

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

443A



FROM: TLMA - Planning Department

SUBMITTAL DATE:
March 18, 2010

SUBJECT: RESOLUTION No. 2010-107 CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 510 and APPROVING PLOT PLAN NO. 22925 – Applicant: Hogle-Ireland – Engineer/Representative: Rick Engineering - First Supervisorial District – March Zoning District – Lake Mathews / Woodcrest Area Plan: Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) – Location: southerly of Alessandro Boulevard, easterly of Gem Lane, and westerly of Brown Street – 54.39 Gross Acres - Zoning: Industrial Park (I-P) - **REQUEST:** The Environmental Impact Report has been prepared to inform decisions makers and the public of the potential significant environmental effects associated with the development of the proposed plot plan per the California Environmental Quality Act (CEQA). The Plot Plan proposes a

[Signature]

Ron Goldman
Planning Director

Initials:
RG/ar

(Continued on Attached Page)

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 0	In Current Year Budget:	N/A
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	N/A
	Annual Net County Cost:	\$ 0	For Fiscal Year:	N/A
SOURCE OF FUNDS: N/A				Positions To Be Deleted Per A-30 <input type="checkbox"/>
				Requires 4/5 Vote <input type="checkbox"/>

C.E.O. RECOMMENDATION:

APPROVE
BY: *[Signature]*
Tina Grande

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Stone, seconded by Supervisor Benoit and duly carried, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Buster, Stone, Benoit and Ashley
Nays: None
Absent: Tavaglione
Date: April 6, 2010
xc: Planning, Building & Safety

Kecia Harper-Ihem
Clerk of the Board
By: *[Signature]*
Deputy

Prev. Agn. Ref. 3/16/10 Item No. 16.1 | **District:** First | **Agenda Number:**

ATTACHMENTS FILED

3.71

FOR THE APPROVED COUNTY COUNSEL
BY: *[Signature]* 3/22/10
DATE
MICHELLE CLACK

Departmental Concurrence

Dept't Recomm.: Consent Policy Policy
Per Exec. Ofc.: Consent Policy Policy

commercial and industrial development comprised of 8 buildings consisting of: four (4) office buildings totaling 258,102 square feet, two (2) industrial warehouse/distribution buildings totaling 409,312 square feet, one (1) retail building with 10,000 square feet, one (1) light industrial/multi-tenant building with 42,222 square feet, 285,696 square feet of landscaping area, 1,779 parking spaces, and three (3) detention basins. – APN(s): 297-080-007, 008, 009, 010.

RECOMMENDED MOTION:

ADOPTION of RESOLUTION NO. 2010-107 Certifying Environmental Impact Report No. 510, and approving Plot Plan No. 22925 which has been completed in compliance with CEQA Guidelines.

BACKGROUND:

On August 24, 2009, the Riverside County Planning Director Tentatively Certified Environmental Impact Report No. 510 and Approved Plot Plan No. 22925.

On August 31, 2009, the Planning Director's Decision was appealed. On September 30, 2009, the project was set for hearing before the Riverside County Planning Commission and they denied the appeal filed on August 31, 2009, continued Tentative Parcel Map No. 35365 off calendar, tentatively certified the environmental impact report, and approved the plot plan.

On October 28, 2009, the Planning Commission's Decision was appealed. The Public Hearing for the Appeal was advertised and scheduled for November 24, 2009 and continued to the following dates: January 5, 2010, February 9, 2010, and March 16, 2010. At the last public hearing, the Board of Supervisors took the actions listed below with the addition of one additional condition for a truck routing plan and modified condition of approval 80.TRANS.03 to occur at the prior to grading permit milestone. The below listed recommendations were made on the Form 11 to the Board of Supervisor's on **March 16, 2010** and the following actions were taken:

DENIAL of the **APPEAL** filed on March 16, 2010, and uphold the Planning Commission's decision on September 30, 2009 to;

TENTATIVELY CERTIFY ENVIRONMENTAL IMPACT REPORT NO. 510, based on the findings incorporated in the EIR and the conclusion that the project will not have a significant effect on the environment; and;

APPROVE PLOT PLAN NO. 22925, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

2 **RESOLUTION NO. 2010-107**
3 **CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 510**
4 **AND APPROVING PLOT PLAN NO. 22925**
5 **(ALESSANDRO COMMERCE CENTRE)**

6 **WHEREAS**, pursuant to applicable law, a public hearing was held before the Riverside County
7 Board of Supervisors in Riverside, California on November 24, 2009, January 5, 2010, February 9, 2010
8 and March 16, 2010, to consider Environmental Impact Report No. 510 (Alessandro Commerce Centre);
9 and,

10 **WHEREAS**, all the procedures of the California Environmental Quality Act ("CEQA) and the
11 Riverside County CEQA implementing procedures have been met, and Environmental Impact Report
12 (EIR) No. 510, prepared in connection with Plot Plan No. 22925 (referred to alternatively herein as "the
13 project"), is sufficiently detailed so that all the potentially significant effects of the project on the
14 environment and measures necessary to avoid or substantially lessen such effects have been evaluated in
15 accordance with the above-referenced provisions and procedures; and,

16 **WHEREAS**, the matter was discussed fully with testimony and documentation presented by the
17 public and affected government agencies; now, therefore,

18 **NOW, THEREFORE, BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED** by
19 the Board of Supervisors of the County of Riverside, in regular session assembled on April 6, 2010, that:

- 20 A. Plot Plan 22925 consists of eight (8) buildings of approximately 258,100 square feet of
21 office; 42,300 square feet of light industrial/multi-tenant; 409,400 square feet of industrial
22 warehouse/distribution; 10,000 square feet of retail on a 54.4 gross acre (51.21 net acre)
23 site with a total building area of approximately 720,000 square feet (floor area ratio of
24 0.32) including 1,784 parking spaces and 974,727 square feet of landscaping area
(approximately 40 percent), and three detention basins.
- 25 B. Plot Plan 22925 is associated with Tentative Parcel Map No. 35365, which is a Schedule E
26 subdivision of 54.4 gross acres (51.21 net acres) into six (6) industrial/commercial parcels;
27 Parcel 1 - 4.70 gross acres, Parcel 2 - 9.90 gross acres; Parcel 3 - 7.20 gross acres; Parcel 4
28 - 12.0 gross acres; Parcel 5 - 8.60 gross acres; Parcel 6 - 8.80 gross acres.

3/22/10
DATE
MICHELLE CLACK

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following environmental
2 impacts associated with the Plot Plan 22925 are potentially significant unless otherwise indicated, but
3 each of these impacts will be avoided or substantially lessened by the identified Mitigation Measures:

4 A. Aesthetics, Light and Glare

5 1. Impacts:

6 Scenic Vista: The County of Riverside General Plan does not identify any
7 specific scenic vistas on the project site. However, the site does have views
8 of the valley and mountains to the north and east, especially in the higher
9 elevations of the site. The primary scenic vistas visible from the project site
10 and surrounding land uses are Sycamore Canyon and Box Springs
11 Mountain. However, the development is consistent with surrounding
12 development and the overall views of Sycamore Canyon and Box Springs
13 Mountain from the surrounding area would not be marred and therefore
14 would not result in a significant impact.

15 Scenic Resources: The project will convert existing, vacant land to
16 commercial and light industrial uses. Notably, construction of the project
17 will result in the removal of several existing rocky outcroppings located on
18 the site. Accordingly, development of the project will change the current
19 landscape and natural vistas of the site.

