1/2" MINIMUM AND SHALL BE AT THE TOP OF ALL DOOR DOORS.



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 26465, PAGES 122, PAGES 8-4, RECORDS OF IRVING COUNTY, CA, SEC. 4 (PART), T. 2 SOUTH, R. 6 WEST
ASSESSOR'S PARCEL NUMBER
 156-180-001
 156-180-001



REVISIONS:

NO.	REVISION	DATE

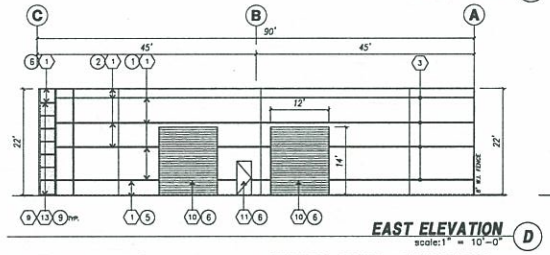
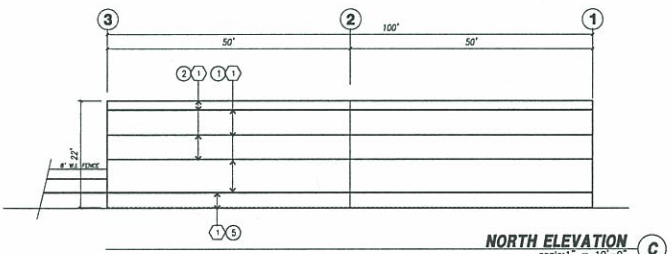
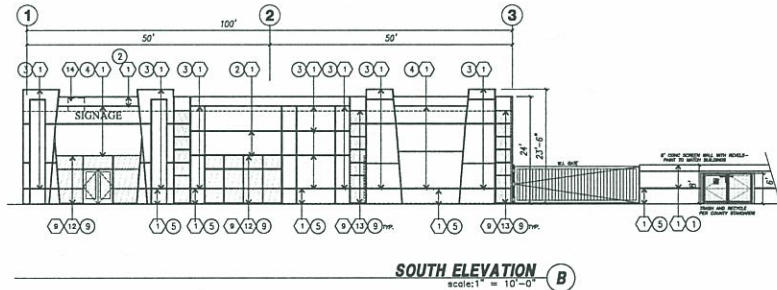
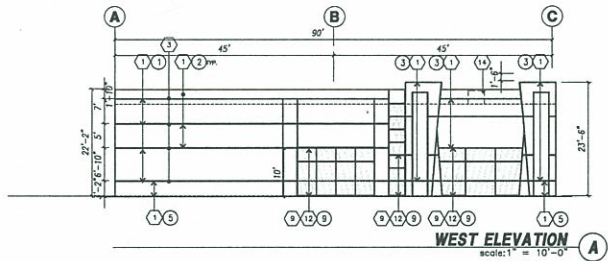
KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 4384 LINDA STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 CONTACT: JON COOPER
 PHONE: (951) 341-8940 EXT. 223

SCALE: 1"=40'
 DATE: APRIL 2007
 W.D. FILE NO. 10000-09-03 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

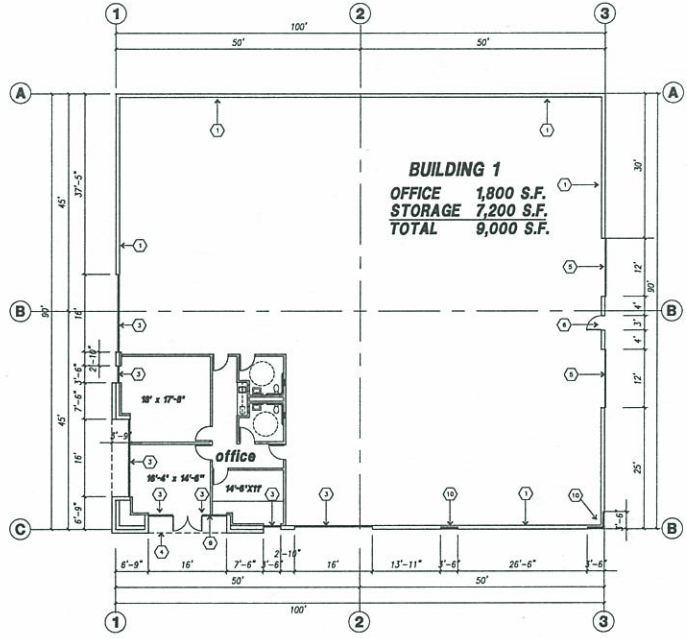
- 1 CONCRETE TL-TUP PANEL PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TL-TUP SCREEN WALL
- 5 NOT USED
- 6 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 7 CONCRETE RAMP AND CONC. GUARDRAIL
- 8 ALUMINUM STOREFRONT FRAMES W/ TEMPLER GLAZING AT ALL DOORS
- 9 CEILING ADJUNCT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 6"
- 10 ABOVE P.F. ELEVATION
- 11 6" X 4" HORN DRIVE THRU 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 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. - 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 BLOCKS.
- 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_128XTE_8689_10M_MDRY
2	CONCRETE TL-TUP PANEL	PANT BRND_128XTE_8681_WHITE
3	CONCRETE TL-TUP PANEL	PANT BRND_128XTE_8292E_TOUCHSTONE
4	CONCRETE TL-TUP PANEL	PANT BRND_128XTE_8688M_OBK_FLAT
5	CONCRETE TL-TUP PANEL	PANT BRND_8294M_DKSD_STEEL
6	VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS	PANT BRND_MASH_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'-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.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.

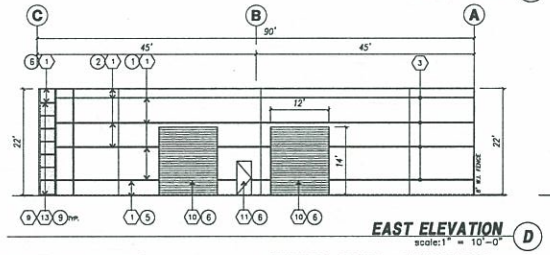
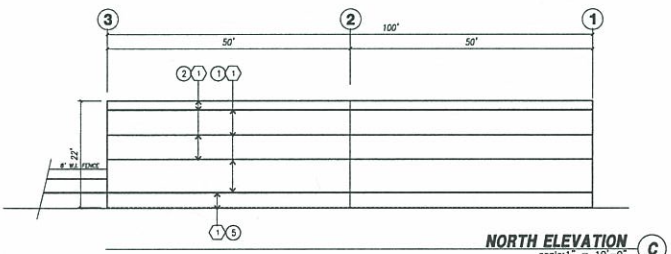
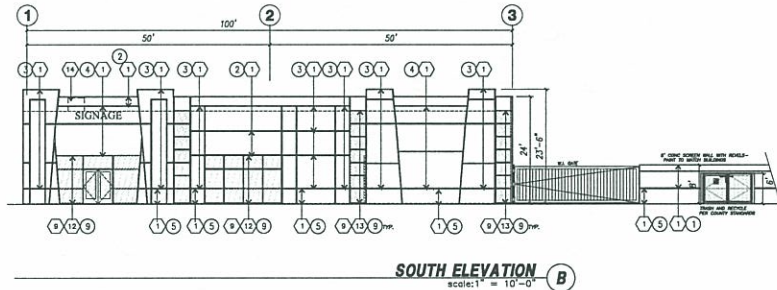
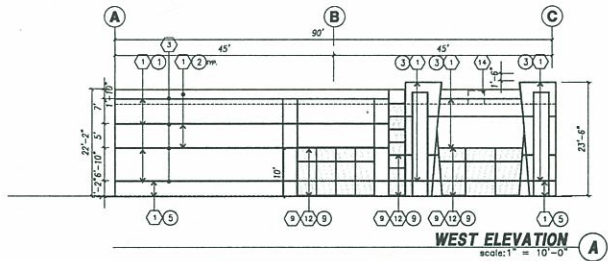
SHEET: DAB37-2-1-1
 PARCEL 37
 PP 18876

PROJECT REPRESENTATIVES
 OWNER / APPLICANT:
 HQ PROFFENANCE, 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

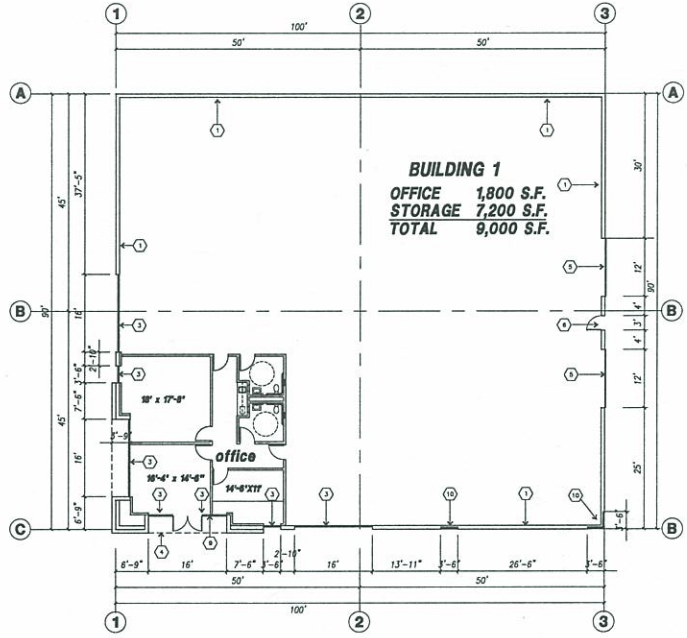
- CONCRETE TL-UP PANEL PAINTED.
- PANEL JOINT.
- PANEL REVEAL.
- CONCRETE TL-UP SCREEN WALL.
- NOT USED.
- CONCRETE STEEL LANDING AND CONC. GUARDRAIL.
- CONCRETE RAMP AND CONC. GUARDRAIL.
- ALUMINUM STOREFRONT FRAMES W/ TEMPERED GLAZING AT ALL DOORS.
- CEILING ADJACENT TO DOORS AND GLAZING W/ BOTTOMS 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-UP PANEL	PANT BRND_12BKTE_8699_10M_100Y
2	CONCRETE TL-UP PANEL	PANT BRND_12BKTE_8691_100Y
3	CONCRETE TL-UP PANEL	PANT BRND_12BKTE_8292M_100Y
4	CONCRETE TL-UP PANEL	PANT BRND_12BKTE_8691M_01K_FLAT
5	CONCRETE TL-UP PANEL	PANT BRND_8294M_8294_STEEL
6	VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS	PANT BRND_12BKTE_BACKGROUND_COLOR
7	MILLWORK	COLOR_02LW_ANNODIZED
8	STOREFRONT GLAZING	COLOR_02BLU_REFLECTIVE_GLASS
9	STOREFRONT SPANDREL	COLOR_02BLU_REFLECTIVE_GLASS



FLOOR PLAN & BUILDING FOOTPRINT

SCALE: 1" = 10'-0"
PLAN NORTH
TRUE NORTH

KEYNOTES - FLOOR PLAN

- 1 CONCRETE TL-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 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" 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.
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- J. NO MEZZANINES IN THIS PROJECT.

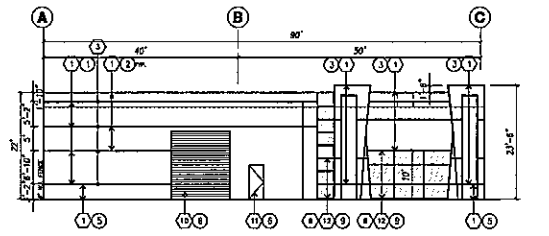
SHEET: DAB37-2-1-1
PARCEL 37
PP 18876

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

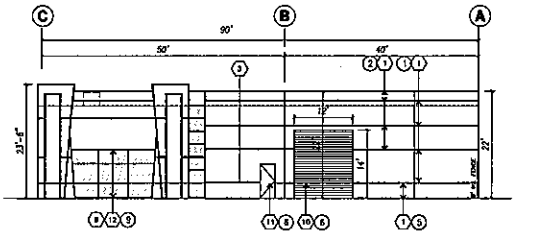
BUILDING 1
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3885 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007 1944 1318

HPA Inc.

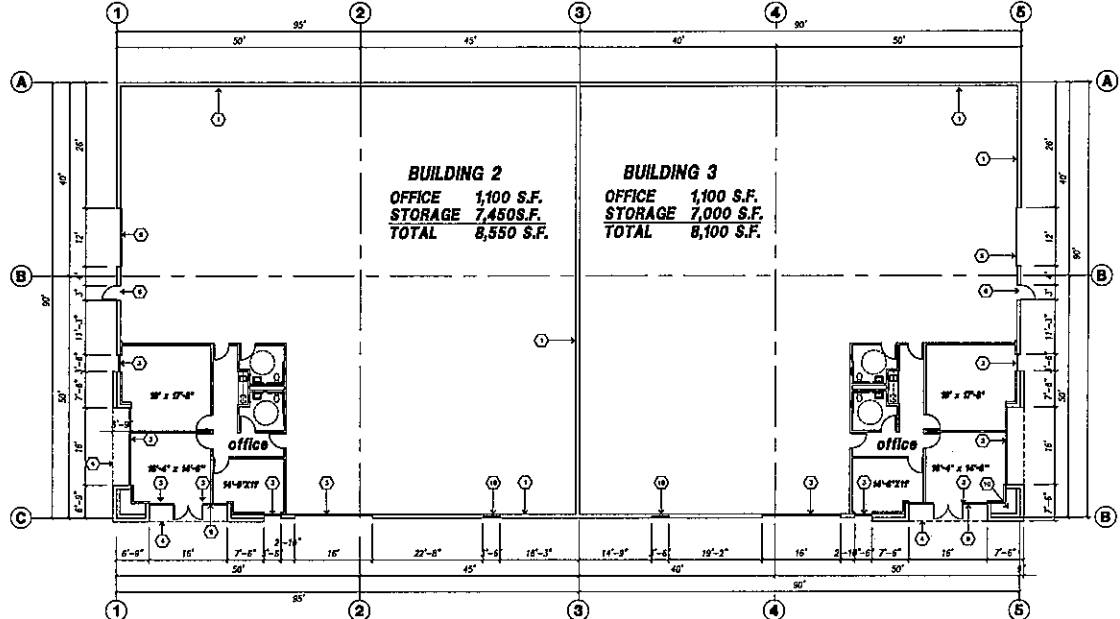
CASE #: PP18876, AMD, #4
EXHIBIT: B & C (Sheets 1-6)
DATED: 7/12/10
PLANNER: C. HINOJOSA



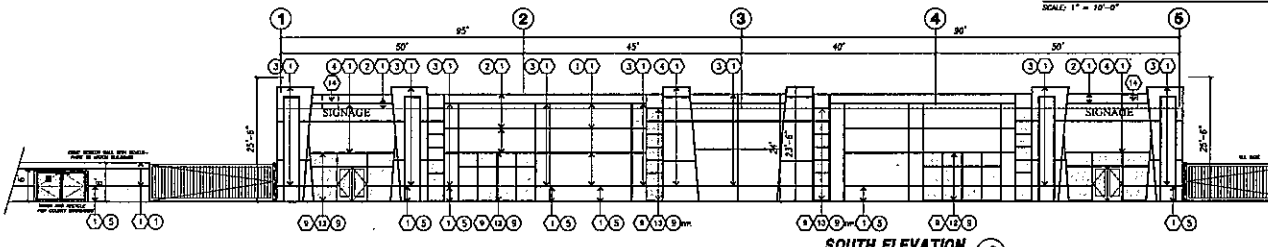
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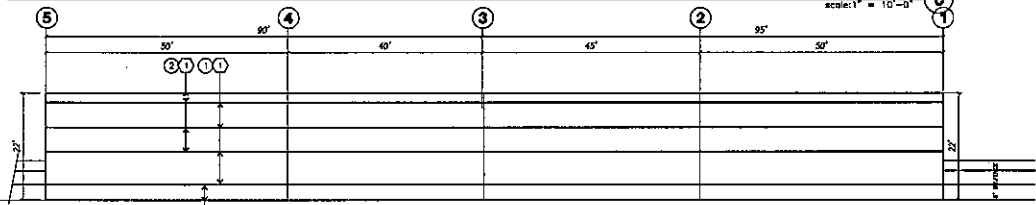
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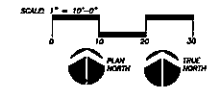
FLOOR PLAN & BUILDING FOOTPRINT
SCALE: 1" = 10'-0"



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" TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.
- 6 2" X 2" HOLLOW METAL EXTERIOR MAIN DOOR.
- 7 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 SURFACE FOR CITY REQUIREMENTS.
- 8 WALL HEIGHT WALL.
- 9 HANGAR-PAVED 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 HAND" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. CEILING ARE TO RECEIVE PRIMER ONLY. ALL DWP. BD. 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, GROUNDLINE OR FACE OF STRIP 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 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 2" 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 BULLING.
- 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

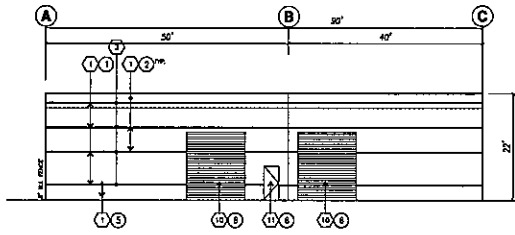
- | | |
|---|---------------------------------------|
| 1 CONCRETE TILT-UP PANEL. | PANT BRAND, TRACZ 2555, 266A, BONY. |
| 2 CONCRETE TILT-UP PANEL. | PANT BRAND, TRACZ 0011, 1077. |
| 3 CONCRETE TILT-UP PANEL. | PANT BRAND, TRACZ 2732E, TROUSERTONE. |
| 4 CONCRETE TILT-UP PANEL. | PANT BRAND, TRACZ 855M, OAK FLATS. |
| 5 CONCRETE TILT-UP PANEL. | PANT BRAND, 8224L, FINE, STEEL. |
| 6 VERTICAL LIFT OVERHEAD DOOR & EXTERIOR DOORS. | PANT BRAND, MADEL, PROGRESSOR, COLO. |
| 7 MELLONS. | COLOR: CLEAR ANODIZED. |
| 8 STOREFRONT GLAZING. | COLOR: BLUE REDUCIVE GLASS. |
| 9 STOREFRONT SPANDREL. | COLOR: BLUE REDUCIVE 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 92501
CONTACT: DANIEL BUDLER
PHONE: (951) 798-4500
FAX: (951) 798-1541

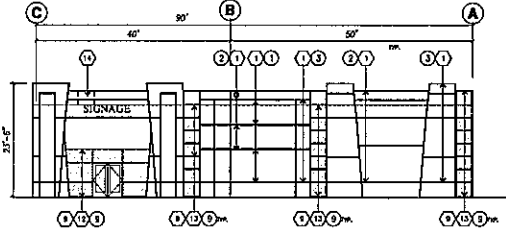
BUILDING 2/3
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL **37**
RIVERSIDE COMMERCIAL INVESTORS, INC.
3855 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 3, 2007 HW 336

HPA Inc.



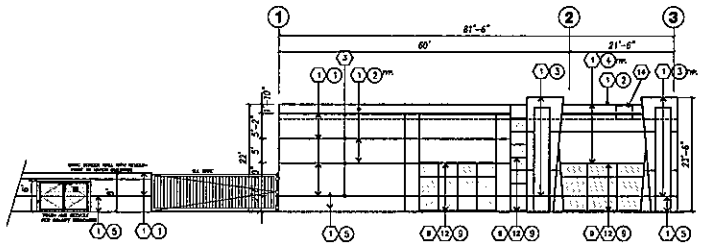
WEST ELEVATION

scale: 1" = 10'-0"



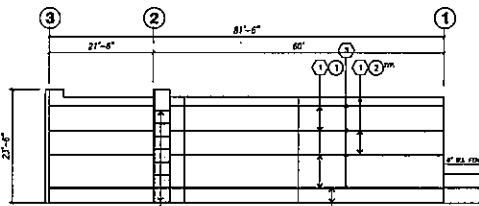
EAST ELEVATION

scale: 1" = 10'-0"



SOUTH ELEVATION

scale: 1" = 10'-0"



NORTH ELEVATION

scale: 1" = 10'-0"

KEYNOTES - ELEVATIONS

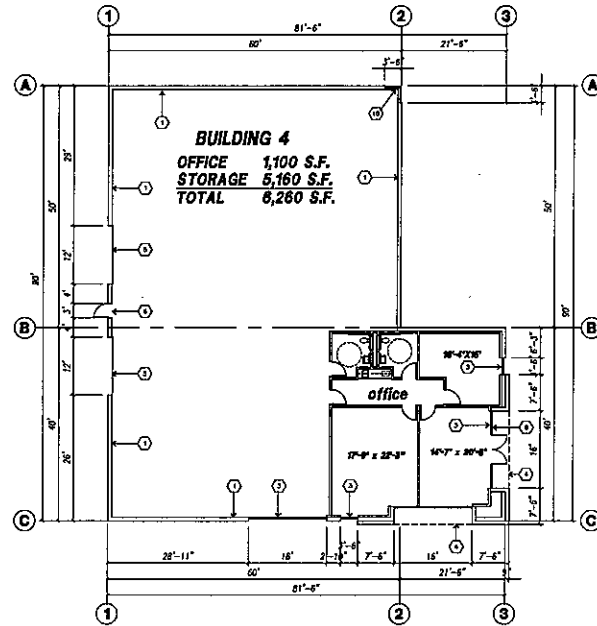
- 1 CONCRETE TILT-UP PANEL, PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 NOT USED
- 6 NOT USED
- 7 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 8 CONCRETE STAMP AND CONC. GUARDRAIL
- 9 ALUMINUM STOREFRONT FRAMING W/ TINTED GLAZING AT ALL DOORS BEHINDS ADJACENT TO DOORS 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.

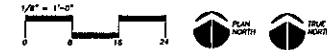
COLOR SCHEDULE - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, APPL. BODY
- 2 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, WHITE
- 3 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, TONGUESTE
- 4 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, GREY FLAT
- 5 CONCRETE TILT-UP PANEL, PAINT BRAND, FINISH, COLOR, GREY FLAT
- 6 VERTICAL LIFT OVERHEAD DOORS & EXTENDED DOORS, PAINT BRAND, FINISH, 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 "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 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 BRUSH FINISH, PROVIDE WALK TO WARD 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 LOCATION
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, CROWN, 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

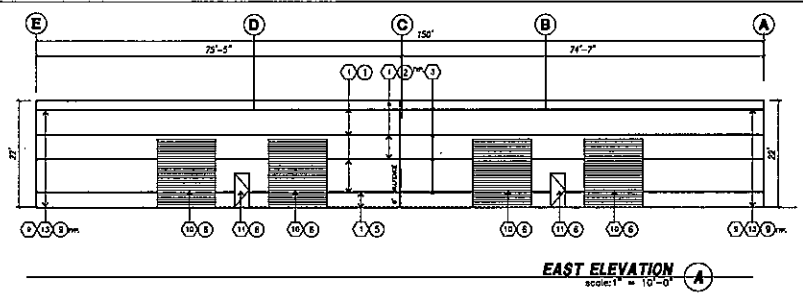
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3483 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
RSC PROPERTIES, INC.
3945 MAIN STREET, SUITE 220
RIVERSIDE, CALIFORNIA 92501
OWNER: DANIEL BRYER
PHONE: (951) 364-8100
FAX: (951) 364-1201

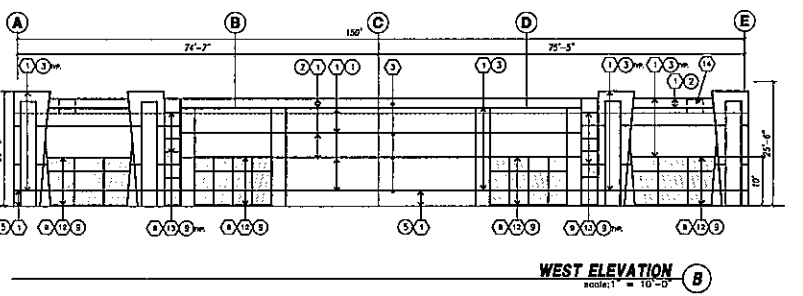
HPA Inc.

18831 Barkers Ave. Irvine, California 92612

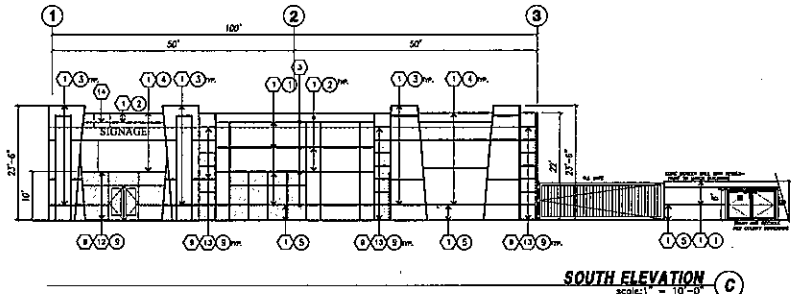
(949) 843-1770



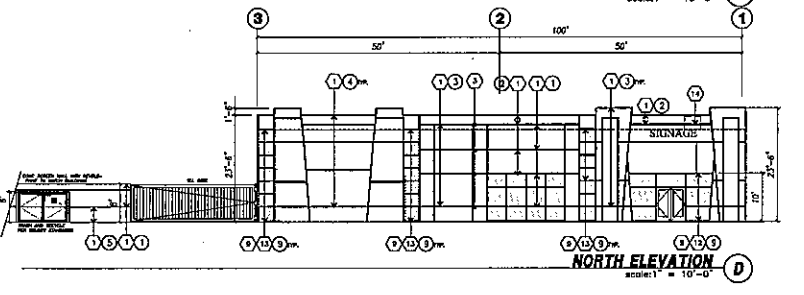
EAST ELEVATION
scale: 1" = 10'-0"



WEST ELEVATION
scale: 1" = 10'-0"



SOUTH ELEVATION
scale: 1" = 10'-0"



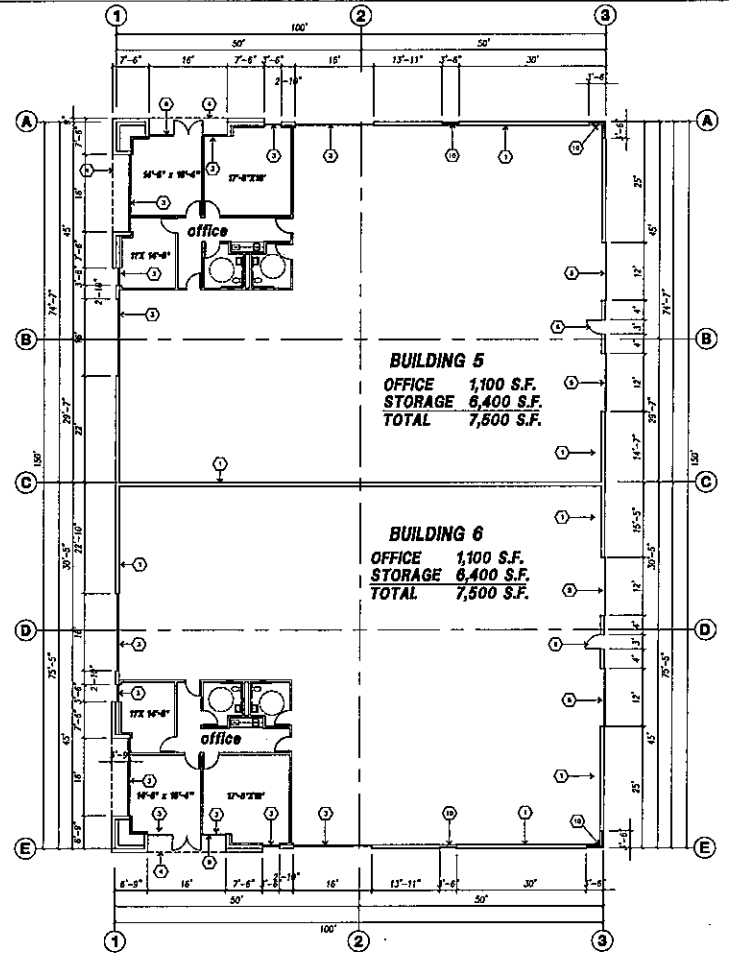
NORTH ELEVATION
scale: 1" = 10'-0"

- 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 ALUM. STOREFRONT FRAMING W/ TEMPERED GLAZES AT ALL DOORS (SEE ELEVATION) TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 4" ABOVE FIN. ELEVATION
 - ⑩ 2" THICK 1/4" HOLLOW METAL 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 W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING (REVEALS OF FINISH)
 - 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 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: MATHC 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" X 7'-0" X 2" 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 GROUND.
 - D. SLOPE POUR STAIR 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STAIR LOCATIONS.
 - E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GROUND, OR FACE OF STAIR WALK.
 - 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 GAUGES AND TROLES.
 - I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.



FLOOR PLAN & BUILDING FOOTPRINT
SCALE: 1" = 10'-0"



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
868-1500

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
RSC PROJECTS, INC.
3645 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92501
CONTACT: DANIEL WHEELER
PHONE: (951) 784-7100
FAX: (951) 784-1500

HPA Inc.
16831 Gordon Ave. Irvine, California 92612
(949) 451-7770

KEYNOTES - ELEVATIONS

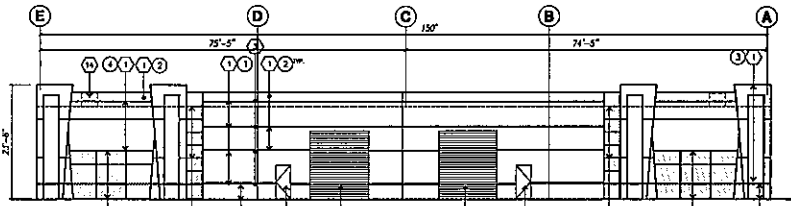
- 1 CONCRETE TILT-UP PANEL, PAINTER
- 2 PAINT, ENAMEL
- 3 CONCRETE TILT-UP ROSEAN WALL
- 4 ADX LITE
- 5 NOT LISTED
- 6 CONCRETE BRUSH LAMINA AND CONG. BRANDED
- 7 CONCRETE BRUSH AND CONG. BRANDED
- 8 ALL ALUMINUM STATIONARY FRAMING AND STATIONARY GLASSING AT ALL FLOORS SHALL BE ALUMINUM TO FINISH AND BE 1/2" THICK UNLESS NOTED OTHERWISE. PROVIDE 1/2" RADIUS AT CORNERS AND 1/4" RADIUS AT JOINTS. PROVIDE 1/2" RADIUS AT CORNERS AND 1/4" RADIUS AT JOINTS.
- 9 HOLLOW METAL DOORS
- 10 VISION GLAZING
- 11 BRANDED GLAZING
- 12 ROOF TOP RECEIPTMENT, COVERED BY PARAPET

GENERAL NOTES - ELEVATIONS

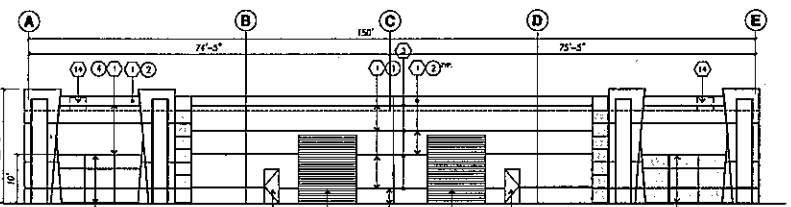
- A. ALL PAINT COLOR CHANGES TO COLOR AT PAINT CORNER/LINES NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. ADA - TOP OF PARAPET - ELEVATION
- D. ADA - FINISH FLOOR ELEVATION
- E. STATIONARY CONSTRUCTION GLASS, METAL ATTACHMENTS AND LATHES SHALL BE CONFORMED TO MEET BY ANY SPECIFICATIONS BY ARCHITECT. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
- F. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE AND ALL APPLICABLE LOCAL ORDINANCES AND REGULATIONS.
- G. ALL ROOF MEMBERS RECEIPTMENT SHALL BE DESCRIBED FROM THE SECOND ELEVATION VIEW TO A MINIMUM BRUSH OUTLINE OF 300 PPI.

COLOR SCHEDULE - ELEVATIONS

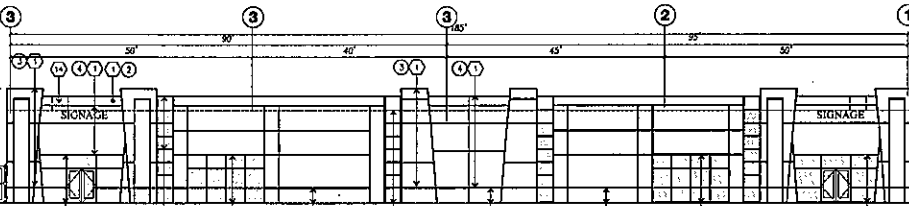
- 1 CONCRETE TILT-UP PANEL PAINT BRUSH, TRUCK, PARK, JOBSITE
- 2 CONCRETE TILT-UP PANEL PAINT BRUSH, TRUCK, PARK, JOBSITE
- 3 CONCRETE TILT-UP PANEL PAINT BRUSH, TRUCK, PARK, JOBSITE
- 4 CONCRETE TILT-UP PANEL PAINT BRUSH, TRUCK, PARK, JOBSITE
- 5 CONCRETE TILT-UP PANEL PAINT BRUSH, TRUCK, PARK, JOBSITE
- 6 METALLIC LFT OVERHEAD DOORS & EXTERIOR DOORS COLOR: CLEAR ANODIZED
- 7 EXTERIOR BRUSH COLOR: BLUE, REFLECTIVE GLASS
- 8 EXTERIOR BRUSH COLOR: BLUE, REFLECTIVE GLASS



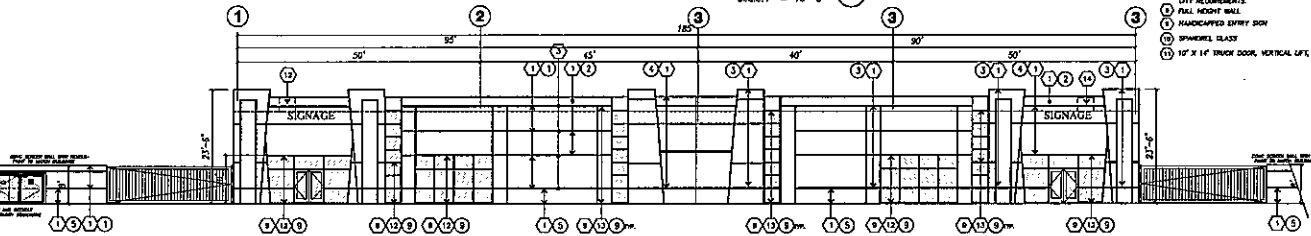
EAST ELEVATION
scale: 1" = 10'-0"



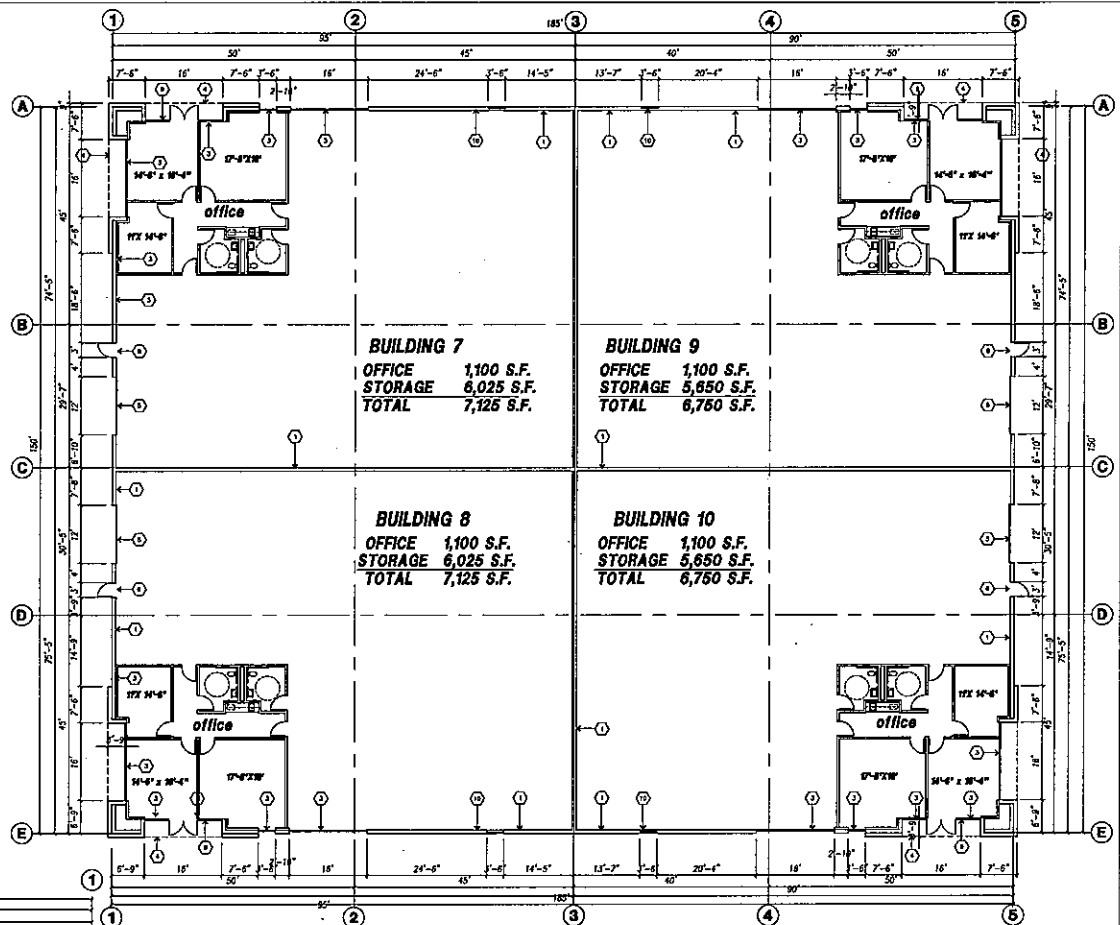
WEST ELEVATION
scale: 1" = 10'-0"



NORTH ELEVATION
scale: 1" = 10'-0"



SOUTH ELEVATION
scale: 1" = 10'-0"



FLOOR PLAN & BUILDING FOOTPRINT
SCALE: 1" = 10'-0"

KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL, SEE 'E' DRAWINGS FOR FINISHES AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN, SEE 'E' DRAWINGS FOR SIZE.
- 3 TYPICAL STATIONARY SYSTEM WITH GLAZING, SEE ELEVATIONS FOR SIZE, COLOR AND LOCATION.
- 4 SOFFIT LANE ABOVE.
- 5 12" x 14" TRUCK DOOR, VERTICAL LIFT, STANDARD CRACK.
- 6 3' x 7' HOLLOW METAL EXTERIOR MAN DOOR.
- 7 6" x 12" x 1/2" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED LEVEL, TYPICAL TO ALL OTHER BRUSH FINISH, PROVIDE WALK TO HARD SURFACE FOR CITY REQUIREMENTS.
- 8 WALL HOODY WALL.
- 9 HANDICAPPED ENTRY DOOR.
- 10 WINDOW GLASS.
- 11 12" x 14" TRUCK DOOR, VERTICAL LIFT, STANDARD CRACK.

1/8" = 1'-0"



SHEET, DAB37-2-1-7,10
PARCEL 37
PP 18876
BUILDING 7/8/9/10

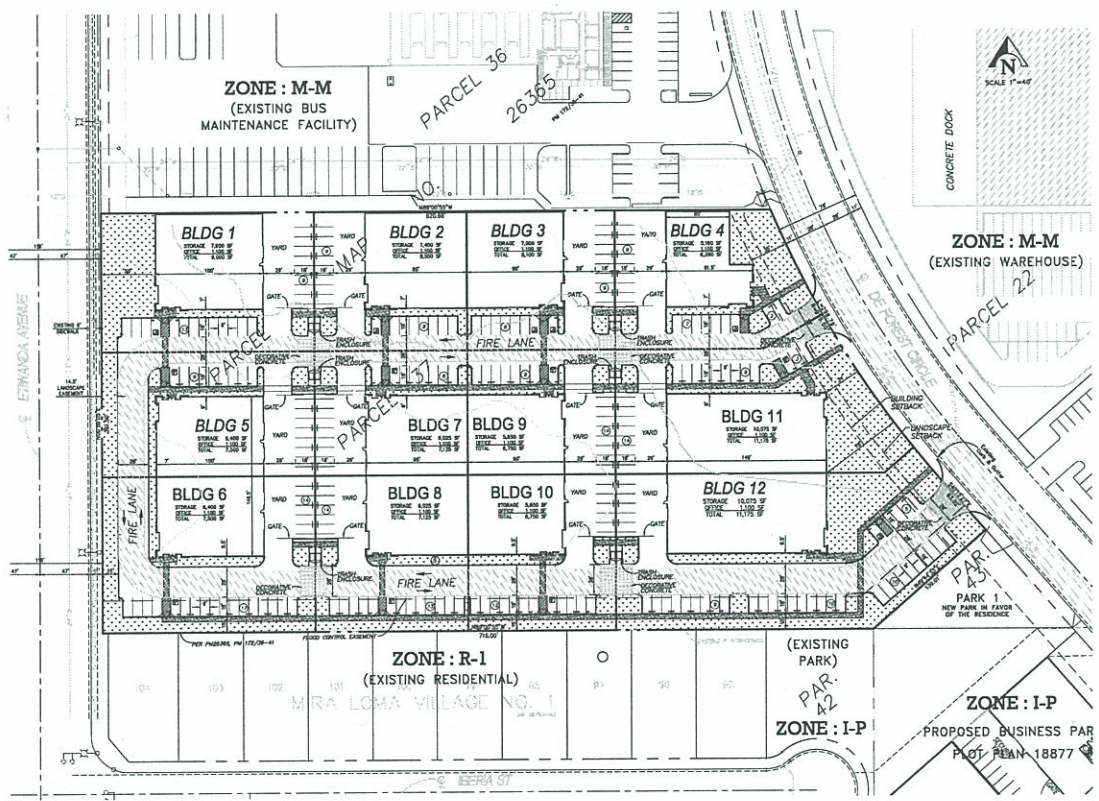
PROJECT REPRESENTATIVE
OWNER / APPLICANT:
RSC PROPERTIES, INC.
3885 MAIN STREET, SUITE 220
RIVERSIDE, CALIFORNIA 92501
CONTACT: DANIEL BURTON
PHONE: (951) 788-8107
FAX: (951) 784-1521

DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL **37**

RIVERSIDE COMMERCIAL INVESTORS, INC.
3885 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 7, 2007 194/334

HPA Inc.

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 SF (13,200/250)		53 SPACES
STORAGE @ 1/1,000 SF (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]	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 ENTRY SYSTEM WITH INTERCOM SECURITY FIRE DETECTOR.
 - 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 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 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:
 O.C. REAL ESTATE MANAGEMENT, INC.
 4384 LINDA STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 CONTACT: JON COOPER
 PHONE: (951) 341-8940 EXT. 223

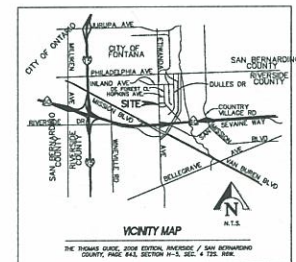
SCHOOL DISTRICT:
 JARVIS WARDER SCHOOL DISTRICT
 4850 FIDELITY ROAD
 IRVING, CA 92614
 PHONE: (951) 360-1100

UTILITY:
 SOUTHERN CALIFORNIA EDISON
 1311 13TH STREET, IRVING, CA 92614
 PHONE: (951) 341-8944

SEWER AND WATER:
 JARVIS WARDER SCHOOL DISTRICT
 4850 FIDELITY ROAD
 IRVING, CALIFORNIA 92614
 PHONE: (951) 360-1100

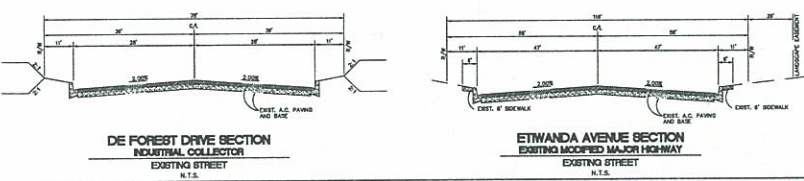
ELECTRIC:
 SOUTHERN CALIFORNIA EDISON
 1311 13TH STREET, IRVING, CA 92614
 PHONE: (951) 341-8944

OWNER'S COMMUNICATIONS:
 4850 FIDELITY ROAD
 IRVING, CA 92614
 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, PAGES 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

REVISIONS:

NO.	REVISION	DATE
1	ISSUED	APRIL 2007

KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 23150 BURNING WOODS DRIVE
 SUITE 100, IRVING, CALIFORNIA 92614
 PHONE: (951) 341-8940

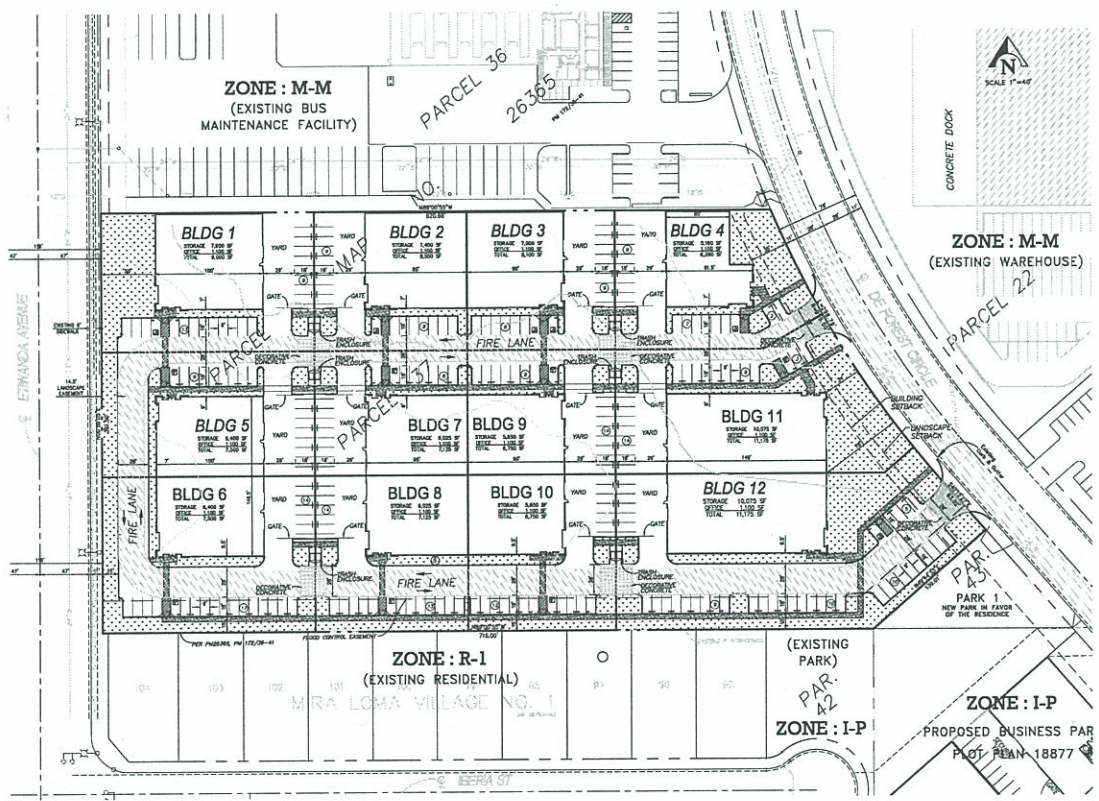
SCALE: 1"=40'
 DATE: APRIL 2007
 W.D. FILE NO. 10000-09-03 OF 1 SHEETS

"P" EXHIBIT

O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
 PLOT PLAN # 18876
 AMENDED NO. 3

156-150-001
 156-150-001

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%	4148 SQ. FT.
LANDSCAPE PROVIDED		4129 SQ. FT.
PARKING REQUIRED:		
OFFICE @ 1/250 (S.F./13,200/250)		51 SPACES
STORAGE @ 1/1000 (S.F./82,810/1000)		83 SPACES
HANDICAP		5 SPACES
TOTAL PARKING REQUIRED		140 SPACES
PARKING PROVIDED:		
STANDARD SPACES (1418)		220 SPACES
HANDICAP SPACES (1418)		13 SPACES
TOTAL PARKING PROVIDED		233 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**
1. ALL DRAINAGE FACILITIES SHALL BE DESIGNED TO ACCOMMODATE 100 YEARS STORM FLOOD WITHOUT FLOODING.
 2. THE DRIVE FACILITY SHALL COMPLY WITH SHARED ACCESS REQUIREMENTS.
 3. PROJECT SHALL COMPLY WITH ARTICLE 81 OF THE U.C.
 4. ALL GATES SHALL BE PROVIDED BY OWNER AND HAVE ENTRY SYSTEM WITH INTERLOCKED SECURITY FIRE DETECTOR.
 5. THERE ARE NO OPEN CHANNELS ON THIS SITE.
 6. THIS PROJECT IS NOT SUBJECT TO SUBDIVISION OR OTHER RESOLVE ORDINANCES AND DOES NOT FALL WITHIN A SPECIAL STUDY ZONING.
 7. THIS PROJECT IS NOT SUBJECT TO DEVELOPMENT, RELOCATION, OR FLOOD HAZARD.
 8. THE GEOTECH AND SHORING INFORMATION IS ATTACHED TO THE SITE PLAN OF A SEPARATE SHEET.
 9. THE PROJECT SITE DOES NOT LIE WITHIN A SPECIAL PLAN.
 10. THE PROJECT SITE LIES WITHIN THE JURISDICTION SERVICES DISTRICT.
 11. FIRM REGISTRATION ZONE C, PER COMMUNITY PLAN NUMBER 80222 IS RECALLED NOVEMBER 23, 1994.
 12. 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.
 13. THE PROJECT SITE IS LOCATED WITHIN THE AREA OF EXISTING STRUCTURES OR PAVED AREAS TO REMAIN OR TO BE REMOVED.
 14. THE PROJECT DOES NOT PROPOSE ANY LAID OR BUILT-UP WAY TO BE REDUCED TO PUBLIC OR OTHER USE.
 15. THE BUILDING SHOWN ON THIS PLAN ARE ALL PROPOSED.
 16. THERE ARE NO EXISTING OR PROPOSED ADJACENT DRIVE OR BELOW GROUND TRENCH.
 17. THE PROJECT SITE DOES NOT CONTAIN EXISTING FACILITIES OF FRESHWATER BIODIVERSITY AT THIS TIME.
 18. THE PROJECT SITE DOES NOT CONTAIN EXISTING FACILITIES OF FRESHWATER BIODIVERSITY AT THIS TIME.
 19. THE PROJECT SITE DOES NOT CONTAIN ANY FLAMMABLE OR COMBUSTIBLE LIQUIDS OR GASES OR SOLIDS OR BELOW GROUND.
 20. BUILDING ARE SPECULATIVE, AT THIS TIME, NO RETROFITTING IS ANTICIPATED.
 21. AT THE TIME THEY ARE JUST SHELL BUILDINGS PROPOSED, NO TENANTS.
 22. PARKING LOT AREA IS AT ASPHALT.