20 Notwithstanding the permanence of these impacts, the changes are not
21 considered to be substantial in the context of creating significant injury or
22 damage to the prevailing and surrounding landscape. Specifically, the
23 project site does not contain unique features or landmarks that will be
24 affected by development of the project. Moreover, development of the
25 project will not block, obstruct or impede visual access to any scenic vistas,
26 features or views located in proximity to the project site. The design, layout
27 and elements of the project comply with local design codes and will be
28 aesthetically appropriate for the site and the surrounding area. As such,

1 development of the project will not create significant aesthetic impacts that
2 are detrimental to the site or the surrounding community and environment.

3 Visual Character: The project would develop vacant space into a
4 commercial development containing eight buildings, associated parking,
5 and three detention basins. The vacant and inactive land would be
6 converted to usable business space because of the project. The project is
7 consistent with the adjacent uses, zoning, and the General Plan vision for
8 this portion of the Lake Mathews/Woodcrest Area Plan. Development
9 standards for setbacks, building heights and landscaping would be
10 consistent with the surrounding development and the County development
11 ordinance; thus, the project impacts in regards to visual character and the
12 quality of the site will be less than significant.

13 Light or Glare: Development of the project will include the installation and
14 operation of new lighting features (e.g., parking area lamps) that will
15 increase light levels upon and in proximity to the project site. However,
16 these new sources of light are not expected to generate excessive or
17 inordinate light spill or glare that could adversely affect daytime and/or
18 nighttime views in the area. Moreover, the project will be required to
19 comply with the County lighting ordinance, which will further mitigate
20 potential light impacts. Accordingly, development of the project will not
21 produce significant lighting impacts that would adversely affect views.

22 The project has the potential to impact the residential neighborhood to the
23 west, by introducing light incursion and glare from the project's building
24 and street/parking lights. As mentioned above, the project will be required
25 to comply with the County lighting ordinance, which will direct potential
26 light and glare away from existing uses to the extent feasible. Accordingly,
27 development of the project will not expose neighboring residential property
28 to unacceptable light levels.

1 The EIR also analyzed cumulative impacts associated with aesthetics, light
2 and glare and determined that the project will not result in a cumulatively
3 considerable impact to aesthetics.

4 Mitigation:

5 None required.

6 B. Agricultural Resources

7 I. Impacts:

8 Convert Farmland to Non-Agricultural Use: The Farmland Mapping and
9 Monitoring Program shows that the project site contains approximately 2.53
10 acres of Farmland of Local Importance, a relatively small and infeasible
11 amount for agricultural uses. Furthermore, the site and the surrounding
12 areas are not zoned for or otherwise designated for agriculture.

13 The Soil Survey Western Riverside Area, California, conducted in 1971 by
14 the Soil Conservation Service (SCS), reports that 68 percent of the project
15 land area is covered with Cieneba rocky sandy loam (CkF2), 20 percent
16 with Monserate sandy loam (MnD2), and more than six percent with
17 Fallbrook sandy loam (FbC2). Approximately 95 percent of the site is
18 either class IV or VII soils, with less than five percent classified as class II
19 or III soils.

20 Therefore, development of the project (which presumes conversion of 2.53
21 acres of Farmland of Local Importance) will not produce significant
22 impacts on onsite agricultural resources.

23 Conflict with Existing Zoning or Williamson Act: The project is currently
24 undeveloped and vacant and has a land use designation of light industrial.
25 Additionally, the project site is not within or the subject of a Williamson
26 Act contract. Therefore, implementation of the project will not conflict
27 with any on-site agricultural use or violate any existing agricultural
28 preservation agreement.

1 Other Changes Resulting in Farmland Conversion to Non-Agricultural

2 Land: Approximately 2.53 acres of the eastern portion of the project site
3 fall under land designated as Farmland of Local Importance. This amount of
4 agricultural land is not significant and is infeasible to farm. Because the
5 area of Farmland of Local Importance is unsubstantial, the Land Evaluation
6 and Site Assessment (LESA) model does not apply for this project.
7 Furthermore, the project site and surrounding areas are not zoned for
8 agricultural use. Other than residential development on the west, there are
9 no existing uses surrounding the project site. Moreover, none of the
10 surrounding land is currently used for agriculture. Therefore,
11 implementation of the project will not (i) result in a change in use of
12 existing agricultural lands onsite or (ii) promote or otherwise cause the
13 conversion of surrounding lands to non-agricultural uses. Accordingly,
14 project-related impacts upon farmland will be less than significant.

15 The EIR also analyzed cumulative impacts associated with Agricultural
16 Resources and determined that the project will not result in a cumulatively
17 considerable impact to Agricultural Resources. Mitigation:

18 None required.

19 C. Biological Resources

20 1. Impacts:

21 Effect on Species: The project site is located within an MSHCP-designated
22 habitat assessment survey area for Burrowing Owl (BUOW) and Least
23 Bell's Vireo (LBV). Therefore, focused surveys for these species were
24 conducted as required by the Western Riverside County MSHCP. Neither
25 of the identified species were found during the surveys.

26 Even though a focused survey concluded that BUOW and LBV were not
27 present, the project site contains some potentially suitable habitat for those
28 species. Additionally, the site contains several trees and shrubs that could

1 provide a small amount of habitat suitable for nesting birds. Therefore, the
2 project shall implement mitigation to reduce the impacts.

3 Effect on Riparian Habitat: A Jurisdictional Delineation Report was
4 prepared for the project and determined that 0.32 acre of riparian/riverine
5 area will be impacted by the proposed development. By virtue of proposed
6 development activities on identified riparian/riverine acreage, the project
7 could create a significant impact on biological resources considered
8 important by the resource agencies. Therefore, appropriate Mitigation
9 Measures will be implemented to reduce the potential significant impact
10 related to riparian habitat to less than significant level.

11 Conflict with Conservation Plan: The project site is located within the
12 boundaries of the Western Riverside County Multiple Species Habitat
13 Conservation Plan (MSHCP). The site is not within the bounds of a Criteria
14 Cell of the MSHCP, but a small southern portion of the project site
15 (approximately 5 acres) is located adjacent to Existing Core D, Western
16 Riverside County MSHCP Areas. Therefore, as addressed in the EIR, an
17 urban/wildlands interface analysis was completed. This analysis outlined
18 several guidelines (see page 70 to 73 for outlined guidelines) to incorporate
19 into the project in order to minimize conflicts with the MSHCP. With
20 compliance and adherence to the recommendations, the project will be fully
21 consistent with the Western Riverside County MSHCP and will not conflict
22 with any habitat conservation plan, or otherwise adversely affect any
23 significant biological communities. Therefore, the implementation of the
24 project will not create any significant impacts or conflict with any
25 applicable habitat conservation or natural community's conservation plan.

26 The EIR also analyzed cumulative impacts associated with Land Use and
27 Planning and concluded that the project represents less than two tenths of
28 one percent of planned industrial/commercial growth in the County, and it

1 would not induce growth or make a substantial contribution to cumulatively
2 considerable Land Use and Planning impacts in the region. Therefore, the
3 project will not contribute to cumulatively considerable impacts to Land
4 Use and Planning and no additional mitigation is required.

5 2. Mitigation:

6 MM BR-1a: Pursuant to Objective 6 of the Species Account for the
7 burrowing owl included in the Western Riverside County Multiple Species
8 Habitat Conservation Plan, within 30 days prior to the issuance of a grading
9 permit, a pre-construction presence/absence survey for the burrowing owl
10 shall be conducted. A qualified biologist shall conduct the survey and the
11 results of this presence/absence survey shall be provided in writing to the
12 Environmental Programs Department (EPD) at Riverside County. If it is
13 determined that the project site is occupied by burrowing owl, take of
14 “active” nests shall be avoided pursuant to the MSHCP and the Migratory
15 Bird Treaty Act. However, when the burrowing owl is present, relocation
16 outside of nesting season (March 1 through August 31) by a qualified
17 biologist shall be required. The EPD shall be consulted to determine
18 appropriate type of relocation (active or passive) and translocation sites.

19 MM BR-1b: The removal of any trees, shrubs, or any other potential
20 nesting habitat shall be conducted outside the avian nesting season,
21 wherever practicable. The avian nesting season extends from February 15
22 through August 30. If ground-disturbing activities are scheduled during the
23 nesting season, a survey for nesting birds shall be conducted by a qualified
24 biologist prior to any ground disturbing activities. If active nests are found
25 within 500 feet of the planned impact area, the area of the nest shall be
26 flagged, including an adequate buffer as determined by a qualified biologist,
27 and the flagged area shall be avoided until a qualified biologist has
28

1 determined that the nest is no longer active. This measure shall be
2 implemented to the satisfaction of the County requirements.

3 MM BR-2a: The project applicant shall mitigate onsite impacts to
4 riparian/riverine habitat by funding offsite restoration activities at a ratio of
5 3:1. The restoration will be done through the Santa Ana Watershed
6 Association to ensure high quality habitat is preserved /restored within the
7 same watershed as the impact area.

8
9 D. Cultural Resources

10 1. Impacts:

11 Archaeological Resources: A Phase I archeological assessment prepared in
12 relation to the project identified eight sites of potential significance within
13 the project site. A Phase II assessment was carried out and each of the eight
14 sites was tested for significance. Of the eight sites identified during the
15 Phase I assessment, only one feature (i.e. Feature 2 of site CA-RIV-5457)
16 was determined during the Phase II assessment to be potentially significant
17 as an archeological resource under the State CEQA Guidelines (MBA
18 2006).

19 Because the records search found numerous cultural resources in and within
20 one mile of the project area, and because the results of the survey showed
21 that additional resources are located in the project site, the potential
22 sensitivity for impacts to buried and unrecorded archaeological resources is
23 considered high. It is also possible that unknown buried archaeological sites
24 may be encountered during grading. Therefore, the project's potential
25 impact on unknown archaeological cultural resources is considered
26 significant, and Mitigation Measures are required in order to mitigate
27 potentially adverse impacts to potentially unique archaeological resources.
28

1 Human Remains: The Phase I and II assessments did not indicate any
2 human remains within the project site (MBA 2006). As addressed in the
3 EIR, due to a lack of formal cemeteries, informal family burial plots, and
4 lack of evidence of historic habitation within the immediate vicinity of the
5 project footprint, the site is not expected to contain any human remains,
6 including those interred outside of formal cemeteries. However, subsurface
7 construction activities associated with Project development such as
8 trenching and grading could potentially damage or destroy previously
9 undiscovered burial sites. This is a potentially significant impact;
10 accordingly, Mitigation Measures are required in order to reduce said
11 potentially significant impacts to a level of less than significant.

12 The EIR also analyzed cumulative impacts associated with Cultural
13 Resources and determined that the project will not result in a cumulatively
14 considerable impact to Cultural Resources; therefore, no mitigation is
15 required.

16 2. Mitigation:

17 MM CR-2a: Phase III data recovery must be completed for site CA-RIV-
18 5457 prior to final issuance of a grading permit. The recovery fieldwork
19 must be completed in its entirety before grading begins, and a Phase III
20 excavation report must be finalized and approved before final inspection.
21 The Phase III excavation must be designed and written to ARMR standards
22 and County of Riverside standards.

23 MM CR-2b: The project Archaeologist must create a mitigation-monitoring
24 plan prior to earthmoving in the project area, and a pre-grade meeting
25 associated with the details of that plan must occur between the monitoring
26 archaeologist(s) and the grading contractor before grading begins. The
27 abatement plan document must contain a description of how and where
28 artifacts will be curated if found during monitoring, and contingency plans

1 associated with Native American tribal representation if the recovered
2 artifacts are considered sacred items by one or more Native American
3 tribes.

4 MM CR-2c: Monitoring of development-related excavation is required
5 during all construction-related earthmoving. The project Archaeologist
6 may, at his or her discretion, terminate archaeological monitoring in any
7 one location on the project Site if and only if bedrock or sterile soils are
8 encountered during earthmoving at that location.

9 MM CR-2d: Should previously unidentified cultural resource sites be
10 encountered during monitoring, they must be evaluated, and tested if
11 necessary, for significance following CEQA Guidelines prior to allowing a
12 continuance of grading in the area. County Condition of Approval
13 10.Planning 002 addressing inadvertent archaeological finds shall also be
14 implemented.

15 MM CR-2e: Native American monitors shall be allowed to monitor all
16 grading, excavation and groundbreaking activities.

17 MM CR-4a: If human remains are encountered during earth-disturbing
18 activities for the project, all work within 100 feet of the find shall stop
19 immediately and the Riverside County Coroner's office shall be notified. If
20 the Coroner determines the remains are Native American in origin, the
21 NAHC will be notified and, in turn, will notify the person determined to be
22 the Most Likely Descendent (MLD). The MLD will provide
23 recommendations for treatment of the remains (CEQA Guidelines §
24 15064.5; Health and Safety Code § 7050.5; Public Resources Code §§
25 5097.94 and 5097.98).

26 E. Geology, Soils, and Seismicity

27 1. Impacts:

1 Substantial erosion or loss of topsoil: Implementation of the project will
2 require extensive grading and excavation. During these activities, there will
3 be the potential for surface water to carry sediment from onsite erosion into
4 the stormwater system and local waterways. Soil erosion may occur along
5 project boundaries during construction in areas where temporary soil
6 storage is required. The soil study prepared in relation to the project (and
7 addressed in the EIR) indicates that a majority of the areas planned for
8 development on the project site have soil types with moderate to high
9 erosion potential. Therefore, a potentially significant risk of erosion
10 associated with construction activities exists without mitigation.

11 Unstable Geologic Location: The Preliminary Geotechnical Investigation by
12 Leighton Consulting, Inc. in 2007 (addressed in the EIR) concluded that the
13 topsoil, alluvium/colluvium soil, and highly weathered bedrock that exist on
14 site are considered potentially compressible and this material should be
15 removed and recompacted. The Leighton study made grading
16 recommendations based on the underlying soil conditions, and those
17 recommendations will be implemented during grading. Moreover, the
18 County considers all fill to be “structural”; therefore, the placement of any
19 boulders within the fill will be subject to review and approval by the
20 County. Unless these recommendations are implemented, the project has
21 the potential to produce potentially significant impacts concerning unstable
22 geologic units; accordingly, the incorporation of the recommendations as
23 Mitigation Measures is appropriate and necessary for reducing geologic
24 impacts to a less than significant level.

25 2. Mitigation:

26 MM GS-2a: Refer to and comply with the Mitigation Measures MM HWQ
27 1a- and HWQ 1-b (See DEIR section 4.8 Hydrology and Water Quality),
28 and all other applicable water quality standards and requirements.

1 MM GS-3a: The developer shall implement the grading recommendations
2 identified in the Preliminary Geotechnical Report (2007). Prior to the
3 commencement of building construction, the applicant shall retain a
4 qualified engineer to design foundations adequate to support the project's
5 structures where necessary, based on the recommendations of the
6 Preliminary Geotechnical Report (2007). Settlement analysis shall be
7 performed once the structural design loads and foundation system geometry
8 have been defined for each building.

9 F. Hazards and Hazardous Materials

10 1. Impacts:

11 Hazardous Materials on Site: As addressed in the EIR, the Phase I ESA
12 identified that the project site contains nine, 5-gallon containers of a dark,
13 oily substance and dark, oil-stained soils were noted beneath the containers.
14 Therefore, there is potential for significant impact related to disturbance of
15 these containers if they contain hazardous materials and are not properly
16 mitigated.