PROJECT REPRESENTATIVES

ENGINEER / ARCHITECT:
 OCEANIC CORPORATION
 4344 LOMA STREET, SUITE 103
 IRVING, CALIFORNIA 92614
 CONTACT: JON COOPER
 PHONE: (951) 341-8940 EXT. 223

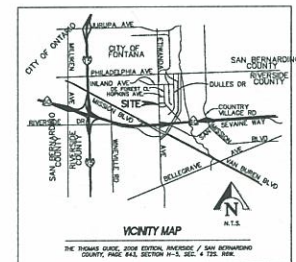
SCHOOL DISTRICT:
 JARVIS WARDER SCHOOL DISTRICT
 4850 FIDELITY ROAD
 IRVING, CA 92614
 PHONE: (951) 360-1100

PLANNING:
 4147
 3674 JARVIS ROAD #116
 IRVING, CA 92614
 PHONE: (951) 360-2173

GEOTECH:
 THE GEOTECH GROUP
 4850 FIDELITY ROAD
 IRVING, CA 92614
 PHONE: (951) 360-1174

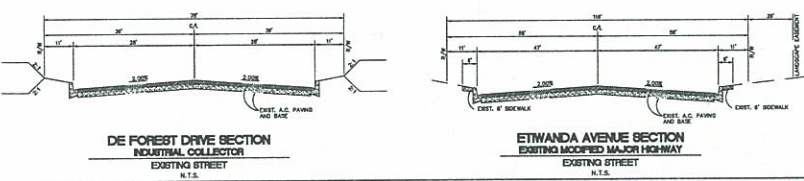
UTILITY:
 SOUTHERN CALIFORNIA EDISON
 1311 13TH STREET, IRVING, CA 92614
 PHONE: (951) 341-8144

CONTRACT COMMUNICATIONS:
 4850 FIDELITY ROAD
 IRVING, CA 92614
 PHONE: (951) 360-1112



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
 PART 122, PAGES 8-4
 RECORDS OF IRVING COUNTY, CA
 SEC. 4 (PART), T. 2 SOUTH, R. 6 WEST
ASSESSOR'S PARCEL NUMBER
 156-188-021
 156-188-021



REVISIONS:

NO.	REVISION	DATE

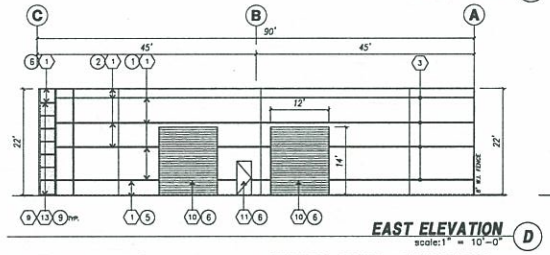
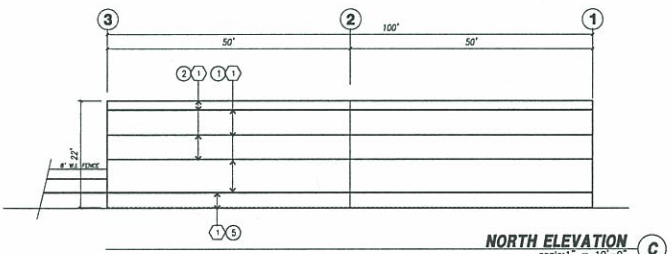
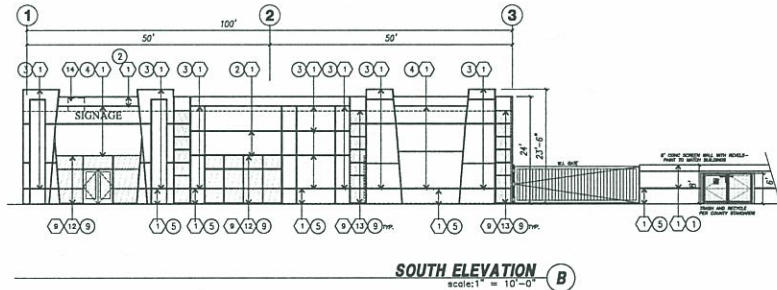
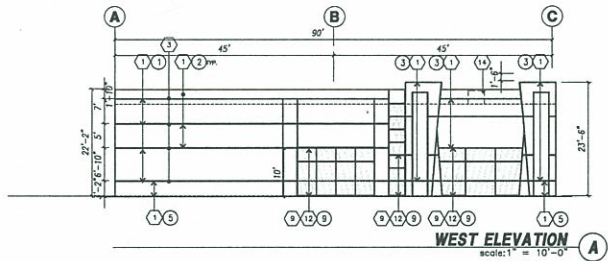
KCT CONSULTANTS, INC.
 Civil Engineers - Surveyors - Planners
 23150 BURNING WOODS
 SUITE 100, IRVING, CALIFORNIA 92614
 PHONE: (951) 360-1112

SCALE: 1"=40'
 DATE: APRIL 2007
 W.D. FILE NO. 10200-09-03 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

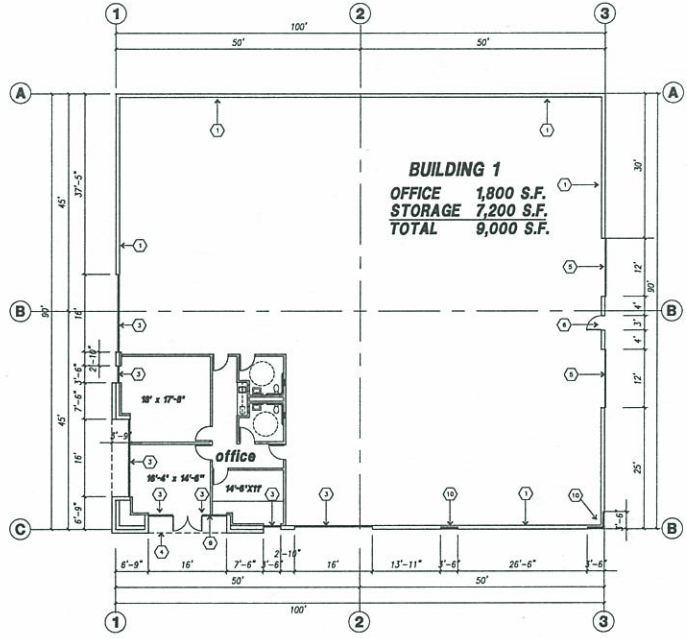
- 1 CONCRETE TL-UP PANEL PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TL-UP SCREEN WALL NOT USED
- 5 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 6 CONCRETE RAMP AND CONC. GUARDRAIL
- 7 ALUMINUM STOREFRONT FRAMES W/ TEMPLER GLAZING AT ALL DOORS
- 8 CEILING ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 8" ABOVE FF ELEVATION
- 9 8" WIDE X 4" HIGH DRIVE THRU DOOR
- 10 HOLLOW METAL DOORS
- 11 VISION GLAZING
- 12 SPANDREL GLAZING
- 13 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. FF - 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 BLOCKS.
- 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-UP PANEL	PANT BRND_12BKTE_8699_10M_100Y
2	CONCRETE TL-UP PANEL	PANT BRND_12BKTE_8691_100Y
3	CONCRETE TL-UP PANEL	PANT BRND_12BKTE_8226_100Y
4	CONCRETE TL-UP PANEL	PANT BRND_12BKTE_8691_01K_FLAT
5	CONCRETE TL-UP PANEL	PANT BRND_8226M_8226_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-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 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 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 220
RIVERSIDE, CALIFORNIA 92501
CONTACT: GABRIEL BURTON
PHONE: (951) 798-4100
FAX: (951) 794-1524

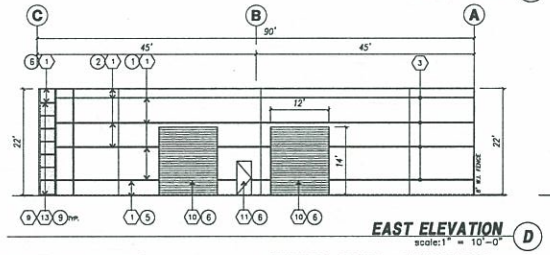
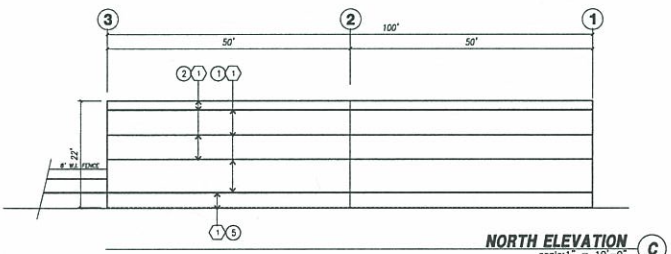
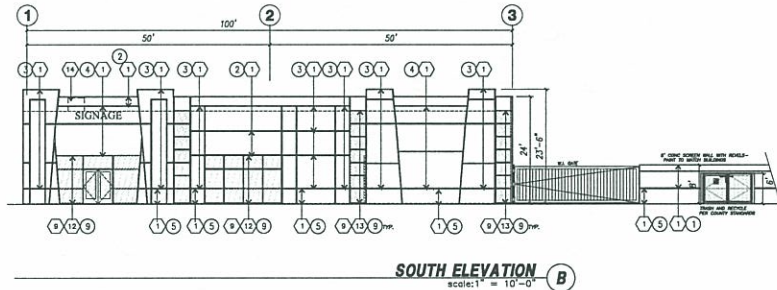
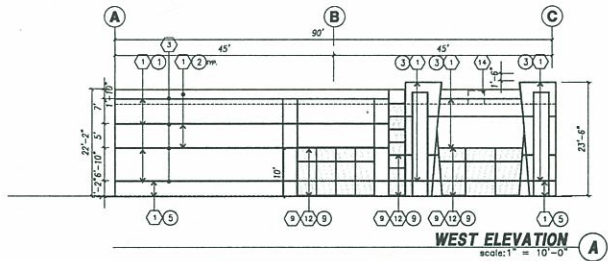
BUILDING 1
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3885 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007 1944 1318

HPA Inc.

18631 Barden Ave Inoa, California 92812

(949) 863-1770

CASE #: PP18876, AMD, #4
EXHIBIT: B & C (Sheets 1-6)
DATED: 7/12/10
PLANNER: C. HINOJOSA



KEYNOTES - ELEVATIONS

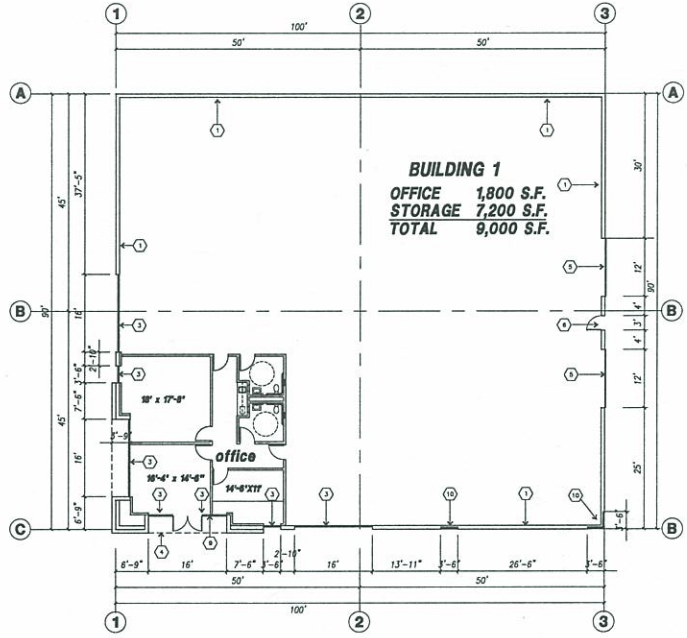
- 1 CONCRETE TL-TUP PANEL PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TL-TUP SCREEN WALL
- 5 NOT USED
- 6 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 7 CONCRETE RAMP AND CONC. GUARDRAIL
- 8 ALUMINUM STOREFRONT FRAMES W/ TINTED GLAZING AT ALL DOORS
- 9 GLAZING ADJACENT TO DOORS AND GLAZING W/ BOTTOM EDGE LESS THAN 6" ABOVE F.F. 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. 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 BLOCKS.
- 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 8559_10M_100Y
2	CONCRETE TL-TUP PANEL	PANT BRND_12BKTE 8551_100Y
3	CONCRETE TL-TUP PANEL	PANT BRND_12BKTE 8526_100YCHSNE
4	CONCRETE TL-TUP PANEL	PANT BRND_12BKTE 8584M_01K_FLAT
5	CONCRETE TL-TUP PANEL	PANT BRND_8224M_0200_STEEL
6	VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS	PANT BRND_12BKTE 8526_BACKGROUND_COLOR
7	MILLWORK	COLOR_02LW_ANNODIZED
8	STOREFRONT GLAZING	COLOR_02BLU_REFLECTIVE_GLASS
9	STOREFRONT SPANDREL	COLOR_02BLU_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 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.

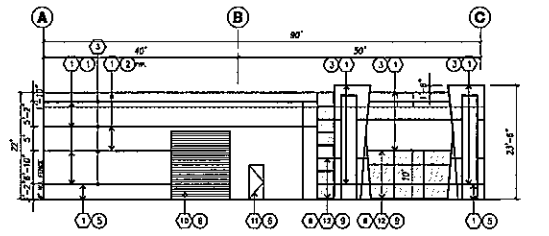
SHEET: DAB37-2-1-1
PARCEL 37
PP 18876

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
HO PROPERTIES, INC.
3885 MAIN STREET, SUITE 220
RIVERSIDE, CALIFORNIA 92501
CONTACT: GABRIEL BURTON
PHONE: (951) 798-4100
FAX: (951) 794-1524

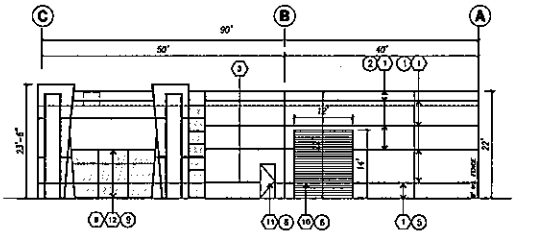
BUILDING 1
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3885 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007 1944 1318

HPA Inc.

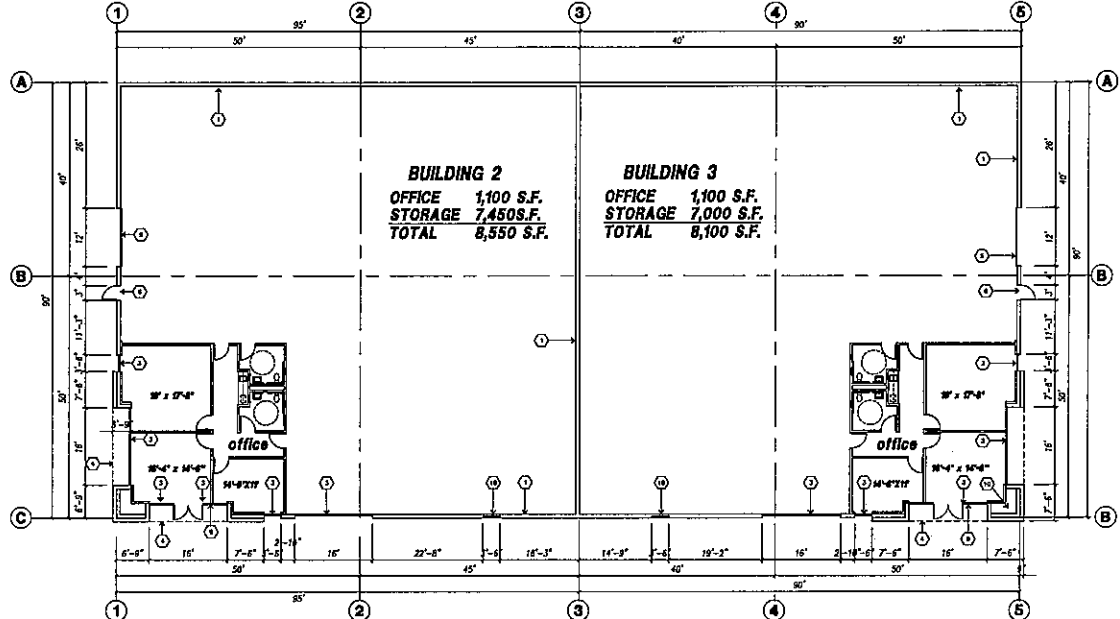
CASE #: PP18876, AMD, #4
EXHIBIT: B & C (Sheets 1-6)
DATED: 7/12/10
PLANNER: C. HINOJOSA



WEST ELEVATION
SCALE: 1" = 10'-0"



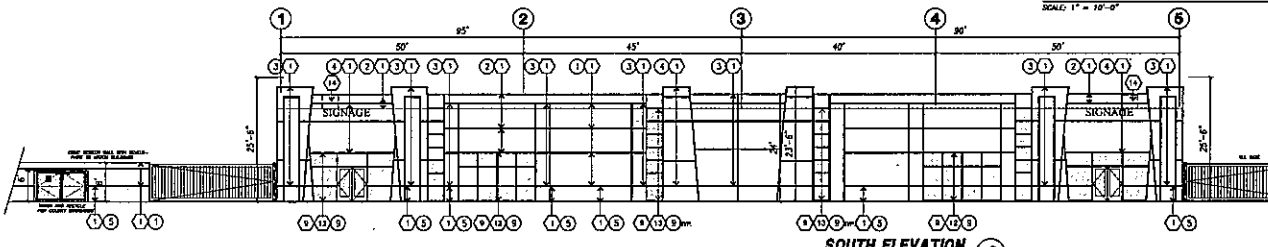
EAST ELEVATION
SCALE: 1" = 10'-0"



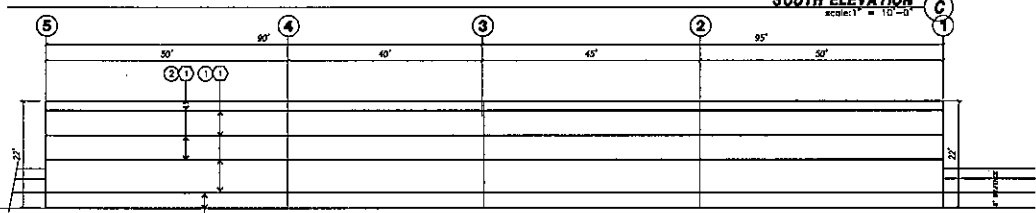
FLOOR PLAN & BUILDING FOOTPRINT
SCALE: 1" = 10'-0"

BUILDING 2
OFFICE 1,100 S.F.
STORAGE 7,450 S.F.
TOTAL 8,550 S.F.

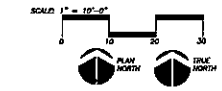
BUILDING 3
OFFICE 1,100 S.F.
STORAGE 7,000 S.F.
TOTAL 8,100 S.F.



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'-4" TRUCK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROWN FINISH. PROVIDE WALK TO HAND SURFACE 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 DIV. NO. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POUR STAIR 1/2" TO EXTERIOR AT ALL PERSONAL EXITS. SEE "S" DRAWINGS FOR POUR STAIR LOCATION.
- E. ALL SUBROCKERS ARE TO THE FACE OF CONCRETE PANEL WALL, GROUNDLINE OR FACE OF STAIR 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 100% EXPOSURE "T" 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

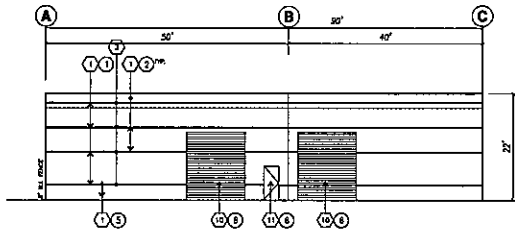
- 1 CONCRETE TILT-UP PANEL. PAINT BRAND: PRAXER 2555. 200A BODY.
- 2 CONCRETE TILT-UP PANEL. PAINT BRAND: PRAXER 0011. 100T.
- 3 CONCRETE TILT-UP PANEL. PAINT BRAND: PRAXER 2732E. TROUSERTONE.
- 4 CONCRETE TILT-UP PANEL. PAINT BRAND: PRAXER 8558M. GAK FLATS.
- 5 CONCRETE TILT-UP PANEL. PAINT BRAND: BUNZEL. FINEB. STEEL.
- 6 VERTICAL LIFT OVERHEAD DOOR & EXTERIOR DOORS. PAINT BRAND: BUNZEL. PROTECTORS. COLO.
- 7 MELLONS. COLOR: CLEAR. HANDED.
- 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 PROJECTS, INC.
3855 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92501
CONTACT: DANIEL BUDLER
PHONE: (951) 790-4500
FAX: (951) 790-1541

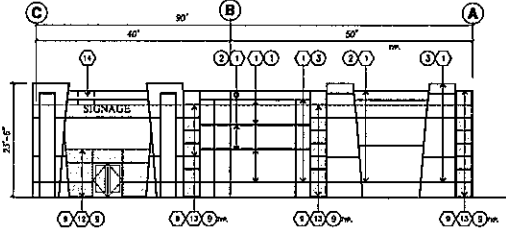
BUILDING 2/3
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL **37**
RIVERSIDE COMMERCIAL INVESTORS, INC.
3855 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 3, 2007 HW 336

HPA Inc.



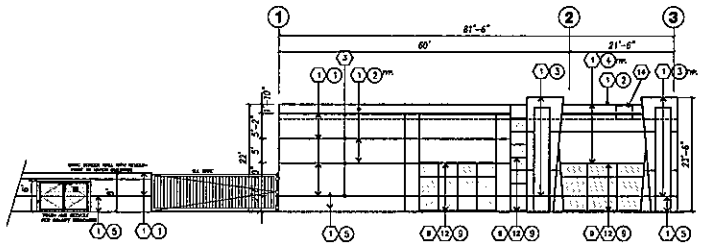
WEST ELEVATION

scale: 1" = 10'-0"



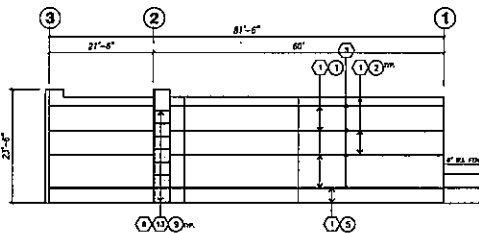
EAST ELEVATION

scale: 1" = 10'-0"



SOUTH ELEVATION

scale: 1" = 10'-0"



NORTH ELEVATION

scale: 1" = 10'-0"

KEYNOTES - ELEVATIONS

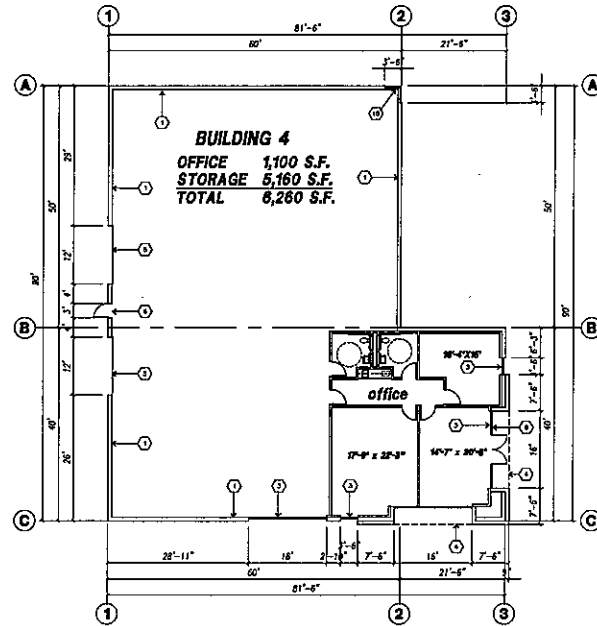
- 1 CONCRETE TILT-UP PANEL, PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 NOT USED
- 6 NOT USED
- 7 CONCRETE STEEL LANDING AND CONC. GUARDRAIL
- 8 CONCRETE STAMP AND CONC. GUARDRAIL
- 9 ALUMINUM STOREFRONT FRAMING W/ TINTED GLAZING AT ALL DOORS BEHINDS ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 6" ABOVE F.F. ELEVATION
- 10 2" WIDE X 1/4" HIGH DRIVE TABU 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.

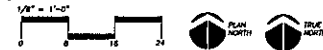
COLOR SCHEDULE - ELEVATIONS

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, TONGUESTE
4 CONCRETE TILT-UP PANEL	PANT BRAND, TRUCKE 8558M, GRAY FLAT
5 CONCRETE TILT-UP PANEL	PANT BRAND, TRUCKE 2222
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 PROVIDING WALK TO HARD 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 CYP. AND 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 LOCATION
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, CORDING, 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

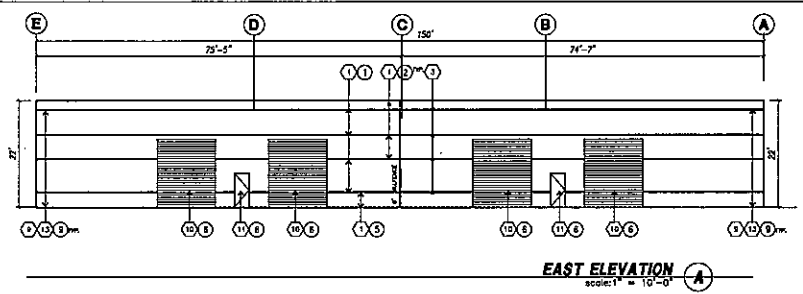
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3483 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
RSC PROPERTIES, INC.
3945 MAIN STREET, SUITE 220
RIVERSIDE, CALIFORNIA 92501
OWNER: DANIEL BRYER
PHONE: (951) 794-8100
FAX: (951) 794-1201

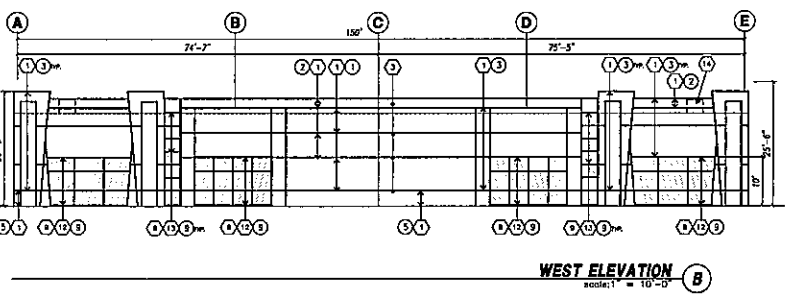
HPA Inc.

18831 Barkers Ave. Irvine, California 92612

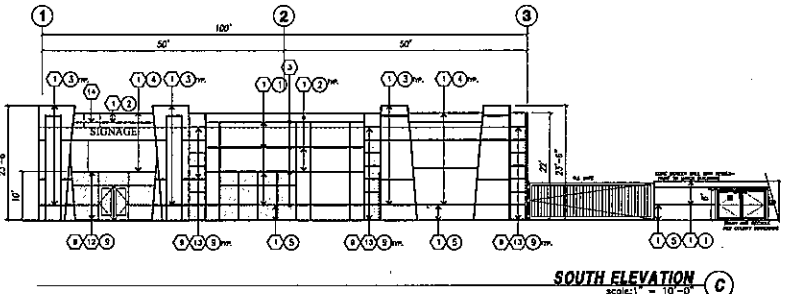
(949) 843-1770



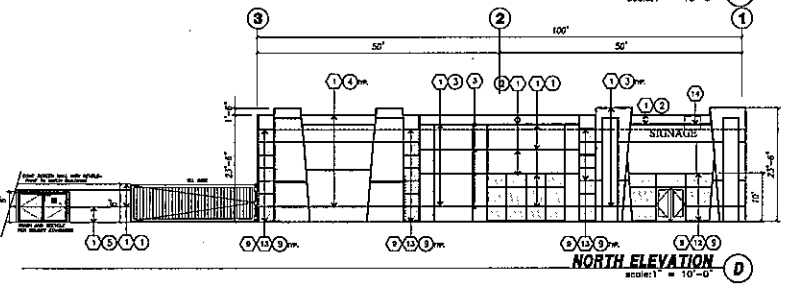
EAST ELEVATION
scale: 1" = 10'-0"



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 IN TEMPERED GLAZES AT ALL DOORS. CERTIFICATE ATTACHED TO DOORS AND GLAZING IN BOTTOMS LESS THAN 10' ABOVE FIN. ELEVATION.
- ⑩ 2" THICK 1/4" HOLLOW METAL 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. STORMFRONT CONSTRUCTION GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST TO WIND EXPOSURE TO WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL IN SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING. REVEALS OF BELLS.
- G. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 150 FEET.

COLOR SCHEDULE - ELEVATIONS

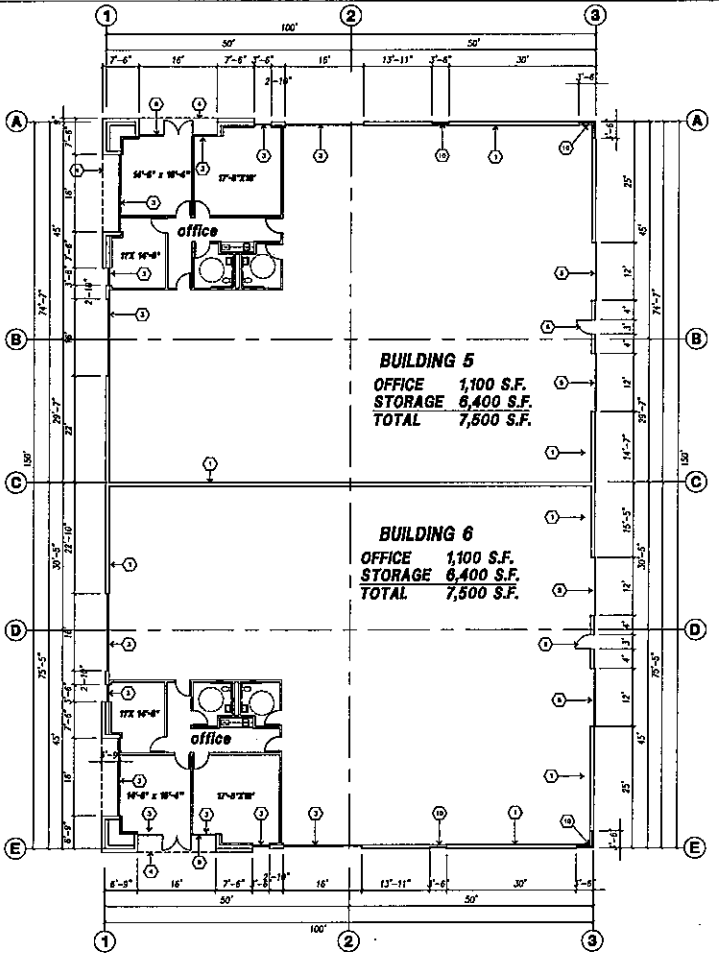
- ① CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ② CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ③ CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ④ CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ⑤ CONCRETE TILT-UP PANELS. PAINT BRAND: PRUZEL 8550. 8550. 8550. 8550.
- ⑥ VERTICAL LIGHT OVERHEAD DOORS & EXTERIOR DOORS. PAINT BRAND: MATHC. INTERIOR: BROWN. EXTERIOR: BROWN.
- ⑦ LULLIONS. COLOR: SLUR. APPROVED.
- 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 5'-0" X 7'-0" X 2" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE BEGAN 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, GROUND, OR FACE OF STRO WARE.
- F. SEE G.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 TOOLS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.



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.

FLOOR PLAN & BUILDING FOOTPRINT

SCALE: 1" = 2'-0"



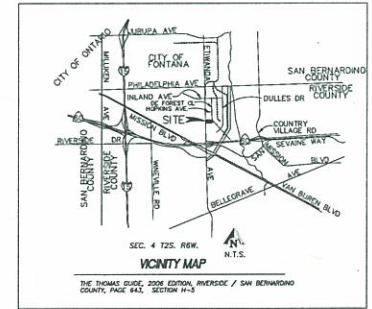
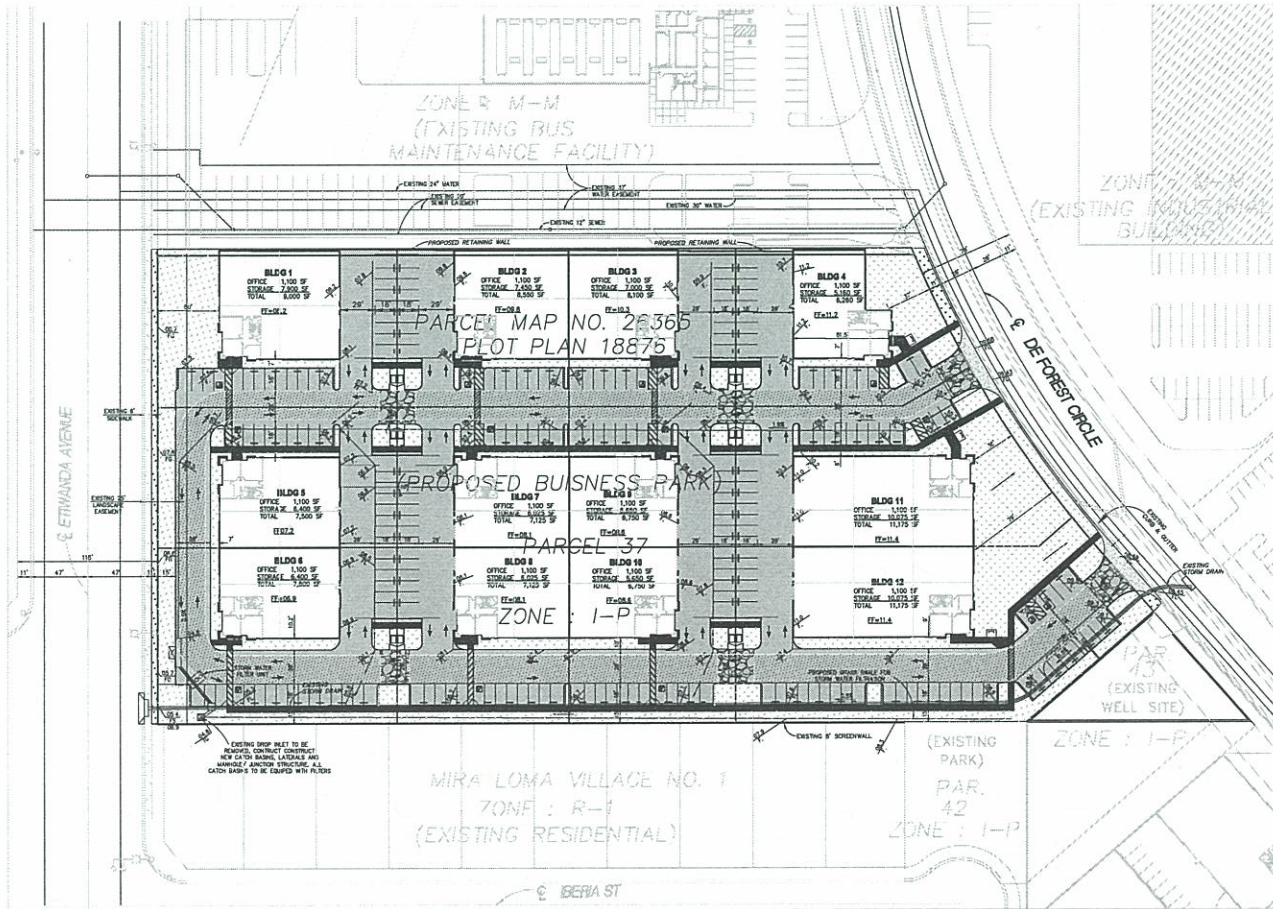
SHEET: DAB37-2-1-5,6
PARCEL 37
PP 18876
BUILDING 5/6

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
BO PROJECTS, INC.
3800 MAIN STREET, SUITE 310
RIVERSIDE, CALIFORNIA 92501
CONTACT: DANIEL WHEELER
PHONE: (951) 760-7100
FAX: (951) 760-1200

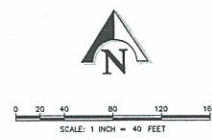
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 37
RIVERSIDE COMMERCIAL INVESTORS, INC.
3645 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2002 NPA 1514

HPA Inc.

CONCEPTUAL GRADING PLAN



CASE #: PP18876, AMD. #4
EXHIBIT: G
DATED: 7/12/10
PLANNER: C. HINOJOSA



REVISIONS:

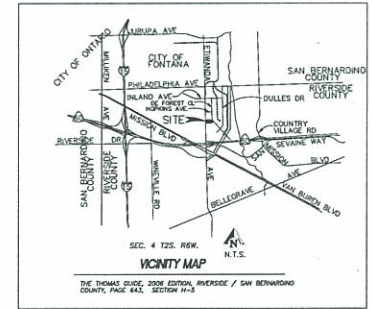
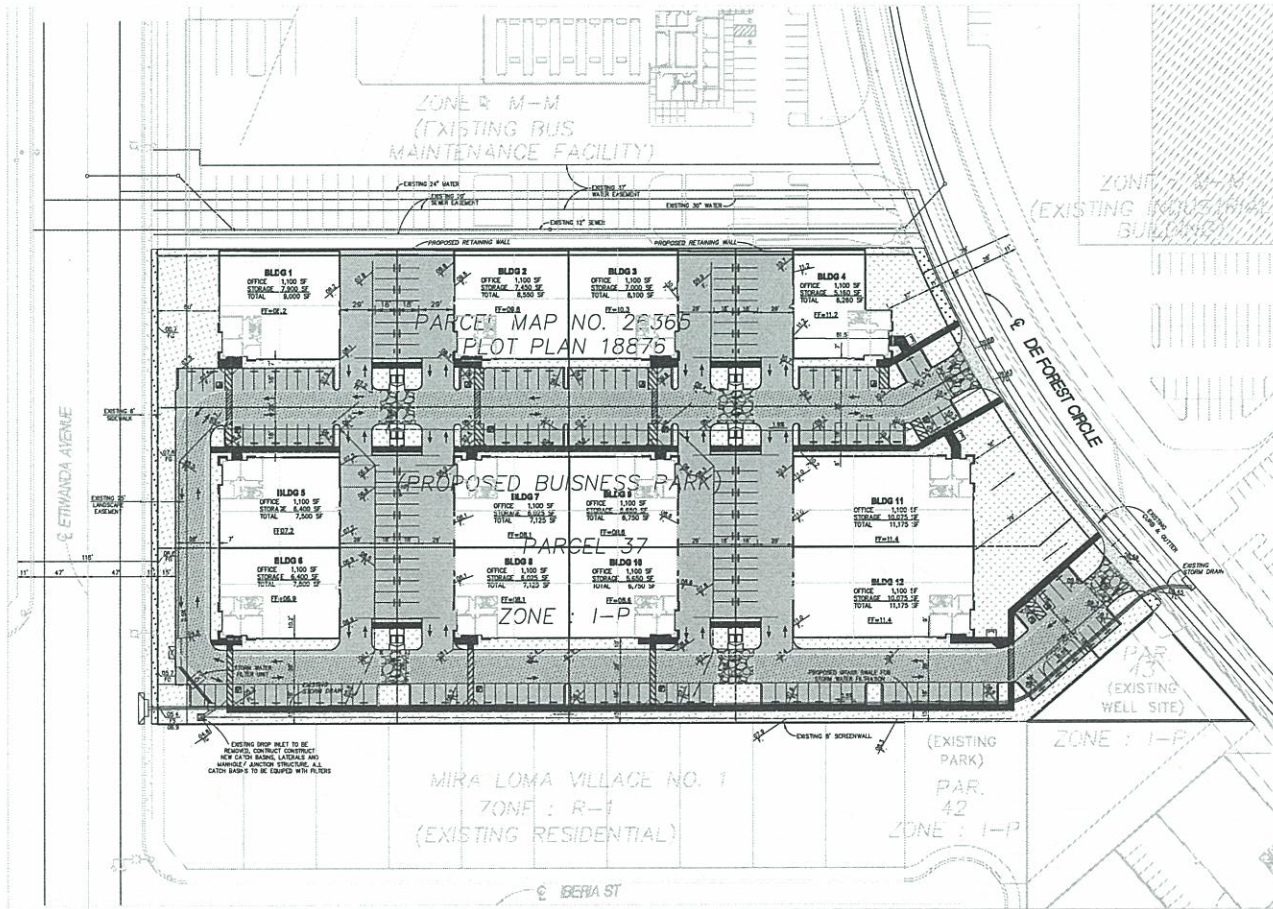
NO.	DESCRIPTION	DATE

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

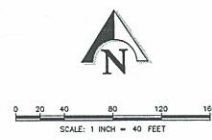
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 DATE: SEPTEMBER 2007
 W./O.F. FILE NO.: 1020-09.03
 SHEETS: 3

O.C. Real Estate Management, Inc.
 Mira Loma Commerce Center
CONCEPTUAL GRADING PLAN
 PARCEL 37
 EXHIBIT 3.2-7

CONCEPTUAL GRADING PLAN



CASE #: PP18876, AMD. #4
EXHIBIT: G
DATED: 7/12/10
PLANNER: C. HINOJOSA

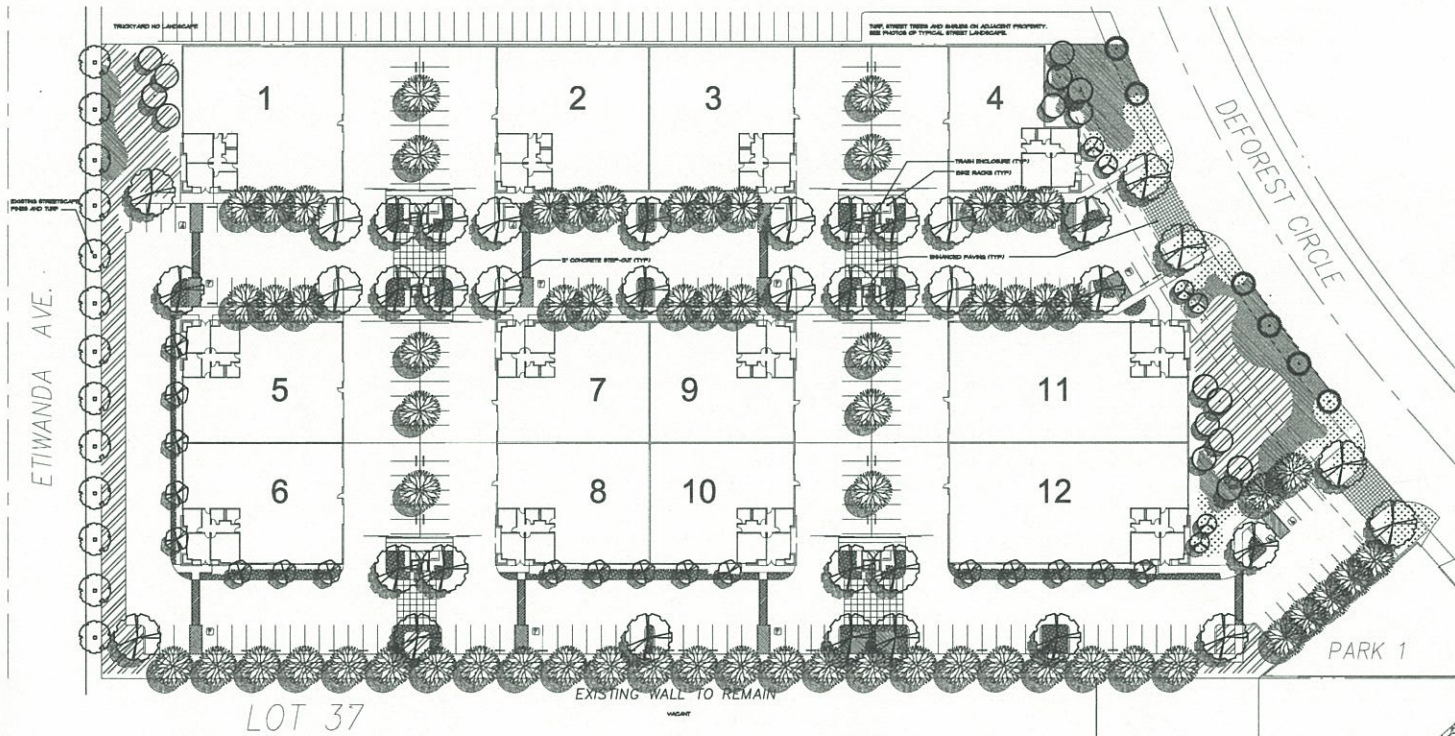


REVISIONS:

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



PLANTING LEGEND

TREES	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	SCALE
	(Symbol)	Topia J. Bradford	24" Box	6	M
	(Symbol)	Bradford Pear	24" Box	1	L
	(Symbol)	Flax linnaei	24" Box	1	L
	(Symbol)	Amelanchier	24" Box	30	M
	(Symbol)	Quercus agrifolia	24" Box	6	M
	(Symbol)	Quercus agrifolia	8 Gal	60	M
	(Symbol)	Quercus agrifolia	24" Box	9	L
	(Symbol)	Quercus agrifolia	8 Gal	18	M

SHRUBS	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	SCALE
	(Symbol)	Leucodermis	8 Gal	600	L
	(Symbol)	Yucca filifera	8 Gal	6-10	L
	(Symbol)	Yucca filifera	8 Gal	61	L

GROUND COVER	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	SCALE
	(Symbol)	Chamaecrista	1 Gal	3' O.C.	L
	(Symbol)	Stachys	1 Gal	4' O.C.	L
	(Symbol)	Stachys	1 Gal	24" O.C.	L
	(Symbol)	Stachys	1 Gal	24" O.C.	L

VEGETATION	SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	SCALE
	(Symbol)	Stachys	1 Gal	0	M
	(Symbol)	Stachys	1 Gal	0	M

- NOTES:**
- ALL TREES WITHIN 6' OF HARDSCAPE SHALL BE IN A SHADOTON OR EQUAL SHADOTON.
 - CONTRACTOR TO INSTALL CONCRETE HOUSING CURBS 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 | LOW | MODERATE | HIGH |
|----------|---------|----------|---------|
| 0.0-0.3 | 0.4-0.6 | 0.7-0.9 | 1.0-1.2 |
- PARKING LOT SHADING REQUIREMENT**
- | REQUIRED | PROVIDED |
|----------|----------|
| 22.5% SF | 24.7% SF |
- ABS23 CALCULATIONS
 PARK - 102 X 2 X 4588 SF X .41 = 14971 GALLONS