17 March ARB: Although the March ARB does not have an Airport Land Use
18 Plan, the project site is less than one mile west of the March ARB extended
19 runway and is located under certain flight paths identified in the Air
20 Installation Compatible Use Zone Study (AICUZ 2005) for the base. The
21 March JPA has recommended that March ARB be notified of potential
22 industrial uses upon the project site to minimize potential impacts on the
23 March ARB relative to hazardous materials on the project site. The
24 proposed Plot Plan 22925 is consistent with the Riverside County Airport
25 Land Use Commission Comprehensive Land Use Plan, and Riverside
26 County General Plan. With implementation of the Mitigation Measures
27 identified below, the potential airport-related impacts to people residing or
28 working in the project area will be less than significant.

1 2. Mitigation:

2 MM HHM-1a: Stained soils, as identified in Phase I ESA, shall be removed
3 prior to any ground-disturbing activities. The removal process shall be in
4 compliance with the County hazardous materials removal/handling
5 regulatory guidelines, and work will be performed to the satisfaction of the
6 County Environmental Health staff.

7 MM HHM-5a: Prior to the issuance of occupancy permits, information on
8 users, uses, and use of hazardous materials within the project Site will be
9 transmitted to the March JPA for review. The County Planning,
10 Environmental Health, and/or Fire Departments shall have authority to
11 modify any use or occupancy permits to restrict or preclude uses that
12 involve materials that could cause a demonstrable hazard to March ARB
13 flight activities.

14 G. Hydrology/Water Quality

15 1. Impacts:

16 Water Quality Standards and Requirements: The implementation of the
17 project will result in construction activities that have the potential to
18 contribute pollutants to off-site drainage courses. As identified in the EIR,
19 construction may generate increased amounts of pollutants, mainly silt,
20 debris, chemicals, and dissolved solids, from the following sources:

- 21 • Grading - Disruption of surface soils and increased susceptibility to
22 erosion;
 - 23 • Building construction - Use of sealants, glues, wood preservatives, oils,
24 concrete, and the generation of debris related to construction activities;
 - 25 • Painting - Paint fragments and stucco flakes; and
 - 26 • Construction equipment and vehicle maintenance - Washing, chemical
27 degreasing.
- 28

1 These construction activities may result in short-term degradation of
2 surface water quality due to the increased pollutant burden.

3 The long-term operations and development of the project would potentially
4 increase the pollutant burden of the stormwater flows. The project will
5 increase the amount of impervious surfaces onsite, resulting in an increase
6 in stormwater flows. Furthermore, the project's potential industrial and
7 commercial activities could produce runoff containing one or more of the
8 following contaminants: oil, grease surfactants, heavy metals, solvents,
9 pesticides or nutrients.

10 Therefore, the project could result in significant potential impacts to water
11 quality during the construction and operation phase; notwithstanding, with
12 the implementation of the Mitigation Measures identified below, water
13 quality impacts will be reduced to a less than significant level.

14 2. Mitigation:

15 MM HWQ-1a: Prior to the issuance of grading permits for any portion or
16 phase of the project, the project applicant shall submit to and receive
17 County approval of SWPPP and Grading Plan that identify specific actions
18 and BMPs to prevent stormwater pollution from construction sources. The
19 plans shall identify a practical sequence for site restoration, BMP
20 implementation, contingency measures, responsible parties, and agency
21 contacts. The applicant shall include conditions in construction contracts
22 requiring the plans to be implemented and shall have the ability to enforce
23 the requirement through fines and other penalties. The plans shall
24 incorporate control measures in the following categories:

- 25 • Soil stabilization practices;
- 26 • Sediment and runoff control practices;
- 27 • Monitoring protocols; and
- 28 • Waste management and disposal control practices.

1 Once approved by the County, the applicant's contractor shall be
2 responsible, throughout the duration of the project for installing,
3 constructing, inspecting, and maintaining the control measures included in
4 the SWPPP and Grading Plan.

5 MM HWQ-1b: Prior to final building inspection for any portion or phase of
6 the project, the applicant shall receive County approval for Water Quality
7 Management Plan (WQMP) that identifies specific long-term actions and
8 Best Management Practices (BMPs) to prevent stormwater pollution from
9 ongoing site operations. The WQMP shall identify a practical sequence for
10 BMP implementation, contingency measures, responsible parties, and
11 agency contacts. The applicant shall enforce the requirement through fines
12 and other penalties, as necessary.

13 Once approved by the County, the applicant shall be responsible throughout
14 the duration of the project for installing, constructing, inspecting, and
15 maintaining the control measures included in the WQMP.

16 The WQMP shall identify potential pollutant sources that could affect the
17 quality of stormwater discharges from the project site. Control practices
18 shall include those that effectively treat target pollutants in stormwater
19 discharges anticipated from the project site. To protect receiving water
20 quality, the WQMP shall include, but is not limited to, the following
21 elements:

- 22 • Permanent erosion control measures such as detention basins, inlet
23 protection, and temporary revegetation or other ground cover that shall be
24 employed for disturbed areas after initial construction is finished.
- 25 • No disturbed surfaces will be left without erosion control measures in
26 place during the winter and spring months (September 30 – March 30).

- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. Of critical importance is the protection of existing catch basins that eventually drain to Sycamore Canyon.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the project site to prevent, eliminate, or reduce discharge of materials to storm drains.
- BMP's performance and effectiveness shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination, (inadvertent petroleum release) is required to determine adequacy of the measure.

H. Land Use and Planning

1. Impacts:

Divide an Established Community: The project will be constructed on vacant, undeveloped land. The project site does not contain any established communities. A residential neighborhood exists along Gem Lane, the western boundary of the project site. However, the remaining areas adjacent to the project site are undeveloped and vacant. Therefore, the project does not have the potential to divide an established community and this impact is less than significant.

Conflict with Applicable Plans, Policies or Regulations:

County of Riverside General Plan

The project site is within an unincorporated area in the County of Riverside and, therefore, it is subject to the County's General Plan goals and policies. The site is designated as Light Industrial (LI) under the foundation component of Community Development in the General Plan. This designation allows for a variety of uses including industrial, manufacturing, service, and commercial. The project contemplates a development

1 consisting of approximately 720,000 square feet of building area on the 54.4
2 gross (51.21 net) acre site, a project floor-area-ratio of 0.30. This floor ratio
3 is within the 0.25-0.60 floor area ratio required for the LI designation. The
4 proposed 6-parcel subdivision will include the construction of eight
5 buildings with the following floor areas: 258,100 square feet of office
6 business park, 409,400 sq. ft. of industrial warehouse/distribution, 10,000
7 sq. ft. of commercial retail, and 42,300 sq. ft. of light industrial/multi-
8 tenant. All of the proposed building uses are allowed under and compatible
9 with the requirements of the LI designation.

10 Lake Mathews/Woodcrest Area Plan

11 The project site is located within the boundaries of the Lake
12 Mathews/Woodcrest Area Plan and, therefore, it is subject to the Area
13 Plan's goals and policies. The site is designated as LI under the foundation
14 component of Community Development in the Area Plan. This designation
15 has all the same permitted uses and requirements as the County of
16 Riverside's General Plan's LI designation. Therefore, the project is
17 consistent with the Lake Mathews/Woodcrest Area Plan.

18 Riverside County Zoning

19 The project site is zoned Industrial Park (IP) under the Riverside County
20 Zoning Ordinance. Industrial Park land has a multitude of permitted uses,
21 including uses in the industrial, manufacturing, service and commercial
22 sectors. The project's intended uses are all permitted under the IP zoning.
23 Because the project will be required to abide by all development standards
24 established for construction within the IP Zone, the project will be
25 consistent with the Riverside County Zoning Ordinance.

26 General Plan of the March Joint Powers Authority (MJPA)

27 The project is outside of the boundaries of the General Plan of the March
28 JPA. All of the surrounding area to the south and east is under the authority

1 of the General Plan of the March JPA and is designated as Business Park
2 (BP). This designation requires a floor area ratio (FAR) of 0.75 or less,
3 which is consistent with the project site's proposed FAR of 0.30. The
4 project's contemplated uses include industrial warehouse/distribution,
5 commercial retail, business park, and light industrial/multi-tenant. All of
6 these uses are permitted or related to permitted uses on and within the
7 surrounding BP land (March JPA). Accordingly, development of the project
8 is consistent with the General Plan, of the March JPA.

9 The project site is also within the March Air Reserve Base Airport
10 Influence Policy Area, Safety Zone Area II. According to policies within
11 the Riverside County Airport Land Use Plan, agricultural, industrial, and
12 commercial uses are acceptable in the Safety Area II. The Safety Area II
13 regulations contain certain restrictions on uses and activities on properties
14 located within the boundaries of the Safety Area; the project does not
15 contemplate any of these prohibited uses. Therefore, the project is
16 consistent with applicable airport regulations and designations.

17 City of Riverside Sphere of Influence

18 The project site is outside of the City of Riverside's territorial limits, but is
19 within the City's Sphere of Influence. The City of Riverside General Plan
20 designates the site as Business/Office Park (B/OP). This designation's
21 primary intended uses include research and development and related
22 flexible space, laboratories, offices, support commercial and light industrial
23 uses. Per city ordinance, light industrial and small warehouse uses are only
24 allowed up to 10,000 square feet per site.

25 The proposed uses of the project are permitted in the City's B/OP
26 designation; however, the project includes 410,000 square feet of industrial
27 warehouse/distribution and 42,000 square feet of light industrial, which
28 amounts exceed the maximum square footage requirements identified by the

1 City's B/OP designation. Notwithstanding, the proposed floor area ratio
2 (FAR) for the project is 0.30, which is less than the 1.5 maximum FAR
3 allowed by the City of Riverside's B/OP designation.

4 The project site is within an area being considered for annexation by the
5 City of Riverside (Annexation 112 – Kaliber). According to the City's
6 website:

7 “this area contains approximately 59 vacant acres located southerly
8 of Van Buren Boulevard, between Gem Lane and March JPA
9 property. This area was previously proposed for annexation in 1996
10 as part of an area that includes what is now Annexation #103.
11 However, the annexation proceedings were terminated by the City
12 Council after determining that a majority protest of registered voters
13 within the annexation area exists. On October 26, 2004, the City
14 Council authorized staff to commence processing necessary for an
15 annexation. A Plan for Services is being developed for the
16 annexation area.” (City Website 2009).

17 Since the time the City Council issued its authorization to staff, the County
18 has been unaware of occurrence of any significant activity relative to this
19 potential annexation. The proponent of the project represents the major (if
20 not the only) property owner within this area, and is currently opposed to
21 annexation into the City. Accordingly, the project is not in conflict with the
22 applicable land use plans of the City of Riverside.

23 Conflict with Conservation Plans: The project site is located within the
24 boundaries of the Western Riverside County Multiple Species Habitat
25 Conservation Plan (MSHCP). The site is not within the bounds of a Criteria
26 Cell of the MSHCP, but a small southern portion of the project site
27 (approximately 5 acres) is located adjacent to Existing Core D, Western
28 Riverside County MSHCP Areas. Therefore, as addressed in the EIR, an

1 urban/wildlands interface analysis was completed. This analysis outlined
2 several guidelines to incorporate into the project in order to minimize
3 conflicts with the MSHCP. With compliance and adherence to the above
4 guidelines, the project will be fully consistent with the Western Riverside
5 County MSHCP and will not conflict with any habitat conservation plan, or
6 otherwise adversely affect any significant biological communities.
7 therefore, the project will not create any significant impacts or conflict with
8 any applicable habitat conservation or natural community's conservation
9 plan.

10 The EIR also analyzed cumulative impacts associated with Land Use and
11 Planning and concluded that the project represents less than two tenths of
12 one percent of planned industrial/commercial growth in the County, and it
13 would not induce growth or make a substantial contribution to cumulatively
14 considerable Land Use and Planning impacts in the region. Therefore, the
15 project will not contribute to cumulatively considerable impacts to with
16 Land Use and Planning and no additional mitigation would be required.

17 2. Mitigation:

18 None required, as compliance with the guidelines established by MSHCP's
19 urban/wildlands interface analysis will mitigate any potential conflicts with
20 relevant conservation plans.

21 I. Mineral Resources

22 1. Impacts:

23 Loss of Availability of Known Mineral Resources: According to the
24 California Department of Conservation's Mineral Land Classification
25 report, the project site is located within an area that has been classified as
26 MRZ-3. These are areas where the significance of mineral deposits cannot
27 be evaluated from available data. In addition, no mining operations
28 currently occur on or in proximity of the site, nor does information suggest

1 that mining operations have been conducted on or in proximity of the site in
2 the past. Accordingly, there is no evidence that indicates that the project
3 site contains any mineral resource that could be of value on a regional or
4 state level. Therefore, development of the project site will not result in the
5 loss of availability of valuable mining resources.

6 Loss of Mineral Resources Recovery Site: The Riverside County General
7 Plan mineral resource policies require that future development in
8 incorporated areas of the County may not significantly affect known
9 mineral resources, nor may future mineral resource extraction have any
10 significant affects on future development. Averting adverse impacts is
11 realized though adherence to theses policies: by protecting open space-
12 mineral resource areas from encroachment from incompatible uses using
13 buffer zones or visual screening, by restricting land uses incompatible
14 within the impact area of existing or potential surface mining areas, by
15 restricting development on land designated as Mineral Resource Zone - 2
16 (MRZ-2), and by requiring all development to adhere to State mining
17 policies and regulations.

18 According to the California Department of Conservation's Mineral Land
19 Classification report, the project site is not been designated as a mineral
20 resource recovery area, known as a "sector" and is not located within an
21 MRZ-2 designation. In addition, the subject area is not located within a
22 surface mining area designated by the Riverside County General Plan.
23 Moreover, the existence of residential neighborhoods immediately to the
24 west of the site limits possible future mining operations on the site because
25 of the insufficient buffer. Due to the above reasons and the site's
26 classification as MRZ-3, impacts to the loss of locally-important mineral
27 resources will be less than significant.
28

1 The EIR also analyzed cumulative impacts associated with mineral
2 resources. The EIR concluded that as construction of new development
3 continues in the community, greater demand would be placed on mineral
4 resources, especially sand and gravel. As long as future development
5 within the County conforms to strict regulations of the California
6 Department of Conservation Division of Mines and Geology (1987),
7 impacts on mineral resources will be less than significant. Because the
8 project site does not contain mineral or energy resources, its development
9 will not make a significant contribution to cumulatively considerable
10 regional impacts to mineral resources. Therefore, no mitigation is required.

11 2. Mitigation:

12 None required.

13 J. Noise

14 1. Impacts:

15 Temporary or Periodic Increase in Ambient Noise Level: As addressed in
16 the EIR, construction and project site preparation will produce a temporary
17 increase in ambient noise levels in the site area. Noise impacts could occur
18 from the noise created by the transport of workers and movement of
19 construction materials to and from the project site or from the noise-
20 generated onsite during development, ground clearing, excavation, grading,
21 and construction activities.