CASE #: PP18876, AMD. #4
 EXHIBIT: L
 DATED: 7/12/10
 PLANNER: C. HINOJOSA

project information
 BY FIRE DEPARTMENT
 Owner / Applicant

Applicant's Representative
 HILL PROPERTY MANAGEMENT
 1825 SANDERS AVE. SUITE 100
 IRVINE, CA 92614
 TEL: 949-261-1772
 FAX: 949-261-0722
 CONTACT: BRINA WILSON

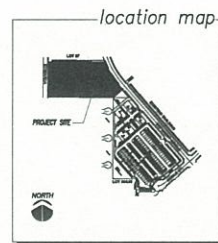
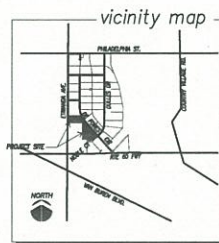
Legal Description
 PLOT PLAN # 18876

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

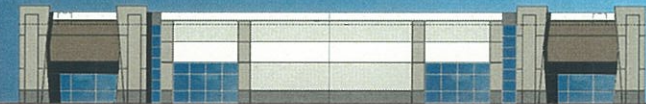


BUILDING 2-3 (TYPICAL) - EAST ELEVATION

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



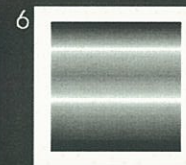
3 Frazee 8762W
TOUCHSTONE



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

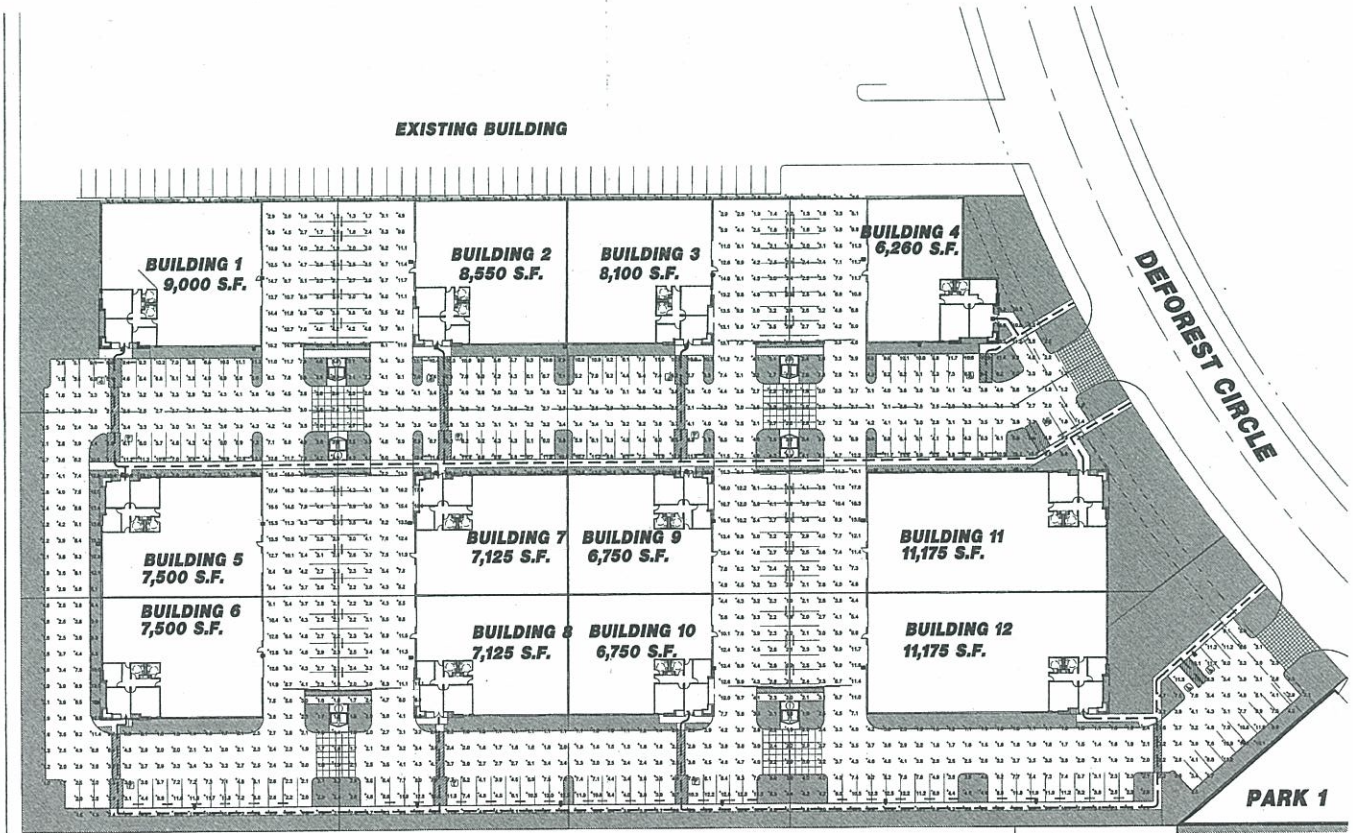
DEFOREST CIRCLE BUSINESS PARK

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 TYPICAL POSITION UP X 12" CLEAR TEMPERED GLASS LENS	ED18 40W CLR IPS	VIS-2- 400.00	3000	1.00	400
□	A1	1	VIS-4-400/PS	27" x 18" x 8" VERNALUX LATE DIMENSIONAL HORIZONTAL REFLECTOR REVERSE MOUNTED LAMP IN TYPICAL POSITION UP X 12" CLEAR TEMPERED GLASS LENS	ED18 40W CLR IPS	VIS-2- 400.00	3000	1.00	400
■	B	28	VIS-4-400/PS	27" x 18" x 8" VERNALUX LATE DIMENSIONAL HORIZONTAL REFLECTOR REVERSE MOUNTED LAMP IN TYPICAL POSITION UP X 12" CLEAR TEMPERED GLASS LENS	ED18 40W CLR IPS	VIS-2- 400.00	3000	1.00	400

STATISTICS

Description	Symbol	Ang	Size	Min	Max	Height
Call Zone #1	◆	0.2%	10.0'	0.1%	100.0'	0.00'

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. PEARSON ST., SUITE 200-470
DENV. CO. 80231 FAX: 303-495-0000

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

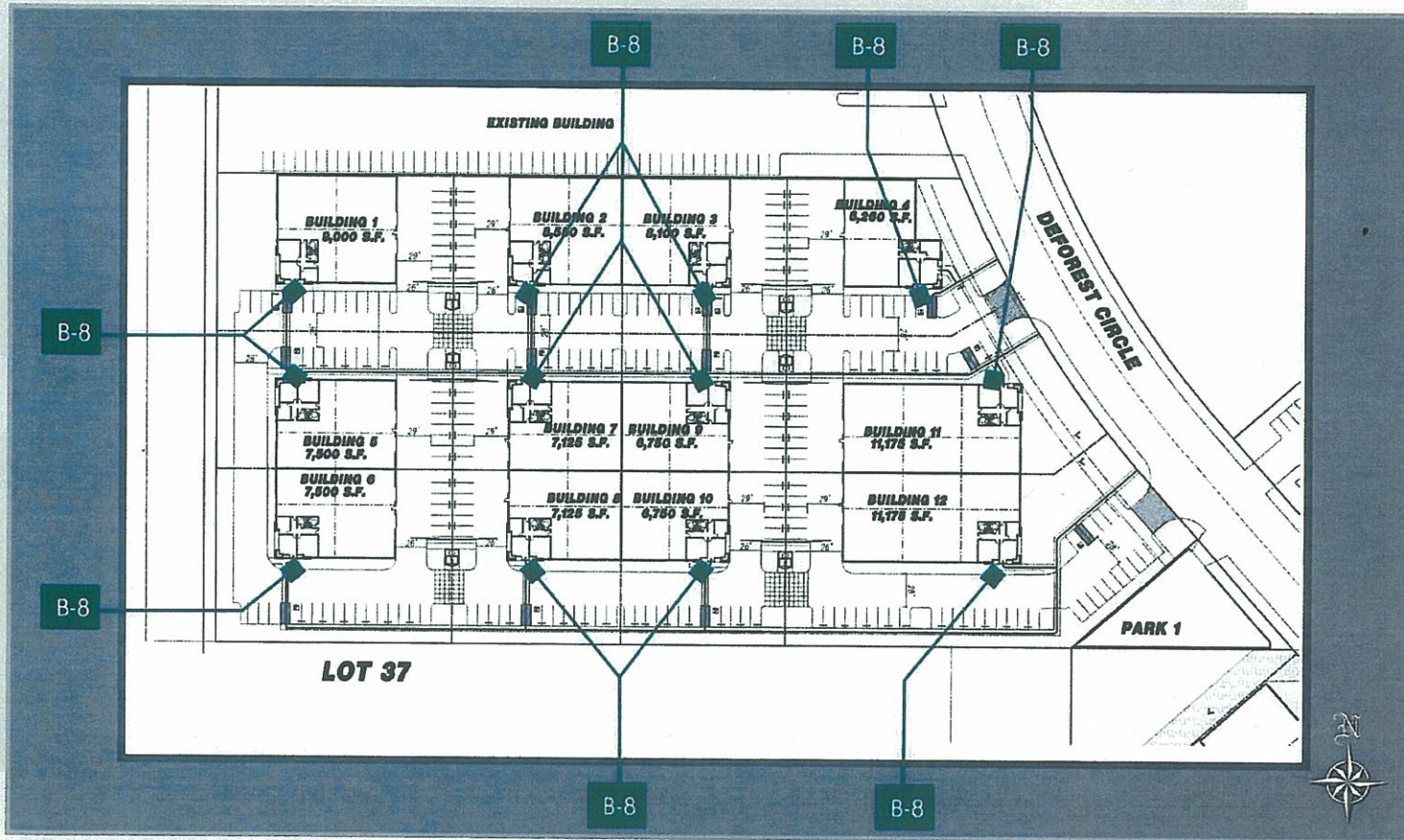
HPA

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
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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

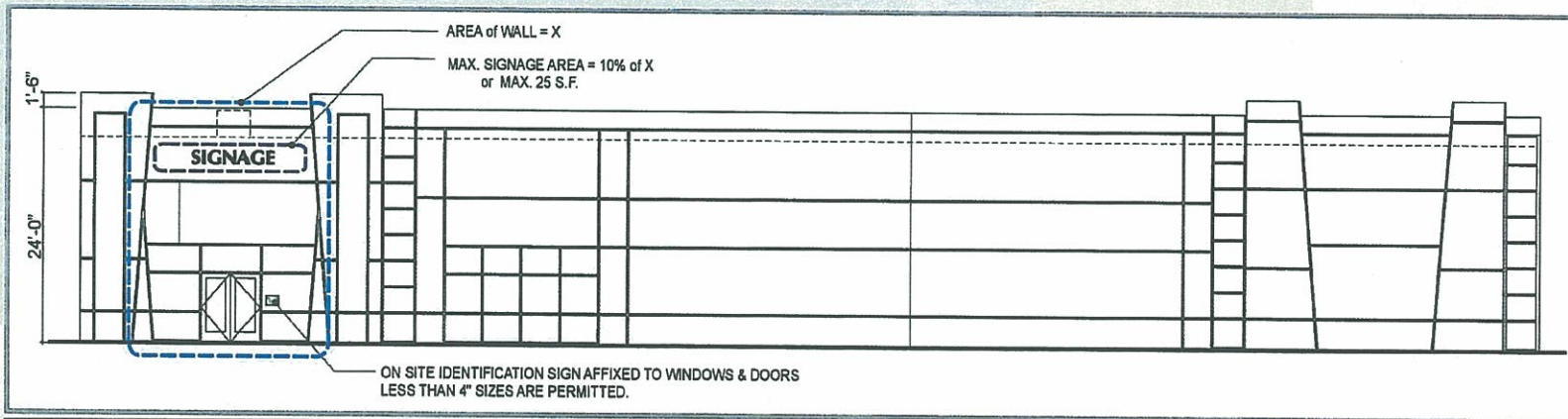
Job#3336
April 09, 2007

HPA
18831 baldern 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

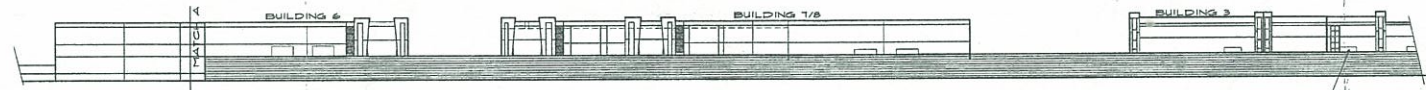
County of Riverside, California

4



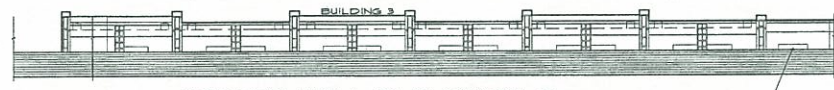
SCREEN WALL ELEVATION A
8' high conc tilt up to match buildings

SCREEN WALL ELEVATION A
scale: 1/16" = 1'-0"



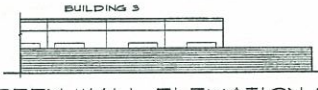
SCREEN WALL ELEVATION B
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION B
scale: 1/16" = 1'-0"



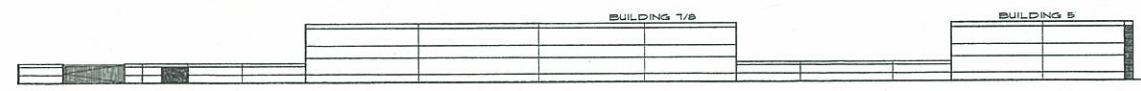
SCREEN WALL ELEVATION C
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION C
scale: 1" = 20'



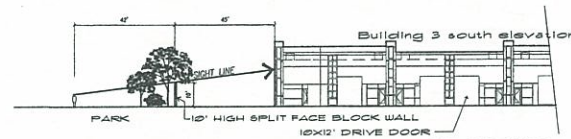
SCREEN WALL ELEVATION D
EXISTING
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION D
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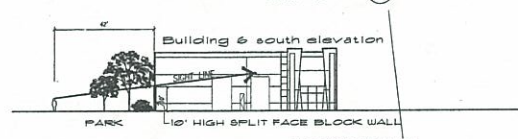


SCREEN WALL ELEVATION E
8' high conc tilt up to match buildings

SCREEN WALL ELEVATION E
scale: 1" = 20'



SITE SECTION A-A
scale: 1" = 20'



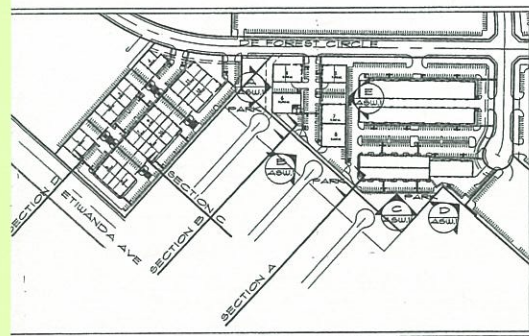
SITE SECTION B-B
scale: 1" = 20'



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

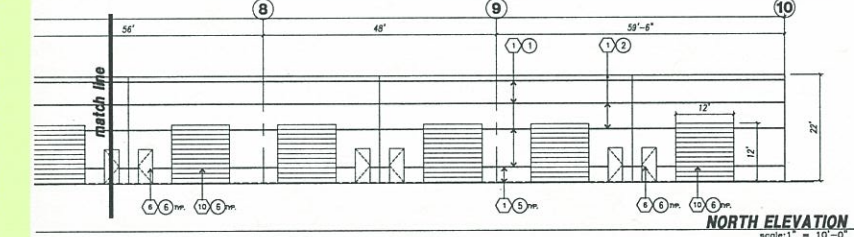
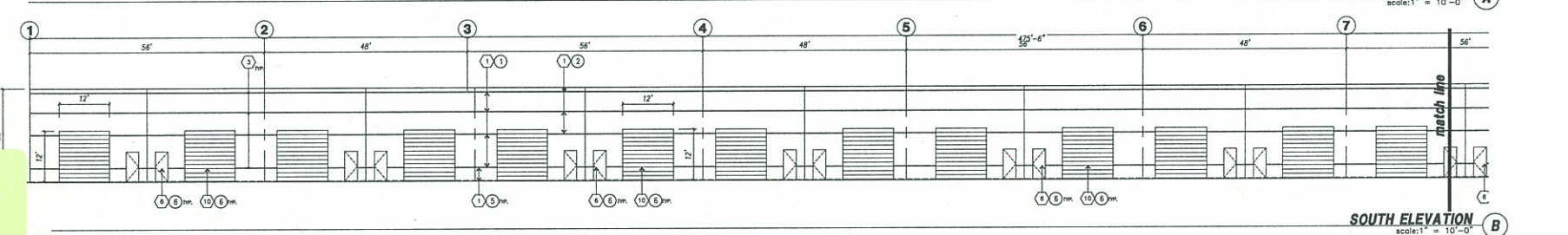
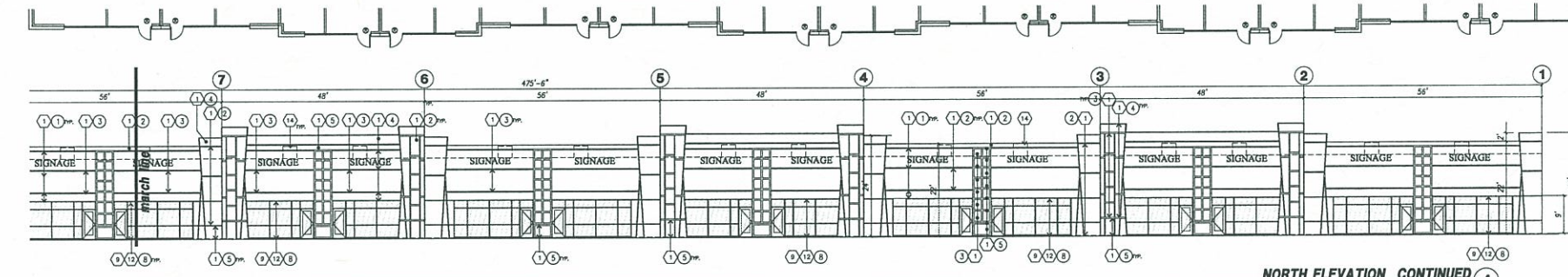
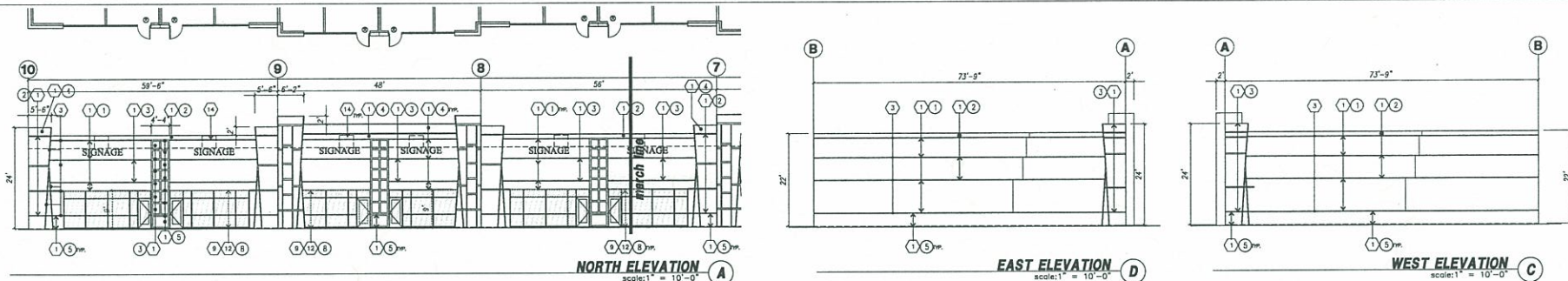
SHEET: DAB SW-1
 PARCEL 37, 38&39
 PP 18876 - 18877
 DEFOREST BUSINESS PARK
 DAB LOT 37 38&39



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\"/>
- 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 INSE 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\"/>
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO INSTALLATION 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

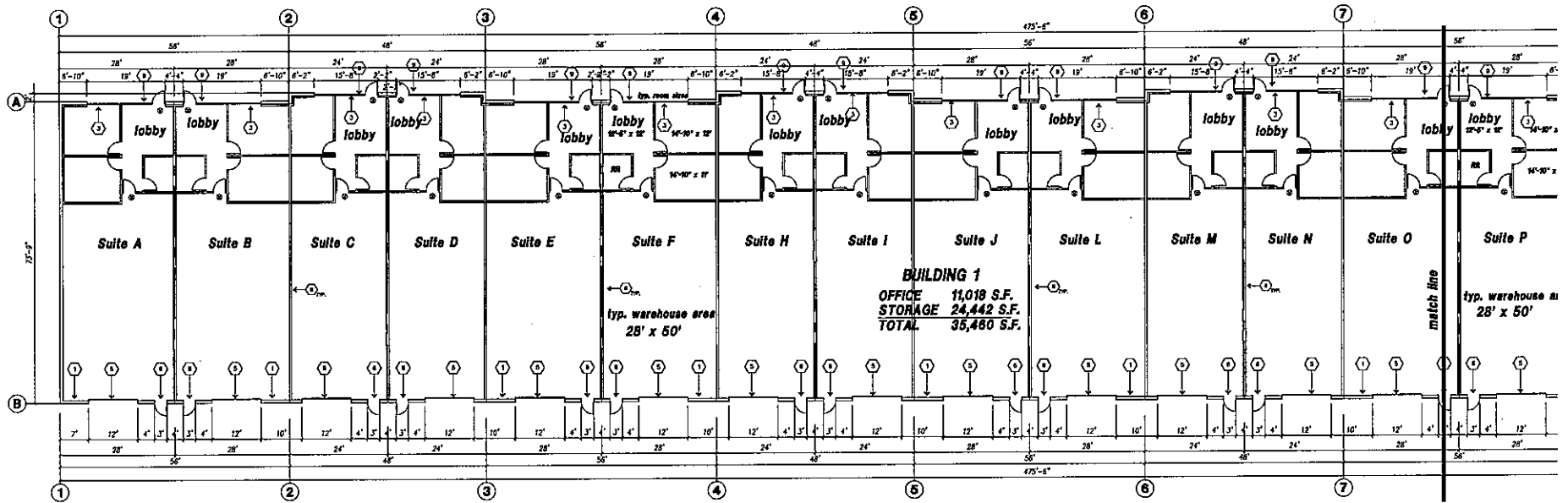
- 1 CONCRETE TILT-UP PANEL PAINT BRAND: FRAXIE 3550 ASA MKRY
- 2 CONCRETE TILT-UP PANEL PAINT BRAND: FRAXIE 5011 WHITE
- 3 CONCRETE TILT-UP PANEL PAINT BRAND: FRAXIE 8762W TOUCHSTONE
- 4 CONCRETE TILT-UP PANEL PAINT BRAND: FRAXIE 8884W GWK FLATS
- 5 CONCRETE TILT-UP PANEL PAINT BRAND: STAM FIBED STEEL
- 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 HPV 1334

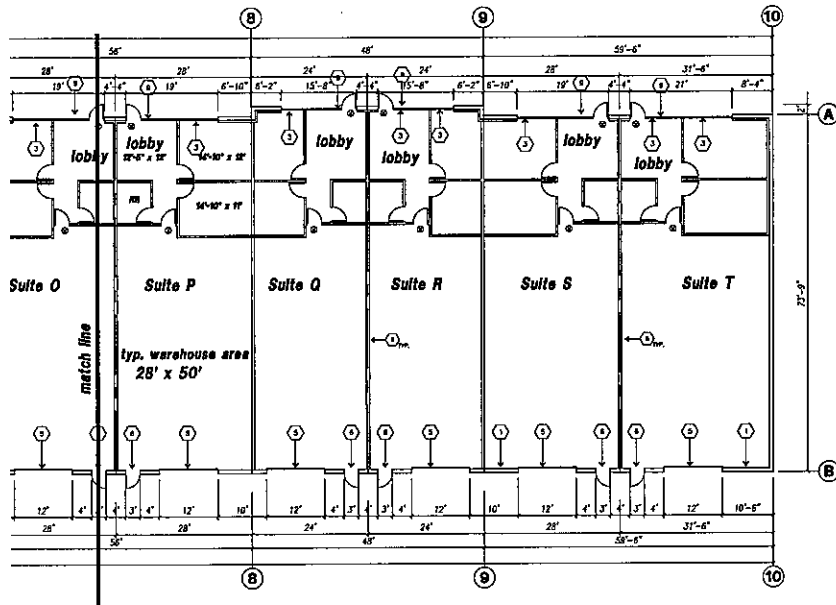


HPA Inc.



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 ABOVE.
- 4 12' x 14' HOLLOW DOOR, VERTICAL LIFT, STANDARD GRADE.
- 5 3' x 3' HOLLOW METAL EXTERIOR WALK DOOR.
- 6 5'-4" x 8'-4" 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 FIAL HEIGHT WALL
- 8 HANDED 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, ORNLING, OR FACE OF STEEL 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 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

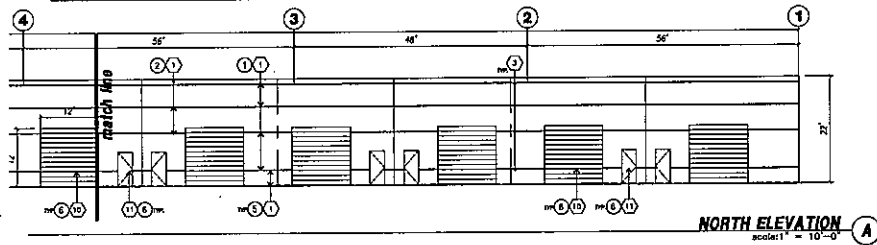
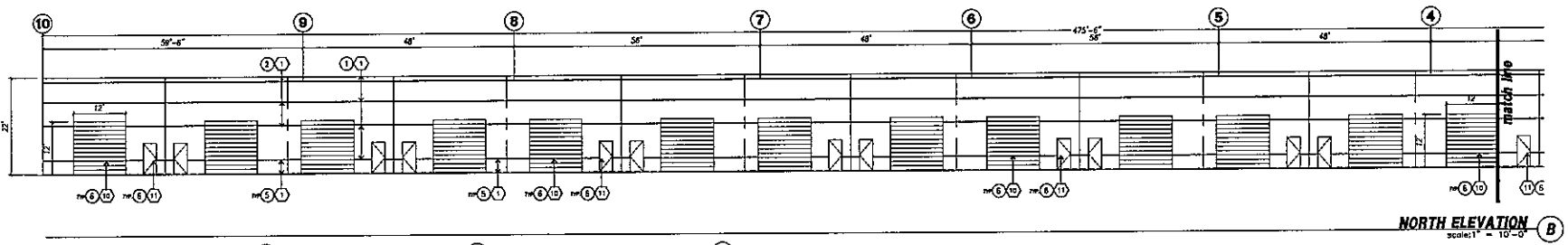
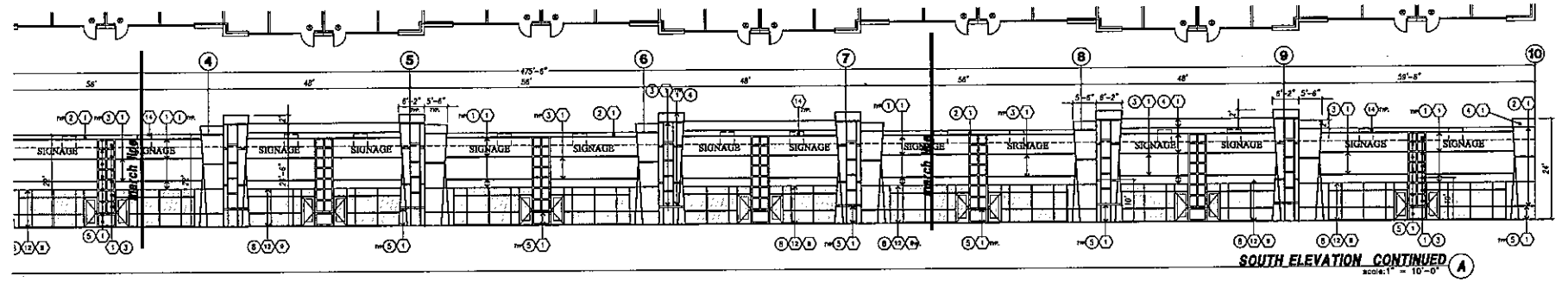
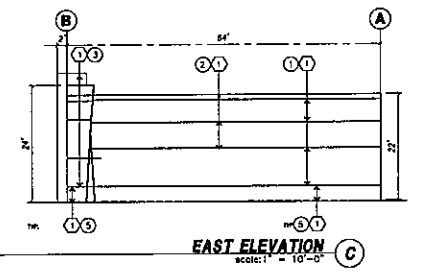
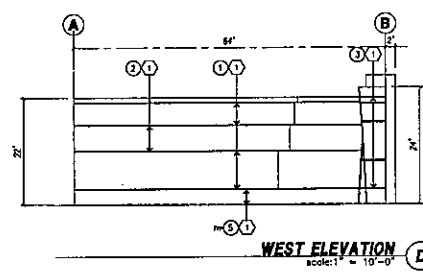
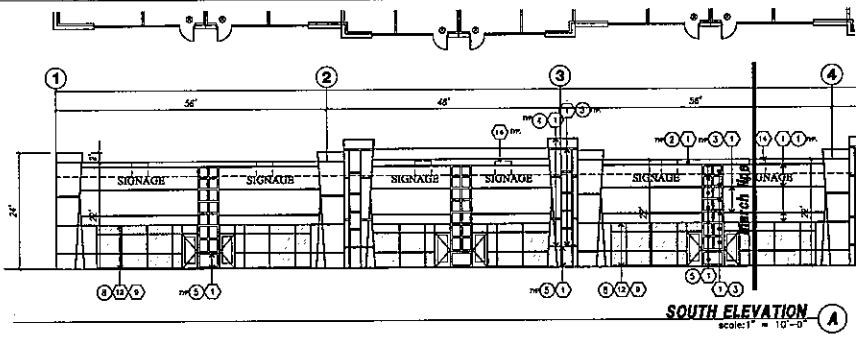
BUILDING 1
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL **38&39**
RIVERSIDE COMMERCIAL INVESTORS, INC.
 3163 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 7, 2007 1974 2338



HPA Inc.

18831 Delwood Ave Irvine, California 92612

(949) 663-1770



- KEYNOTES - ELEVATIONS**
- 1 CONCRETE TILT-UP PANEL, SPANDED
 - 2 PANEL, LIGHT
 - 3 PANEL, BRUSH
 - 4 CONCRETE TILT-UP BORDEN HALL
 - 5 NOT LISTED
 - 6 1/2" HIGH X 1/2" HIGH DRIVE TILT-UP DOOR
 - 7 NOT LISTED
 - 8 NOT LISTED
 - 9 ALUMINUM STOREFRONT FRAMING W/ TINTED GLASS AT ALL DOORS
 - 10 DELTA PLY ADJUSTMENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 4" ABOVE FIN. ELEVATION
 - 11 IF HIGH X 1/2" HIGH DRIVE TILT-UP DOOR
 - 12 YELLOW METAL DOORS
 - 13 VISION GLAZING
 - 14 SPANDED GLAZING
 - 15 ROOF TOP EQUIPMENT, SCREENED BY PARAPET

- 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 PARAPET - ELEVATION
 - D. FIN. + FINISH FLOOR ELEVATION
 - E. STOREFRONT CONCRETE GLASS METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO BE SET TO FIN. CONCRETE FINISH. CONTRACTOR SHALL BLUNT EACH CORNER PRIOR TO INSTALLATION.
 - F. CONTRACTOR SHALL FULLY PAINT OR CONCRETE PANELS W/ SELECTED COLOR, ANCHORS AND UNITS 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 130 FEET.

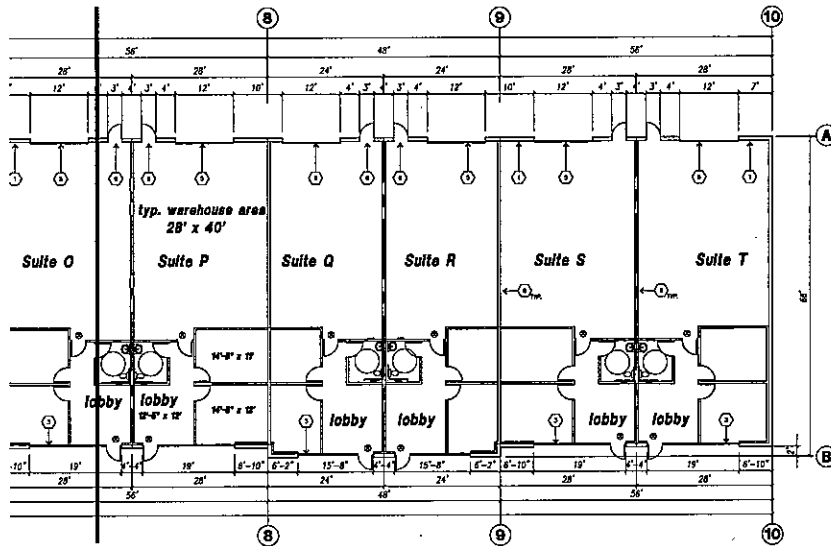
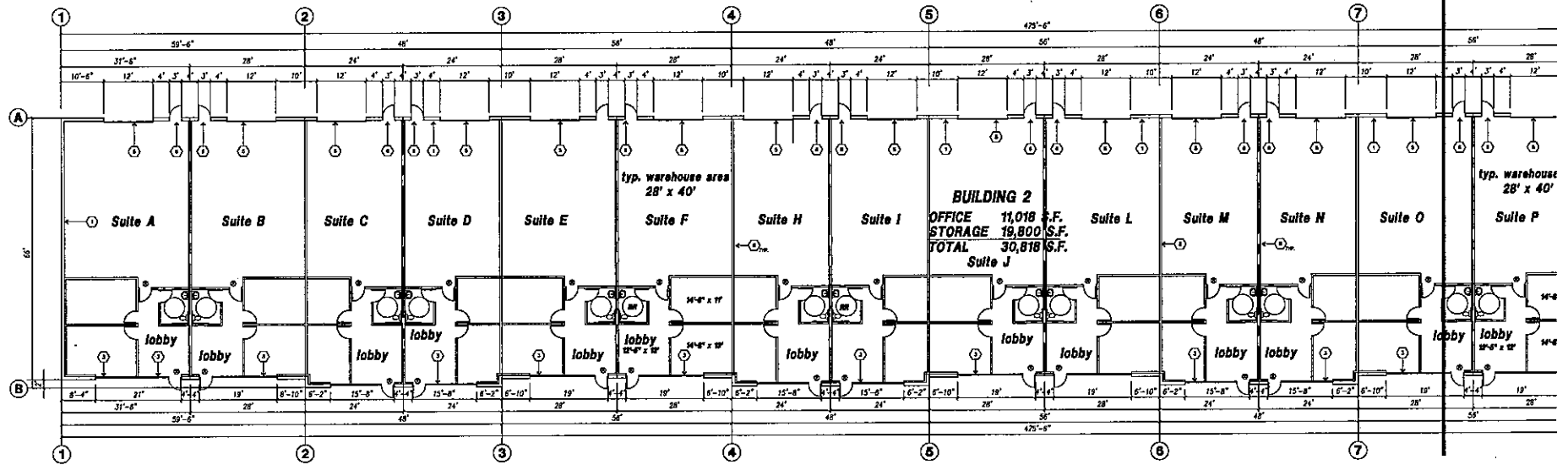
- COLOR SCHEDULE - ELEVATIONS**
- 1 CONCRETE TILT-UP PANEL
 - 2 CONCRETE TILT-UP PANEL
 - 3 CONCRETE TILT-UP PANEL
 - 4 CONCRETE TILT-UP PANEL
 - 5 CONCRETE TILT-UP PANEL
 - 6 VERTICAL LIFT OVERHEAD DOORS & EXTENDED DOORS
 - 7 MILLIONS
 - 8 STOREFRONT GLAZING
 - 9 STOREFRONT SPANDED
 - 10 PAINT BRUSH, BRUSH, BRUSH, BRUSH, BRUSH
 - 11 PAINT BRUSH, BRUSH, BRUSH, BRUSH, BRUSH
 - 12 PAINT BRUSH, BRUSH, BRUSH, BRUSH, BRUSH
 - 13 PAINT BRUSH, BRUSH, BRUSH, BRUSH, BRUSH
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 - 99 PAINT BRUSH, BRUSH, BRUSH, BRUSH, BRUSH
 - 100 PAINT BRUSH, BRUSH, BRUSH, BRUSH, BRUSH

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

PROJECT REPRESENTATIVES
 OWNER / APPLICANT:
 RD PROPERTIES, INC.
 3485 MAIN STREET, SUITE 220
 RIVERSIDE, CALIFORNIA 92501
 OFFICE: (951) 504-1130
 PHONE: (951) 504-1130
 FAX: (951) 794-1131





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 BALANCE. 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'-6"X4'-6"X4" THICK CONCRETE EXTERIOR LANDINGS PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE ACRYLIC BROOM FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 FULL HEIGHT WALL
- 9 HANDICAPPED ENTRY SIGN
- 10 SPANDREL GLASS

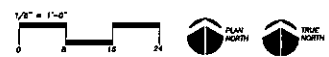
GENERAL NOTES - FLOOR PLAN

- A. FIRE 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 FIBER ONLY. ALL CYP. SO. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POOL STAMP 1/2" TO EXTERIOR AT ALL PERSONAL DENTS. 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 FOR 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.

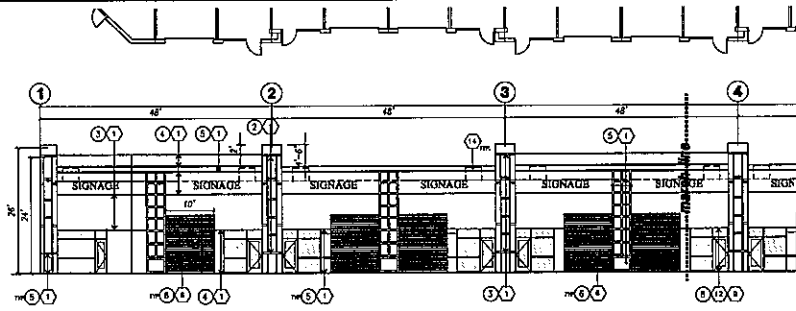
SHEET: DAB 2-1-2
PARCEL 38&39
PP 18877

PROJECT REPRESENTATIVE
 ORDER / APPLICANT
 H&H PROJECTS, INC.
 2485 MAIN STREET, SUITE 200
 RIVERSIDE, CALIFORNIA 92501
 CONTACT: DANIEL BUTLER
 PHONE: (951) 786-1100
 FAX: (951) 781-1824

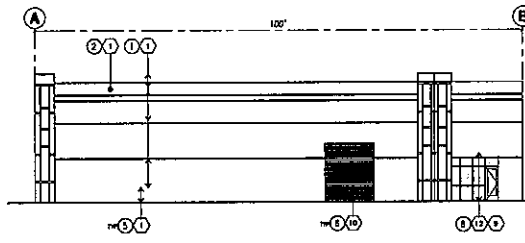
BUILDING 2
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE **PARCEL 38&39**
RIVERSIDE COMMERCIAL INVESTORS, INC.
 3685 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 7, 2007 1047 333X



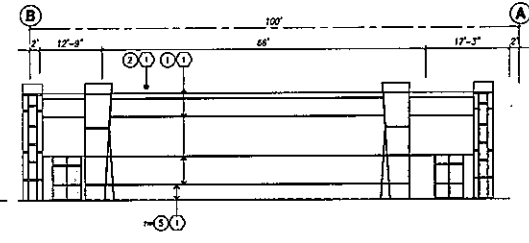
HPA Inc.



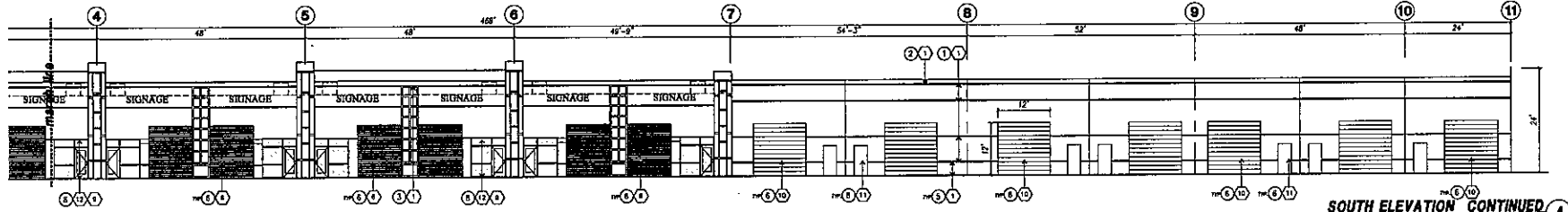
SOUTH ELEVATION CONTINUED
scale: 1" = 10'-0"



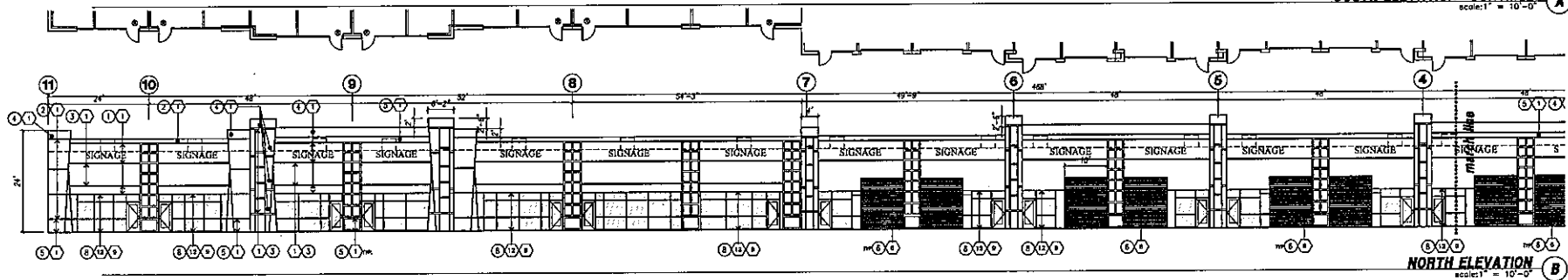
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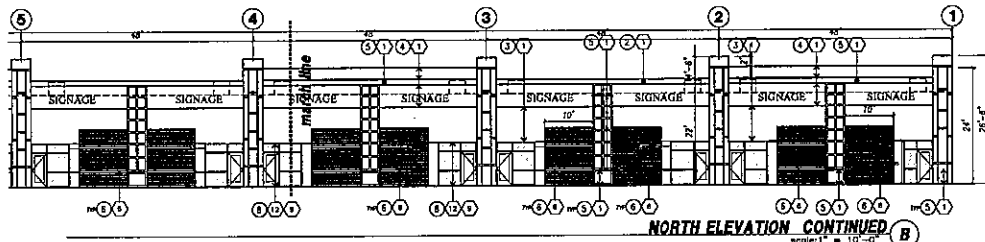
EAST ELEVATION
scale: 1" = 10'-0"



SOUTH ELEVATION CONTINUED
scale: 1" = 10'-0"



NORTH ELEVATION
scale: 1" = 10'-0"



NORTH ELEVATION CONTINUED
scale: 1" = 10'-0"

KEYNOTES - ELEVATIONS

- ① CONCRETE TILT-UP PANEL PAINTED
- ② PANEL JOINT
- ③ PANEL METAL
- ④ CONCRETE TILT-UP SCREEN WALL
- ⑤ NOT USED
- ⑥ 1/2" WIDE X 1/2" HIGH DRIVE THRU DOOR
- ⑦ NOT USED
- ⑧ NOT USED
- ⑨ ALUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS
- ⑩ 3/8" X 1/4" METAL DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE PA ELEVATION
- ⑪ 1/2" WIDE X 1/2" HIGH DRIVE THRU DOOR
- ⑫ 1/2" WIDE METAL DOORS
- ⑬ VISION GLAZING
- ⑭ SPANDREL GLAZING
- ⑮ ROOF TOP EQUIPMENT SCREENED BY PARAPET

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO CORNER UNLESS NOTED OTHERWISE
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
- C. TOP - TOP OF PARAPET - ELEVATION
- D. FF.F. - FINISH FLOOR ELEVATION
- E. STOREFRONT CONSTRUCTION GLASS METAL ATTACHMENTS AND UNITS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE TO WIND. 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 BRIT DISTANCE OF 130 FEET.

COLOR SCHEDULE - ELEVATIONS

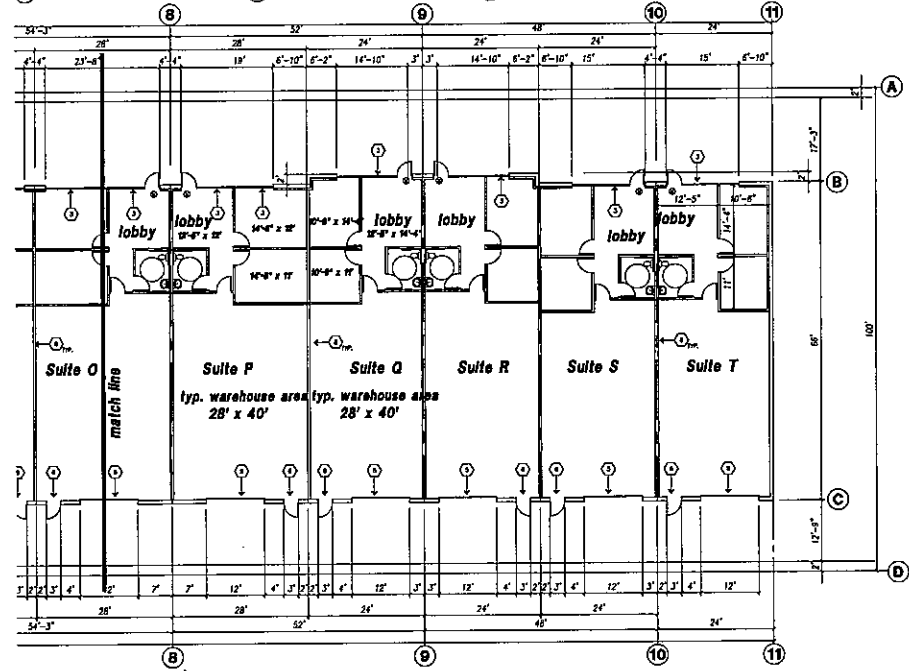
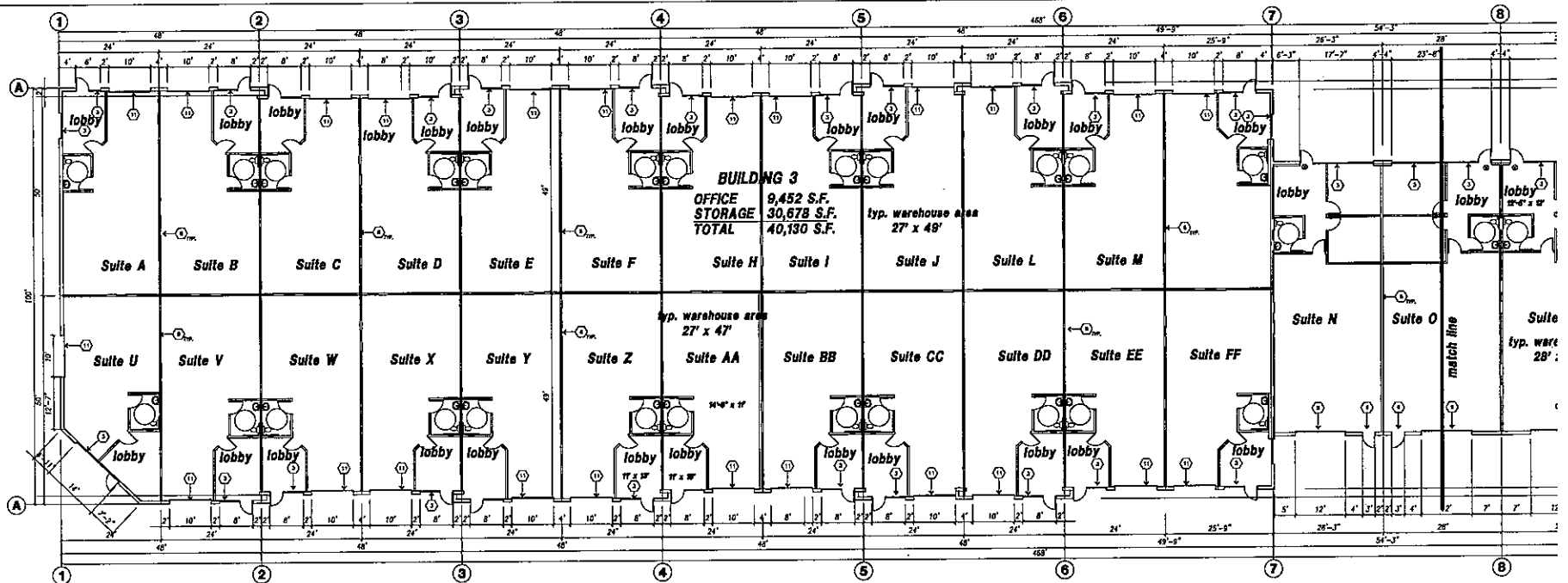
- ① CONCRETE TILT-UP PANEL PAINT BRAND: ESSEX 8880 - APR. HORT
- ② CONCRETE TILT-UP PANEL PAINT BRAND: ESSEX 8881 - BIST
- ③ CONCRETE TILT-UP PANEL PAINT BRAND: ESSEX 8236 - TRUCKING
- ④ CONCRETE TILT-UP PANEL PAINT BRAND: ESSEX 8881 - ONE FLAT
- ⑤ CONCRETE TILT-UP PANEL PAINT BRAND: 8734 - F502 STEEL
- ⑥ CONCRETE TILT-UP PANEL PAINT BRAND: HAZEL BURGESS CO. COLO.
- ⑦ MULLION COLOR: CLEAR ANODIZED
- ⑧ STOREFRONT GLAZING COLOR: BLUE REFLECTIVE GLASS
- ⑨ STOREFRONT SPANDREL COLOR: BLUE REFLECTIVE GLASS

**SHEET, DAB 3-1-3
PARCEL 38&39
PP 18877**

PROJECT REPRESENTATIVES
OWNER / APPLICANT:
H2 PROPERTIES, INC.
200 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92501
CONTACT: BURGESS BROTHERS
PHONE: (951) 788-4100
FAX: (951) 788-1004

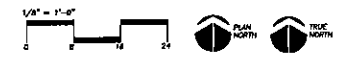
**BUILDING 3
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL 38&39
RIVERSIDE COMMERCIAL INVESTORS, INC.**
3665 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501
SEPTEMBER 7, 2007 HPW 3136





FLOOR PLAN

SCALE: 1" = 8'-0"



KEYNOTES - FLOOR PLAN

- ① CONCRETE TILT-UP PANEL. SEE "S" DRAWINGS FOR THICKNESS AND STEEL REINFORCEMENT.
- 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 3' x 7' HOLLOW METAL EXTERIOR MAIN DOOR.
- ⑦ 2'-4" x 2'-0" x 1/2" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROWN GRANITE. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- ⑧ FULL HEIGHT WALL.
- ⑨ HANDICAPPED ENTRY SIGN.
- ⑩ SPANDREL GLASS.
- ⑪ 10' x 12' TRUCK DOOR, VERTICAL LIFT, STANDARD GRADE.