22 In order to minimize noise impacts to sensitive receptors proximate to the
23 site, hours of construction shall be required to comply with those
24 established in Chapter 9.52 of the Riverside County Development Code.
25 Those hours are 6 am through 6 pm during the months of June through
26 September and 7 am through 6 pm during all other months.

27 As also addressed in the EIR, the noise impact analysis study estimates the
28 maximum construction noise levels to be 81dBA CNEL at the nearest

1 sensitive receptors. Although the construction activity would take place in
2 accordance with Riverside County noise ordinance requirements for
3 construction, the study shows the noise increment up to 20 dBA CNEL
4 above the normal level during certain construction phases. This represents a
5 potentially significant impact and, hence, (i) Mitigation Measures are
6 recommended to reduce temporary noise impacts and (ii) with
7 implementation of the following Mitigation Measures, said noise impacts
8 will be reduced to a less than significant level.

9 2. Mitigation:

10 MM N-4a: Prior to grading permit issuance, the project applicant shall
11 submit a Construction Noise Mitigation Plan to the County for review and
12 approval. The plan shall depict the location of construction equipment and
13 describe how noise would be mitigated through methods such as, but not
14 limited to, locating stationary noise-generating equipment (such as pumps
15 and generators), as far as possible from nearby noise-sensitive receptors.
16 Where practicable, noise-generating equipment will be shielded from
17 nearby noise-sensitive receptors by noise-attenuating buffers such as
18 structures or haul trucks and trailers. Onsite noise sources located less than
19 200 feet from noise-sensitive receptors will be equipped with noise-
20 reducing engine housings. Portable acoustic barriers able to attenuate at
21 least 6 dB will be placed around noise-generating equipment located within
22 200 feet of residences. Water tanks and equipment storage, staging, and
23 warm-up areas will be located as far from noise-sensitive receptors as
24 reasonably possible. The noise attenuation measures identified in the plan
25 shall be incorporated into the project's mitigation monitoring and reporting
26 plan (MMRP).

1 MM N-4b: During construction, all equipment shall utilize noise reduction
2 features (e.g., mufflers, engine shrouds, etc.) that are no less effective than
3 those originally installed by the manufacturer.

4 K. Population and Housing

5 1. Impacts:

6 Induce Substantial Population Growth: The project is commercial and
7 industrial in nature, including uses such as office business park, industrial
8 warehouse/distribution, commercial retail, and light-industrial/multi-tenant.
9 The proposed development does not propose any new housing on- or off
10 site. Based on estimates from the project's Initial Study, the development is
11 expected to generate 1,300 jobs, 1,000 full-time and 300 part-time. The
12 predicted growth of the unincorporated areas in County of Riverside from
13 2008 to 2010 is 2,088,322 to 2,242,745 residents. Most of the employees
14 for the operational phase of the project are expected to already reside in the
15 western Riverside County area or within Riverside County in general.
16 Assuming, as a worse case scenario, that all employees will come from
17 outside Riverside County, the expected population influx is insignificant
18 compared to the predicted population growth from 2008 to 2010. For
19 example, the estimated influx is approximately two percent of the predicted
20 growth of the unincorporated areas in County of Riverside from 2008 to
21 2010 (554,571 to 617,242). The incremental population increase is less
22 than one percent of the County of Riverside predicted growth from 2008 to
23 2010.

24 As addressed in the EIR, this number of workers will need approximately
25 422 housing units, given the assumption that all the employees do not
26 already live in houses and the average household rate is 3.09 persons per
27 household in unincorporated areas of Riverside. Many of the positions will
28 be filled with residents of the region so that the induced housing burden will

1 be less than significant. According to Department of Finance data, there are
2 currently approximately 73,000 vacant houses in the unincorporated regions
3 of the Riverside County. Thus, sufficient housing opportunities exist, and
4 implementation of the project will not require the development of additional
5 housing units. Additionally, the recovery of the western Riverside County
6 real estate market may result in increased housing opportunities. Therefore,
7 the project will not result in a significant increase in population and growth.
8 Development and operation of the project is consistent with growth and
9 development predictions for the area by the Southern California Association
10 of Governments. The project does not include the construction of new
11 homes, major infrastructure or a large-scale employment facility; therefore,
12 implementation of the project will not affect local-regional or regional
13 population projections. Additionally, as discussed above, the region's
14 employment to housing ratio is estimated to be 0.73 for the year 2010, and
15 the employment opportunities provided by the project will help to improve
16 the jobs/housing imbalance in this region.

17 Housing Displacement/Replacement Housing: The project would not result
18 in the displacement of housing because the project site does not have
19 existing housing units. Moreover, implementation of the project does not
20 contemplate any off-site development activity that may eliminate or
21 adversely affect existing housing supplies (or require the development of
22 replacement housing). Therefore, the project would have no significant
23 impact on housing.

24 Population Displacement: The project would not result in the displacement
25 of any individuals because the project site is currently unimproved and
26 uninhabited. Moreover, implementation of the project does not contemplate
27 any off-site activities (direct or indirect) that would result in the
28

1 displacement of existing residents/housing units. Therefore, the project
2 would have no significant impact vis-à-vis the displacement of people.

3 2. Mitigation:

4 None required.

5 L. Public Services and Recreation

6 1. Impacts:

7 Fire Protection: As addressed in the EIR, the Riverside County Fire
8 Department (RCFD) maintains three local fire stations in the vicinity of the
9 project site. These stations are currently staffed with a minimum of at least
10 a three-person crew, including paramedics. This level of service meets
11 current demands. In addition, the RCFPMP specifies that development in
12 the Category 1 – Heavy Urban category must have a fire station within
13 three miles of the site. The primary station serving the project area is
14 within three miles of the site. Additionally, the estimated response times
15 from the three stations meet the Heavy Land Use protection goals of ten-
16 minute response times.

17 The project would create an incremental increase in the demand for fire
18 protection and emergency service. “These impacts include an increased
19 number of emergency and public service calls due to an increased presence
20 of structures and population” according to the RCFD.

21 According to the RCFD, one new fire station and/or engine company is
22 recommended for every 3.5 million square feet of commercial/industrial
23 occupancy. However, the proposed development represents only
24 approximately 20 percent of the demand for a new fire station (720k sq ft
25 vs. 3500k sq ft). The project will be required to comply with the County
26 Ordinance related to the Fire Prevention and to pay the applicable
27 Development Impact Fee. Therefore, there would be no service deficiency
28 or significant impact in regards to fire protection given that the project will

1 be required to comply with County Ordinances and pay the applicable
2 Development Impact Fees; and the project will not have a significant
3 impact to fire protection.

4 Police Protection: As addressed in the EIR, implementation of the project
5 would result in an incremental increase in demand for police protection
6 through increased calls for service and patrols. Police protection is provided
7 by the Riverside County Sheriff Department (RCSD). According to the
8 RCSD, the current officer to resident ratio is 1.14 to 1,000, respectively;
9 however, the County has a goal of 1.4 officers per 1,000 residents.

10 Industrial use does not generate a substantial number of law enforcement
11 service calls compared to residential uses. In order to maintain adequate
12 funding for law enforcement facilities, the County has implemented the
13 Development Impact Fee Program. This fee can be utilized to pay for one-
14 time capital improvements, such as the need to purchase land and
15 equipment and/or to construct new facilities, resulting from the
16 development of projects in the service area.

17 Based on current service levels, the project could generate up to an
18 additional 2.3 calls for service per day (based on a County-wide average of
19 1.2 calls per thousand population per day), with approximately two percent
20 of the calls being priority one calls.