GENERAL NOTES - FLOOR PLAN

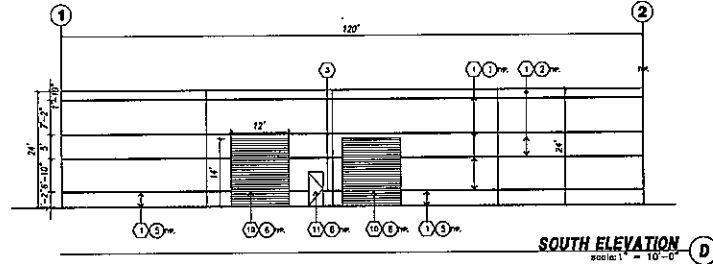
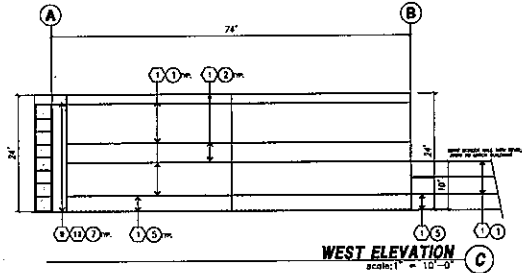
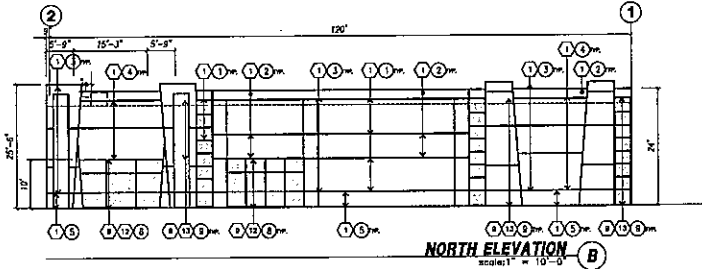
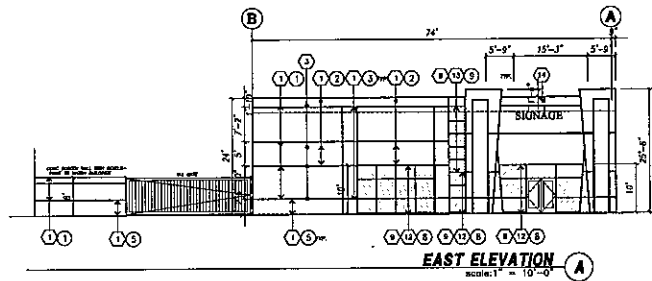
- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HAND" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLLARS ARE TO RECEIVE PRIMER ONLY. ALL DIV. 05 WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLOPE POOR STRIP 1/2" TO EXTERIOR AT ALL PERSONAL ENITS. SEE "S" DRAWINGS FOR POOR STRIP LOCATION.
- E. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, ORLINE, OR FACE OF STEEL I-BEAM.
- F. SEE CIVIL DRAWINGS FOR POINTS 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 FIVE-FOLD OPENINGS.
- H. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE CLAMPED ANCHORS CANS AND TRUCKS.
- I. HVAC ROOF EQUIPMENT WILL BE SCREENED BY WALL PARAPET IN ALL CASES.
- J. NO MEZZANINES IN THIS PROJECT.

SHEET: DAB 2-1-3
PARCEL 38&39
PP 18877

PROJECT REPRESENTATIVE
OWNER / APPLICANT:
RCD PROPERTIES, INC.
2400 MAIN STREET, SUITE 230
RIVERSIDE, CALIFORNIA 92501
CONTACT: DANIEL BURTZ
PHONE: (951) 764-6100
FAX: (951) 764-1534

BUILDING 3
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 38&39
RIVERSIDE COMMERCIAL INVESTORS, INC.
3605 MAIN STREET, SUITE 220, RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 3, 2007 IPRM 3308

HPA Inc.



KEYNOTES - ELEVATIONS

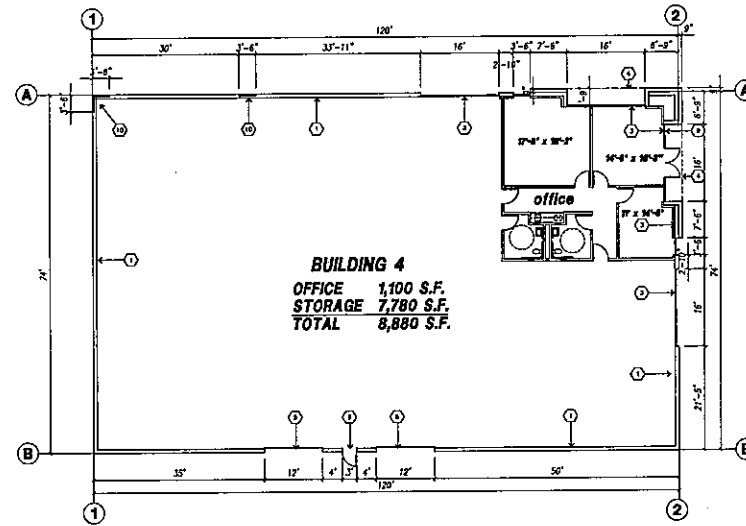
- 1 CONCRETE TILT-UP PANEL, PAINTED
- 2 PANEL JOINT
- 3 PANEL REVEAL
- 4 CONCRETE TILT-UP SCREEN WALL
- 5 NOT USED
- 6 NOT USED
- 7 CONCRETE STAIR LANDING AND CONC. GUARDRAIL
- 8 CONCRETE BALUF AND CONC. GUARDRAIL
- 9 ALUMINUM STOPSMOKING FRAMING W/ TYPED GLAZING AT ALL DOORS SELECTED ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 18" ABOVE FIN. 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 GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 1500 FEET.

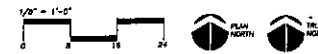
COLOR SCHEDULE - ELEVATIONS

- | | |
|---|--|
| 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>AZURE TROUSERS</u> |
| 4 CONCRETE TILT-UP PANEL | PANT BRAND, <u>TRUCK</u> <u>ASHBL. ONE LIPS</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 BACKGROUND</u> COLOR |
| 7 MALLENS | COLOR: <u>CLEAR</u> / <u>WOOD</u> |
| 8 STOPSMOKING GLAZING | COLOR: <u>BLUE REFLECTIVE GLASS</u> |
| 9 STOPSMOKING SPANDREL | COLOR: <u>BLUE 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" X 2'-6" X 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 COVER.
- 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 STUB 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

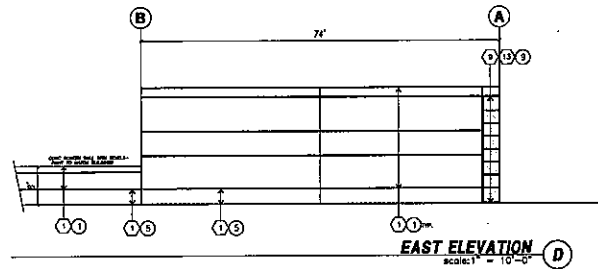
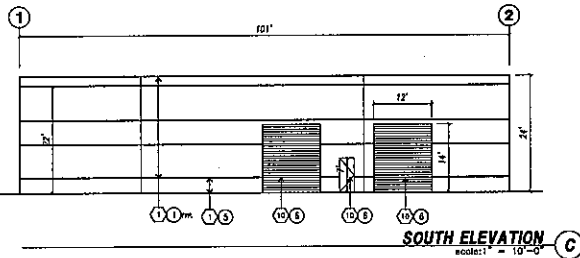
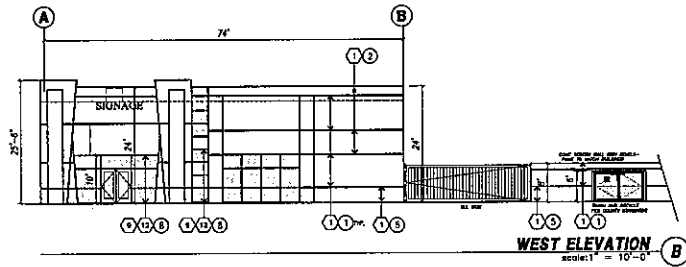
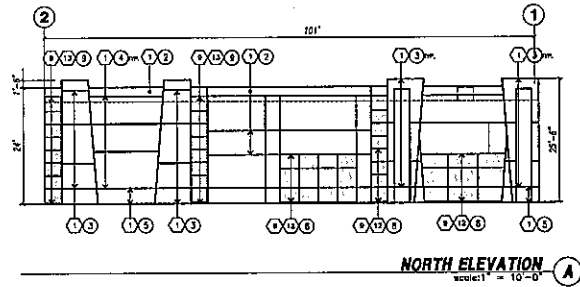
PROJECT REPRESENTATIVES
OWNER / APPLICANT:
KCI HOLDINGS, INC.
3488 MAIN STREET, SUITE 200
RIVERSIDE, CALIFORNIA 92501
PHONE: (951) 794-4100
FAX: (951) 794-1244

DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 38&39
RIVERSIDE COMMERCIAL INVESTORS, INC.

3485 MAIN STREET, SUITE 200 RIVERSIDE, CALIFORNIA 92501 9517944100 9517941244

HPA Inc.

18851 Green Ave. Ingle, California 92512 (949) 863-1770

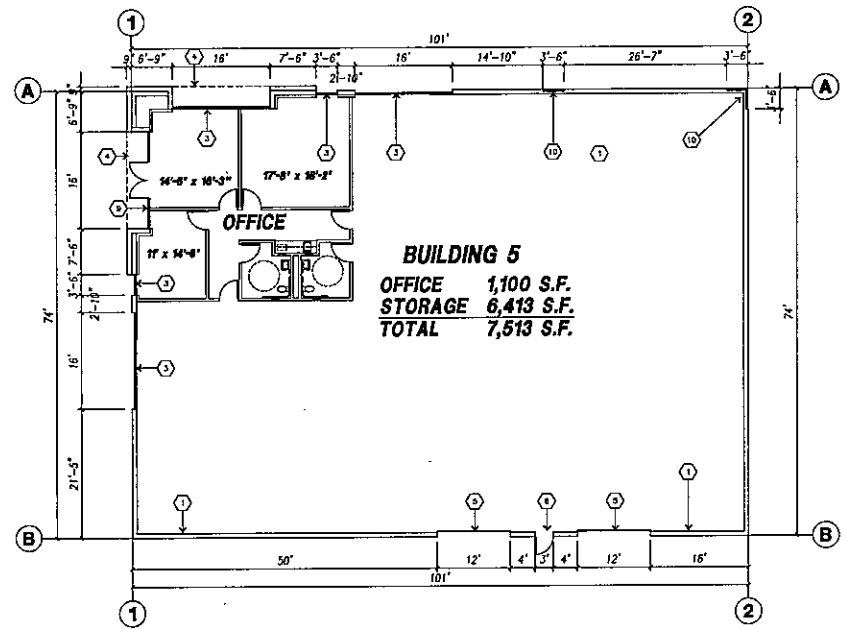


- KEYNOTES - ELEVATIONS**
- 1 CONCRETE TILT-UP PANEL PAINTED
 - 2 PANEL JOINT
 - 3 PANEL REVEAL
 - 4 CONCRETE TILT-UP SCREEN WALL
 - 5 NOT USED
 - 6 NOT USED
 - 7 CONCRETE STAIR LANDING AND CONC. GUARDRAIL
 - 8 CONCRETE RAMP AND CONC. GUARDRAIL
 - 9 ALUMINUM INTERCOMB PARTING W/ TENSIONED GLAZING AT ALL DOORS (SEALERS ADJACENT TO DOORS AND GLAZING W/ BOTTOMS LESS THAN 3" ABOVE FFL ELEVATION)
 - 10 2" WIDE X 1/4" HIGH GROOVE 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 DIVISIONS 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. STOPPINT CONSTRUCTION GLASS, METAL ATTACHMENTS AND UNITS SHALL BE PROVIDED 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 FINISHES 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.

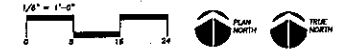
COLOR SCHEDULE - ELEVATIONS

1 CONCRETE TILT-UP PANEL	PANT BRAND_TRACTE_BROD_0501_0502
2 CONCRETE TILT-UP PANEL	PANT BRAND_TRACTE_001_WHITE
3 CONCRETE TILT-UP PANEL	PANT BRAND_TRACTE_0502_0503_0504_0505
4 CONCRETE TILT-UP PANEL	PANT BRAND_TRACTE_BROAD_OAK_FLAT
5 CONCRETE TILT-UP PANEL	PANT BRAND_BROAD_FIBED_0502
6 VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS	PANT BRAND_MITEL_BACKGROUND_COLOR
7 MALLONS	COLOR_FLAM_0502_0503
8 STOPPINT GLAZING	COLOR_BLUE_RELUCTIVE_GLASS
9 STOPPINT SPANDREL	COLOR_BLUE_RELUCTIVE_GLASS



FLOOR PLAN & BUILDING FOOTPRINT

scale: 1/8" = 1'-0"



KEYNOTES - FLOOR PLAN

- 1 CONCRETE TILT-UP PANEL. SEE "E" DRAWINGS FOR THICKNESS AND STEEL REQUIREMENTS.
- 2 STRUCTURAL STEEL COLUMN. SEE "S" DRAWINGS FOR SIZE.
- 3 TYPICAL STOPPINT 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" X 4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BROWN FRESH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- 8 FULL HEIGHT WALL
- 9 HANDICAPPED ENTRY SIGN
- 10 SPANDREL GLASS

GENERAL NOTES - FLOOR PLAN

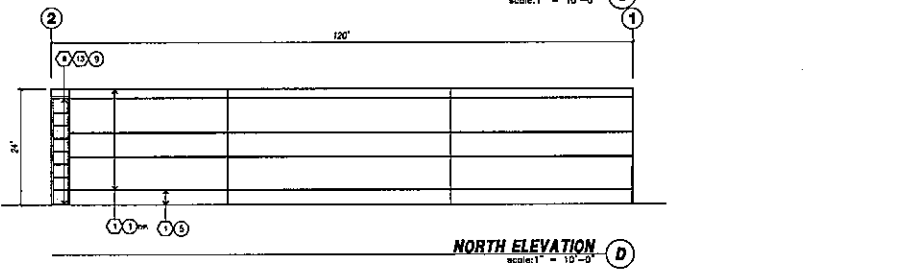
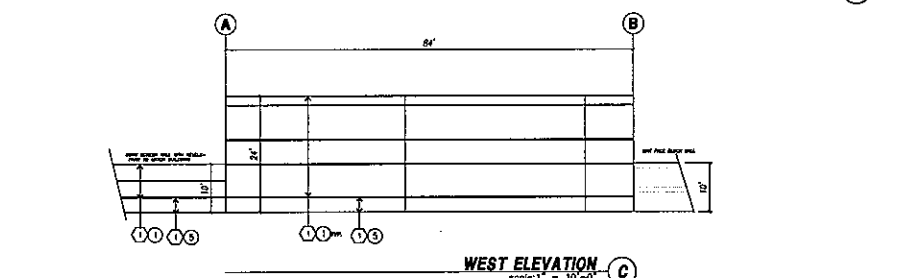
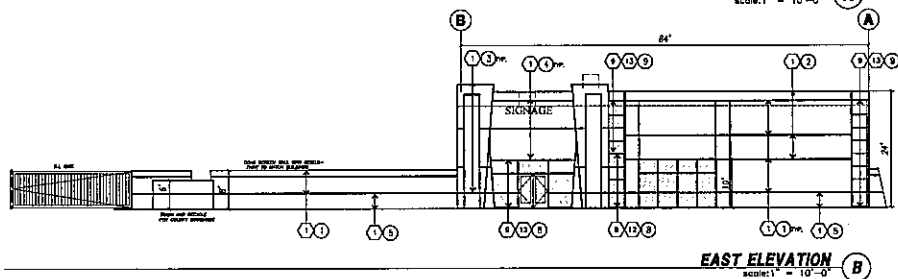
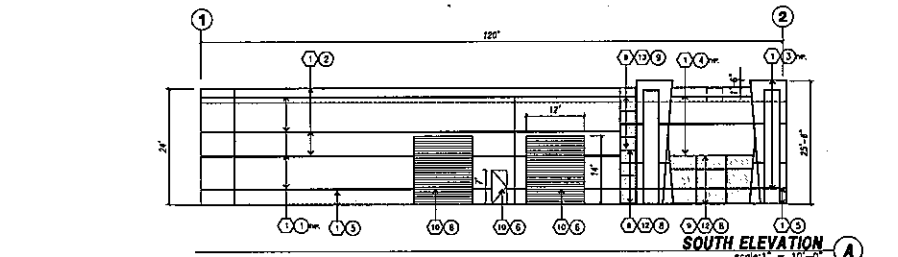
- A. FIRE HOSE LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CURB, EEL WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. 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 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**

**PROJECT REPRESENTATIVES
OWNER / APPLICANT
RDI PROPERTIES, INC.
2488 MAIN STREET, SUITE 300
RIVERSIDE, CALIFORNIA 92501
CONTACT: DANIEL MILLER
PHONE: (951) 786-2100
FAX: (951) 786-1524**

**BUILDING 5
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE
PARCEL 38&39
RIVERSIDE COMMERCIAL INVESTORS, INC.**

3265 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501 SEPTEMBER 7, 2007 1/4" = 1/8"



KEYNOTES - ELEVATIONS

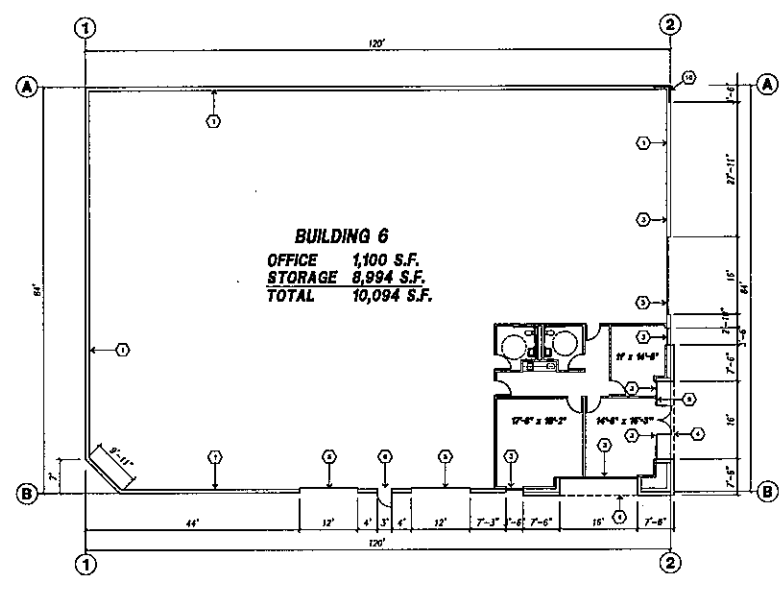
- ① CONCRETE TILT-UP PANEL, PAINTED
- ② PANEL JOINT
- ③ PANEL REVEAL
- ④ CONCRETE TILT-UP SCREEN WALL
- ⑤ NOT LINED
- ⑥ NOT LINED
- ⑦ CONCRETE STAIR, LANDING AND CONG. GUARDRAIL
- ⑧ CONCRETE RAMP AND CONG. GUARDRAIL
- ⑨ ALUMINUM STOREFRONT FINISHING W/ TYPED GLAZING AT ALL DOORS REQUIRES ADJUSTMENT TO 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. STOREFRONT CONSTRUCTION GLASS METAL ATTACHMENTS AND LANTERNS SHALL BE DESIGNED TO RESIST 10 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.

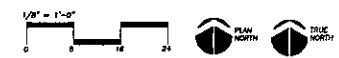
COLOR SCHEDULE - ELEVATIONS

- ① CONCRETE TILT-UP PANEL, PAINT BRAND, TRULUCE 8500, USA, 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, OCEAN CLAYS
- ⑤ CONCRETE TILT-UP PANEL, PAINT BRAND, TRULUCE 8500, STEEL
- ⑥ VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS, COLOR, _____, CLR, UNCOATED
- ⑦ MULLIONS, COLOR, BLUE REFLECTIVE GLASS
- 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 "S" DRAWINGS FOR FINISHES AND STEEL REQUIREMENTS
- ② STRUCTURAL STEEL COLLAR, SEE "S" DRAWINGS FOR SIZE
- ③ TYPICAL STOREFRONT 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

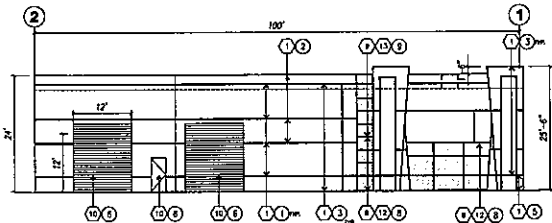
- A. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- B. FLOOR SLAB SHALL BE SEALED WITH "SEAL HARD" OR APPROVED EQUAL.
- C. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. CEILING ARE TO RECEIVE PRIMER ONLY. ALL EXT. WLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
- D. SLABE FROM 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 STUD WALL.
- 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 CLEAN. ALL EQUIPMENT TO BE CLEANED 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**

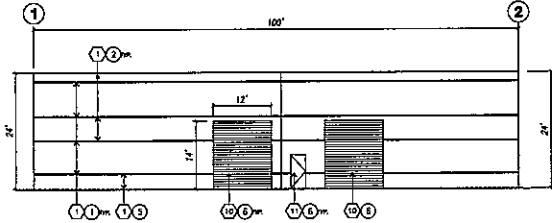
PROJECT REPRESENTATIVES
OWNER / APPLICANT:
AG PROPERTIES, INC.
3585 MAIN STREET, SUITE 220
RIVERSIDE, CALIFORNIA 92501
CONTACT: SHARON BERLE
PHONE: (951) 784-1100
FAX: (951) 784-1524

**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

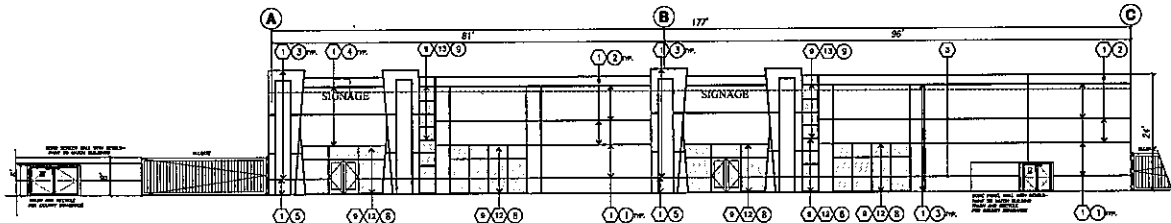
HPA Inc.



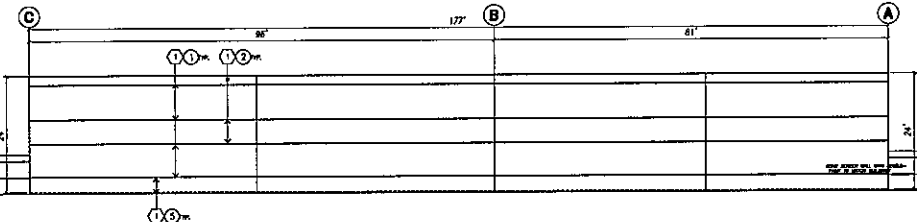
NORTH ELEVATION
scale: 1" = 10'-0"



SOUTH ELEVATION
scale: 1" = 10'-0"



WEST ELEVATION
scale: 1" = 10'-0"



EAST ELEVATION
scale: 1" = 10'-0"

KEYNOTES - ELEVATIONS

- ① CONCRETE TILT-UP PANEL PAINTED
- ② PANEL JOINT
- ③ PANEL REVEAL
- ④ CONCRETE TILT-UP DOOR/ WINDOW
- ⑤ NOT USED
- ⑥ NOT USED
- ⑦ CONCRETE STAIR LANDING AND CONC. GUARDRAIL
- ⑧ ALLUMINUM STOREFRONT FRAMING W/ TEMPERED GLAZING AT ALL DOORS
- ⑨ GLAZING 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. EQP. - TOP OF PARAPET - ELEVATION
- D. FIN. - 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 EQUIPMENT SHALL BE SCREENED FROM THE GROUND ELEVATION VIEW TO A MINIMUM SIGHT DISTANCE OF 1500 FEET.

COLOR SCHEDULE - ELEVATIONS

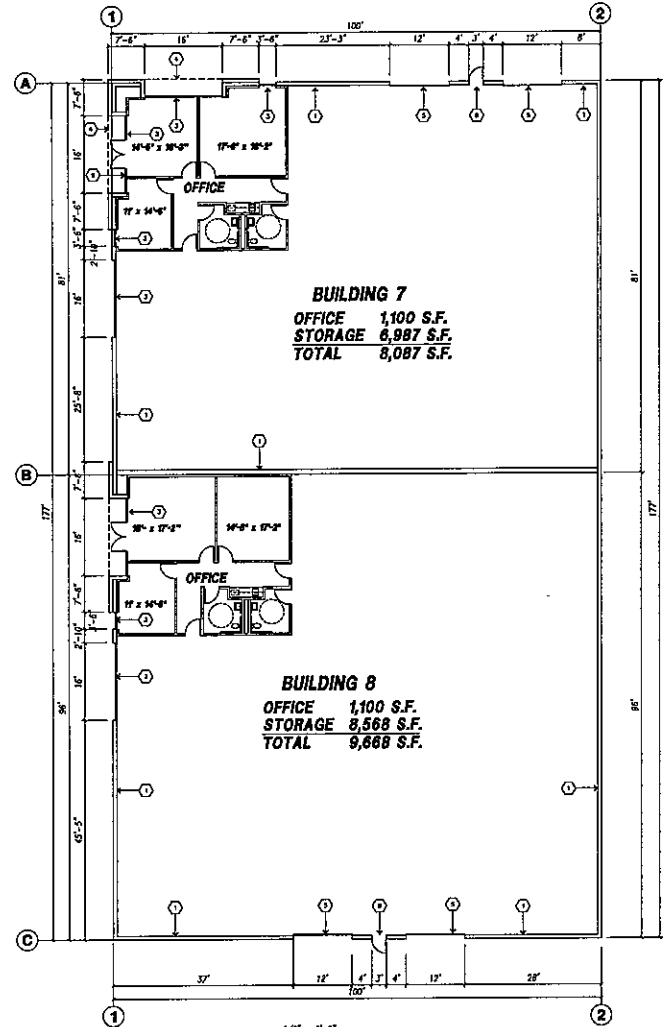
- ① CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 5011_BK1...
- ② CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 5011_BK2...
- ③ CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 5011_BK3...
- ④ CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 5011_BK4...
- ⑤ CONCRETE TILT-UP PANEL PAINT BRAND: TRUCK 5011_BK5...
- ⑥ VERTICAL LIFT OVERHEAD DOORS & EXTERIOR DOORS PAINT BRAND: MONTI_BK6...
- ⑦ MALLONS COLOR: CLEAR ANODIZED
- 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 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 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 SMOOTH BROOK FINISH. PROVIDE 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 POWER ONLY. ALL OVP, SD, 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"

BUILDING 7
OFFICE 1,100 S.F.
STORAGE 6,987 S.F.
TOTAL 8,087 S.F.

BUILDING 8
OFFICE 1,100 S.F.
STORAGE 8,568 S.F.
TOTAL 9,668 S.F.

SHEET: DAB 2-1-7&8
PARCEL 38&39
PP 18877

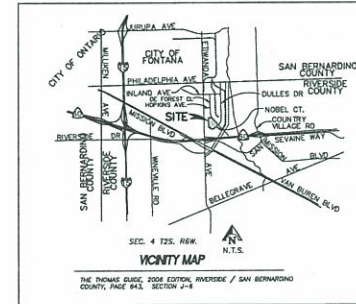
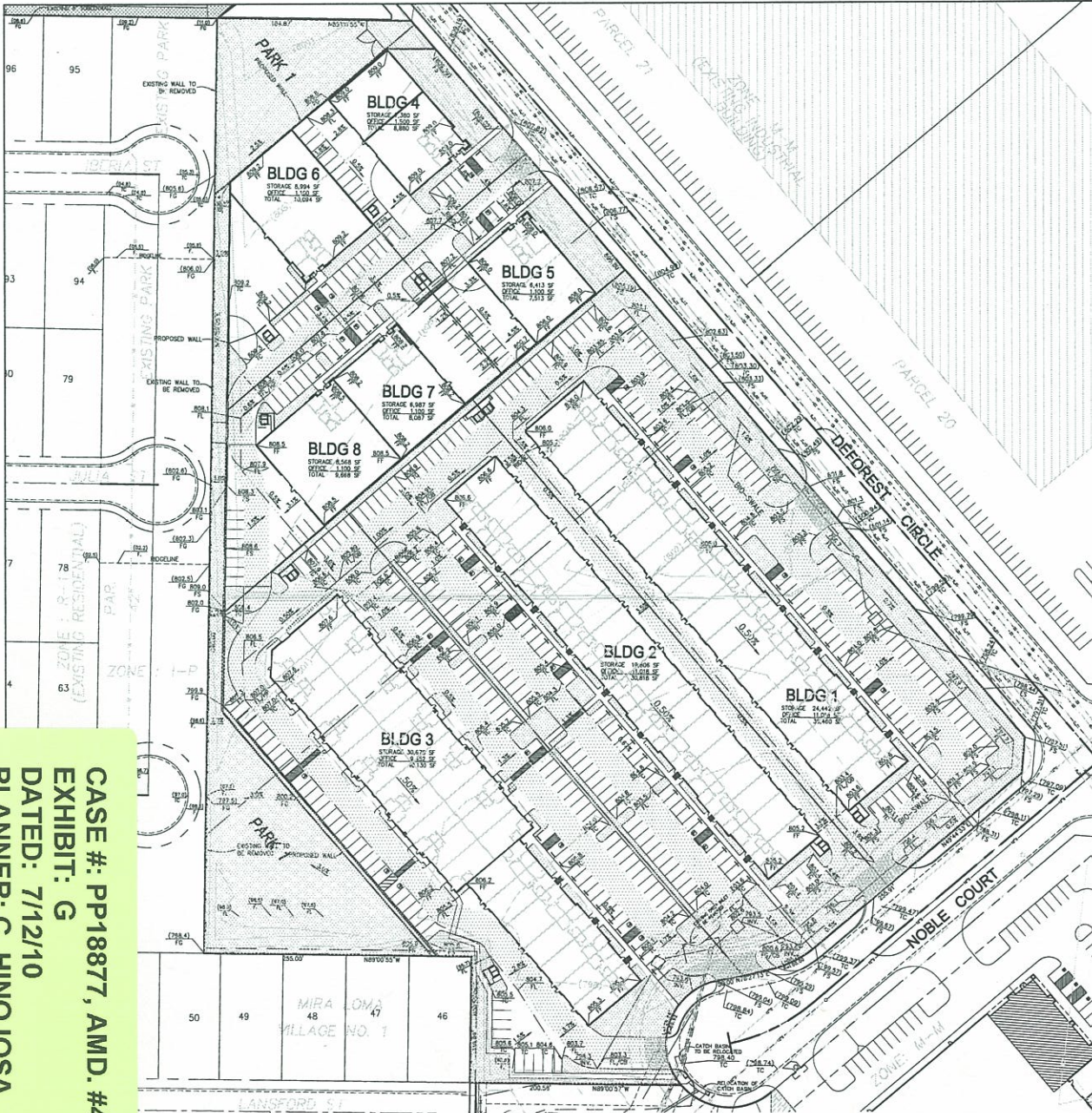
BUILDING 7&8
DEFORST CIRCLE BUSINESS PARK
RIVERSIDE PARCEL **38&39**

RIVERSIDE COMMERCIAL INVESTORS, INC.
3855 MAIN STREET, SUITE 300 RIVERSIDE, CALIFORNIA 92501


PROJECT REPRESENTATIVE
OWNER / ARCHITECT
H2 PROJECTS, INC.
3845 MAIN STREET, SUITE 300
RIVERSIDE, CALIFORNIA 92501
CONTACT: BARRETT WELCH
PHONE: (951) 784-1100
FAX: (951) 784-1204

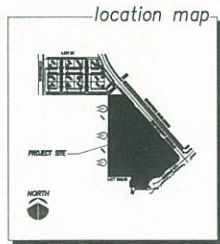
HPA Inc.
18831 Dardwin Ave. Inver, California 92612 (949) 943-1770

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 <small>TWO WORKING DAYS BEFORE YOU DIG</small>	APPROVED BY: _____ R.C.E. NO. _____ EXP. DATE _____	SCALE: 1"=40' BENCH MARK: N/A	COUNTY OF RIVERSIDE MIRA LOMA COMMERCE CENTER PARCEL 38-39 CONCEPTUAL GRADING PLAN	1 OF 1 SHEETS
	<small>DESIGNED BY: D.J.E. DRAWN BY: D.B.T. CHECKED BY: D.R.K.</small> DATE: SEPTEMBER 2007	FOR: O.C. REAL ESTATE MANAGEMENT N.O. P.A. FILE NO. 1025-09-02		



Existing Landscape @ Deforest Cir.



Existing Landscape @ Deforest Cir.

project information

Owner / Applicant

Applicant's Representative
 HILL PROPERTY SERVICES
 1845 SERRANO AVE. SUITE 100
 IRVINE, CA 92614
 TEL: 949-261-7700
 FAX: 949-261-0070
 CONTACT: JESSIE WAPLETTEN

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	QTY	REMARKS
(Symbol)	Chlorophytum compositum Spider Plant	24" Box	28	H
(Symbol)	Chlorophytum compositum Spider Plant	24" Box	28	H
(Symbol)	Chlorophytum compositum Spider Plant	24" Box	28	H
(Symbol)	Chlorophytum compositum Spider Plant	24" Box	28	H
(Symbol)	Chlorophytum compositum Spider Plant	24" Box	28	H
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(Symbol)	Chlorophytum compositum Spider Plant	24" Box	28	H
(Symbol)	Chlorophytum compositum Spider Plant	24" Box	28	H
(Symbol)	Chlorophytum compositum Spider Plant	24" Box	28	H

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	REMARKS
(Symbol)	Lawsonia inermis Turmeric	9" Gal	108	L
(Symbol)	Lawsonia inermis Turmeric	9" Gal	108	L
(Symbol)	Lawsonia inermis Turmeric	9" Gal	108	L

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	REMARKS
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	34	O.C. L
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	7	O.C. L
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	4	O.C. L
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	4	O.C. L
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	34	O.C. L
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	34	O.C. L
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	34	O.C. L
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	34	O.C. L
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	34	O.C. L
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	34	O.C. L

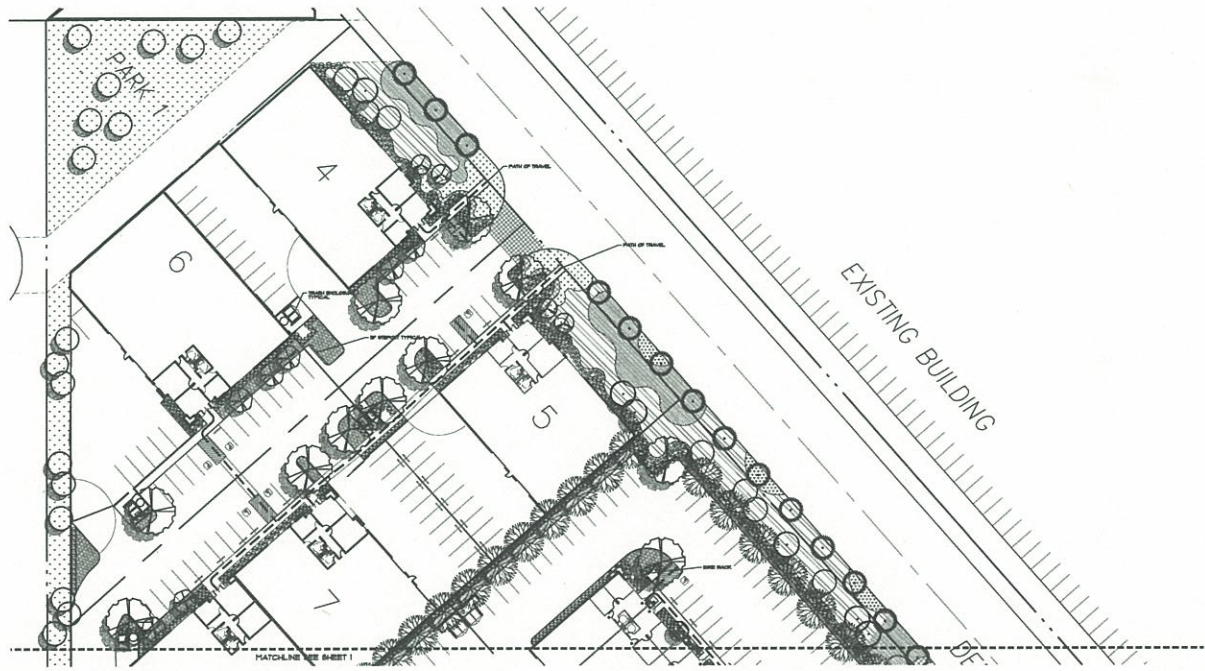
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	REMARKS
(Symbol)	Chlorophytum compositum Spider Plant	1 Gal	8	

NOTES:

- ALL TREES WITHIN 4' OF LANDSCAPE SHALL BE IN A SHANTON OR SOIL PROTECTION.
- CONTINUATION TO INSTALL CONCRETE CURB BETWEEN PLANTERS AND PARKING AREAS. SEE PLAN FOR CURB ELEVATION.
- ALL PLANTER AREAS TO RECEIVE A 3" LAYER OF HIGH QUALITY BARK MULCH (2-4" IN BARKS) AND 1" OF GROUND COVER AREA.
- PROJECT TO BE MAINTAINED BY OWNER.
- IF ANY GROUND COVER IS NOT INSTALLED WITHIN 90 DAYS OF COMPLETION OF PROJECT, THE OWNER SHALL BE RESPONSIBLE FOR THE INSTALLATION OF GROUND COVER.
- PLANTING AND PLANTING TO BE IN ACCORDANCE WITH REVENUE COUNTY ORDINANCE NO. 898.

PLANT FACTOR: PLANTING LOT PLACING REQUIREMENT
 VERY LOW 0-25% REQUIRED PROPOSED
 LOW 26-50% REQUIRED PROPOSED
 MODERATE 51-75% REQUIRED PROPOSED
 HIGH 76-95% REQUIRED PROPOSED

ABS39 CALCULATIONS
 PARCEL 38-39 28 X 2000 FT. 28 X 2800 FT. 28 X 2800 FT. 28 X 2800 FT.



Lots 38-39 Business Park Mira Loma, California

OC Real Estate Management, LLC.

Sheet 2



HUNTER LANDSCAPE
 711 South Frey Ave Street
 Placentia, California 92670
 Ph: 714.986-2400

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



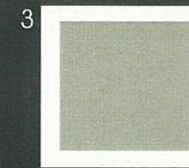
BUILDING 3 (TYPICAL) - SOUTH ELEVATION



1 Frazee 8680 W ARIA IVORY



2 Frazee 001 WHITE



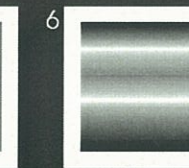
3 Frazee 8762W TOUCHSTONE



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



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

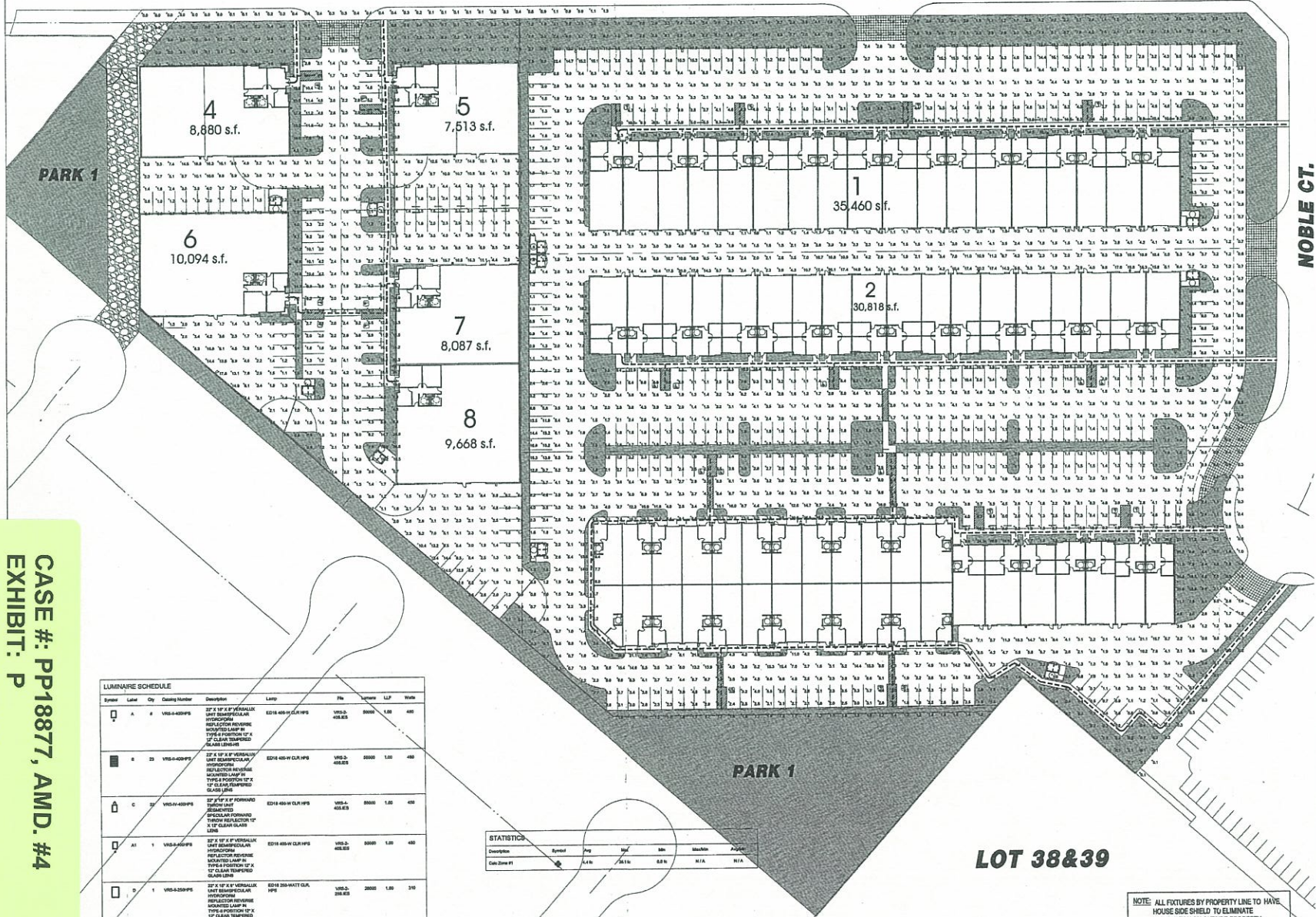
DEFOREST CIRCLE BUSINESS PARK

BUILDING 1 ~ 8

CITY OF MIRA LOMA, CALIFORNIA

DEFOREST CIRCLE

NOBLE CT.



Symbol	Label	Qty	Clearing Number	Description	Lamp	File	Watts	LF	Notes
□	A	4	VIS-4-400/PS	22" X 12" X 8" VERGALUX UNIT RECESSED CANOPY RECESSED 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 RECESSED CANOPY RECESSED 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	3	VIS-4-400/PS	22" X 12" X 8" VERGALUX UNIT RECESSED CANOPY RECESSED 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 RECESSED CANOPY RECESSED 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 RECESSED CANOPY RECESSED 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 #1	□	4.4%	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 200-1000 PALM BEACH, FL 33480-1000

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

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suite 100
irvine, ca 92612
tel: 949.863.1770
fax: 949.863.1851

Deforest Business Park

County of Riverside, California

Sheet

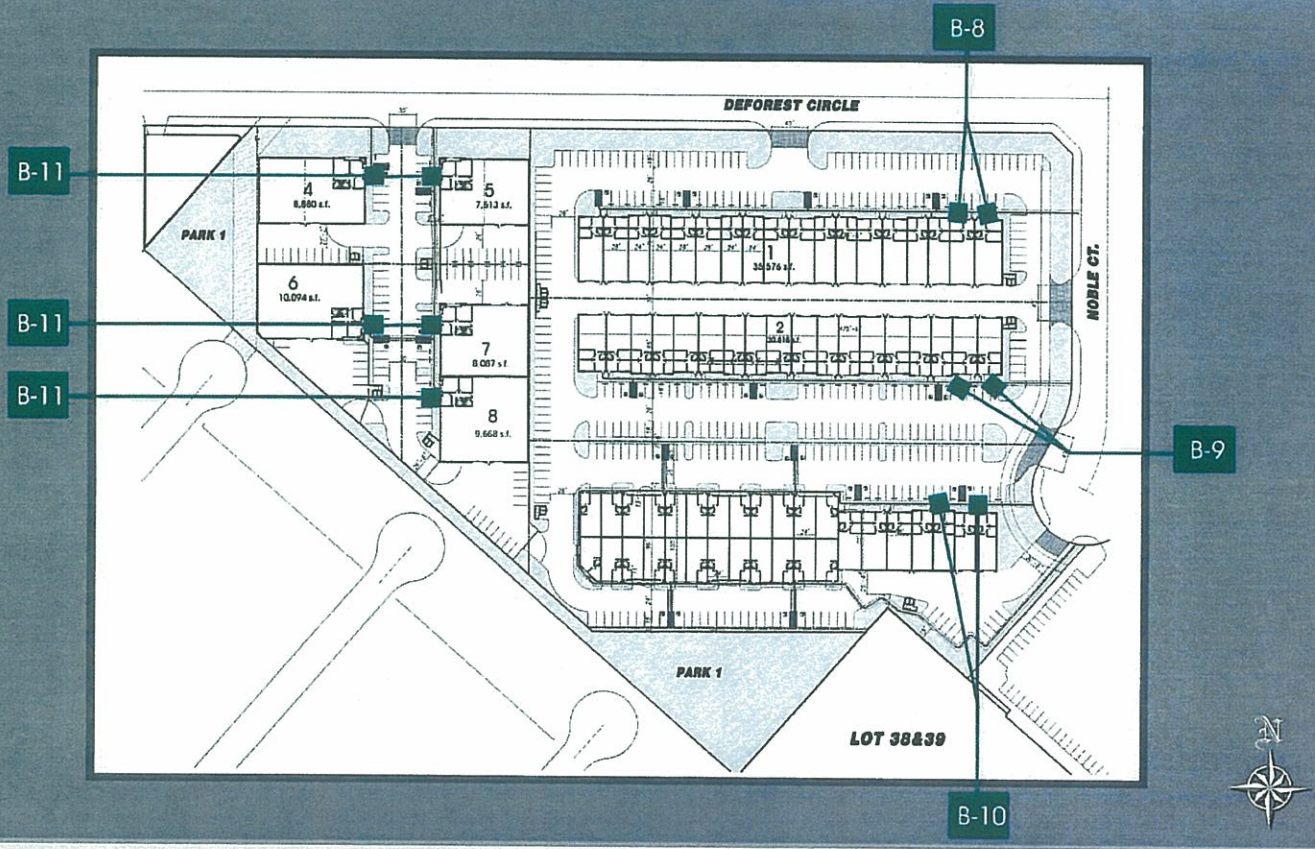
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HPA

18831 bardeen ave.
suite 100
irvine, ca 92612
tel: 949 863 1770
fax: 949 863 1851

Deforest Business Park

County of Riverside, California



Page No. for detail
Signage Type :
PM : Primary Monument Sign



Page No. for detail
Signage Type :
SM : Secondary Monument Sign



Page No. for detail
Signage Type :
B : Building Sign(typ.)