21 The project would provide development impact fees to the County of
22 Riverside for capital improvements to the RCSD's Department facilities.
23 These fees, when coupled with contributions by other
24 developments/project, would be used to fund improvements/construction
25 and/or purchase land, equipment and facilities. Accordingly, payment of
26 the impact fees would lower the impact of the project on police protection
27 to a less than significant level.

1 Schools: The project does not propose land uses that would directly
2 generate new students for existing schools. However, implementation of
3 the project could indirectly result in the addition of new students, via new
4 employment opportunities that could result in new residents moving to the
5 area. However, consistent with the findings regarding less than significant
6 impacts on population and housing (see Section K above), the number of
7 project-related new students, if any, would not be significant.

8 The project site is located within the Moreno Valley Unified School District
9 service area. In order to reduce the impacts of the project, the County of
10 Riverside will require the payment of development impact fees.
11 Additionally, Senate Bill 50 dated August 27, 1998 mandates that school-
12 related impacts are covered by lawful payment of required school impact
13 fees. Accordingly, payment of required school impact fee would reduce
14 any project-related impacts upon schools to a less than significant level.

15 Parks: The Riverside County Regional Park and Open-Space District
16 manages over 44,000 acres of parks, reserves, and historic or archaeological
17 sites within Riverside County. As identified in the EIR, implementation of
18 the project would result in an indirect incremental increase in park services'
19 demand, most likely through increased population and employees in the
20 area. This increase is not expected to be substantial given the industrial
21 uses of the project.

22 Furthermore, the County collects a Regional Parks Fee as part of the
23 development's impact fees. The Regional Parks Fee is used for one-time
24 capital improvements to reduce the impact of development on the existing
25 level of service benefit fee, currently, is \$942 dollars per industrial acre.
26 Therefore, the payment of the required park impact fee would reduce any
27 project-related impacts upon parks to a less than significant level.

1 Trails: No trails run through the project site. The closest trail to the project
2 area is approximately one mile away. Implementation of the project could
3 result in an indirect incremental increase in trail service demand via off-
4 duty employee use and possibly induced population growth. However,
5 consistent with the Board of Supervisors's prior findings relative to housing
6 and population growth, any increase in trail service demand due to
7 implementation of the project would most likely be insubstantial due to the
8 industrial nature of the project and the fact that many employees would
9 already be residents of the region. Furthermore, the County collects
10 development impact fees in order to reduce the impact of projects on public
11 services, such as trail systems. The Regional Multipurpose Trails Fee is
12 currently \$528 per acre of industrial development. Therefore, the payment
13 of the required Regional Multipurpose Trails Fee would reduce project
14 related impact upon trails to a less than significant level.

15 Other Public Facilities: The project is comprised entirely of various
16 industrial uses and no residential uses. Thus, as previously discussed, there
17 will be no significant population impact as a result of implementation of the
18 project. The addition of the employment opportunities on the site may
19 cause some population influx into the region. This increase is not expected
20 to be substantial, and, as identified in the EIR, new demands on public or
21 civic facilities are not anticipated to occur. For example, increased demand
22 on library services and health services and civic services are unlikely to be
23 significant due to the commercial/industrial nature of the project.

24 Furthermore, the County collects a Public Facilities Fee as part of the
25 development impact fees required for new developments. The Public
26 Facilities Fee (when combined with collections from other
27 projects/developers) would be used to pay for one-time capital
28 improvements and other necessary improvements resulting from the

1 development of the project. The fee for industrial development is currently
2 \$2,112 per acre. The payment of this fee would mitigate any project-related
3 impacts to other public facilities to a less than significant level.

4 2. Mitigation:

5 None required.

6 M. Transportation/Traffic

7 1. Impacts:

8 Traffic Increase and Level of Standards: According to the Traffic Impact
9 Analysis prepared in relation to the project (see EIR Appendix I), three (3)
10 study area intersections are projected to experience substantial traffic
11 increase, which will deteriorate the Level of Service (LOS) to unacceptable
12 levels as a result of adding project traffic to existing traffic plus ambient
13 growth:

- 14 • Trautwein Road (NS) at Alessandro Boulevard (EW);
- 15 • San Gorgonio Drive/Brown Street (NS) at Alessandro Boulevard (EW);
- 16 and
- 17 • I-215 Freeway NB Ramps (NS) at Alessandro Boulevard (EW).

18 Therefore, project-related impacts due to increased traffic are potentially
19 significant without appropriate Mitigation Measures. Consistent with the
20 EIR and Traffic Impact Analysis, all project-related impacts on existing
21 LOS deficiencies will be reduced to a level of insignificance upon the
22 project's compliance with the following Mitigation Measures:

23 2. Mitigation:

24 MM T-1a: Prior to building permit issuance, the applicant shall be
25 responsible for the following improvements:

26 The intersection of the project Access (NS) at Alessandro Boulevard (EW)
27 shall provide the following geometrics:

28 NB: One right turn lane – stop control.

1 SB: N/A

2 EB: Two through lanes, one shared through/right turn lane.

3 WB: Three through lanes.

4 The intersection of the San Gorgonio Drive/Brown Street (NS) at
5 Alessandro Boulevard (EW) shall provide the following geometrics:

6 NB: One left turn lane, one through lane, one right turn lane with
7 overlap.

8 SB: One left turn lane, one shared through/right turn lane.

9 EB: One left turn lane, one striped out for a future left turn lane, two
10 through lanes, one shared through/right turn lane.

11 WB: Two left turn lanes, three through lanes, one right turn lane.

12 Prior to building permit issuance, the applicant shall pay applicable TUMF
13 fees as mitigation for impacts at the following intersections:

14 Trautwein Road (NS) and Alessandro Boulevard (EW):

- 15 • Construct an additional northbound left turn lane.

16 I-215 Northbound Ramps (NS) and Alessandro Boulevard (EW):

- 17 • Restripe existing shared left turn/right turn lane to an exclusive left
18 turn lane.

19 MM T-1b: Prior to building permit issuance, the applicant shall dedicate 50-
20 foot half-width secondary right-of-way along the project frontage of Brown
21 Street from Alessandro Boulevard to the southern project boundary. The
22 applicant shall construct the Brown Street approach to Alessandro
23 Boulevard to its full secondary intersection cross-section width. Prior to
24 building permit issuance, the applicant shall construct Brown Street from
25 south of Alessandro Boulevard intersection improvements to the southern
26 boundary of the project as a half-section width as an industrial collector
27 plus a painted median and a northbound travel lane including landscaping
28 and parkway improvements in conjunction with development. The

1 applicant shall make an appropriate transition from the secondary
2 cross-section at the Alessandro Boulevard intersection improvements to the
3 industrial collector cross-section.

4 MM T-1c: Prior to building permit issuance, the developer shall construct
5 Alessandro Boulevard from the west project boundary to San Geronio
6 Drive/Brown Street at its ultimate half-section width as an urban arterial
7 (152 foot right-of-way) including landscaping and parkway improvements
8 in conjunction with development.

9 MM T-1d: Prior to final building inspection, the developer shall provide
10 sufficient on-site parking to meet the County of Riverside parking code
11 requirements.

12 MM T-1e: Prior to grading permit issuance, the developer shall provide
13 construction plans for road sight distance at the project access. Plans shall
14 be reviewed by the County, with respect to California Department of
15 Transportation/County of Riverside standards in conjunction with the
16 preparation of final grading, landscaping, and street improvement plans.
17 The developer shall provide evidence to the County that construction plans
18 were reviewed and approved.

19 MM T-1f: Prior to final building inspection, the developer shall implement
20 on-site traffic signing and striping in conjunction with detailed construction
21 plans for the project.