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

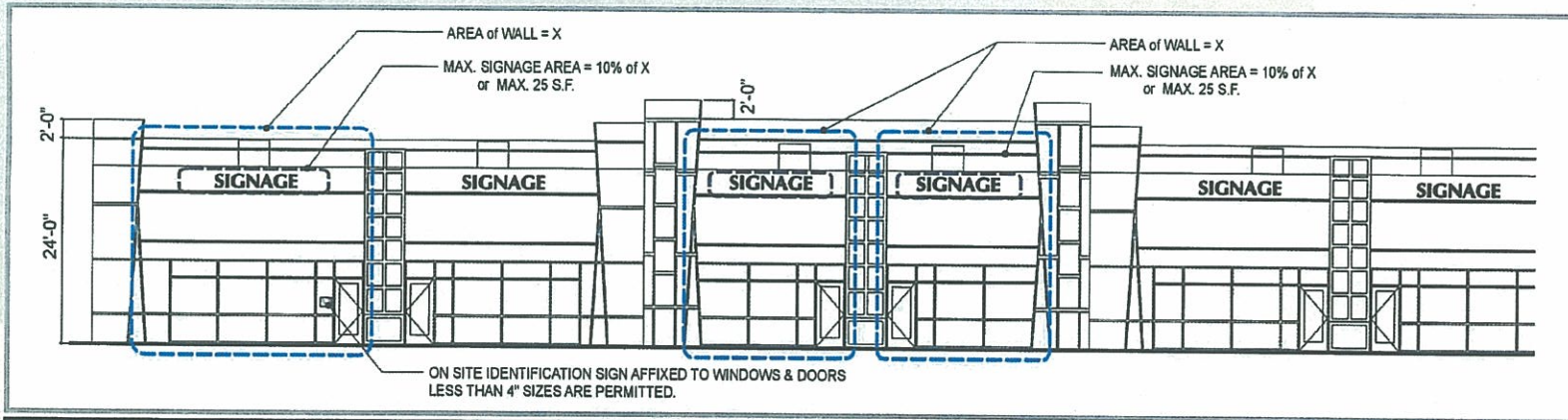
Job#3336
April 09, 2007

Sheet

3

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

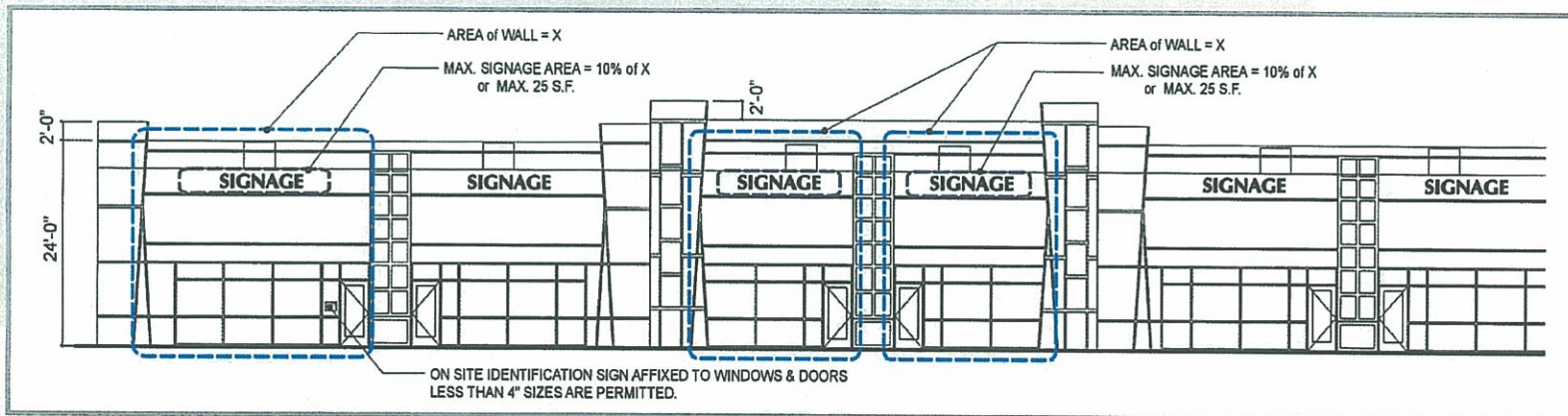
18831 bardeen ave.
suite 100
Irvine, ca 92612
tel: 949 863 1770
fax: 949 863 1851

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

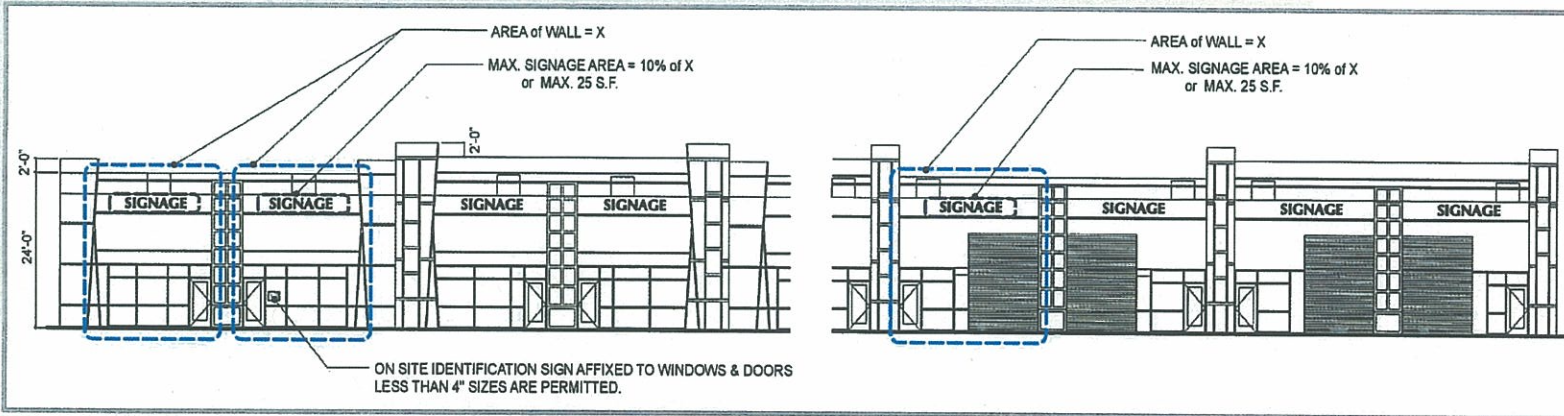
Job#3336
April 09, 2007

Sheet

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BUILDING SIGNS

- Building signs must be uniform in nature throughout the park.
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- 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

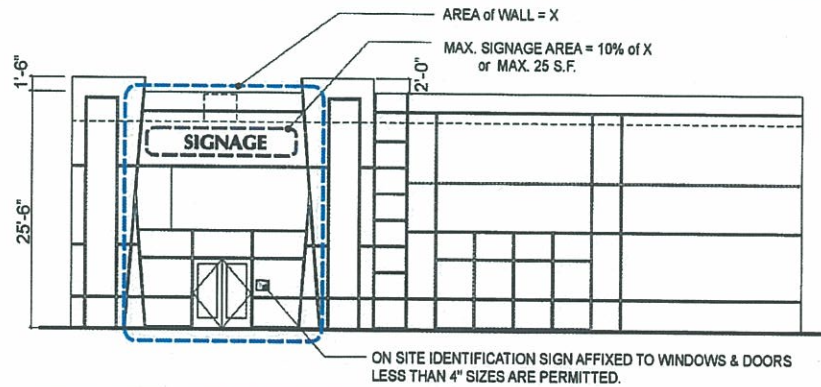
County of Riverside, California

Sheet

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BUILDING SIGNS

- Building signs must be uniform in nature throughout the park.
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- 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.



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

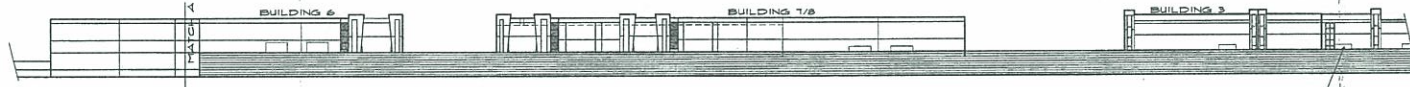
Sheet

7



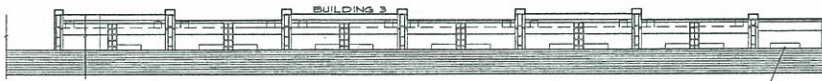
SCREEN WALL ELEVATION A
8' high conc tilt up to match buildings

SCREEN WALL ELEVATION A
scale: 1/16" = 1'-0"



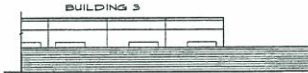
SCREEN WALL ELEVATION B
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION B
scale: 1/16" = 1'-0"



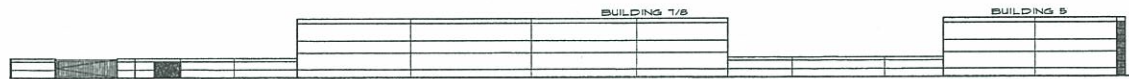
SCREEN WALL ELEVATION C
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION C
scale: 1" = 20'



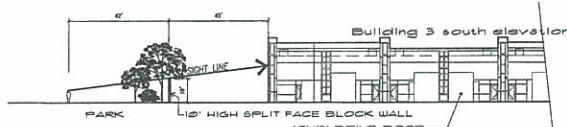
SCREEN WALL ELEVATION D
EXISTING
10' HIGH SPLIT FACE BLOCK WALL

SCREEN WALL ELEVATION D
scale: 1" = 20'

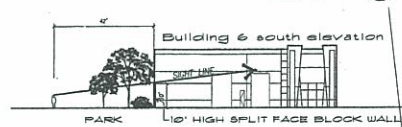


SCREEN WALL ELEVATION E
8' high conc tilt up to match buildings

SCREEN WALL ELEVATION E
scale: 1" = 20'



SITE SECTION A-A
scale: 1" = 20'



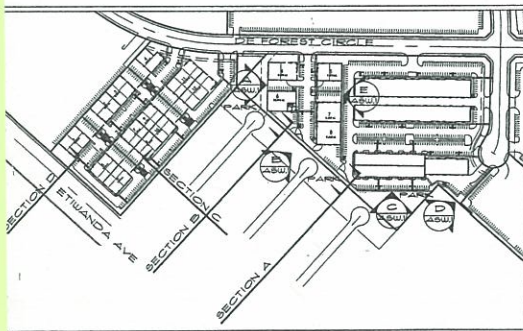
SITE SECTION B-B
scale: 1" = 20'



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**

RCI
Reversible Commercial Interiors

3685 MAIN STREET, SUITE 220 RIVERSIDE, CALIFORNIA 92501

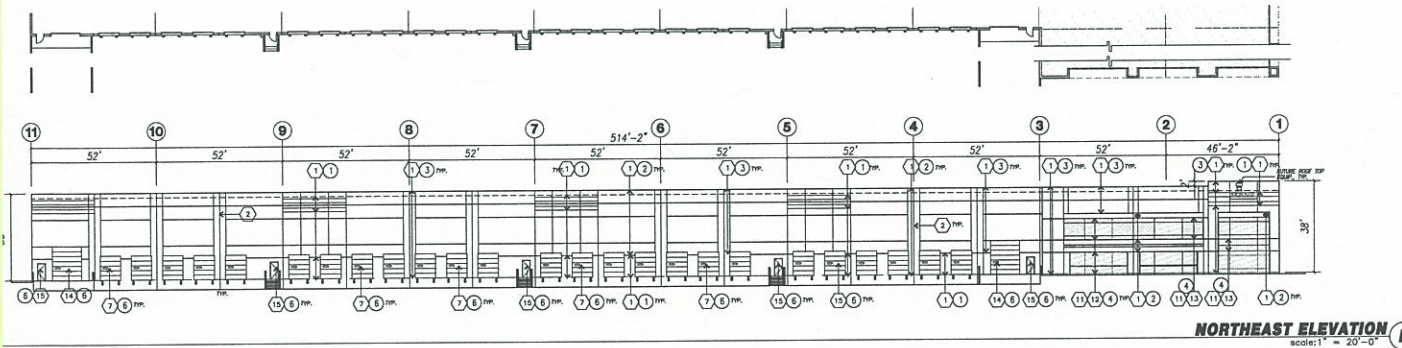
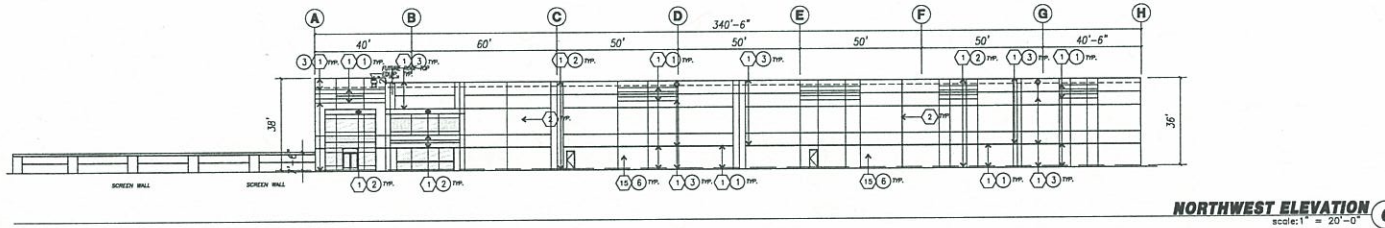
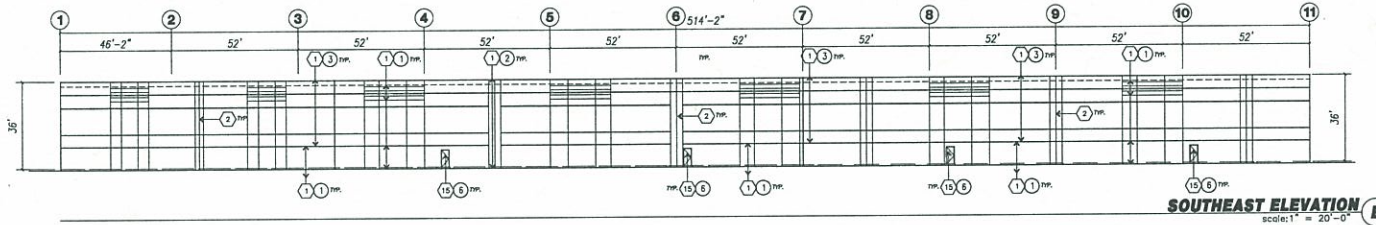
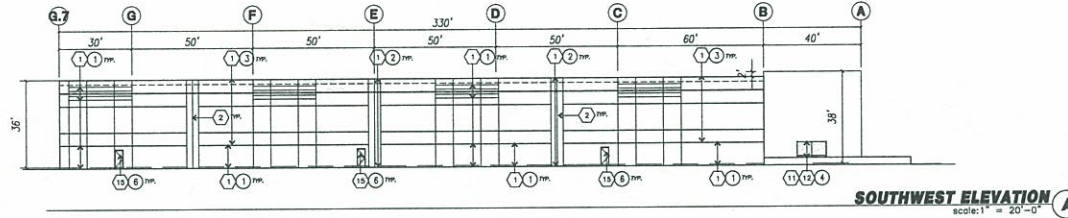
CITY OF MIRA LOMA

MARCH 26, 2007



CASE #: PP18877, AMD.#4
EXHIBIT: W
DATED: 7/12/10
PLANNER: C. HINOJOSA

CASE #: PP18879, AMD. #4
 EXHIBIT: B
 DATED: 7/12/10
 PLANNER: C. HINOJOSA



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

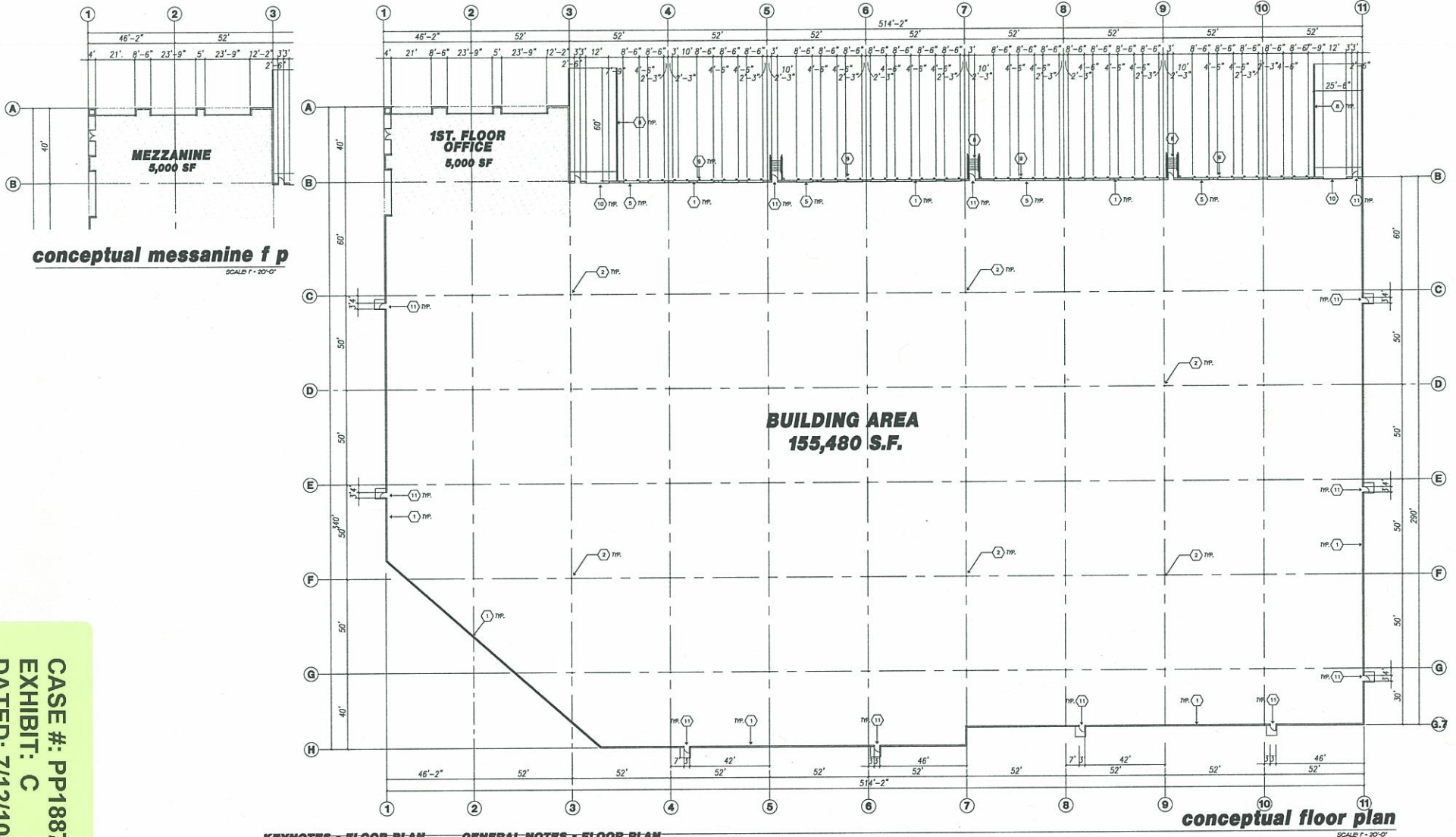
**PARCEL 41
 INDUSTRIAL FACILITY**

OC REAL Estate Management, LLC.

CITY OF MIRA LOMA REVED MARCH 8, 2007

HPA, INC.

6533 BARDEN AVENUE SUITE 400, IRVINE, CA 92618 (714) 863-0710



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"X12' 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 BROWN FINISH. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
- ⑧ CONCRETE CHIT STAIRS.
- ⑨ DOCK RAMPS, 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' MINIMUM CLEAR. 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 FINISH ONLY. ALL OTHER WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER. (FUTURE)
- F. SLOPE FOUR STEPS 1/2" 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 I-BEAM.
- 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.



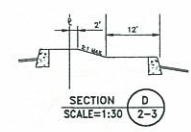
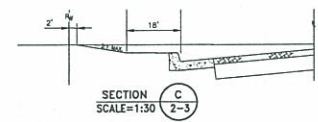
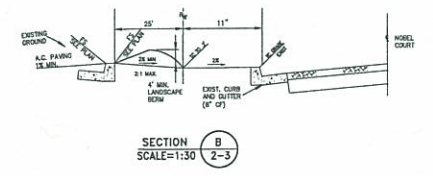
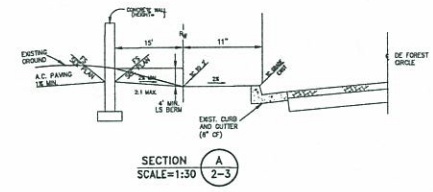
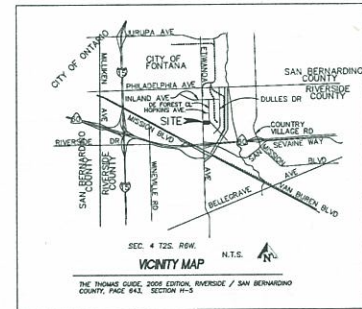
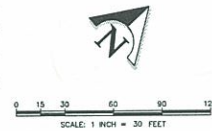
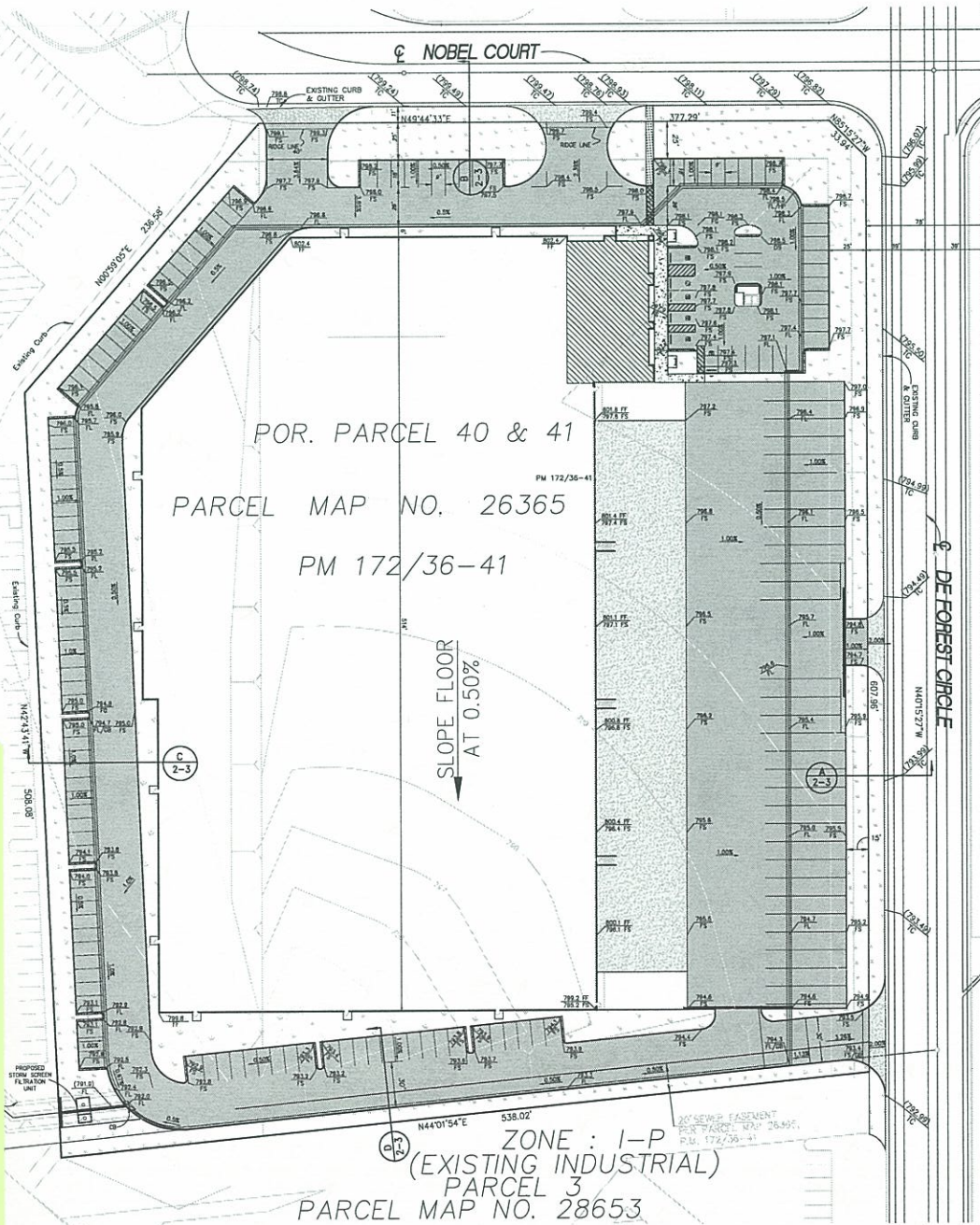
PLOT PLAN # 18879

PARCEL 41
INDUSTRIAL FACILITY
OC REAL Estate Management, LLC.
 CITY OF MIRA LOMA REVISED MARCH 8, 2007

HPA, INC.
 8043 BARDEEN 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 St., Suite 200
 Vanowen, San Bernardino, CA 92406
 Phone: (951) 661-8700
 Fax: (951) 661-8701
 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'

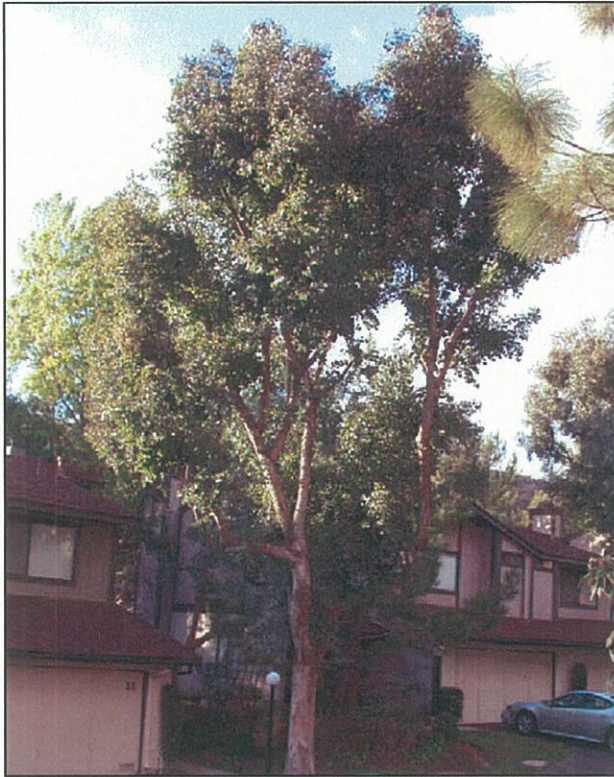
APPLICATION

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'

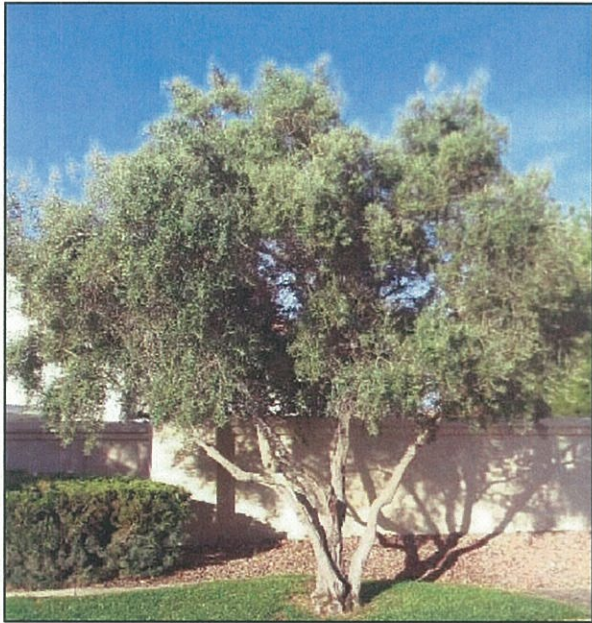
APPLICATION

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

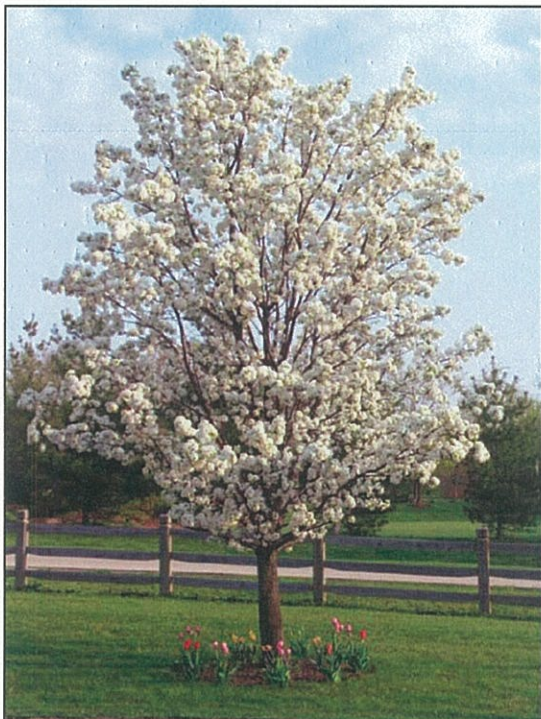
EVERGREEN
OPEN SPREADING WEeping
H- 25'-30' - S-25'-30'

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'

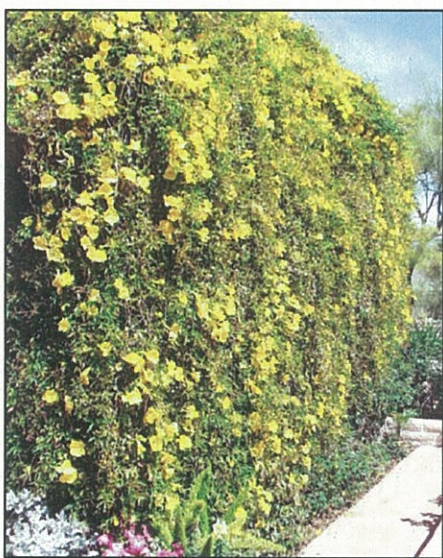
APPLICATION

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

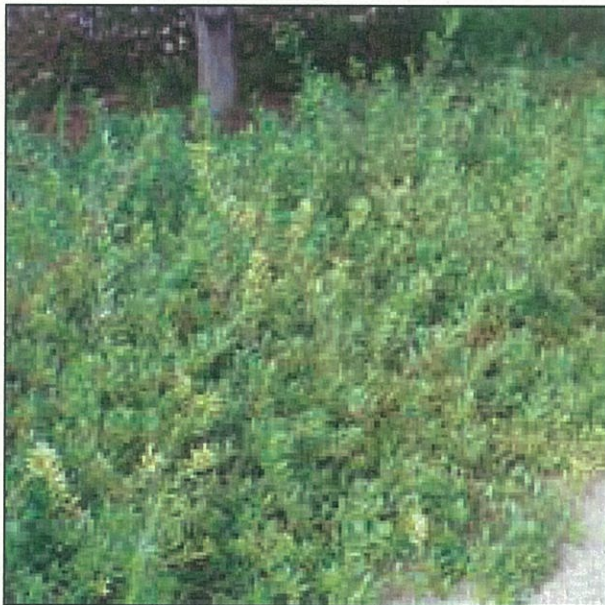
EVERGREEN
LOW MOUNDING SHAPE
H- 18" - S-2'

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

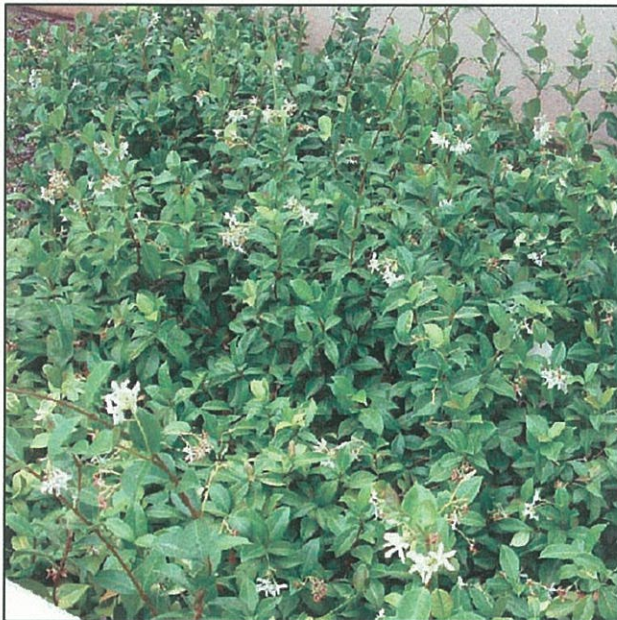
EVERGREEN
MOUNDING SHAPE
H- 18"-2' - S-3'-4'

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

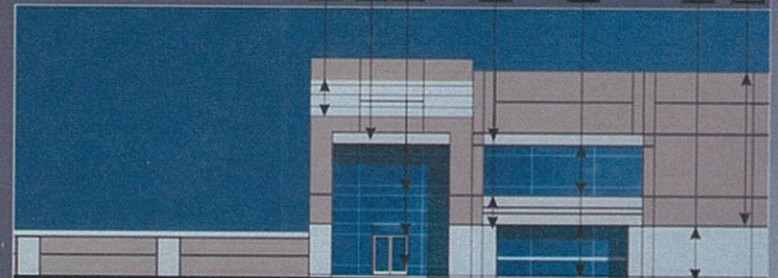


SOUTHWEST ELEVATION

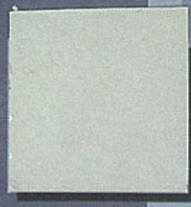


NORTHWEST ELEVATION

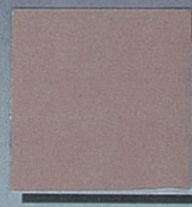
1 2 5 2 4 1 3



ENLARGED NORTHEAST ELEVATION



2 Frazee 8731W Staghorn



3 Frazee 8744D Sweetwood



4 Blue Reflective Glazing



5 Clear Anodized Mulhons

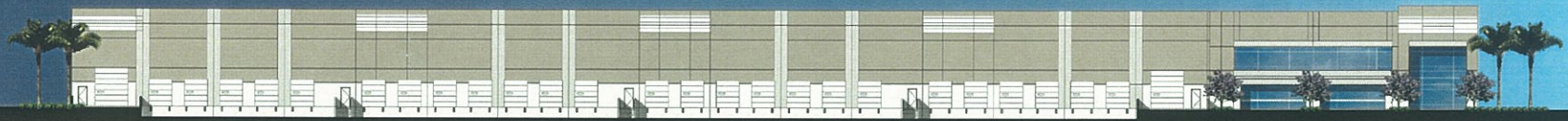
OC REAL ESTATE MANAGEMENT, LLC.

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.

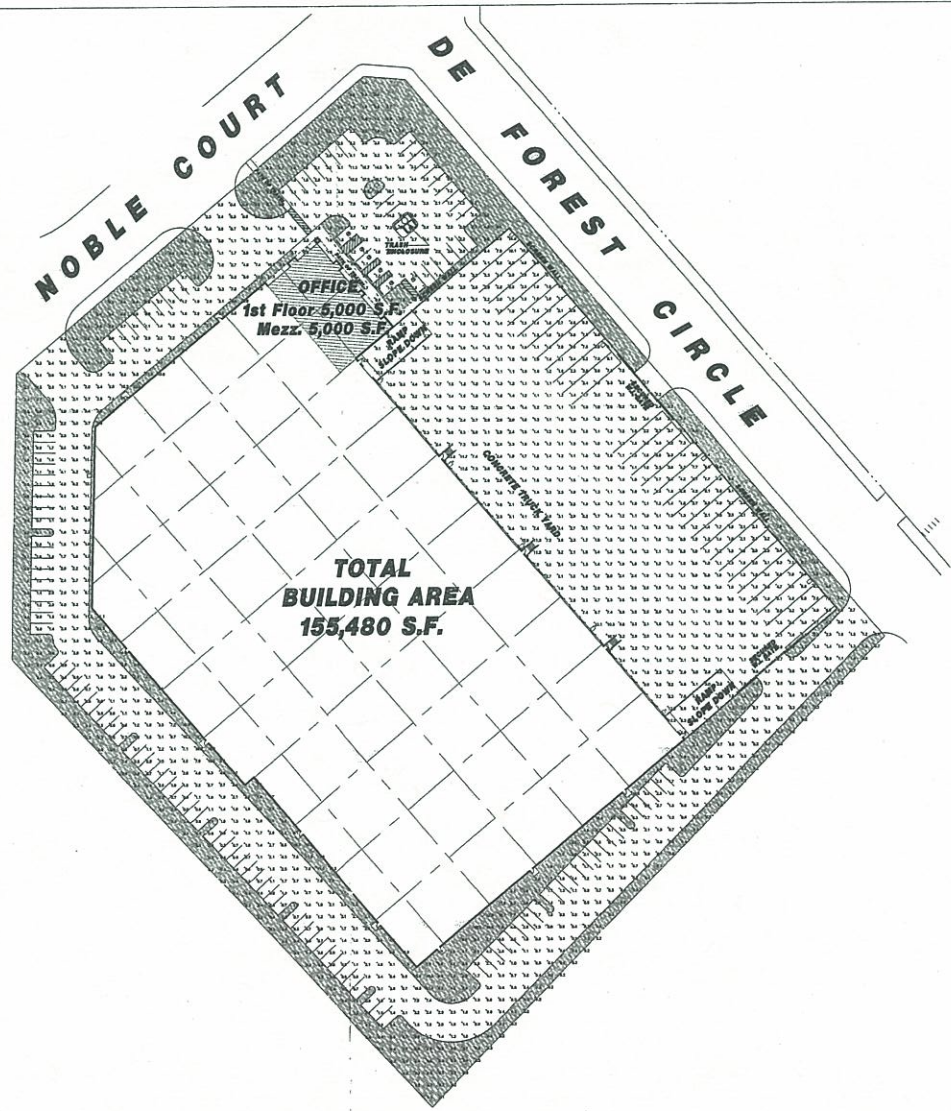
LOT 41 INDUSTRIAL FACILITY

CITY OF MIRA LOMA

PROJECT #3104
APRIL 09, 2007



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-4-420-FPS	22" x 14" x 8" REGRALUM UNIT RECESSED REFLECTOR REVERSE MOUNTED LAMP IN 1 1/2" CLEAR TEMPERED GLASS	ED18 40W-HV CLR I-P/S	VIS-L 400.03
□	B	8	VIS-4-420-FPS	22" x 14" x 8" FORWARD THROW UNIT RECESSED REFLECTOR FORWARD THROW REFLECTOR 1/2" 1" CLEAR TEMPERED GLASS	ED18 40W-HV CLR I-P/S	VIS-L 400.03
□	C	12	VIS-4-420-FPS	22" x 14" x 8" REGRALUM UNIT RECESSED REFLECTOR REVERSE MOUNTED LAMP IN 1 1/2" CLEAR TEMPERED GLASS	ED18 40W-HV CLR I-P/S	VIS-L 400.03

STATISTICS						
Description	Symbol	Qty	Watt	Min	Max	Height
Can 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
 1981 E. FRANKS ST., OAKLAND 94612-3718
 (925) 938-6375 FAX (925) 938-6588

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

PLOT PLAN:TRANSMITTED Case #: PP16979

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. GENERAL CONDITIONS

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. GENERAL CONDITIONS

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 LNDSCP 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/ 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 - 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 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. the fire department may result in project delays. 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.

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.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.)

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. 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.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.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 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.

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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)	Jurupa Unified School Dist.
Environmental Health	Jurupa Recreation and Parks Dist.
Flood Control District	Jurupa Community Services Dist.
Fire Department	So. Calif. Edison Co.
Building & Safety - Grading	So. Calif. Gas Co.
Building & Safety- Mark Berg	Pacific Bell
Riv. Co. Sheriff's Dept.	Caltrans Dist. #8
Riv. Co. Waste	U.S. Postal Service/S.B.
Supervisor Tavaglione	Calif. Dept. of Fish and Game
Commissioner Snell	Center for Community Action & Env. Justice
Union for River Greenbelt-Ray Johnson	

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)
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.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.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

February 15, 2011

Ms. Carolyn Syms Luna
County of Riverside
Planning Department
4080 Lemon Street, 9th Floor, P.O. Box 1409
Riverside, CA 92502-1409

Subject: Proposed Mira Loma Commerce Center Project, Annotated Recirculated
Environmental Impact Report Number 450

Dear Ms. Luna:

The U.S. Environmental Protection Agency (EPA) was informed of the proposed Mira Loma Commerce Center project during a community organized tour of the Inland Valley in December of 2010. As part of the tour, we visited the Mira Loma Village neighborhood and spoke with several residents who voiced their concerns regarding the potential impacts from the proposed warehouse project described in the County of Riverside's Environmental Impact Report (EIR). While EPA does not routinely review EIRs, at the request of the community groups, EPA has reviewed the Mira Loma Commerce Center Project EIR and the associated comments from regulatory agencies, Southern California Association of Governments, and the Center for Community Action and Environmental Justice.

As described in the EIR, the diesel emissions from the constant truck traffic will add to the existing poor air quality in the area, resulting in significant health impacts to the residents of this overburdened, low income, and minority neighborhood. As you know, this area does not meet EPA's National Ambient Air Quality Standards (NAAQS) and is classified as extreme nonattainment for 8-hour and 1-hour ozone, serious nonattainment for particulate matter less than 10 microns, and nonattainment for particulate matter less than 2.5 microns. We support the mitigation measures suggested by the South Coast Air Quality Management District (SCAQMD) in its October 21, 2010 comment letter on the Final EIR, that would include a partial or phased requirement for a clean diesel truck fleet to serve the proposed commerce center. We have learned that the project proponent has recently begun discussions about the project with community groups directly affected by the Commerce Center. We hope these negotiations lead to additional mitigation measures to avoid or minimize impacts of the project.

The Mira Loma Village neighborhood is comprised of low-income, Latino residents, a fact that was not brought up in the EIR. As discussed in EPA's *Framework for Cumulative Risk*¹ and the *National Environmental Justice Advisory Council's Ensuring Risk Reduction in Communities with Multiple Stressors: Environmental Justice and Cumulative Risks/Impacts*², disadvantaged, underserved, and overburdened communities are likely to have pre-existing deficits of both a physical and social nature that make the effects of environmental pollution more, and in some cases

¹ Available at: http://oaspub.epa.gov/eims/eimscomm.getfile?p_download_id=36941

² Available at: <http://www.epa.gov/compliance/ej/resources/publications/nejac/nejac-cum-risk-rpt-122104.pdf>

unacceptably, burdensome. In making your decision on the project, we recommend you consider the potential for certain subpopulations, such as residents of Mira Loma Village or children attending schools near the project area, to be more adversely affected by air pollution, as we believe it further supports the need to avoid or mitigate emissions from the Commerce Center. We strongly encourage your office to evaluate any relevant and readily available health data (such as asthma prevalence rates and rates for asthma emergency department visits and hospitalizations) to determine the current health status of this community and the potential health impacts from the proposed project on what may be a more susceptible population. EPA recently promulgated a more stringent NAAQS for NO₂, an air pollutant which can aggravate asthma and other respiratory ailments, particularly for populations living near roadways. The scientific support documentation for the new NO₂ standard provides context for considering potentially more susceptible populations³.

Please contact me, at (415) 972-3843, or Tom Kelly, of my staff, at (415) 972-3856 or kelly.thomas@epa.gov, if EPA can be of assistance in this matter.

Sincerely,



Enrique Manzanilla
Director, Communities and Ecosystems Division

cc: Ian MacMillan, South Coast Air Quality Management District

³ See U.S. EPA. Integrated Science Assessment for Oxides of Nitrogen – Health Criteria (Final Report), Section 4.3. U.S. Environmental Protection Agency, Washington, DC, EPA/600/R-08/071, 2008. Available at: <http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=194645#Download>

Johnson Sedlack

ATTORNEYS at LAW

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Facsimile: 951-506-9725

February 16, 2011

Riverside County Planning Department
4080 Lemon Street, 9th Floor
P.O. Box 1409
Riverside, CA 92502
Fax: (951) 955-1811

RE: Planning Commission Agenda Item No. 3.5 -- Appeal of Planning Director's Hearing Resolution No. 2010-006, Certifying 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 in this action and in response to the Staff Report prepared for this hearing. 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.

Aesthetics:

All feasible mitigation measures were not adopted in the EIR to mitigate for potential significant impacts from light. Requiring timers to turn off lights during the day in no way mitigates for impacts from light at night, presumably the predominant time when lighting would be utilized. The design feature that, "Wherever practicable, energy efficient lighting will be used," also does not provide any mitigation or enforceable measures. The proposed mitigation that low pressure sodium fixtures be used for exterior lighting is feasible and should be implemented to reduce impacts. Also, the proposed mitigation that site lighting be compatible with "Dark Sky" specifications has not been shown to be infeasible and should be required.

Air Quality:

Shuttle service has not been demonstrated to be infeasible, particularly with regards to transport to and from the Etiwanda commercial center and to and from transit stations. The purpose of shuttle service is to reduce vehicle trips to and from the site and promote the utilization of public transit. Shuttle service should be required of this project.

With regards to the proposed mitigation of a meal truck, if a meal truck would likely access the site during construction and operation, it is not infeasible to require that a meal truck be contacted and ensured to be onsite as a contract specification to project tenants.

It has not been shown to be infeasible to limit phasing of construction activity among the 6 plot plans. As NOX emissions could be significantly reduced by not having concurrent building, such a plan should be implemented through contract specifications to future tenants.

Ridesharing incentives are not shown to be infeasible and should therefore be required of the project.

With regards to truck trips to and from the ports, the reasoning in the staff report is substantively flawed. The staff report claims that as this project consists of smaller warehouses, port trips will be unlikely. However, warehouses will be constructed up to 426,212 sq. ft., where the staff report defines small warehouses as 250,000 sq. ft. Also, this analysis only considered heavy duty truck trips, not smaller trips.

The suggested mitigation measures requiring SmartWay compliance or users is not shown to be infeasible because the future tenants are unknown. This requirement could easily be written into and required by contract specification.

Installing catalytic converters on gas powered equipment is not already mitigated by MM Air 6, which requires low emission propane or electric forklifts for forklifts only. MM Air 6 does not mitigate for any other gas powered equipment. Hence catalytic converters should still be required for other equipment. Likewise, for electric yard trucks, MM Air 6 does not apply and only applies to forklifts. A mitigation measure requiring electric yard trucks should be implemented with this project.

In MM Air 15, preferential parking for carpool/vanpool only applies to high-occupancy vehicles and vans used for ride sharing, not basic cars, trucks, or vans carpooling. Mitigation should provide preferential parking to all carpoolers.

Implementing a parking fee for single-occupancy vehicle commuters is not shown to be infeasible. In fact, the reasoning relied on that it would penalize people for driving to work is the purpose of the measure, such that carpooling and alternative transportation methods would be thereby promoted. This mitigation measure should be required of the project as it has not been shown to be infeasible and would reduce air quality impacts.

There is no explanation of why incentives for public transit or carpooling are infeasible. Preferential parking for vans and high occupancy vehicles does not incentivize public transit.

The project is unclear as to what level of LEED certification is required and does not explain why requiring a specific LEED certification is infeasible. If platinum is infeasible, the project could require LEED gold certification.

A mitigation measure requiring that solar power be used sufficient to provide for the needs of the project and all project mobile sources should still be required and is not shown to be infeasible. The staff report States that only one building would possibly be used in SCE's Solar Rooftop Program, however this doesn't explain why the developers could not feasibly build solar on the other buildings. Also, there is no guarantee that solar will be build by SCE. A mitigation measure should require some sort of guarantee that solar will be build onsite, such as a letter of intent from SCE.

Solar water heaters can feasibly be required of this project and will provide substantial mitigation over tankless water heaters. Also, tankless will only be used "wherever practicable," and is uncertain to ever be used on this project. Solar water heating is thus still feasible and would substantially reduce this project's air quality emissions.

Biological Resources

As this project will result in a potentially significant impact to biological resources, all feasible mitigation is required. Neither the EIR nor staff report demonstrate that it is infeasible to require off-site mitigation of a similar type and amount of habitat as proposed by CCAEJ.

Hydrology and Water Quality:

The staff report claims that all development was discussed in JCSD's Optimum Basin Management Plan WSA; however the WSA did not include this specific project in calculations, just impacts of "development". Also, it is unclear if any cumulative impacts of nearby projects were taken into account in making this determination that there would be sufficient recharge capacity. Therefore, the County must adopt the following additional mitigation measure which has not been shown to be infeasible:

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.

Utilities:

Cumulative solid waste impacts are not addressed in the staff report analysis of individual solid waste impacts. Moreover, the assumption that if recycling facilities are installed, they will be used to the maximum extent possible to reduce impacts is invalid and not predicated on fact. There is no reason why it is infeasible to require contracts with future occupants to require that all recyclable materials be recycled. This mitigation must be required of the project.

Noise:

The project will have significant noise impacts, contrary to the conclusion of the EIR. For instance, even taking into account the 5 dbA threshold for a significant permanent noise increase adopted in the EIR (whether or not this threshold is well above what constitutes a significant noise increase per our prior comments), the project will result in increases of up to 8 dBA at Hopkins and Etiwanda. This is a significant impact.

The mitigation measures in the noise section specifically and improperly rely on Ordinance 847.

A noise barrier should be constructed around the project sites. By this terminology, Johnson & Sedlack specifically means some sort of noise attenuation wall, not merely distances which are unable to mitigate noise below a level of significance.

The staff report and EIR do not adequately evaluate or mitigate for cumulative noise impacts. Specifically, facility-related noise individually is referred to when impacts cumulatively may be much more severe.

There is no mitigation for daytime impacts. This is improper where the project will result in significant impacts as a result of significant permanent noise increases over existing levels. According, the mitigation measures recommended with the appeal filing and beforehand by Johnson & Sedlack should be implemented.

Recommended mitigation measure 4, regarding maintaining roads well and ensuring that they are bump-free, is intended to reduce noise from trucks and their loads, not merely tire noise. For this reason, this measure differs substantially from rubberized asphalt and should be required of the project.

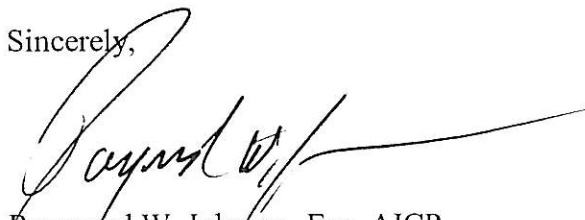
Lastly, although the project design calls for 6ft high separation walls, which may be higher if nighttime activities occur, there is no requirement that the walls reduce impacts to a level below significance or meet any sort of performance standards. Additional mitigation requiring that these walls reduce noise below significant levels should be required.

Traffic and Transportation:

Johnson & Sedlack restates their comments provided in the Air Quality section of this letter, as they are substantively the same, and will provide traffic mitigation as well.

Thank you for your consideration.

Sincerely,



Raymond W. Johnson, Esq. AICP
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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

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November 30, 2010

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**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.”

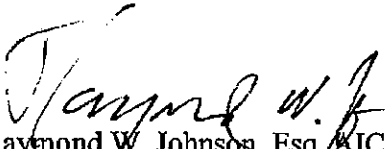
MM Trans 7 should also require that “If the timing of the final phase of the project precedes the planned off-site improvements that will be implemented through payment of the aforementioned fees, the project shall be required to construct interim improvements to provide adequate capacity until the ultimate 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

RAYMOND W. JOHNSON, Esq. AICP
26785 Camino Seco
Temecula, CA 92590
(951) 506-9925
(951) 506-9725 Fax
(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

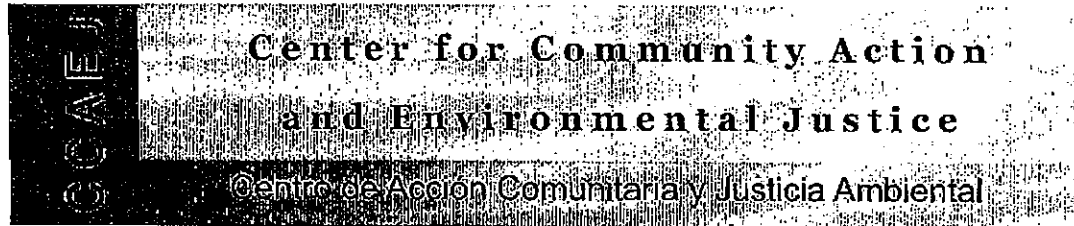
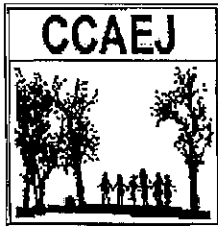
(816) 333-4800

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.



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.

CCA EJ 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

rachel.l@caej.org

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").

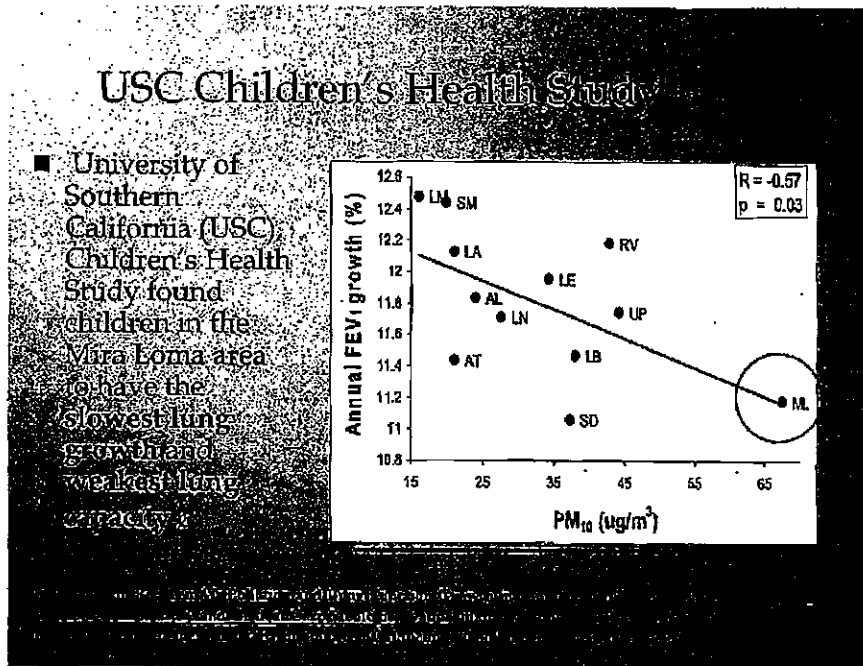
⁴ ERP, What's New-1 at 4.

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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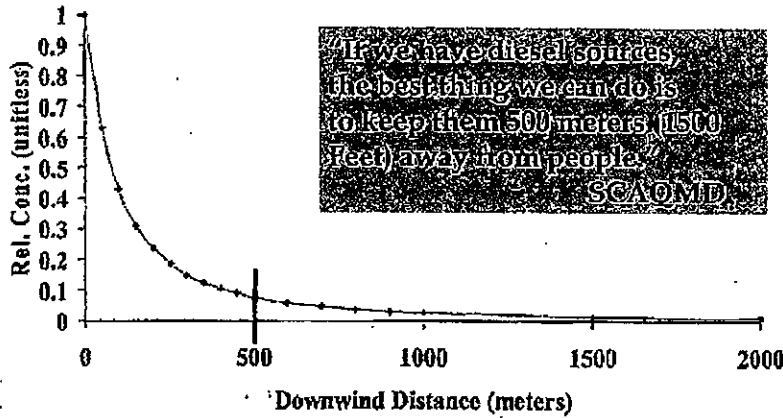
Residents in Inland Empire communities will undoubtedly face additional impacts due to the increased pollution from this project. For sensitive populations, such as children and the elderly, and for those who live and work in close proximity to these major sources of diesel exhaust, the risk will be 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.

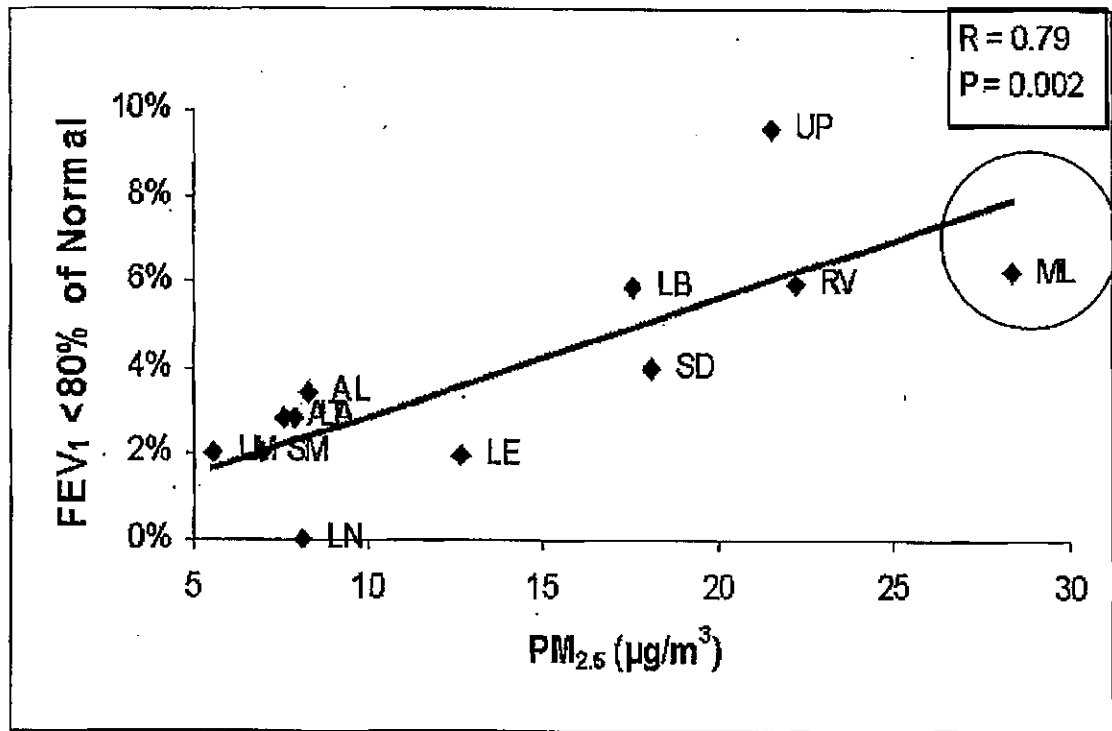


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Sensitivity of Concentrations to Downwind Distance



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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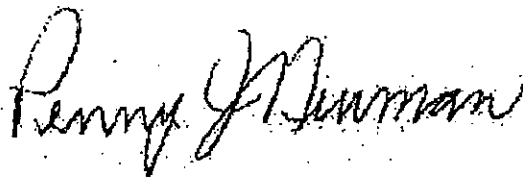
have a meaningful opportunity to review and comment upon this significant new information in the form of a recirculated draft supplemental EIR.

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

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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?

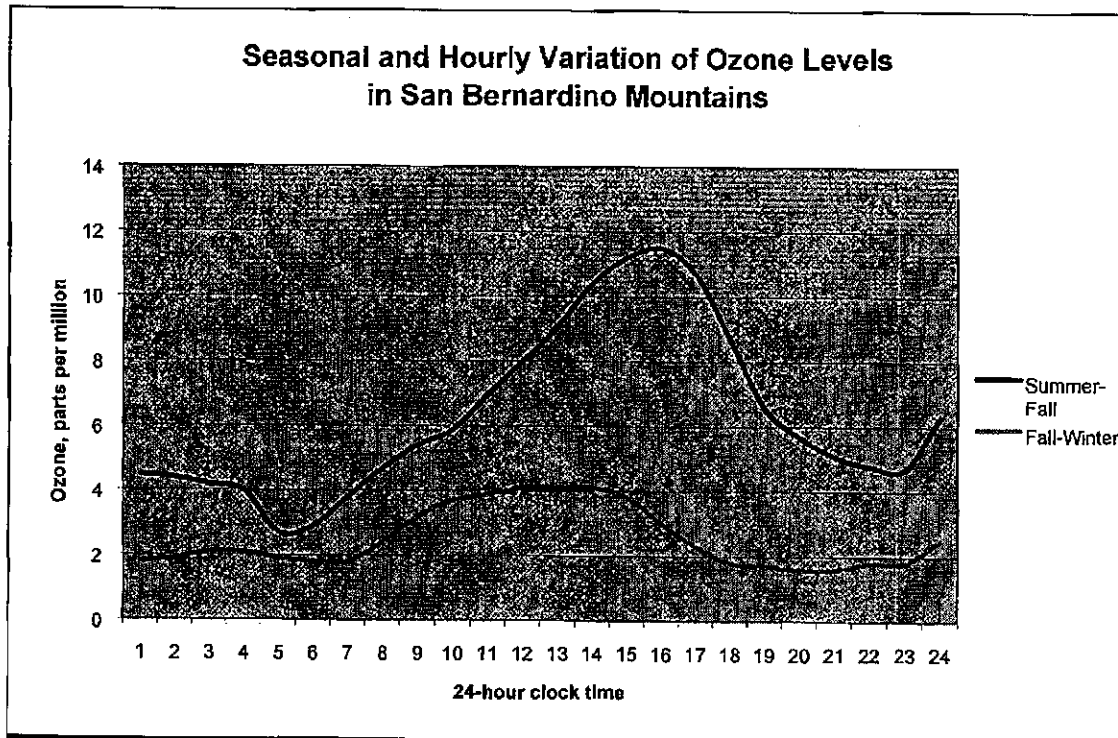
Ozone

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.

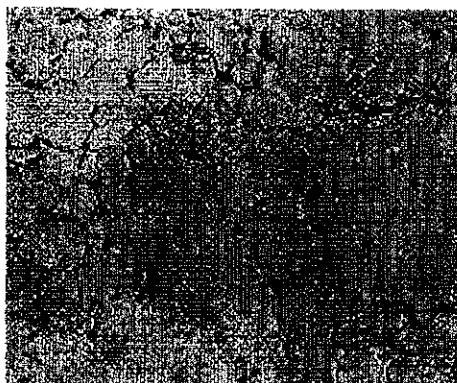


Figure 1

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,

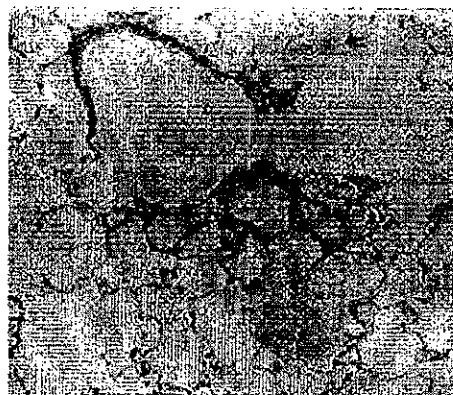


Figure 2

fungi and viruses, and are also important in helping to repair lung tissue injury caused by inhaled pollutants.

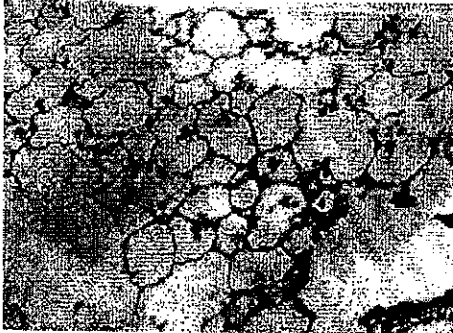


Figure 3

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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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 Measures²⁶

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 retrofit 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/cwdocs/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

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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
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- A commercial center so we don't have to drive 5-7 miles for basic household needs
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- 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. Charles Zamathona	10940 IBERIA M.L.	951 6850865
2. Sara Zamathona	2525 Lime St Riverside ⁹²⁵⁰¹	951 727 6034
3. Alvaro Robles	2525 Lime St Riverside ⁹²⁵⁰¹	(951) 212-5599
4. Alexis Rodriguez	13162 Eyota Dr. Moreno Valley ⁹²⁵⁵⁵	(951) 332-1836
5. Desiree Rodriguez	2525 Lime St	(951) 295-1855
6. Daniel Rodriguez	13162 Eyota Dr. Moreno Valley ⁹²⁵⁵⁵	(951) 867-2096
7. Laura Borrero	3581 - urbana av. M.L	(951) 681-1791
8. Ramona Zamathona	10940 IBERIA M.L.	951 6850865
9. Melanie Guerrero	10940 Iberia ml.	(951) 742-1286
10. Antonia Fuentes	10940 Iberia ml	951-330-1793
11. Pamela Solis	10924 Iberia St	(951) 685-9603
12. Juana Solis	10924 Iberia St	(951) 685-9603
13. Jorge Solis	10924 Iberia St	(951) 685-9603
14. Yesenia Solis	10924 Iberia St	(951) 685-9603
15. Jorge Solis	10924 Iberia St	(951) 685-9603

**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 OCTOIA	10941 IBERIA ST	951-220-9905
14. SARAH OCTOIA	10941 IBERIA st.	(951) 220-4304

Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental

the community/ies ask that you:

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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. Filomeno 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**

We the community/ies ask that you:

Gene

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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>Remis Benson</i>	<i>17470 N. LYNN CIR</i>	
13. <i>...</i>	<i>3797 EVE CIR. APT L</i>	
14. <i>Profiter ...</i>	<i>1321 W. Madison A. St.</i>	
15. <i>Eudoxia C. ...</i>	<i>3761 EVE CIR Apt D</i>	

Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental

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- 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.

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 Richbark</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. 9204</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

We the community/ies ask that you:

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- 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.

- 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 Miraloma Ca. 91752
 5. Martin Marquez
 6. Cynthia McDonald 10906 Lansford St Miraloma 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 Miraloma 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

**Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental**

Ve the community/ies ask that you:

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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 GILLESPIE	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.		
13.		
14.		
15.		

Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental

We the community/ies ask that you:

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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
4.		
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**Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental**

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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>Adam [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 Nankin</u>	<u>170 E 6th St</u>	<u>(602) 881-4998</u>
14. <u>POOJA PAUL</u>	<u>1050 N. MILES AVE</u>	<u>(909) 544 7110</u>
15. _____		

**Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental**

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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. Melaine 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.		

**Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental**

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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	952-261-8448
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. Dan Cull	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 Tui	Pitzer	609-947-3888
14. Jake Harber	1050 N. Mills Ave.	541-914-7137
15. Samuel Jones	1050 N. Mills Ave.	615-291-4205

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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>Russell Llewellyn</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 [unclear] Claremont CA 91711</u>	<u>909-451-3696</u>
11. <u>[Signature]</u>	<u>Part of [unclear] [unclear] 909. [unclear]</u>	<u>[unclear]</u>
12. <u>Jenny McClinton</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 Hokkar</u>	<u>170 E Sixth St Box 1522 Claremont CA 91711</u>	<u>[unclear]</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>Giselle 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 Aronson</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>Therapy Practice</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. Shalmya 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>Donna 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>760 533-7262</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>

**Center for Community Action and Environmental Justice
Centro de Acción Comunitaria y Justicia Ambiental**

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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.	(210) 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	626-695-0109
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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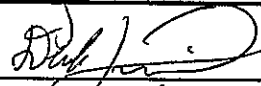

<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. <u>Ambrose Datto</u>	<u>Pomona College</u>	<u>808 937 9377</u>
2. <u>Samantha Ay</u>	<u>Pomona College</u>	<u>805-403-3216</u>
3. <u>Colin McWhidley</u>	<u>Pomona</u>	<u>820-756-8078</u>
4. <u>Angie Lagarran</u>	<u>Pomona College</u>	<u>408-309-7082</u>
5. <u>Jain Chahal</u>	<u>Pomona College</u>	<u>709.626.2197</u>
6. <u>Kiz</u>	<u>Scrapps</u>	<u>858 335 8012</u>
7. <u>Keyle</u>	<u>Scrapps</u>	<u>626 215 9635</u>
8. <u>Alma Estr</u>	<u>Pitzer</u>	<u>323.972.5219</u>
9. <u>Alma Estr</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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Name	Address	Phone
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. Mshe 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	
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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) 800-2504
4.		
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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 Hawse	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	Pibex	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 Pappman	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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<u>Name</u>	<u>Address</u>	<u>Phone</u>
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
15.		

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<u>Name</u>	<u>Address</u>	<u>Phone</u>
1. <u>Shruti Punkenyasha</u>	<u>1050 Columbia ave.</u>	<u>217-721-3254</u>
2. <u>Amanda Banducci</u>	<u>15024th Ave SAN Mateo CA</u>	<u>650 6781903</u>
3. <u>Priya Saxena</u>	<u>608 Blossom Ct. Pleasanton CA</u>	<u>925-989-9659</u>
4. <u>ELIZABETH WARD</u>	<u>742 N AMHERST AVE, CLAREMONT</u>	<u>619-395-2298</u>
5. <u>Jeff Macdonald</u>	<u>CA 91711</u>	<u>626-827-6172</u>
6. <u>David Davila</u>	<u>3389 Cambria Ct Riverside Ca</u>	<u>(951) 880-9671</u>
7. <u>Jemima Bassos</u>	<u>27 Bassett Ct Lynn MA</u>	<u>617-461-5938</u>
8. <u>Xiaohan (Meimei) Xu</u>	<u>1050 N. Mills ave Claremont, CA</u>	<u>503-860-9818</u>
9. <u>Mick Rosenthal</u>		
10. <u>Savannah Ross</u>	<u>1050 N. Mills ave Claremont, CA</u>	<u>622-644-6336</u>
11. <u>Laurent Gaudet</u>	<u>360 E Foothill Claremont, CA</u>	<u>—</u>
12. _____		
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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:

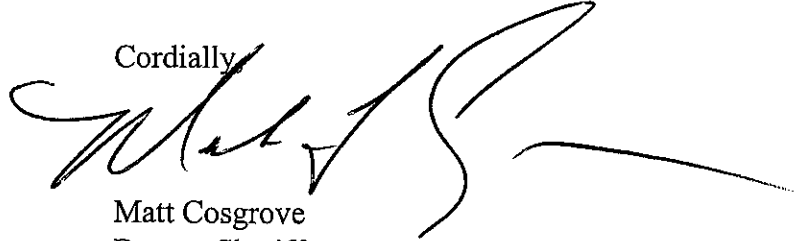
The planned fencing along the perimeter, concrete block walls and annotated gates demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The premises should have "No Trespassing or Loitering " signs posted along the perimeter fenceline 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.

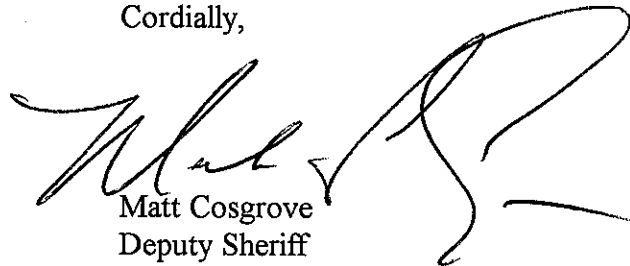
The forms required from Riverside County Fire may be obtained on the 2d Floor, County Administrative Center, 4080 Lemon St., Riverside, CA..

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:

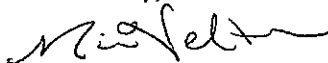
1. **Prior to issuance of a building permit**, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Waste Management Department for review and approval. The plot plan shall conform to ***Design Guidelines for Recyclables Collection 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:

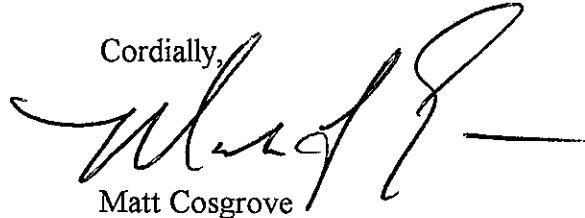
The planned fencing along the perimeter, concrete block walls and annotated gates demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The premises should have "No Trespassing or Loitering" signs posted along the perimeter fence 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:

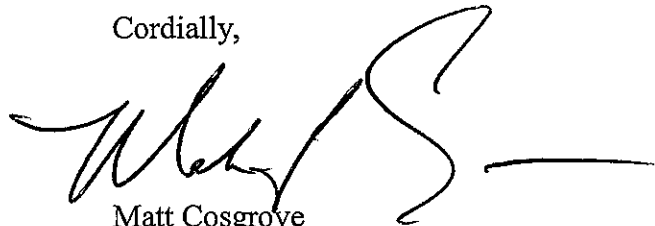
The planned fencing along the perimeter, concrete block walls and annotated gates demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The top portion of the southern wall, which separates the adjoining residential neighborhood, 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 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: *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. 18879~~ - 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:

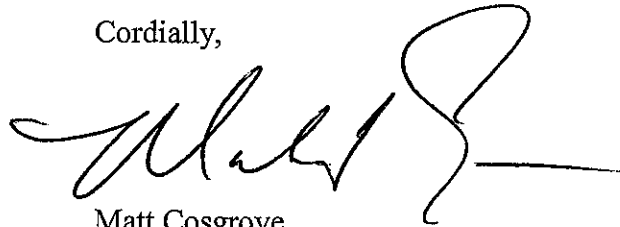
The planned fencing along the perimeter, concrete block walls and annotated gates demonstrate the appropriate use of defensible space, which should deter subjects from loitering or trespassing on the premises. The top portion of the southern wall, which separates the adjoining residential neighborhood, 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

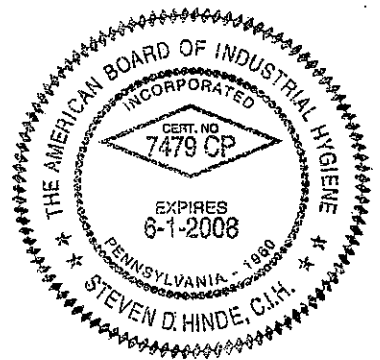
Reference Number: 95439

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.

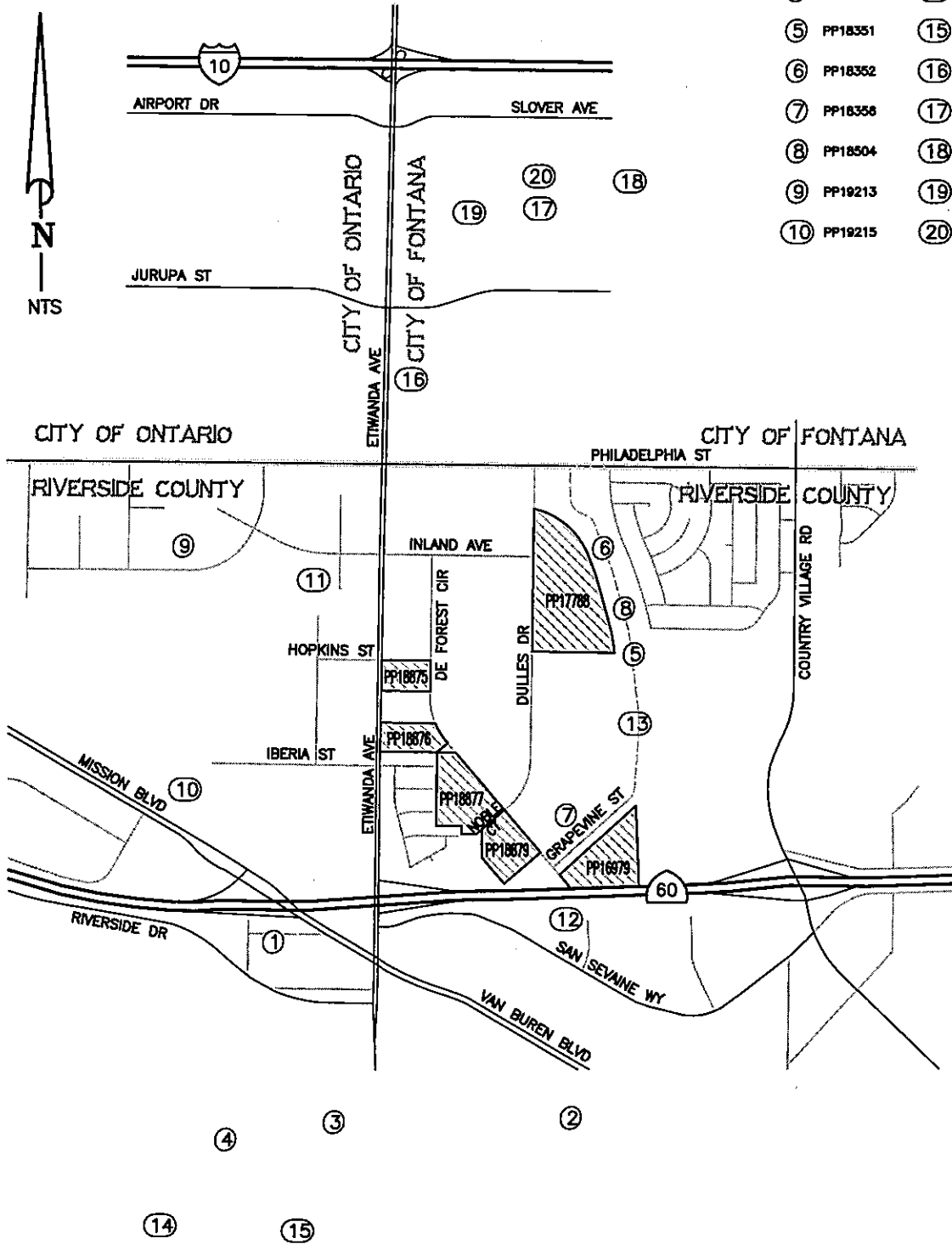
Additionally, in order to generate a worst-case scenario for cumulative impact emissions analysis, it was assumed that there would be no “pass-by trips” or “diverted linked trips” which would reduce the total number of vehicle miles traveled as a result of the cumulative projects; therefore assuming 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].)

CCA/EJ/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.

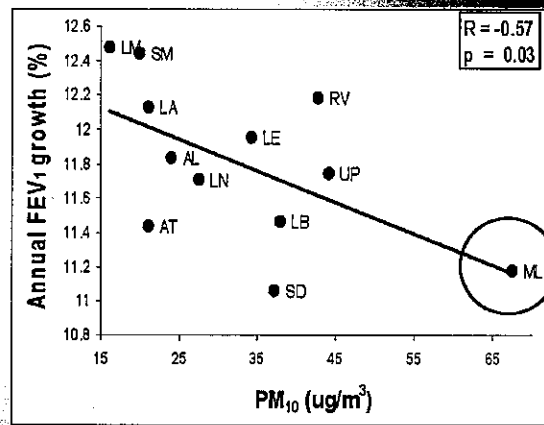
³Totals do not add up due to rounding.

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.

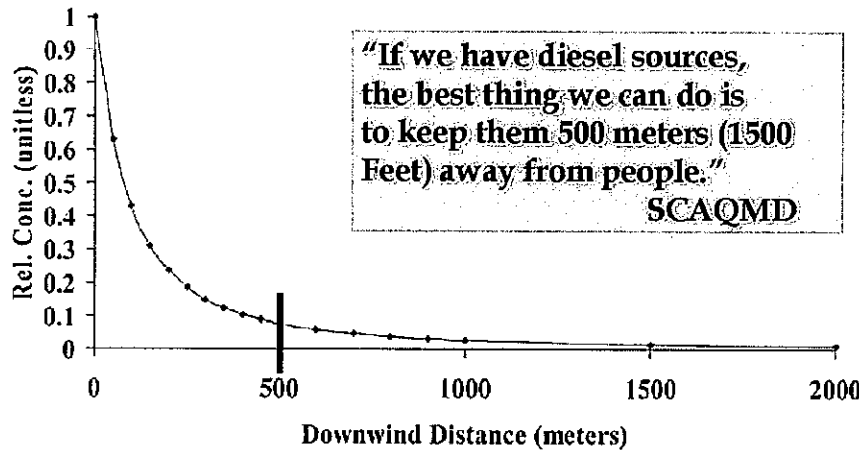
USC Children's Health Study

- 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.**

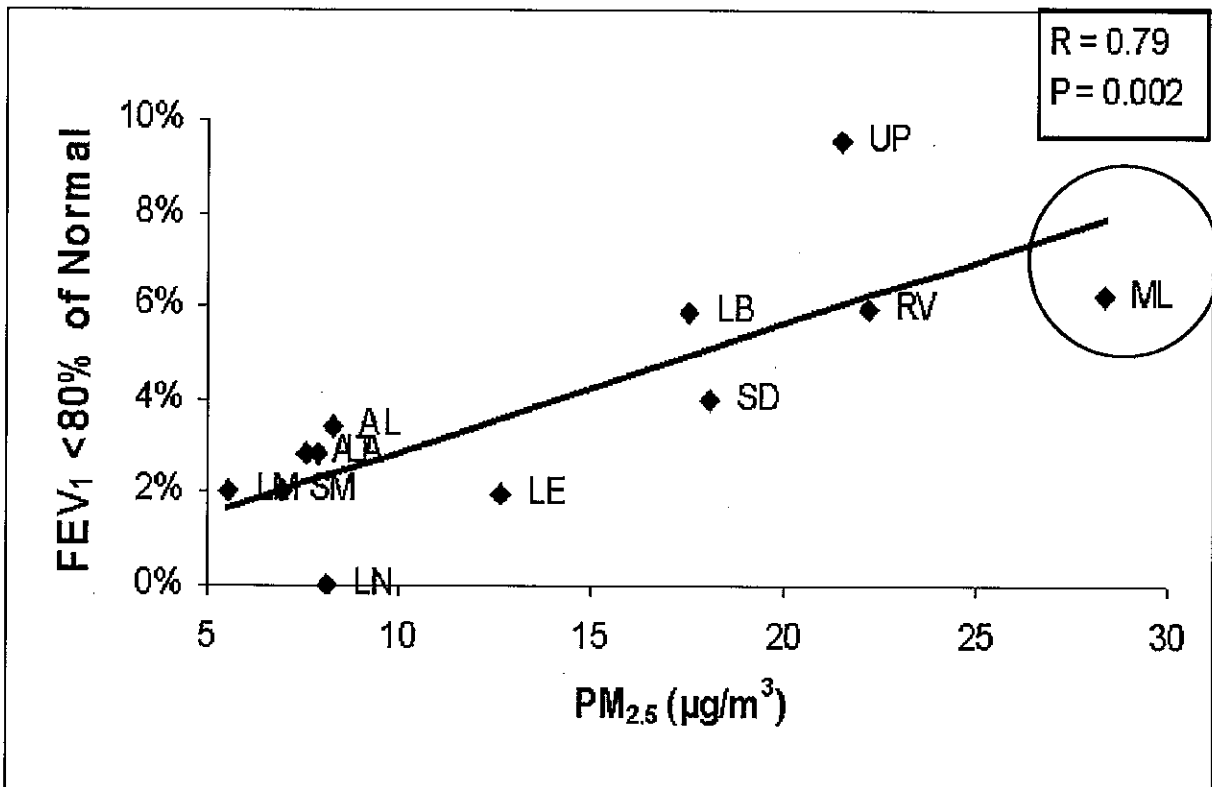


Association Between Air Pollution and Lung Function Growth in Southern California Children, American Journal of Respiratory and Critical Care Medicine, Gauderman, W. James, McConnell, Rob, et al, Department of Preventive Medicine, University of Southern California School of Medicine, Los Angeles.

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[ions]" 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
1314 Second St.
Santa Monica, CA 90401
p: 310.434.2300
f: 310.434.2399

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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
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").

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.

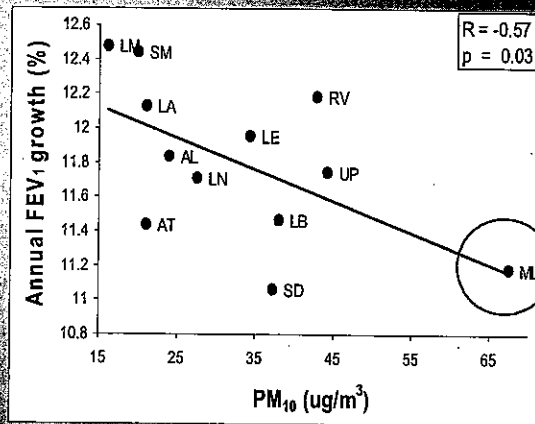
⁵ CARB, *Methodology for Estimating Premature Deaths Associated with Long-Term Exposures to Fine Airborne Particulate Matter in California Draft Staff Report*, (May 22, 2008).

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

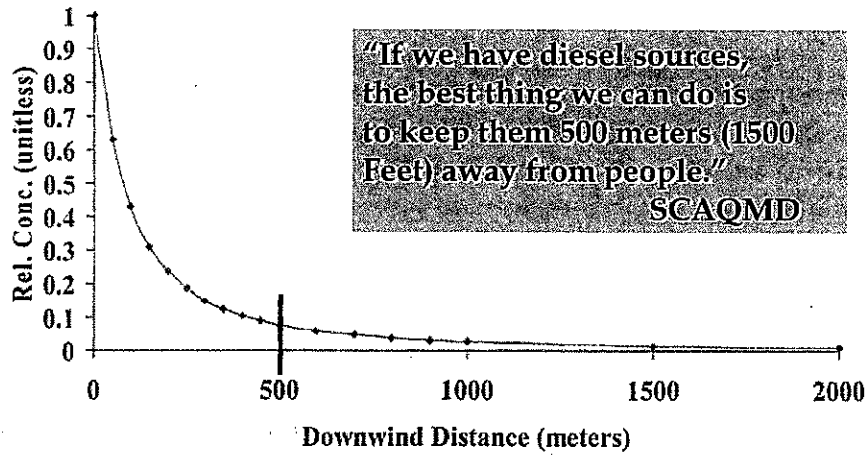
■ University of Southern California (USC), Children's Health Study found children in the Mira Loma area to have the slowest lung growth and weakest lung capacity.



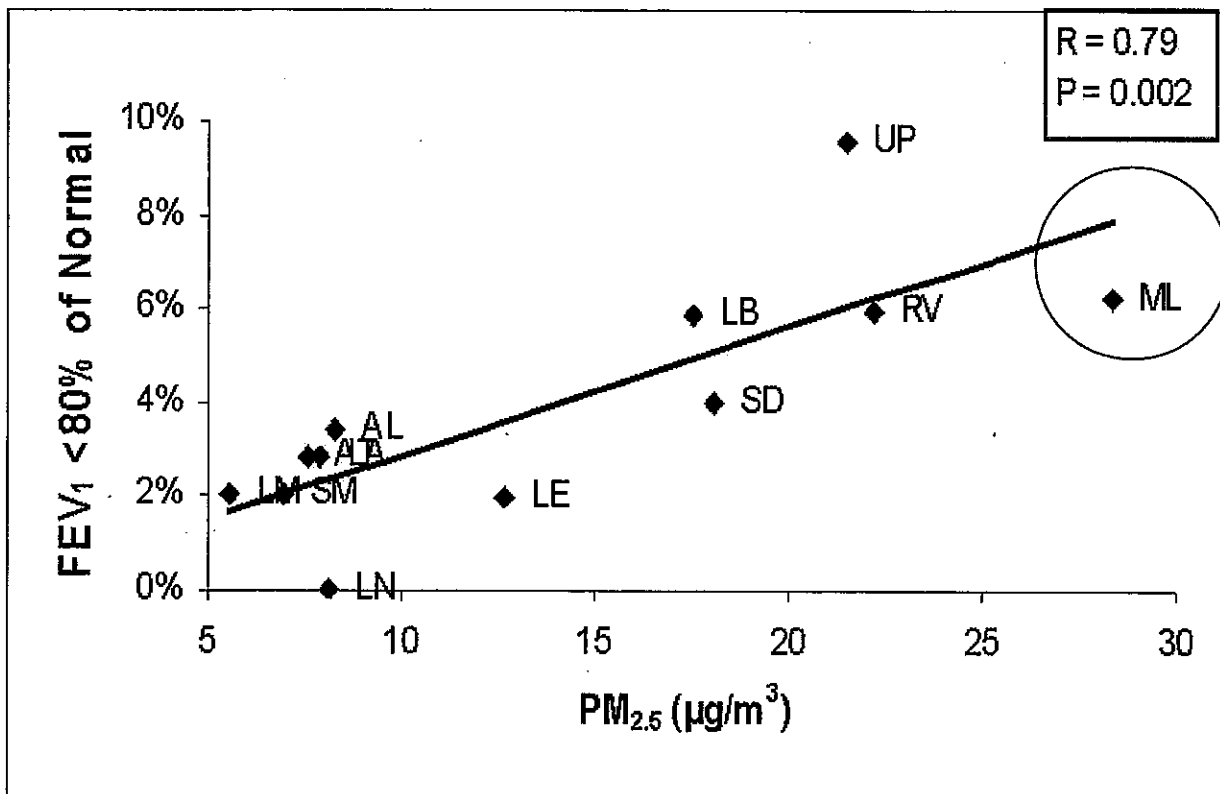
Association Between Air Pollution and Lung Function Growth in Children. Environmental Health Perspectives, 2000, 108(12):1241-1247. <http://ehpnet1.niehs.nih.gov/docs/2000/108-12/1241-1247/abstract.html>

Association Between Air Pollution and Lung Function Growth in Children. Environmental Health Perspectives, 2000, 108(12):1241-1247. <http://ehpnet1.niehs.nih.gov/docs/2000/108-12/1241-1247/abstract.html>

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).

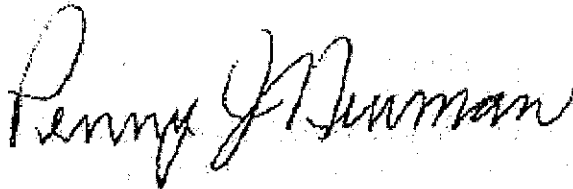
have a meaningful opportunity to review and comment upon this significant new information in the form of a recirculated draft supplemental EIR.

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

Goods Movement High Speed Rail Transport (HSRT) for Freight

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.

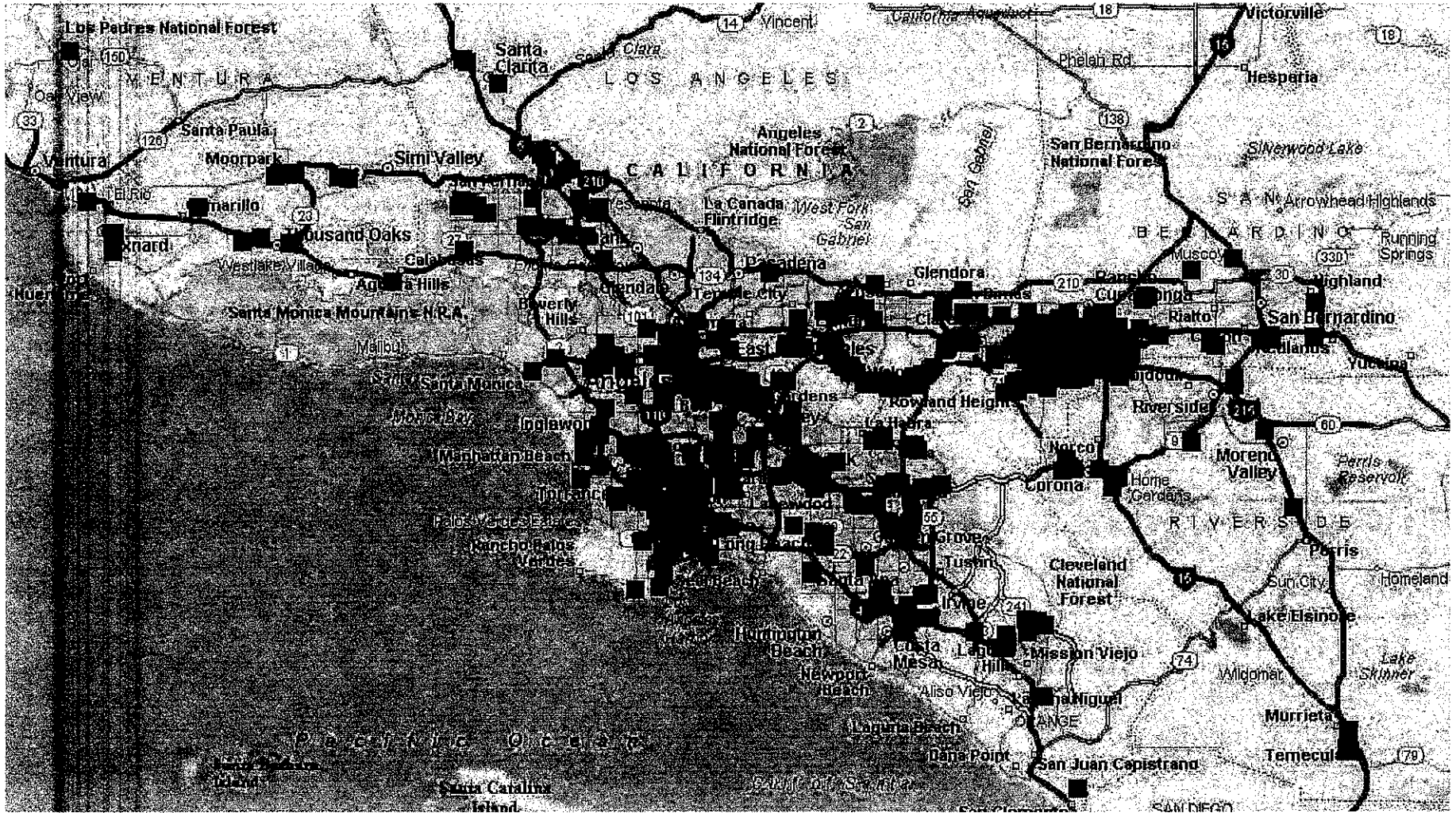
According to studies by Dr. John Husing, the manufacturing sector historically played a key role in the regional economy by providing upward income mobility to entry-level workers with marginal education. Manufacturing has enabled unskilled workers to gain necessary skills and experience via on-the-job 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.

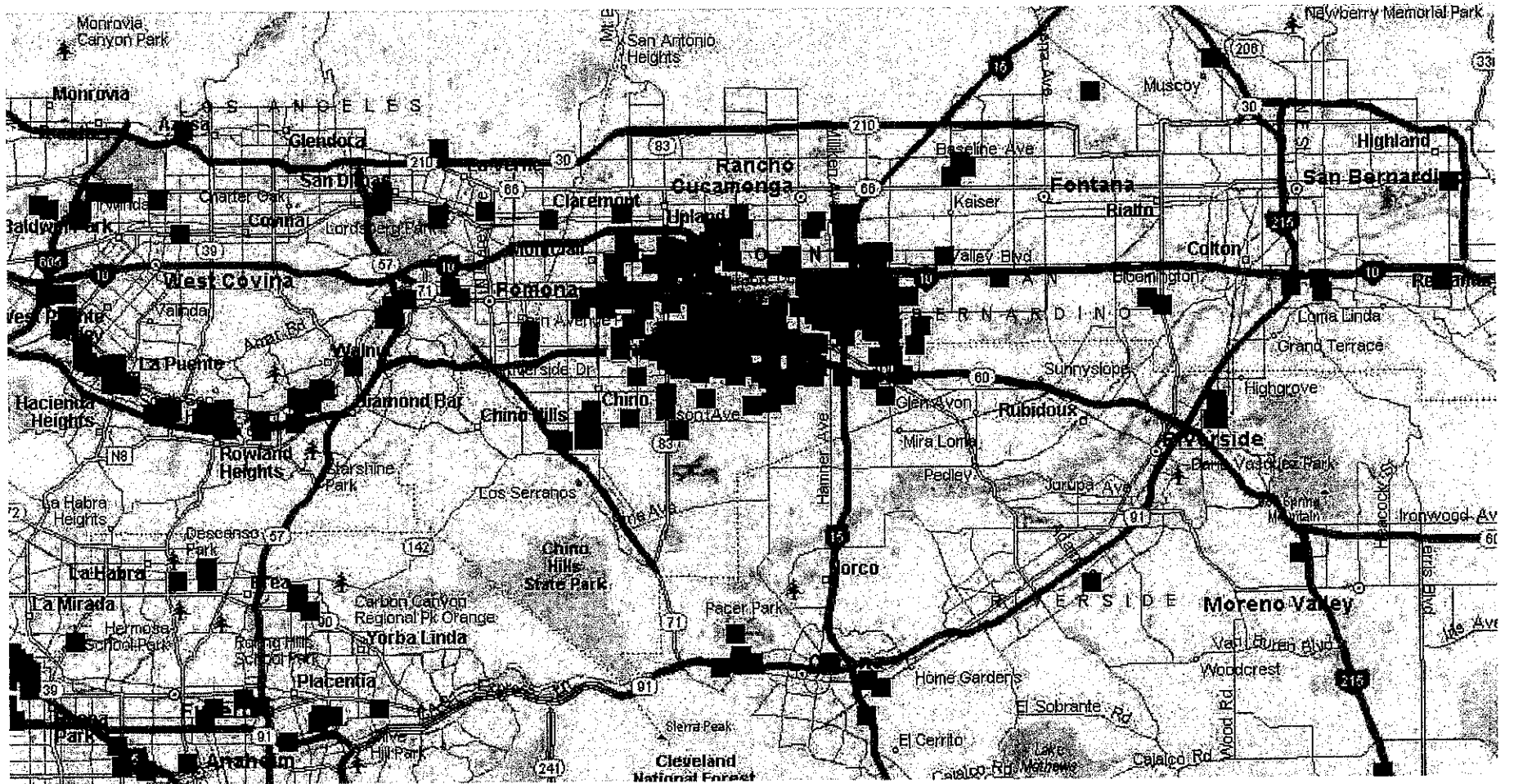
The locations of logistics centers tend to overlap with manufacturing centers as these sectors are complementary to one another. Throughout the region, warehousing, distribution, and intermodal facilities occupy more than 1.5 billion square feet of space with more than 32 million square feet currently 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

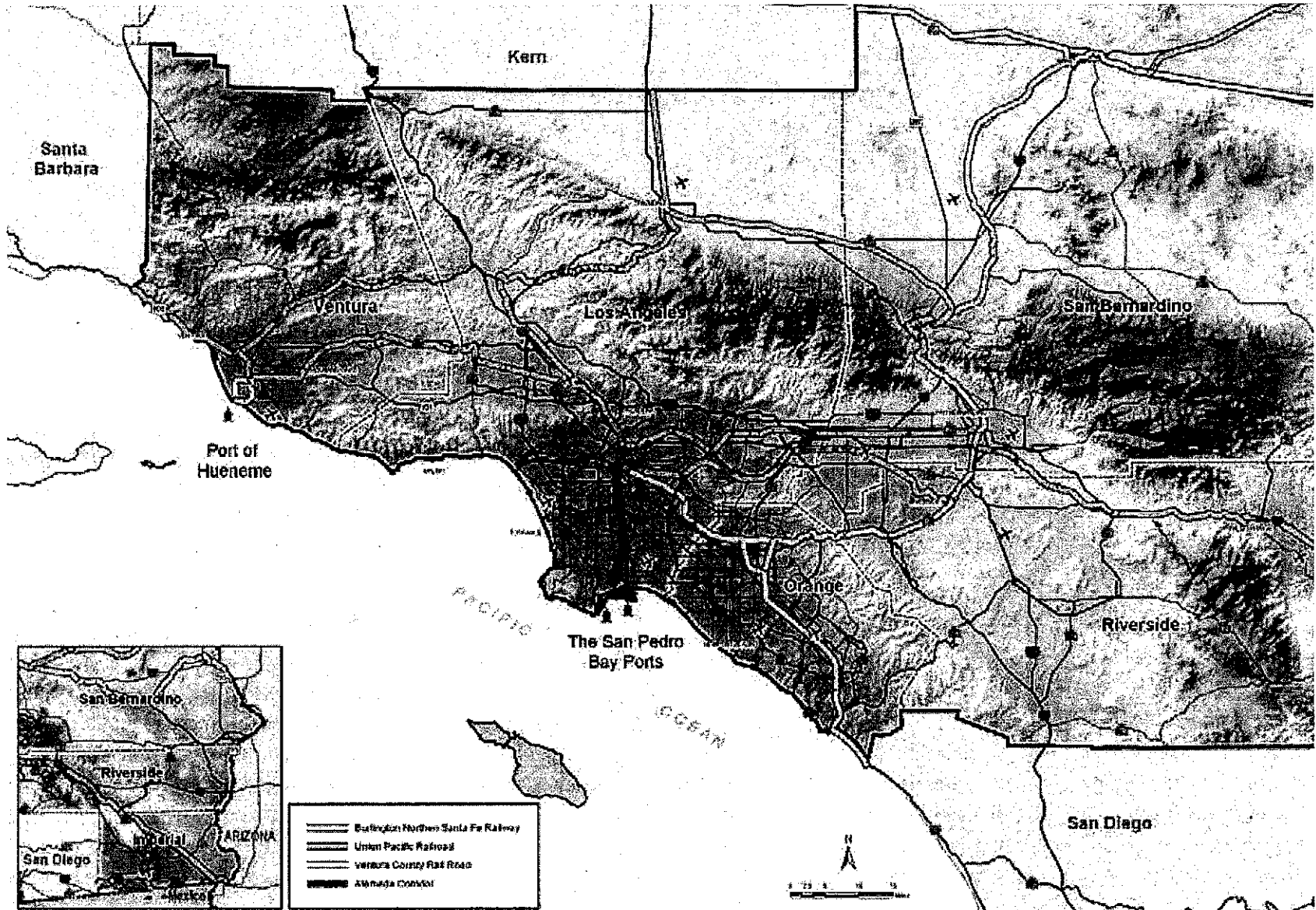
Cross-border trade activity between California and Baja California, Mexico increased significantly following the passage of NAFTA in 1993, resulting in economic benefits for both countries. In the SCAG region, there are three Ports of Entry (POEs) located in Imperial County (Calexico, Calexico East and 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%
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
UP West Colton - Colton	Psgr	14.0	26.0	44.0
Total	78.2	116.4	170.2	
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.

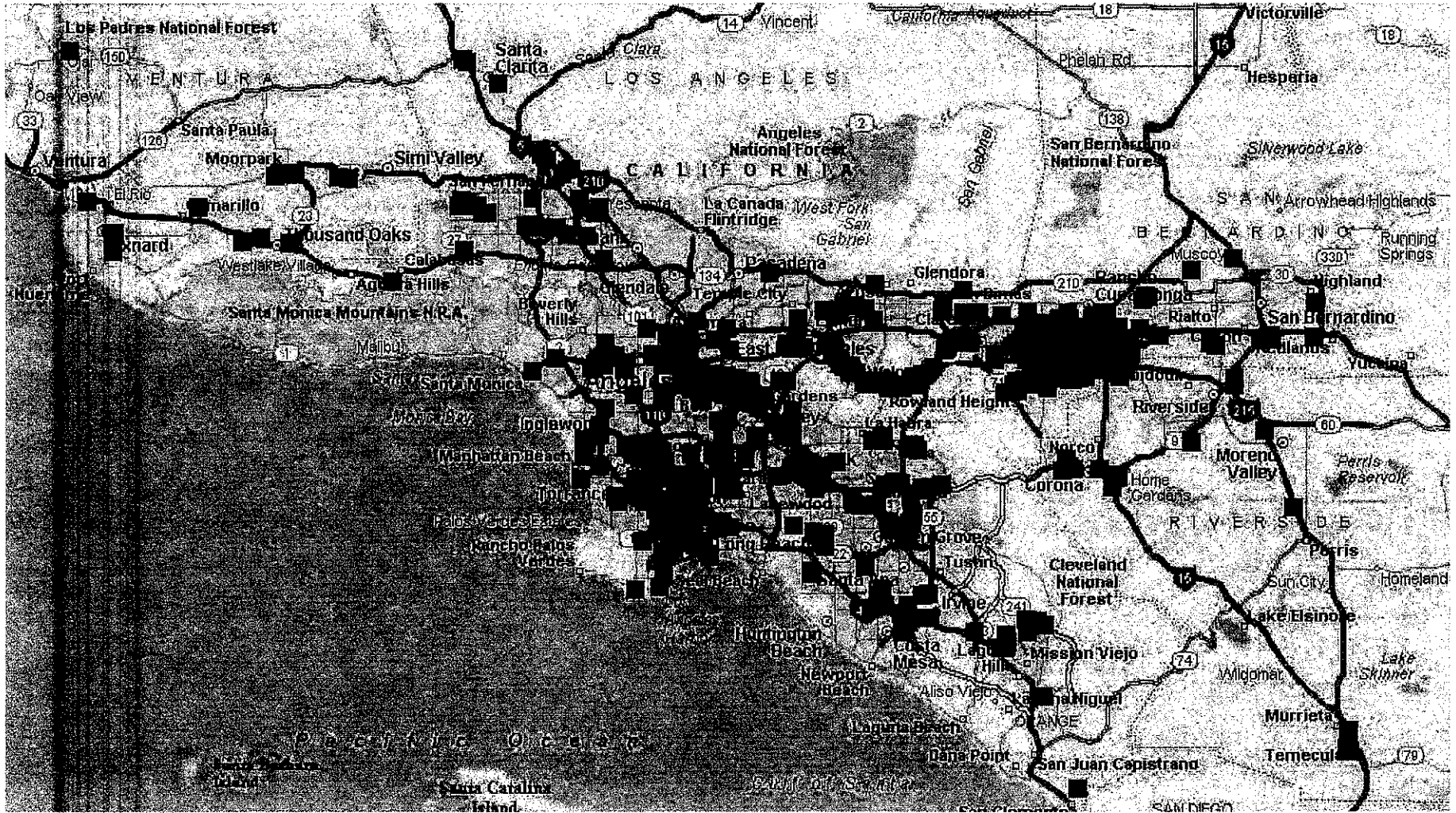
According to studies by Dr. John Husing, the manufacturing sector historically played a key role in the regional economy by providing upward income mobility to entry-level workers with marginal education. Manufacturing has enabled unskilled workers to gain necessary skills and experience via on-the-job 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.

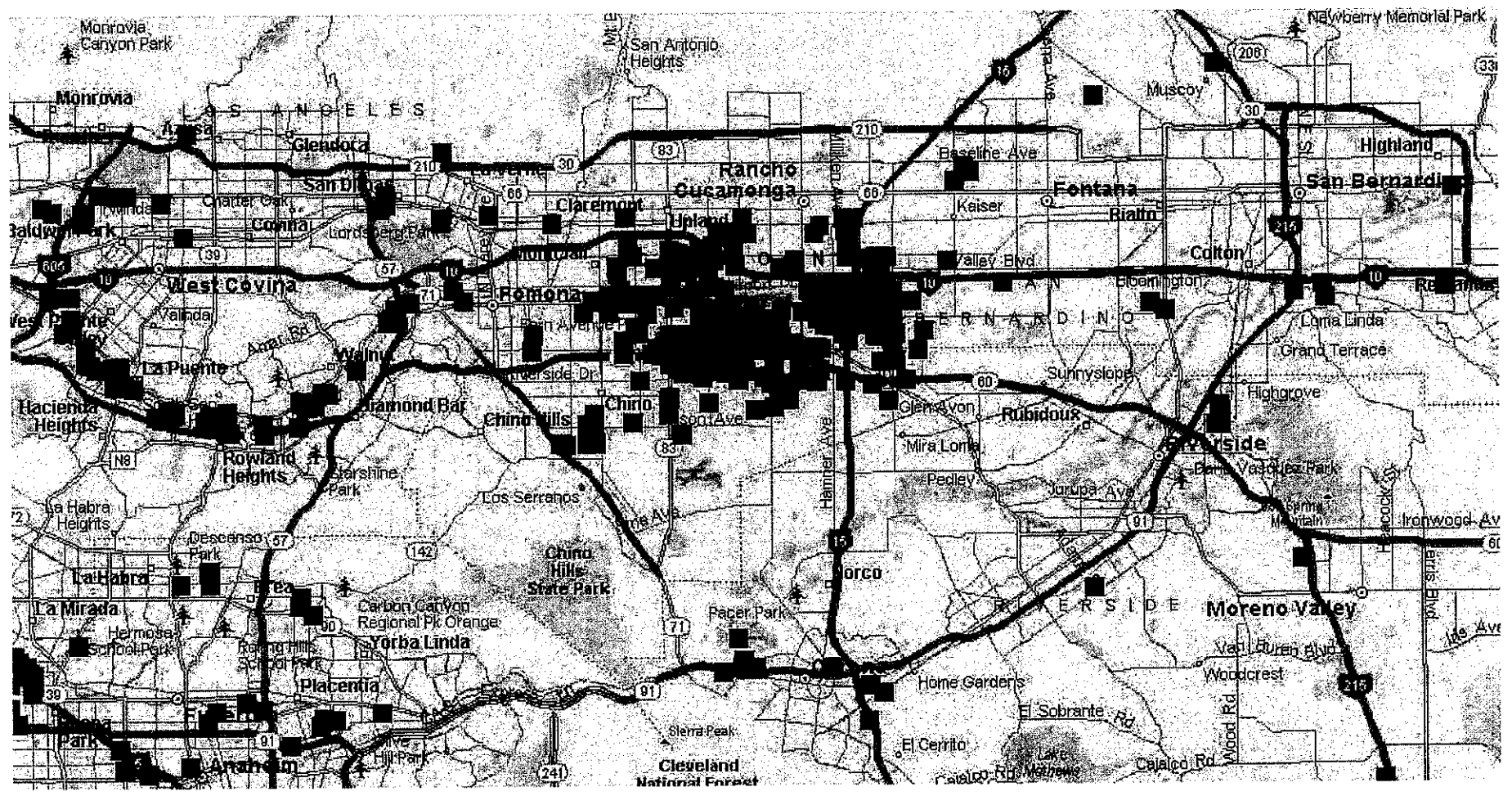
The locations of logistics centers tend to overlap with manufacturing centers as these sectors are complementary to one another. Throughout the region, warehousing, distribution, and intermodal facilities occupy more than 1.5 billion square feet of space with more than 32 million square feet currently 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

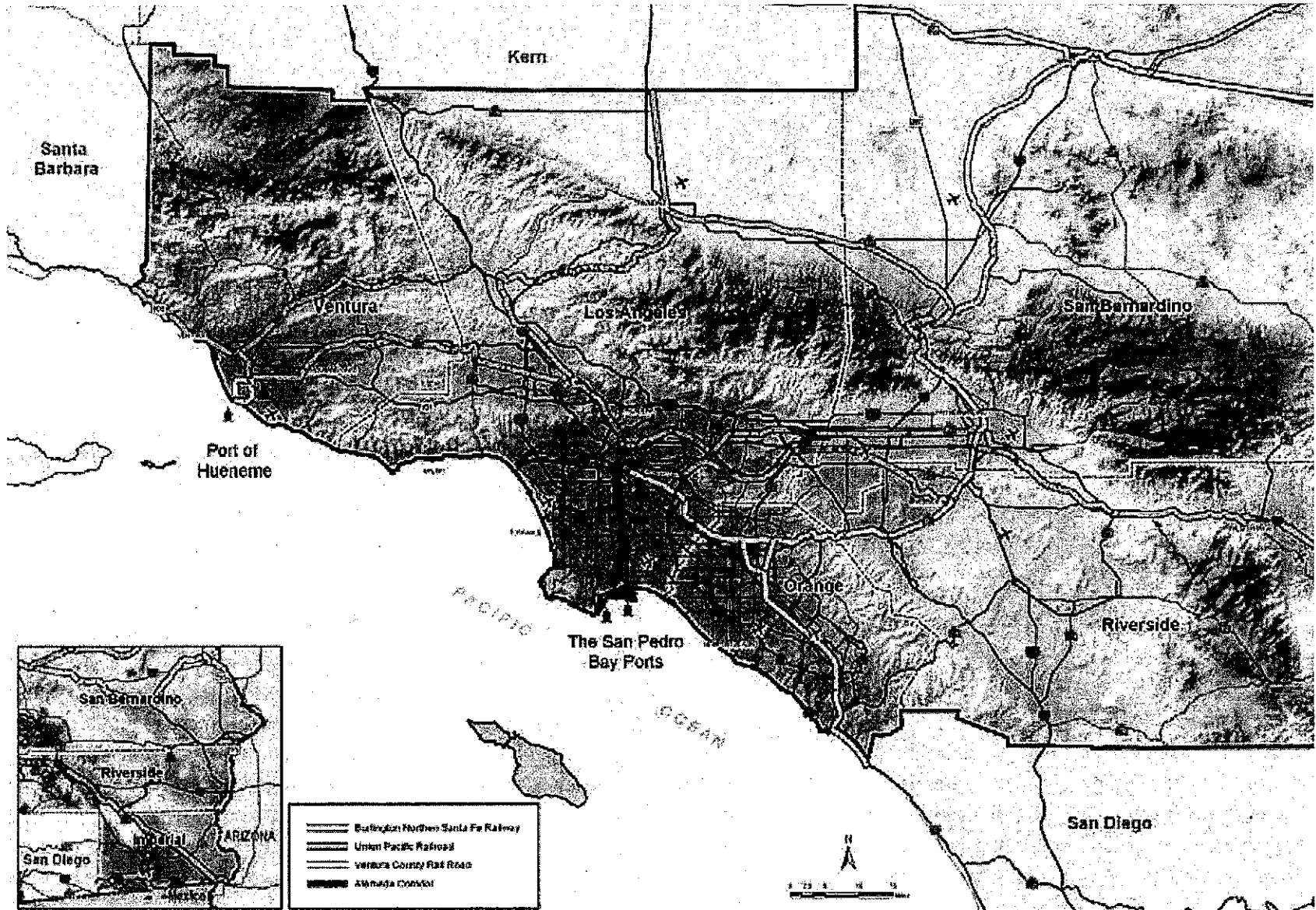
Cross-border trade activity between California and Baja California, Mexico increased significantly following the passage of NAFTA in 1993, resulting in economic benefits for both countries. In the SCAG region, there are three Ports of Entry (POEs) located in Imperial County (Calexico, Calexico East and 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

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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.

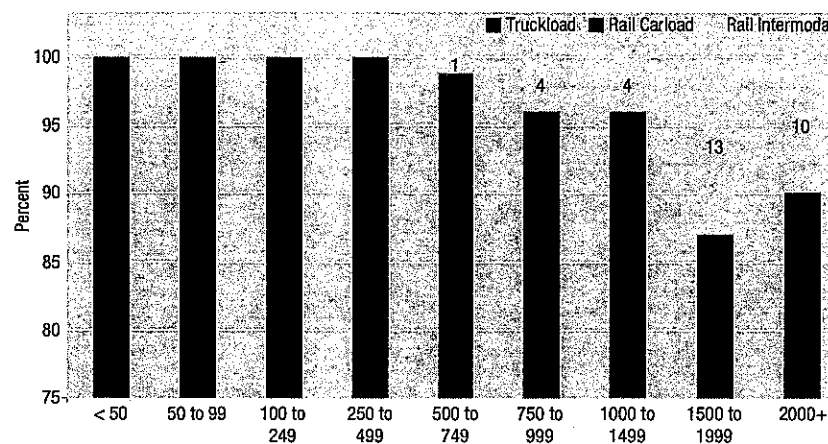
The I-710 major corridor study analyzed growth in truck traffic along I-710 based on expected growth in port container volumes. The study projected total heavy-duty truck traffic to more than double on the I-710 by 2025, with truck shares reaching up to 35% of total traffic volumes along high volume 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.

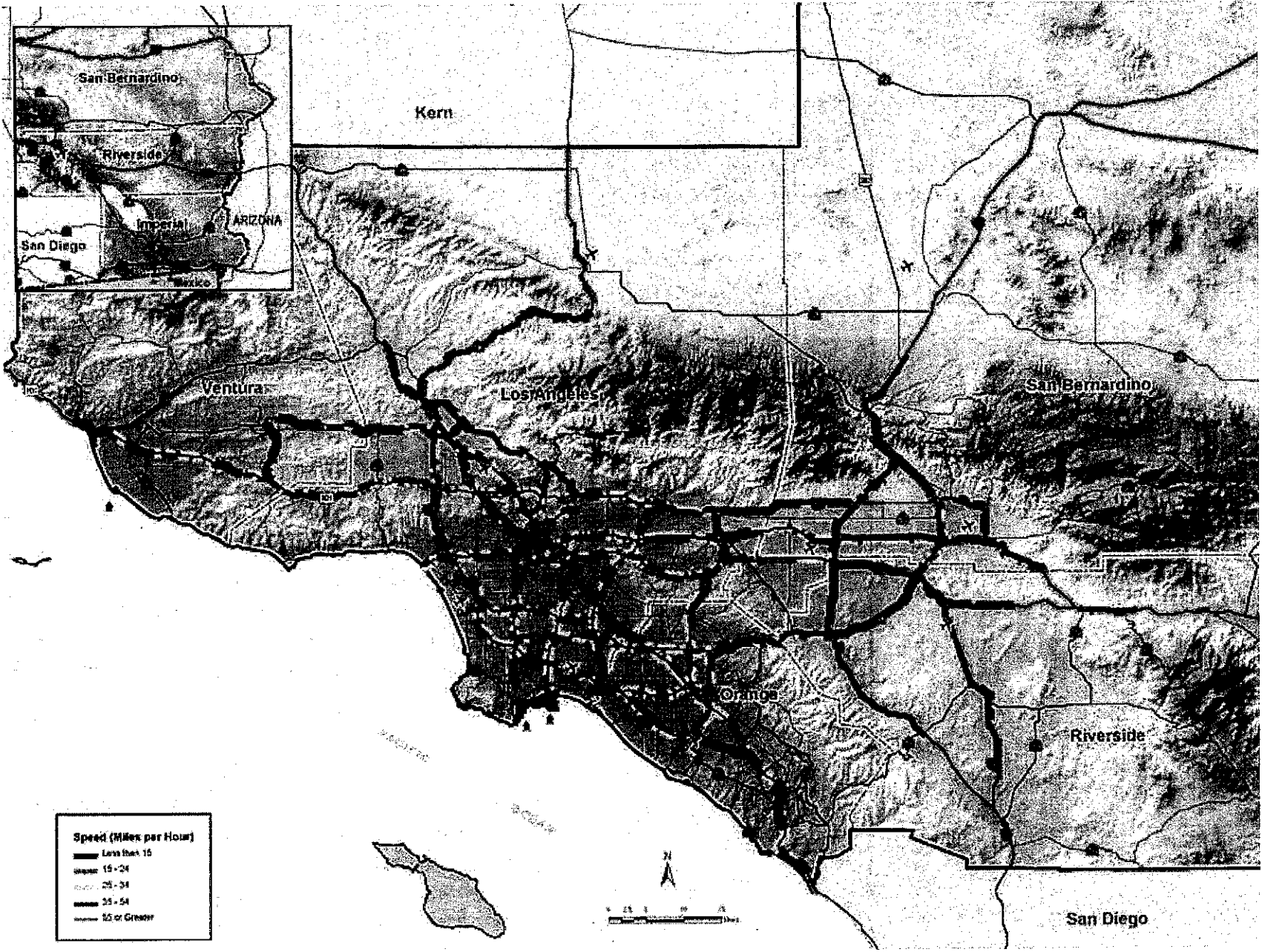
TABLE 10 PROJECTED DAILY DELAY IN THE REGION

	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.

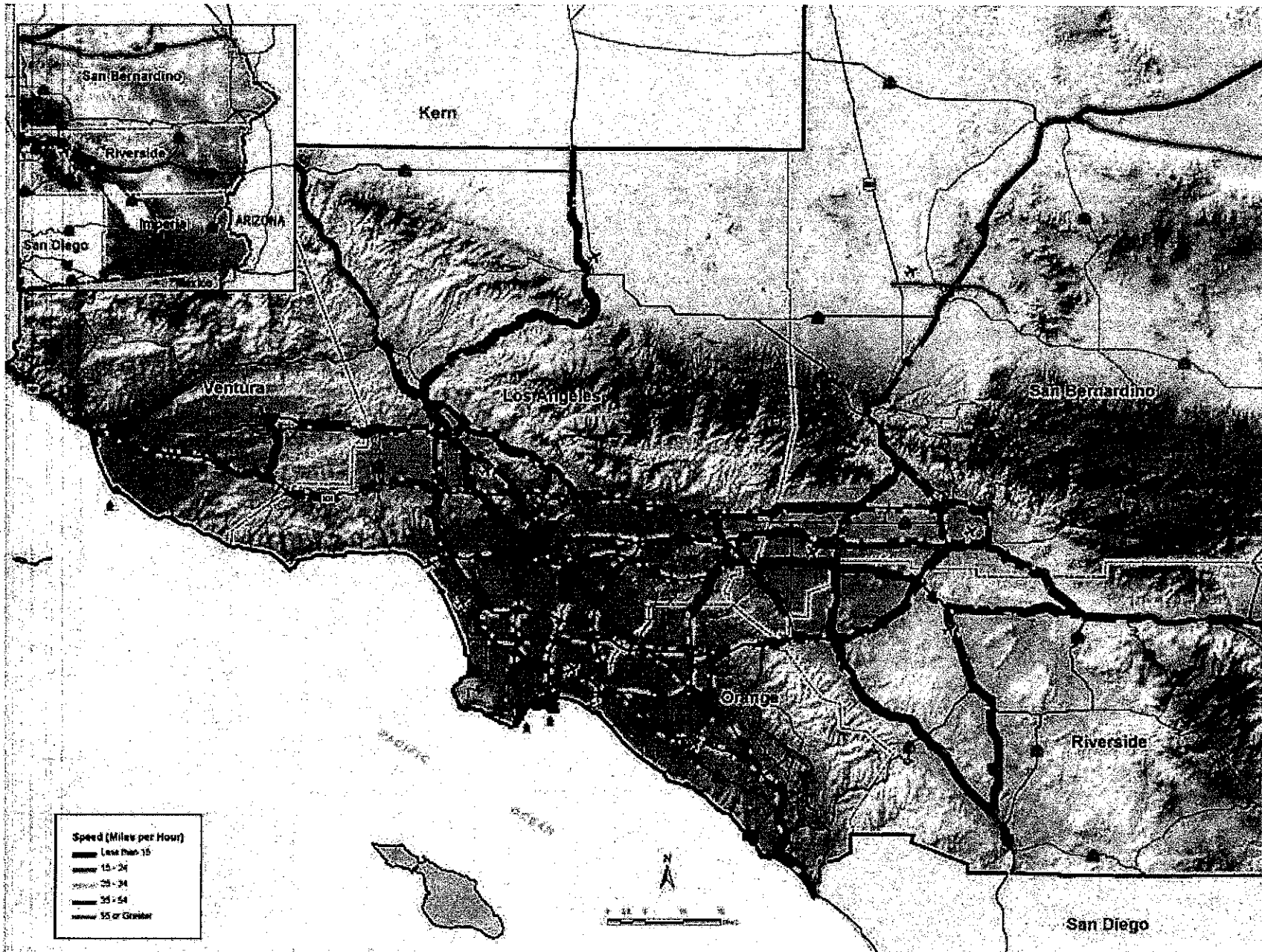
This increase in regional VMT will reduce average freeway speeds from 51 mph in 2005 to approximately 37.5 mph in 2035. The average speed on the regional freeway system for 2003, the 2035 Baseline, and the 2035 Plan are illustrated in Exhibits 4, 5, and 6. Delays caused by congestion could increase the cost of transporting goods by as much as 50%-250%.

EXHIBIT 4 BASE YEAR 2003 FREEWAY SPEED I 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

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

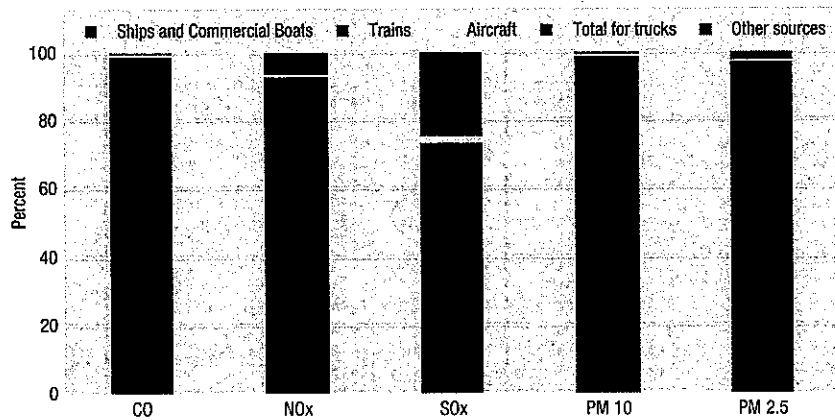
TABLE 12 OTHER GOODS MOVEMENT RELATED POLLUTANTS AND THEIR HEALTH EFFECTS

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

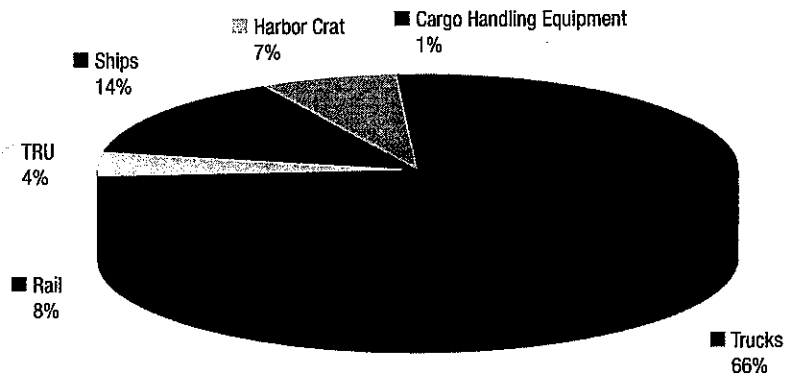
Port-related sources, which were approximately 25% of regional diesel PM emissions in 2002, are projected to increase to 50% of regional PM emissions in 2020. The CARB assessment of PM2.5 health effects indicates that the South Coast Air Basin suffers disproportionate exposure to pollutants relative 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, 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.

CROSS-BORDER TRADE ACTIVITY

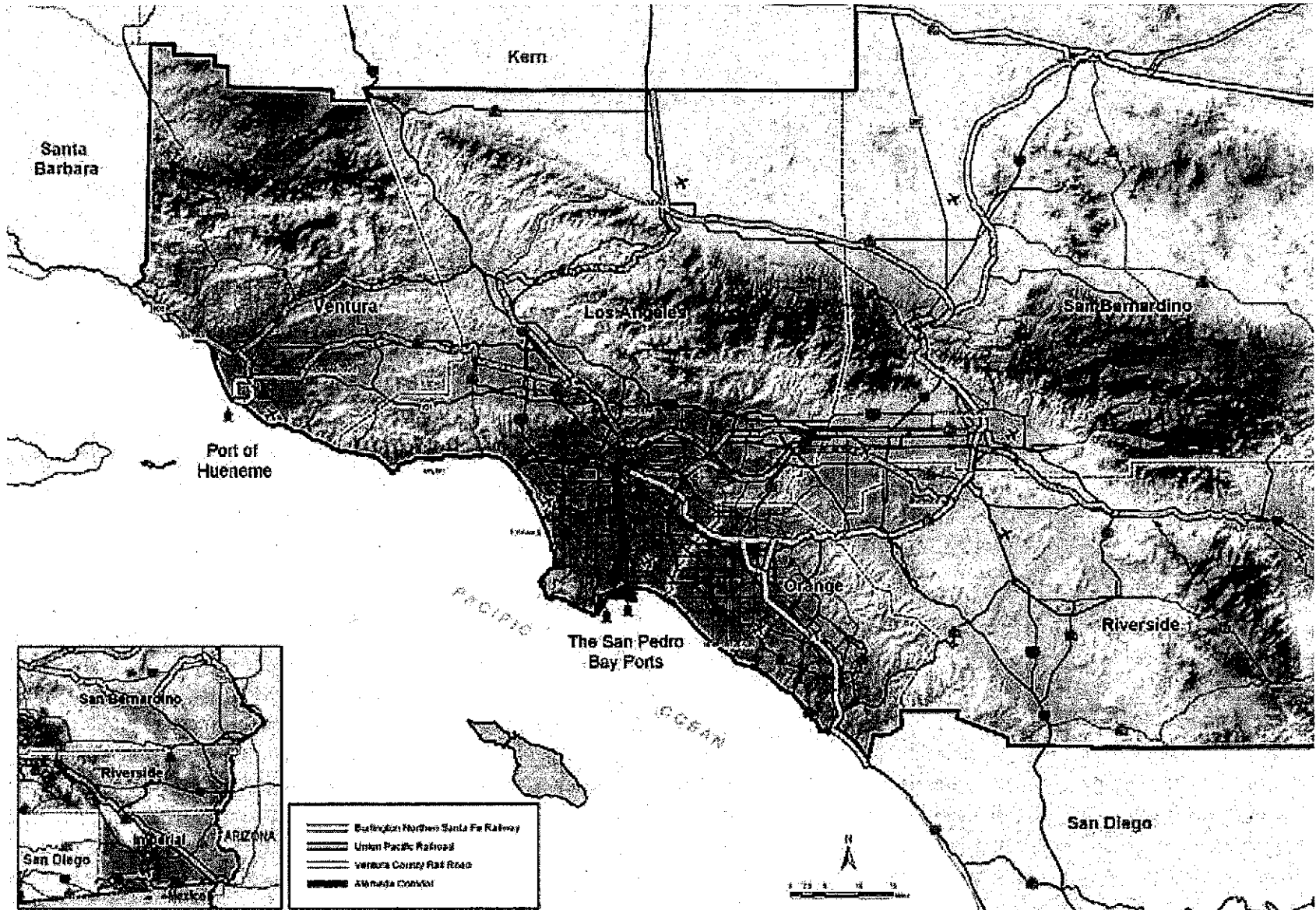
Cross-border trade activity between California and Baja California, Mexico increased significantly following the passage of NAFTA in 1993, resulting in economic benefits for both countries. In the SCAG region, there are three Ports of Entry (POEs) located in Imperial County (Calexico, Calexico East and 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
UP West Colton - Colton	Psgr	14.0	26.0	44.0
Total	78.2	116.4	170.2	
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.

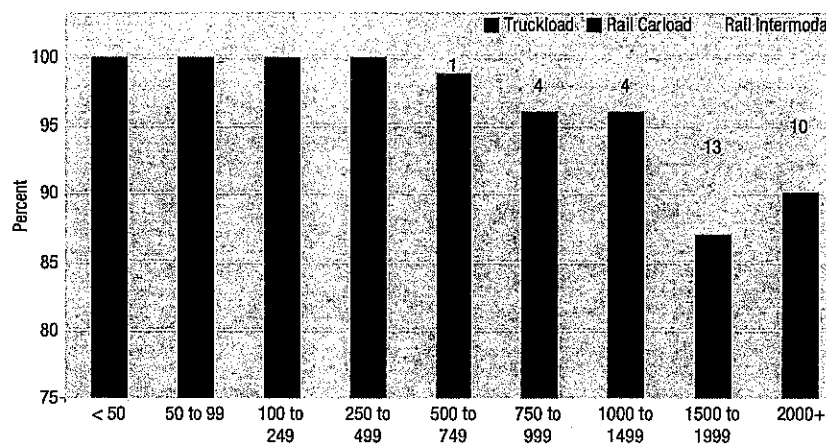
The I-710 major corridor study analyzed growth in truck traffic along I-710 based on expected growth in port container volumes. The study projected total heavy-duty truck traffic to more than double on the I-710 by 2025, with truck shares reaching up to 35% of total traffic volumes along high volume 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.

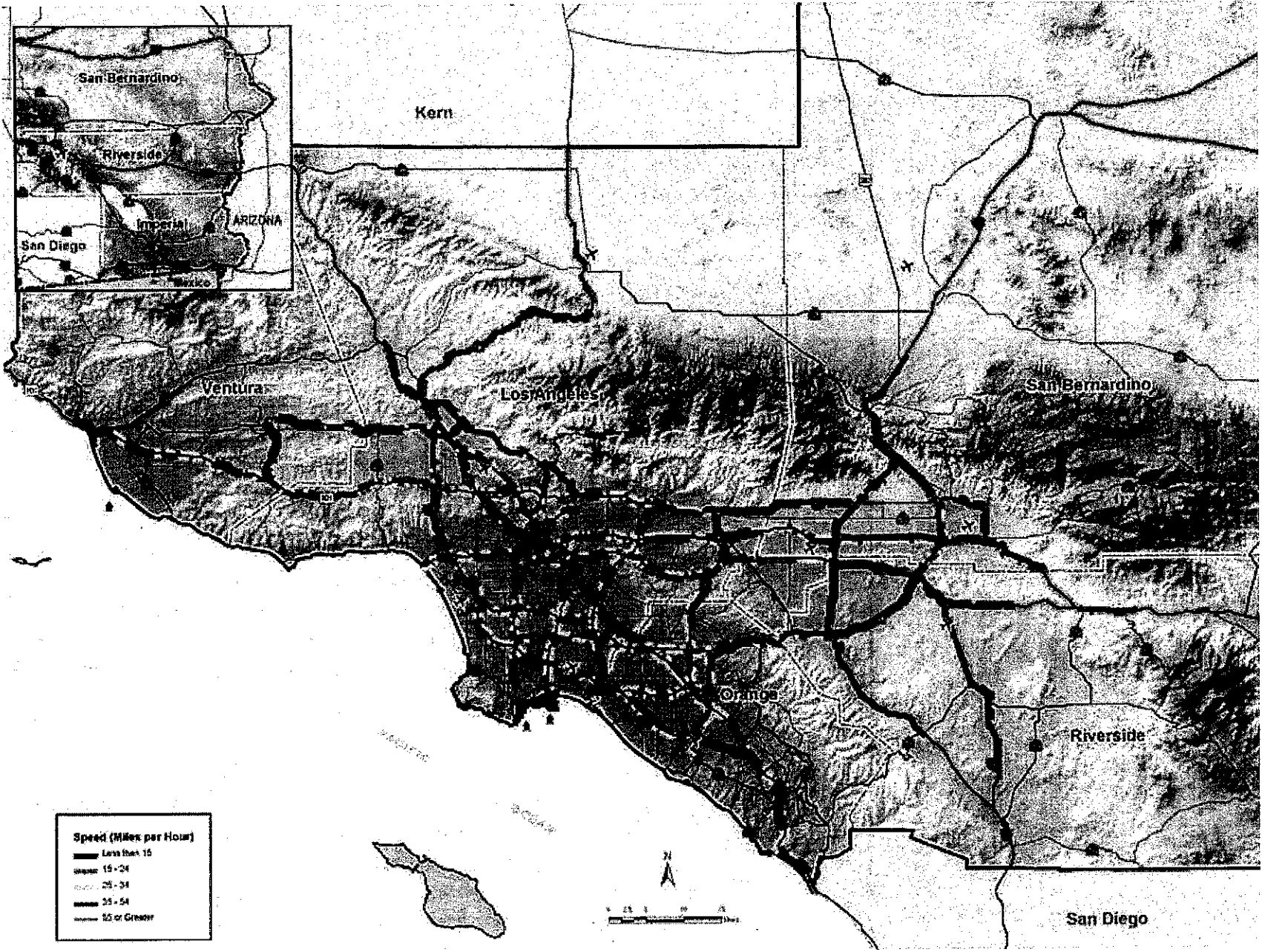
TABLE 10 PROJECTED DAILY DELAY IN THE REGION

	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.

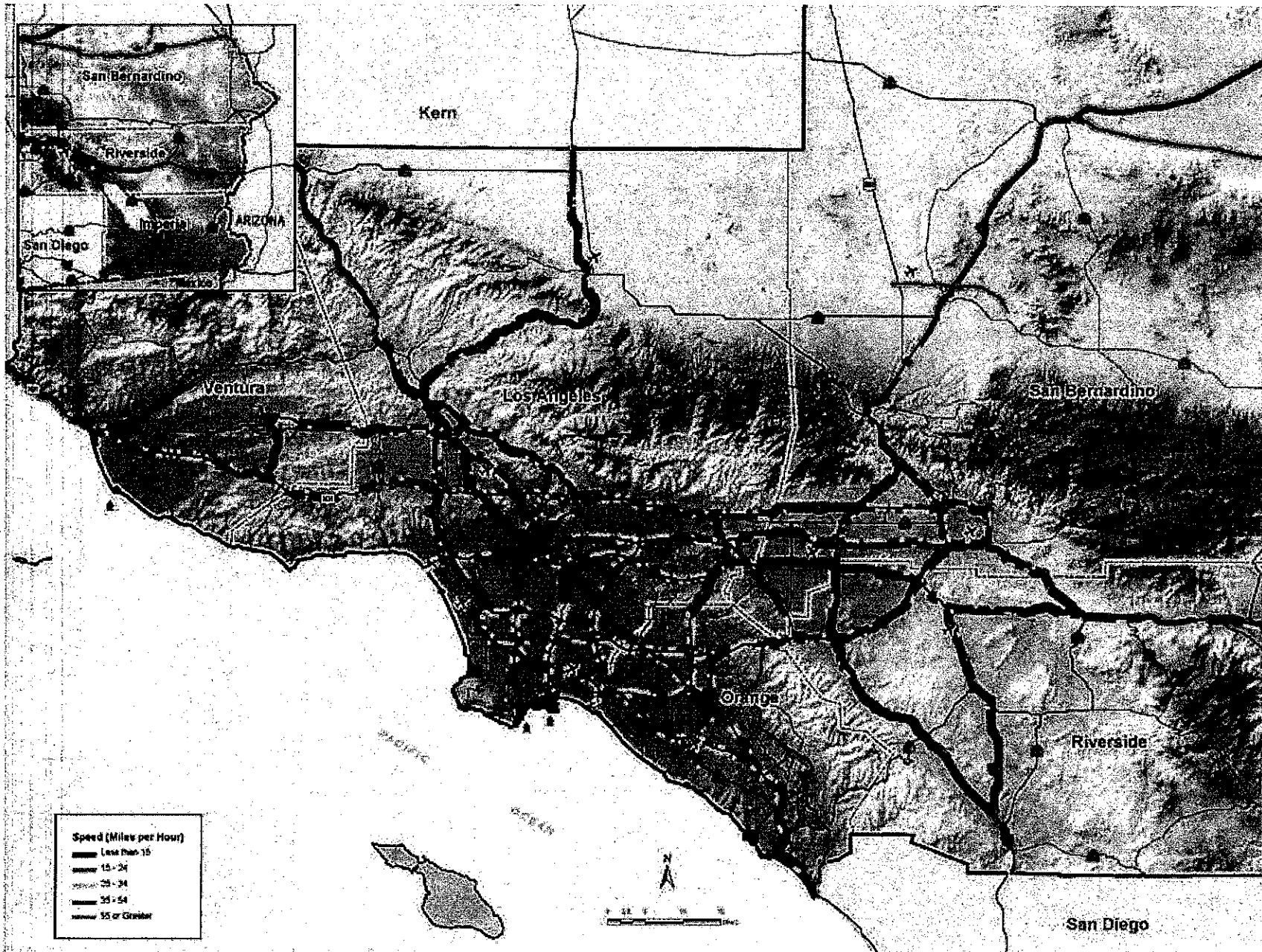
This increase in regional VMT will reduce average freeway speeds from 51 mph in 2005 to approximately 37.5 mph in 2035. The average speed on the regional freeway system for 2003, the 2035 Baseline, and the 2035 Plan are illustrated in Exhibits 4, 5, and 6. Delays caused by congestion could increase the 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

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

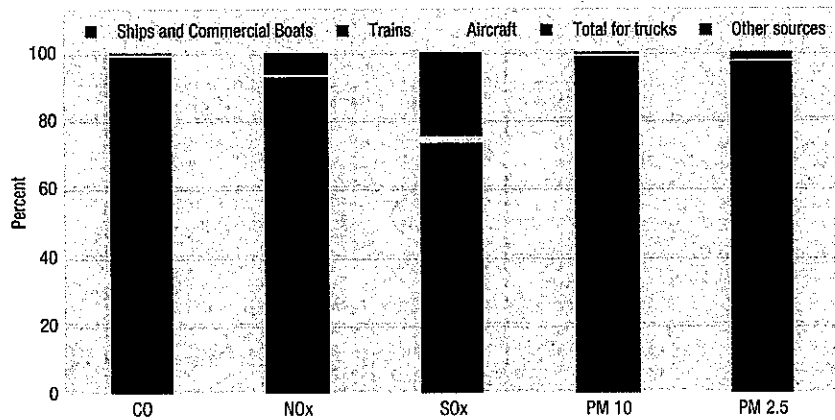
TABLE 12 OTHER GOODS MOVEMENT RELATED POLLUTANTS AND THEIR HEALTH EFFECTS

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

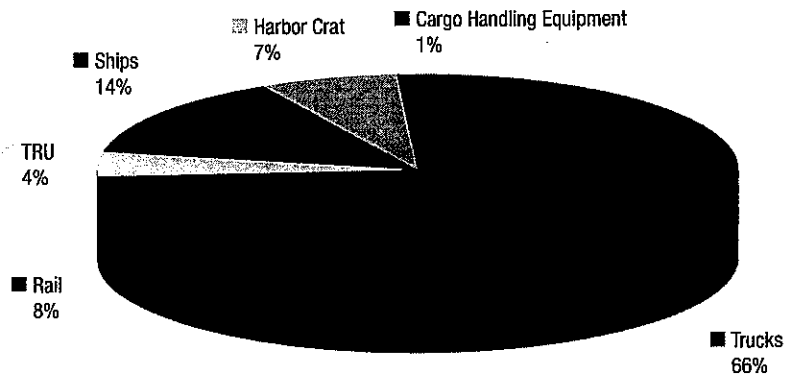
Port-related sources, which were approximately 25% of regional diesel PM emissions in 2002, are projected to increase to 50% of regional PM emissions in 2020. The CARB assessment of PM2.5 health effects indicates that the South Coast Air Basin suffers disproportionate exposure to pollutants relative 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.

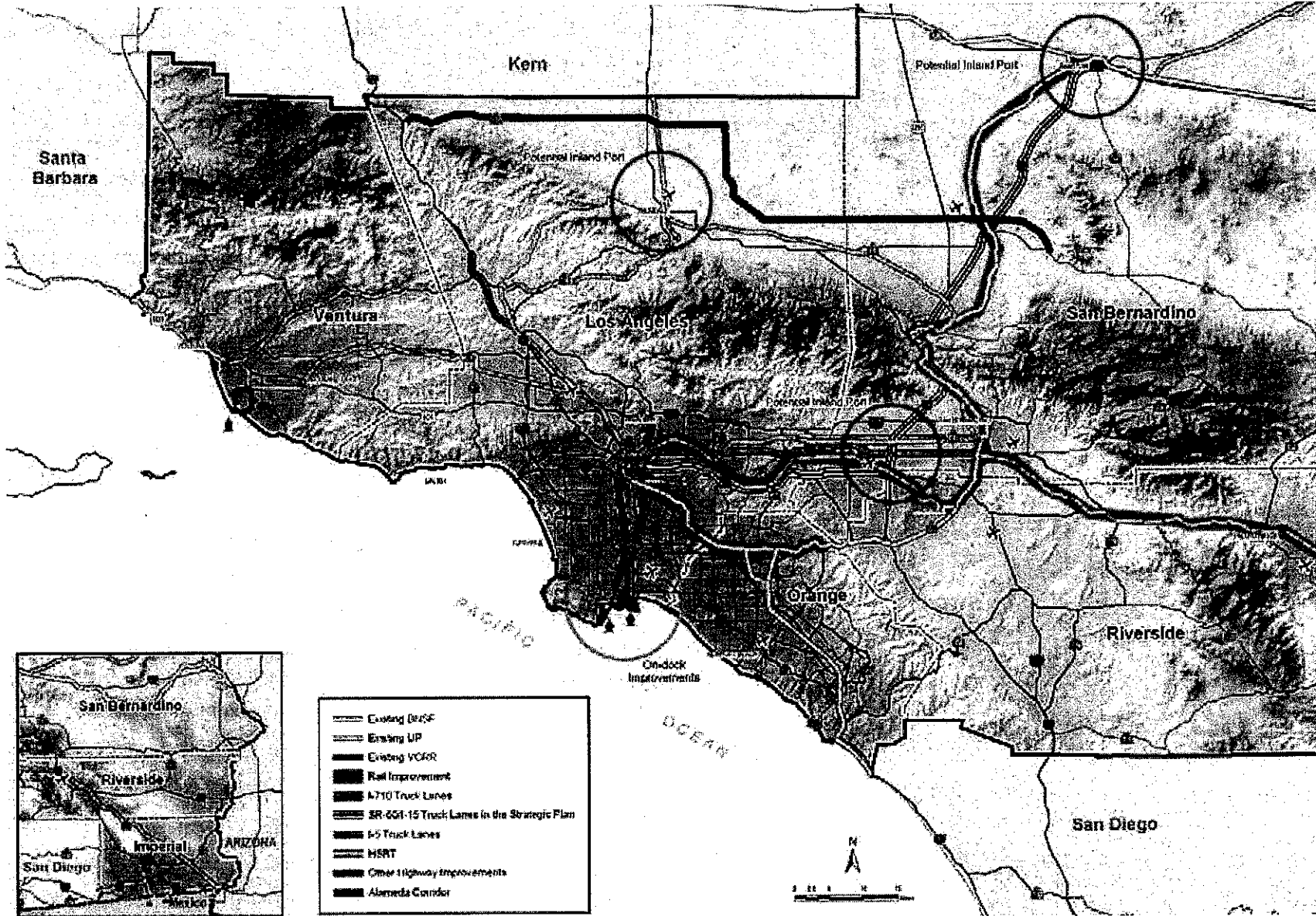
The primary agencies with responsibility for port security at the federal level include the Department of Homeland Security, United States Coast Guard, the Bureau of Customs and Border Protection (CBP), Transportation Security Administration (TSA), and the United States Maritime Administration (MARAD).

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.

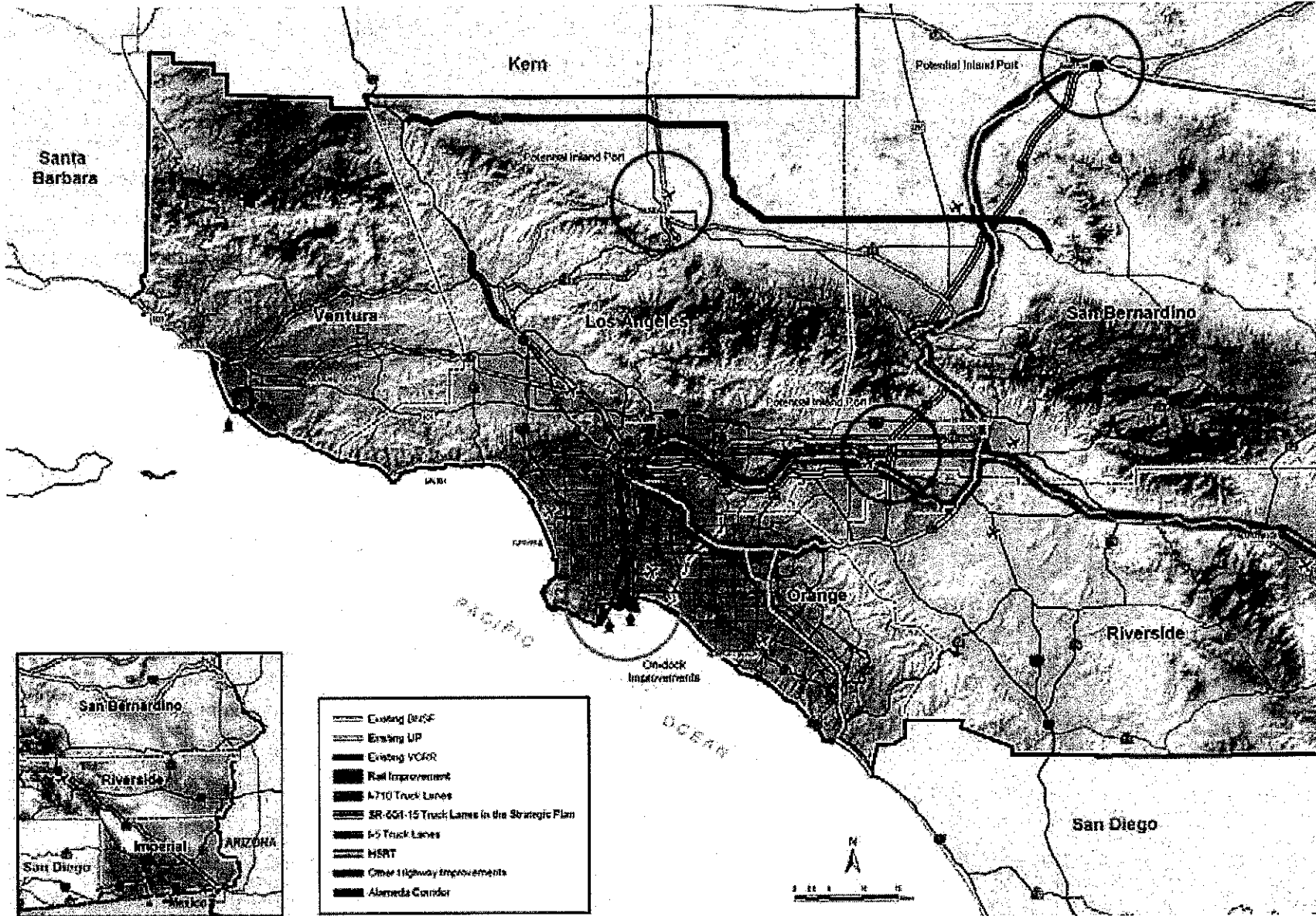
For detailed information on transportation safety and security, please see the Safety and Security reports.

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

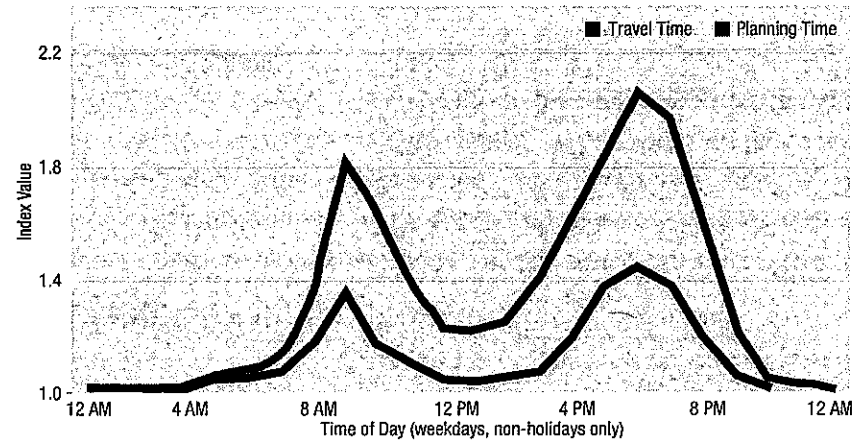
While a variety of modes of transportation are used for the movement of goods, on-road trucks perform the majority of goods movement activities in the SCAG region. Trucks utilizing the current system of local arterial streets, state highways, and interstate freeways carry approximately 80% of the total 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.

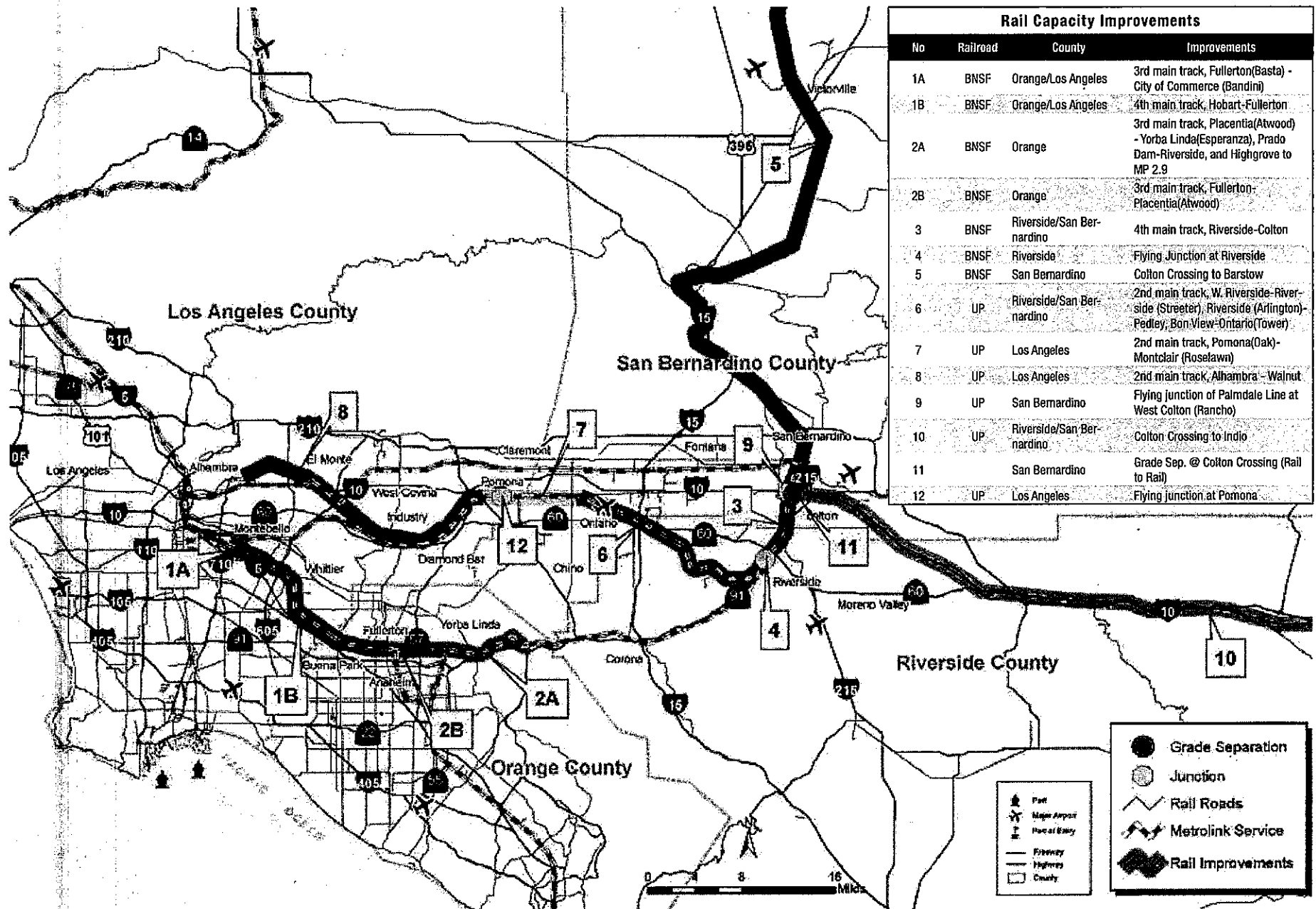
Throughout the SCAG region, 131 grade crossings requiring grade separations were identified by the Alameda Corridor-East Trade Corridor Plan. These grade separation projects would cost an estimated \$5.99 billion to implement.

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.

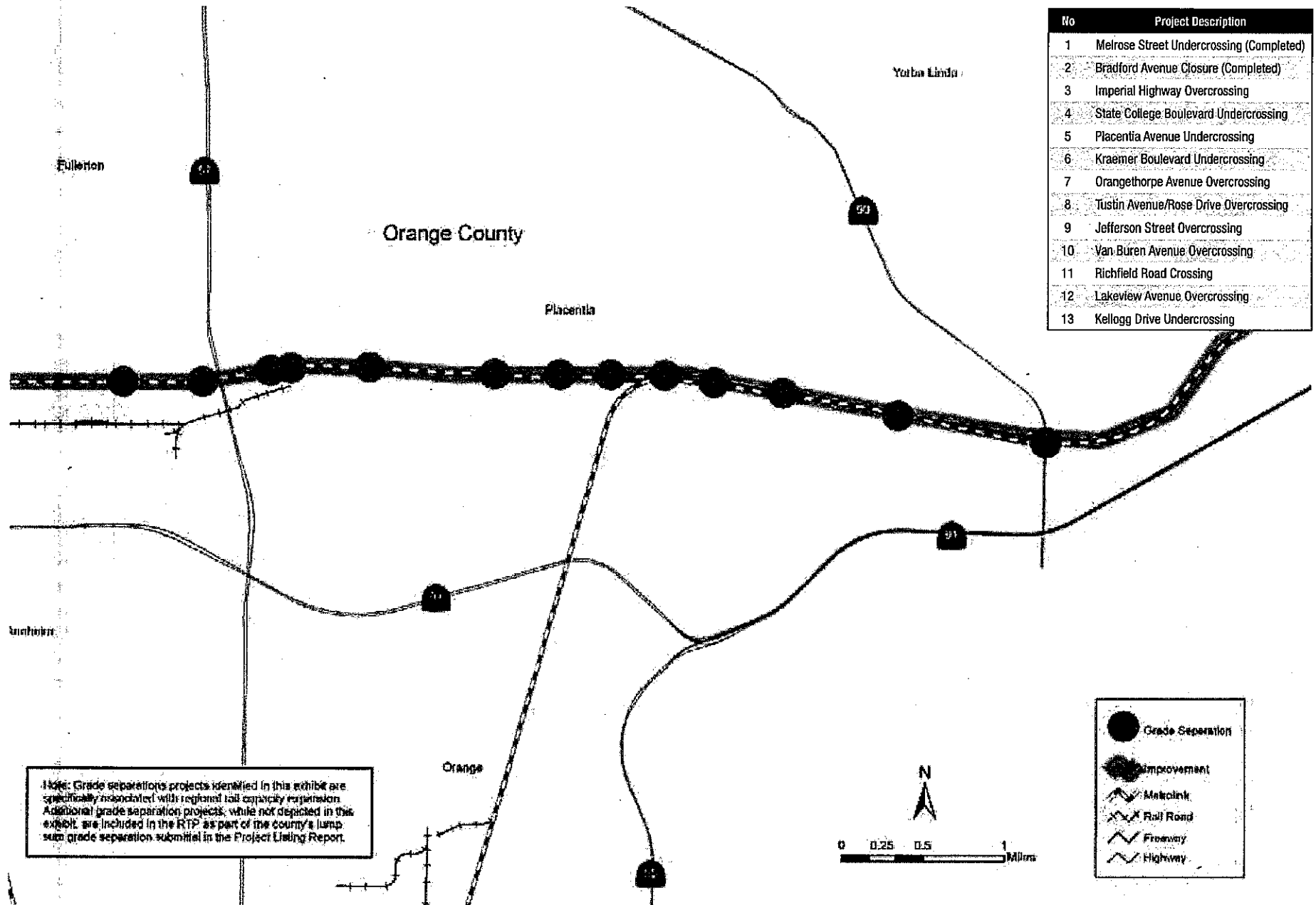
EXHIBIT 8 PLANNED PROJECTS FOR REGIONAL RAIL CAPACITY ENHANCEMENT



Rail Capacity Improvements			
No	Railroad	County	Improvements
1A	BNSF	Orange/Los Angeles	3rd main track, Fullerton(Basta) - City of Commerce (Bandini)
1B	BNSF	Orange/Los Angeles	4th main track, Hobart-Fullerton
2A	BNSF	Orange	3rd main track, Placentia(Atwood) - Yorba Linda(Esperanza), Prado Dam-Riverside, and Highgrove to MP 2.9
2B	BNSF	Orange	3rd main track, Fullerton-Placentia(Atwood)
3	BNSF	Riverside/San Bernardino	4th main track, Riverside-Colton
4	BNSF	Riverside	Flying Junction at Riverside
5	BNSF	San Bernardino	Colton Crossing to Barstow
6	UP	Riverside/San Bernardino	2nd main track, W. Riverside-Riverside (Streeter), Riverside (Arlington)-Pedley, Bon View-Ontario(Tower)
7	UP	Los Angeles	2nd main track, Pomona(Oak)-Montclair (Roselawn)
8	UP	Los Angeles	2nd main track, Alhambra - Walnut
9	UP	San Bernardino	Flying junction of Palmdale Line at West Colton (Rancho)
10	UP	Riverside/San Bernardino	Colton Crossing to Indio
11		San Bernardino	Grade Sep. @ Colton Crossing (Rail to Rail)
12	UP	Los Angeles	Flying junction at Pomona

Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

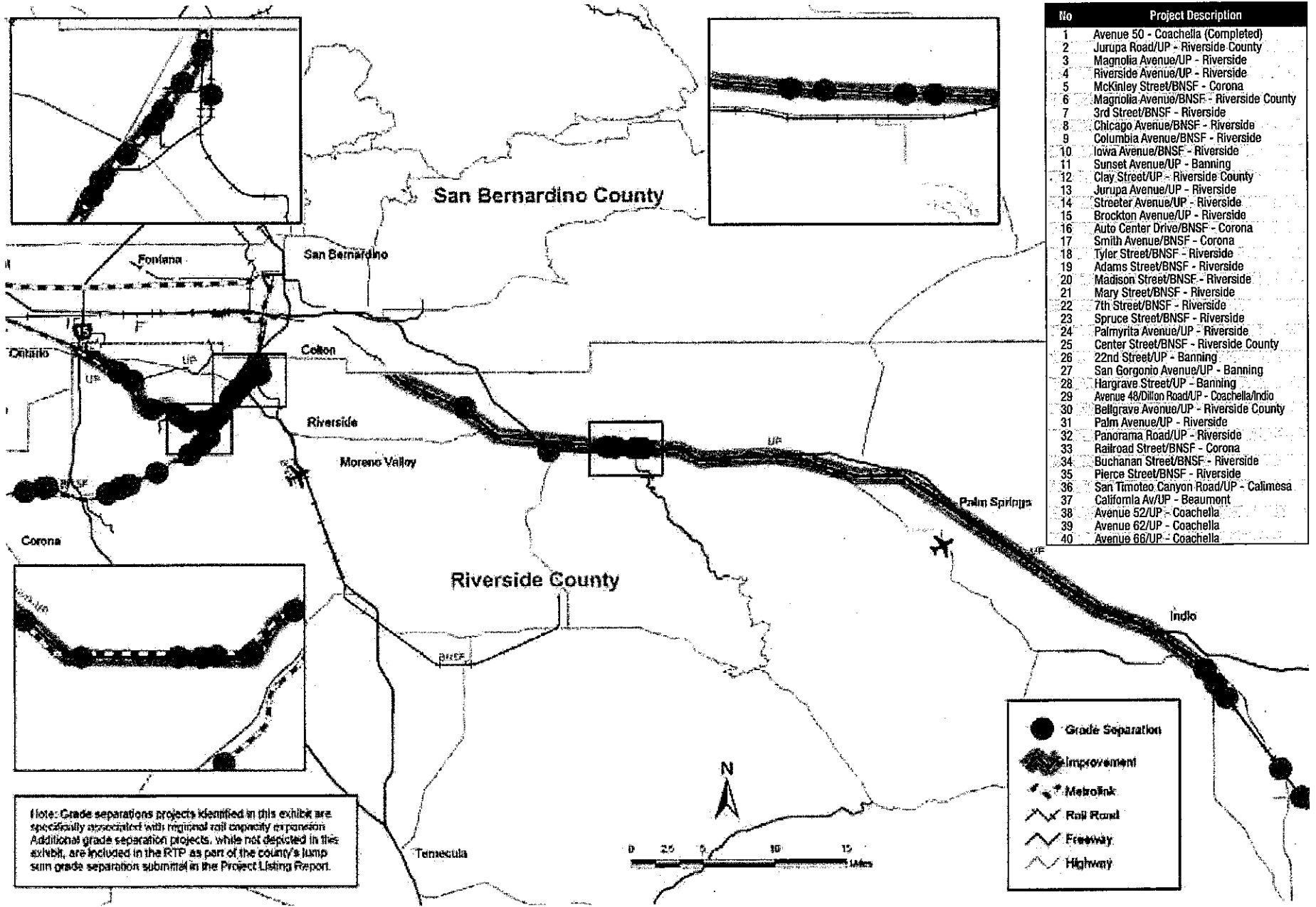
EXHIBIT 10 GRADE SEPARATION PROJECTS IN ORANGE COUNTY



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

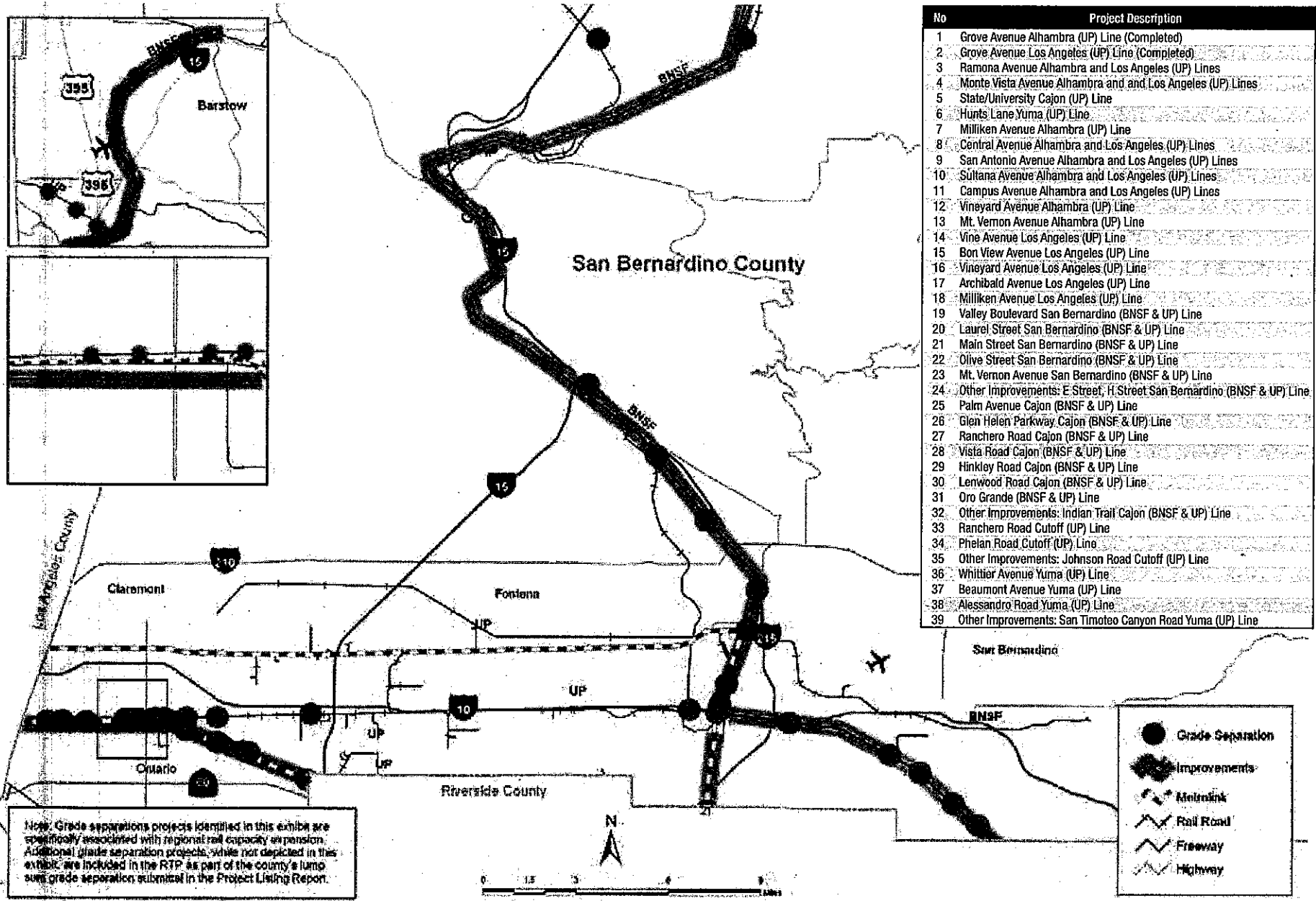


No	Project Description
1	Avenue 50 - Coachella (Completed)
2	Jurupa Road/UP - Riverside County
3	Magnolia Avenue/UP - Riverside
4	Riverside Avenue/UP - Riverside
5	McKinley Street/BNSF - Corona
6	Magnolia Avenue/BNSF - Riverside County
7	3rd Street/BNSF - Riverside
8	Chicago Avenue/BNSF - Riverside
9	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	Rancho 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	Rancho 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

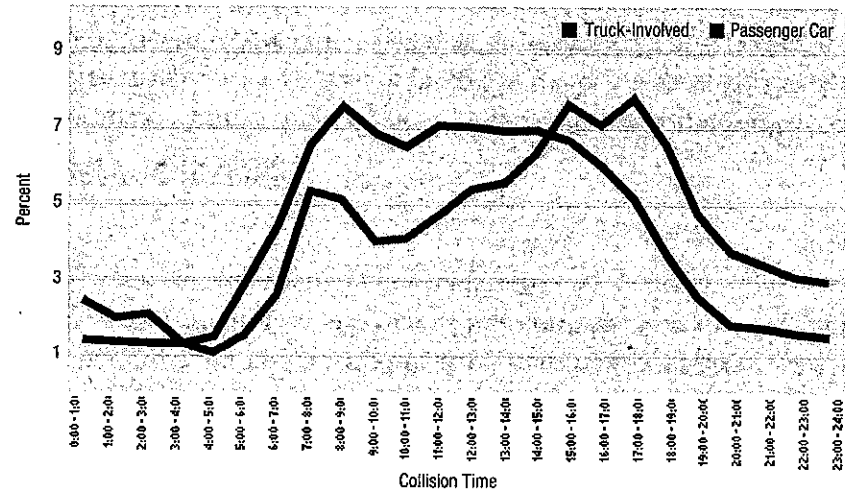
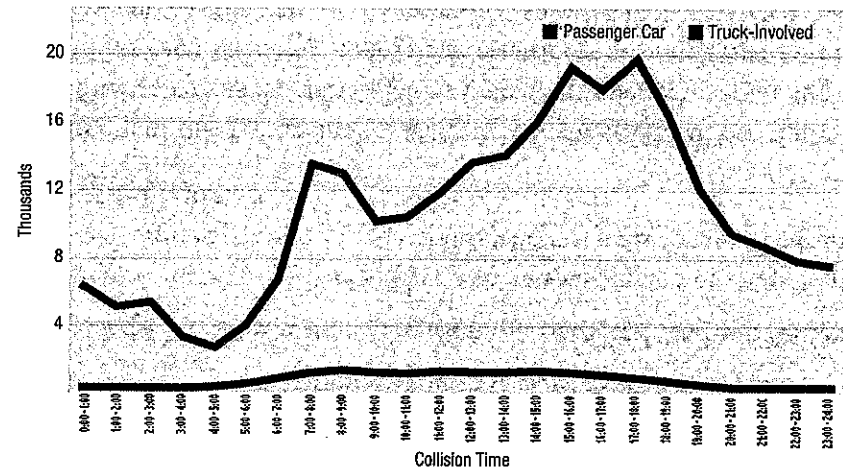


FIGURE B2 TRUCK-INVOLVED AND PASSENGER-CAR-ONLY COLLISIONS BY HOUR



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 train 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

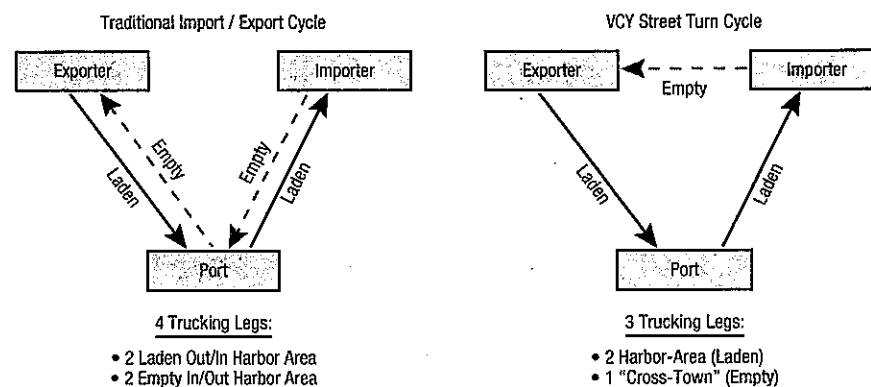
A Virtual Container Yard (VCY) is an innovative empty container management strategy to reduce truck movements of empty containers in and out of port terminal gates. In many cases, after an import container is unloaded by the importer (or a transloader), it is returned to the Ports or an off-site depot 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 from 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 of 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.

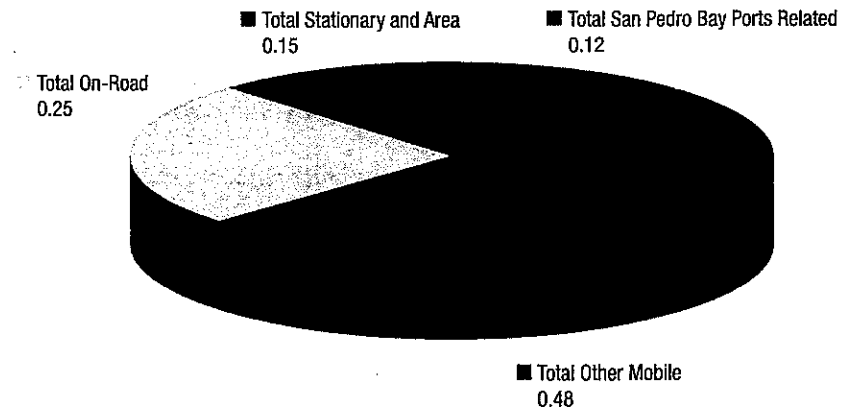
EPA engine standards and NOx/PM emission reduction technologies for harbor craft

EPA engine standards, idling-limiting devices, and alternative diesel fuels for switcher, helper and long-haul locomotives

ENVIRONMENTAL AND PUBLIC HEALTH ISSUES

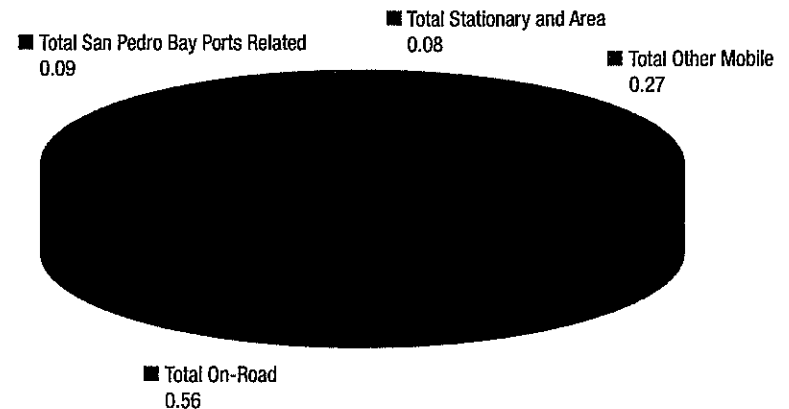
The Multiple Air Toxics Exposure Study (MATES) by the South Coast Air Quality Management District (SCAQMD) identified emissions from port-related sources as a major concern for public health in the region. A large share of pollutant emissions in the South Coast Air Basin come from the SPB ports as Figures D2, D3, and D4 illustrate.

FIGURE D2 DIESEL PARTICULATE MATTER (DPM) EMISSIONS BY SOURCE IN SCAB



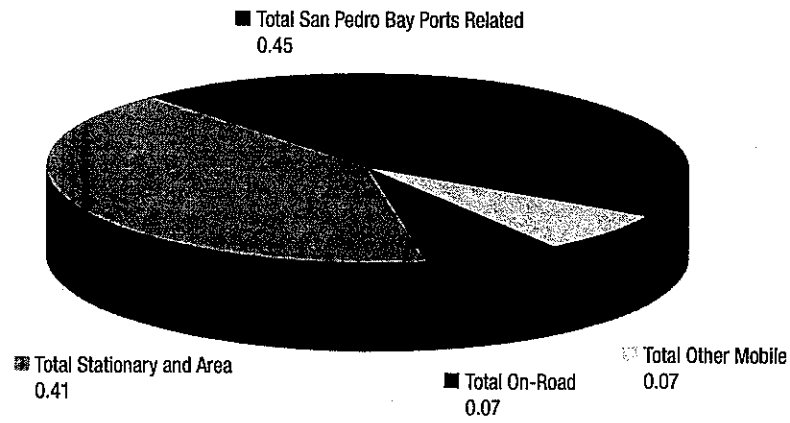
Source: San Pedro Bay Ports Clean Air Action Plan

FIGURE D3 NOX EMISSIONS BY SOURCE IN SCAB



Source: San Pedro Bay Ports Clean Air Action Plan

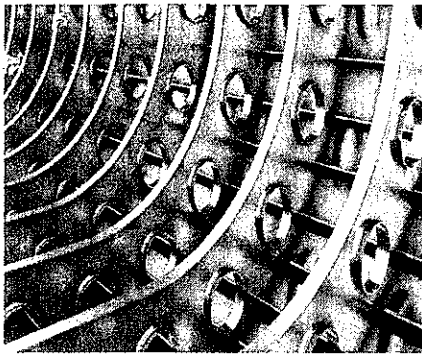
FIGURE D4 SOX EMISSIONS BY SOURCE IN SCAB



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.



COLLIERS INTERNATIONAL | WEST INLAND EMPIRE

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.

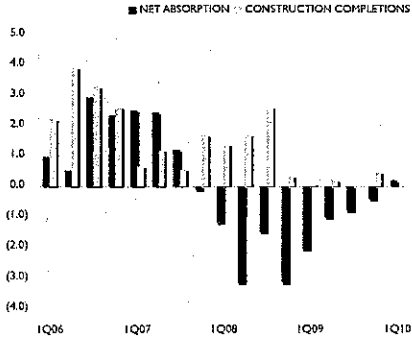
¹ Colliers International continuously refines its database. As a result, data reflected in this report may not be consistent with data reported in previous quarters.



MARKET INDICATORS

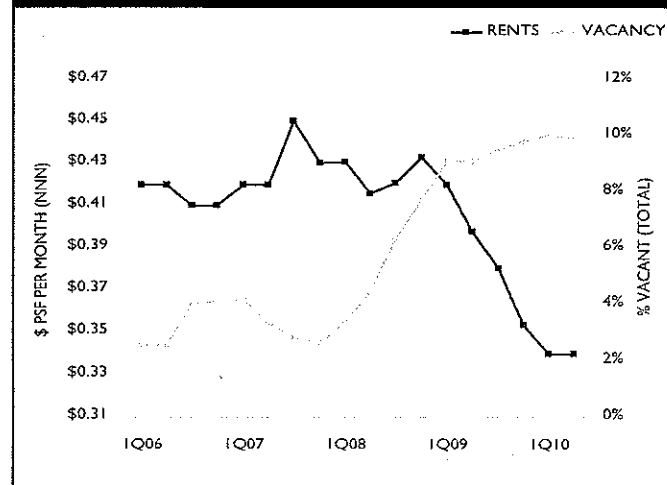
	IQ10	2Q10(p)
VACANCY	↓	↓
NET ABSORPTION	↓	↑
CONSTRUCTION	→	→
RENTAL RATE	→	→

HISTORICAL NET ABSORPTION & CONSTRUCTION COMPLETIONS Q1 2006 - Q1 2010



HISTORICAL VACANCY VS RENTS

West Inland Empire Industrial Market
Q1 2006 - Q1 2010



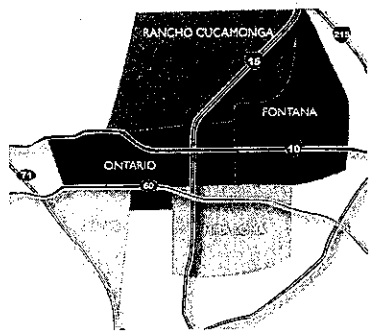
MARKET TRENDS

TOTAL VACANCY RATE AT 9.9%

TOTAL AVAILABILITY RATE ENDS AT 13.3%

SALES & LEASING ACTIVITY AT 6.1 MILLION SF

COLLIERS
INTERNATIONAL



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

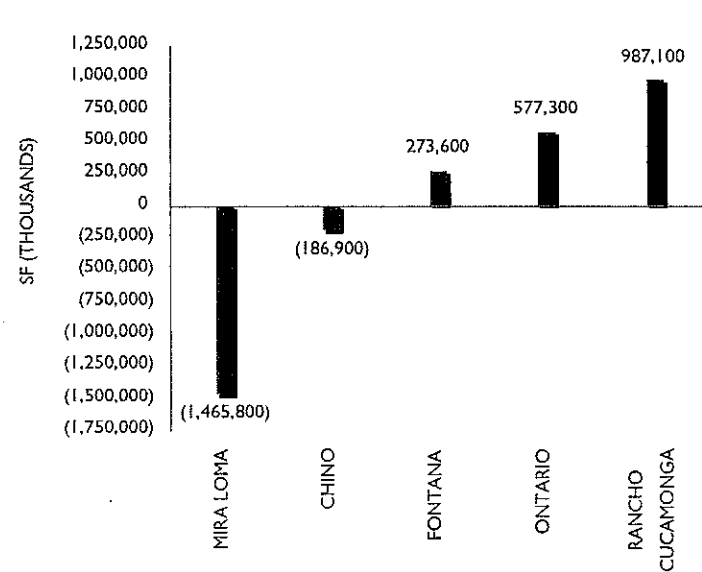
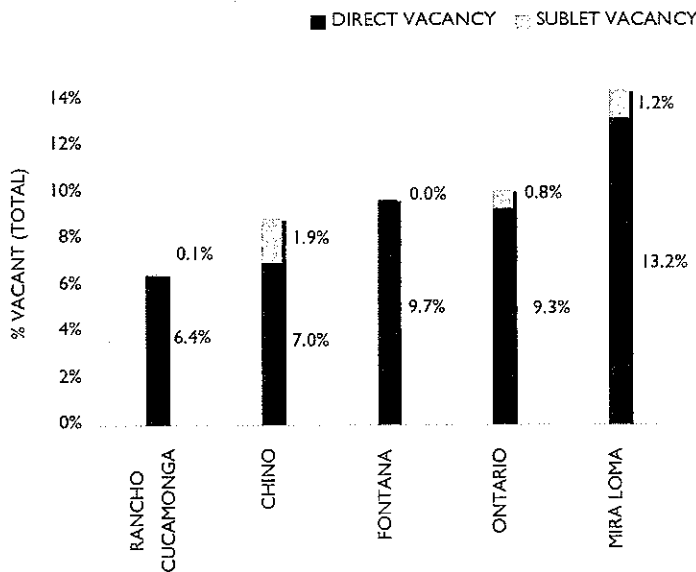
This quarter, ProLogis continued construction of a 667,000 SF industrial build-to-suit for Home Depot. The project will be a specialized rapid deployment center unlike anything currently on the market and will be located on a 55 acre parcel. This represents the first new large construction project to 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

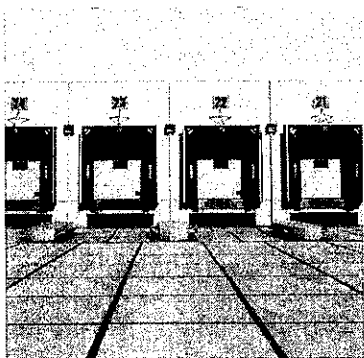


INDUSTRIAL OVERVIEW

West Inland Empire Industrial Market
Q1 2010

Submarket/ Building Size	Total Inventory SF	VACANCY			Total ² Vacancy Rate Prior Qtr	Total ³ Available Rate	Sales & Leasing Activity SF	ABSORPTION		CONSTRUCTION			Weighted ⁷ Avg Asking Lease Rate	Average ⁸ Sale Price
		Direct ¹ Vacancy Rate	Sublease Vacancy Rate	Total ² Vacancy Rate				Net ⁴ Absorption Current Qtr SF	Net ⁴ Absorption YTD SF	Completion ⁵ Current Qtr SF	Under Construction/ Renovation SF	Planned ⁶ SF		
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

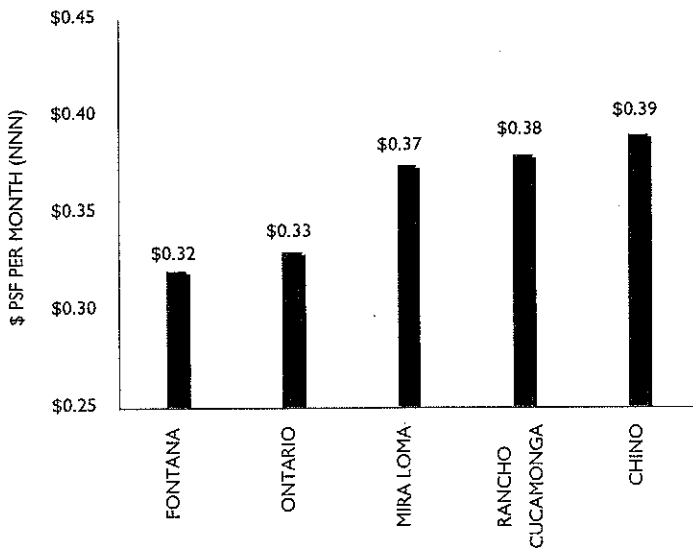
Port activity at Los Angeles and Long Beach has risen considerably in the past three months. Year-over-year volume for the combined ports was 28.2% higher in February 2010 over the numbers that were reported in 2009 with both imports and exports showing strong gains. While port activity is still far 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.

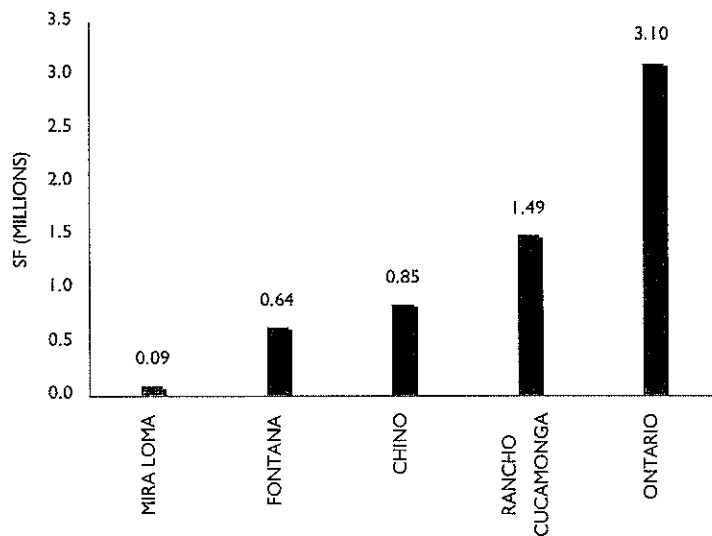
WEIGHTED AVERAGE ASKING LEASE RATES

West Inland Empire Industrial Market
Q1 2010



SALES & LEASING ACTIVITY

West Inland Empire Industrial Market
Q1 2010



MAJOR INDUSTRIAL USERS IN WEST INLAND EMPIRE

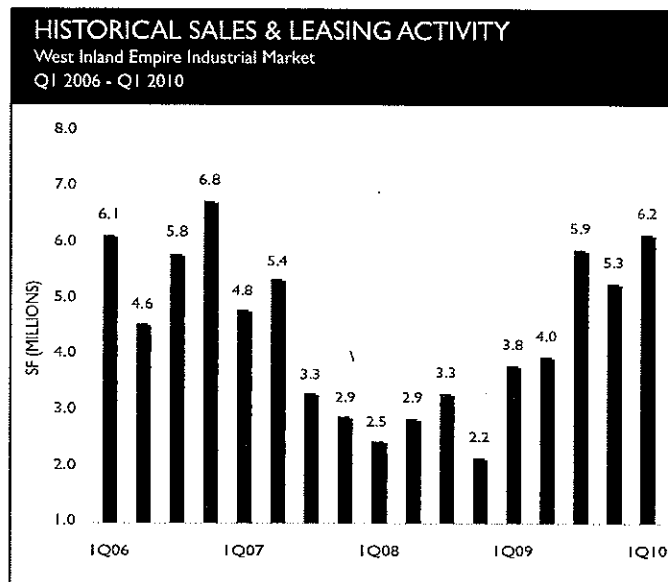
- Coca-Cola
- Home Depot
- LG Electronics
- Natures Best
- Procter & Gamble
- Quiksilver
- Target
- Toyota
- Toyo Tire Corporation
- Trader Joe's
- Wal-Mart

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

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COLLIERS
INTERNATIONAL

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 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): [Signature]
(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 _____

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: 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)

(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 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 :

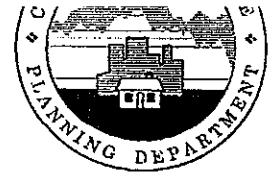
- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/
Representative (1) *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) CITY 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) CITY 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
CITY STATE ZIP
 Telephone No.: (213) 687-9700 (8am - 5pm)
2. Owner's Name: OBAYASHI CORPORATION
 Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013
CITY STATE ZIP
 Telephone No.: (213) 687-9700 (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: 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)?

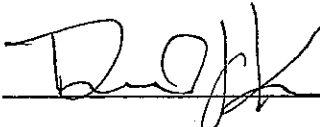
Check answer
 a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

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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:

- | | | |
|---|---|---|
| <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: PP18877

A. APPLICATION INFORMATION

1. Applicant's Name: OBAYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET

LOS ANGELES, CA 90013
CITY STATE ZIP
Telephone No.: (213) 687-9700 (8am - 5pm)

2. Owner's Name: OBAYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET

LOS ANGELES, CA 90013
CITY STATE ZIP
Telephone No.: (213) 687-9700 (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: 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
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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

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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 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: 4.1.05

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

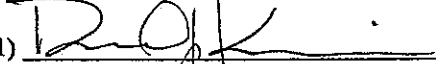
a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

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.

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

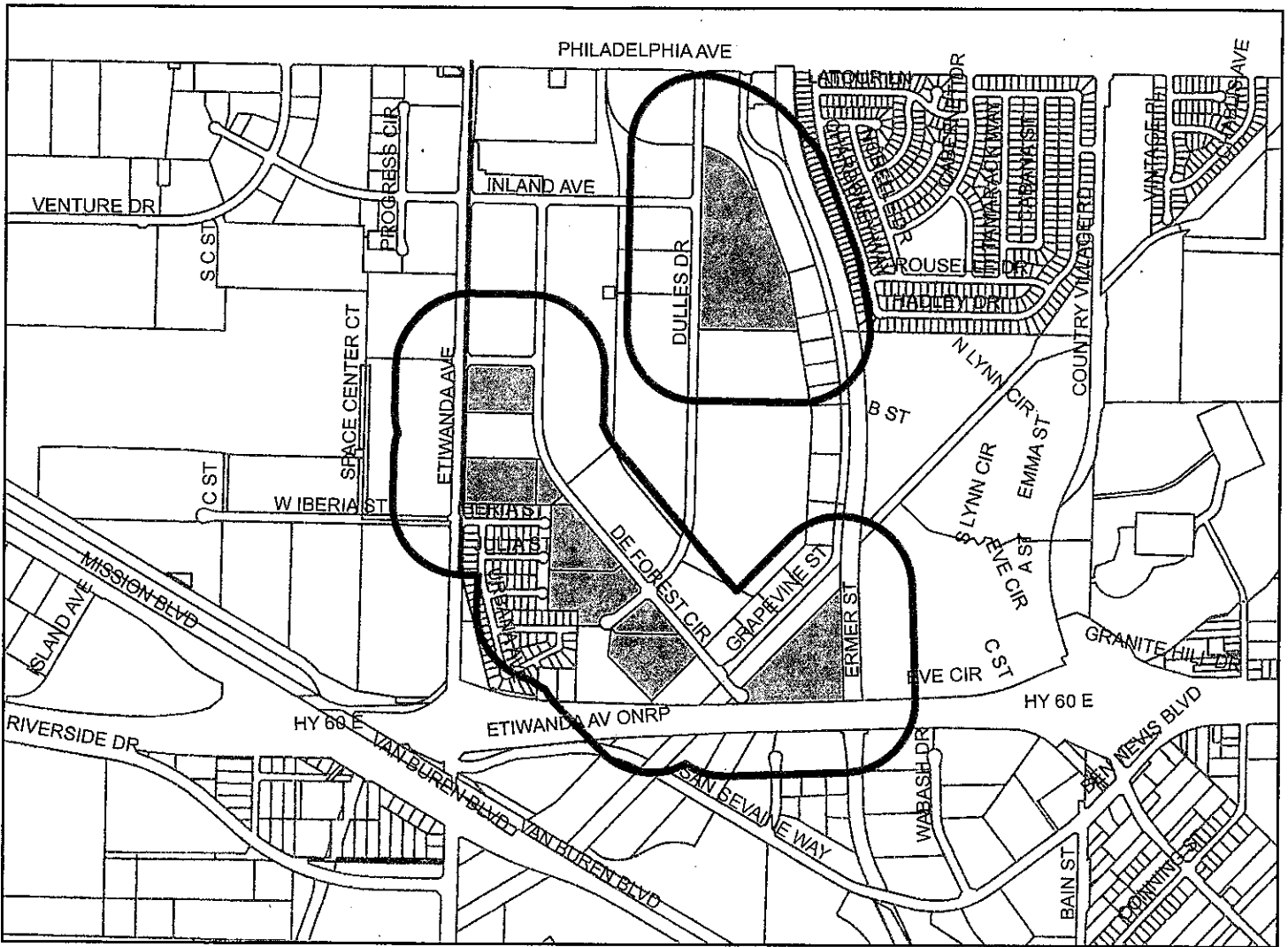
ADDRESS: 4080 Lemon Street 2nd Floor

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
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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 March 23, 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]
Signature

Project Planner
Title

March 8, 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#: ZEIR00450 ZCFG02693 .

FOR COUNTY CLERK'S USE ONLY

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

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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!