22 MM T-1g: Prior to building permit issuance, the developer shall participate
23 in the phased construction of off-site traffic signals within the study area
24 through payment of traffic signal mitigation fees on a per square foot basis.
25 The traffic signals within the study area at buildout should specifically
26 include an interconnect of the traffic signals to function in a coordinated
27 system.

28 N. Utilities

1 1. Impacts:

2 Wastewater Treatment: The Santa Ana Regional Water Quality Control
3 Planning Director has authority over the region in which the project site is
4 located. The project will be required to submit a NPDES permit due to its
5 industrial uses to the Santa Ana RWQCB. A Water Supply Assessment has
6 also been prepared for the project due to the project's exceeding the
7 250,000 commercial square footage limits for California Water Code
8 Sections 10910 through 10915. As addressed in the EIR, the project's
9 industrial uses could involve activities that could discharge wastes into the
10 sewer system that may have potential to impact wastewater treatment
11 facilities. However, as further addressed in the EIR, the development and
12 operation of the project are not anticipated to include activities that would
13 exceed the wastewater treatment requirements/permits of the Santa Ana
14 RWQCB.

15 By virtue of the requirement that the project must comply with all
16 applicable water quality regulations, the project-related impacts to
17 wastewater treatment facilities and operations will be less than significant.

18 Wastewater Treatment Facilities: The project applicant received a "will-
19 serve" letter for sewer service from the Western Municipal Water District
20 (May 20, 2009), which maintains service lines in Alessandro Boulevard in
21 the vicinity of the project site (see Appendix C of the FEIR). The Western
22 Municipal Water District will-serve letter states the District's ability to
23 serve the project-related wastewater needs. Therefore, the project's impacts
24 to wastewater treatment will be less than significant.

25 Stormwater Drainage Facilities: Development of the project will result in
26 an incremental increase in stormwater. As discussed in the EIR, infiltration
27 of the presently undeveloped site will be decreased by the construction of
28 the project, which will be covered by 60 percent of impervious surfaces.

1 The project design will accommodate this increase in stormwater with the
2 implementation of three on-site detention basins and without the need for
3 expansion of off-site drainage facilities. The hydrology study for the
4 project (see EIR Appendix G) indicates that the post-construction drainage
5 system will adequately control the incremental increase of stormwater flow
6 from developing the site. In addition, new developments within the Santa
7 Ana Watershed region must mitigate their post construction water quality
8 impacts by complying with Section 6 of the Drainage Area Management
9 Plan (DAMP). The project may also require coverage under the SWRCB
10 NPDES permit General Permit for Storm Water Discharges Associated
11 with Construction Activity (Construction Activity General Permit), given
12 that the project will disturb more than one acre of land. Therefore, projects
13 impacts to stormwater drainage treatment will be less than significant.

14 Water Supplies: Based upon the analysis presented in the water supply
15 assessment and within WMWD's Urban Water Management Plan, WMWD
16 has sufficient water supplies to meet its current and projected water
17 demands including those of the project, over the next 20 years. The
18 project's estimated annual demand of 96 acre-feet falls within the available
19 and projected water supplies available for normal, single-dry and multiple-
20 dry years through the year 2030. In addition, WMWD along with
21 Metropolitan Water District of Southern California (MWD), wholesale
22 supplier and neighboring water agencies, identified a number of projects
23 that, combined with MWD efforts, will ensure reliable long-term water
24 supplies for the existing and future demands.

25 Therefore, no capital improvements on the existing water supply
26 infrastructure are required and, thus, therefore (i) sufficient water supplies
27 exist to meet the demands of the project and other existing and projected
28

1 development and (ii), project-related impacts to water supply will be less
2 than significant.

3 Wastewater Treatment Capacity: As addressed in the EIR, existing
4 wastewater treatment capacity is sufficient for the project as well as other
5 existing and contemplated projects. project implementation will not
6 necessitate the construction of a new wastewater treatment facility. (See
7 findings regarding Wastewater Treatment Facilities on page 35 above).
8 Thus, the project-related impacts to wastewater treatment capacity will be
9 less than significant.

10 Landfill Capacity and Lawful Disposal of Solid Waste: Implementation of
11 the project will result in an incremental increase in the demand for solid
12 waste disposal. As identified in the EIR, the project's solid waste would be
13 transported to the Moreno Valley Transfer Station, and then to El Sobrante
14 Landfill, which is operated by the County of Riverside Waste Management
15 Department. According to correspondence with the Department, the total
16 capacity of the landfill is 109 million tons, and the existing remaining
17 capacity is approximately 36.5 million tons of solid waste. Thus, the
18 landfill is currently 66.5 percent to capacity, and closure is expected to
19 occur approximately in the year 2031. As previously discussed,
20 development of the project is consistent with the General Plan land use
21 category of Light Industrial (LI). Whereas the landfill capacity plan (i)
22 anticipates full build-out of the General Plan (ii) allows for daily disposal of
23 4,000 tons per day and (iii) currently accepts/receives only 10,000 tons of
24 solid waste per day (tpd), Therefore, the implementation of the project will
25 not have a significant impact on the capacity or operation of the El Sobrante
26 Landfill.

27 Solid waste collection and transport will be provided by Waste
28 Management, Inc. Based on mandated California Integrated Waste

1 Management Planning Director requirements, the County of Riverside
2 Waste Management Department has ordinances regulating solid waste
3 disposal. The project will be required to abide by all federal, state, and
4 local statutes and regulations regarding solid waste. The project does not
5 contemplate or anticipate any activities/uses that would exceed or otherwise
6 require special consideration in relation to compliance with relevant solid
7 waste handling/disposal statutes and regulations. Accordingly, the project-
8 related impacts upon solid waste disposal will be less than significant.

9 2. Mitigation:

10 None required.

11 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following impacts
12 potentially resulting from the implementation of the Plot Plan 22925 cannot be fully mitigated and will be
13 only partially avoided or lessened by the Mitigation Measures hereinafter specified; therefore, the County
14 makes the finding set forth in CEQA Section 21081(a)(1) that: Changes or alterations have been required
15 in, or incorporated into, the project, which mitigate or avoid the significant effects on the environment and
16 as required by CEQA Section 21081(b), the County finds that for each of the significant impacts which
17 are subject to a finding under Section 21081, that specific overriding economic, legal, social,
18 technological, or other benefits of the project outweigh the significant effects on the environment, and
19 adopts the statement of overriding considerations as outlined in CEQA Guidelines Section 15093 as set
20 forth herein:

21 A. Air Quality - Project

22 1. Impacts:

23 As addressed in the EIR, the project's construction and operation emissions
24 are projected to exceed Southern California Air Quality Management
25 District's (SCAQMD) (i) volatile organic compound (VOC) threshold
26 during construction activities and (ii) regional emission significance
27 thresholds for VOC, Nitrogen Oxides (NOx), Carbon Monoxide (CO), and
28 Particulate Matter-10 (PM10) during operations. Moreover, the emissions

1 of PM10, and PM2.5 during construction are projected to exceed
2 SCAQMD's localized significance thresholds. Accordingly, development
3 and operation of the project may result in significant health impacts on
4 sensitive receptors from exposure to the identified pollutants.

5 In order to offset and reduce potential air quality impacts associated with
6 project development and operation, the following Mitigation Measures are
7 both appropriate and necessary:

8 2. Mitigation:

9 MM-AQ-1a All diesel-powered construction equipment in use in excess
10 of 50 horsepower shall require emission control equipment with a minimum
11 of Tier II diesel particulate filter emission controls resulting in a minimum
12 of 50 percent particulate matter control.

13 MM-AQ-1b Construction equipment will be properly maintained at an
14 offsite location; maintenance shall include proper tuning and timing of
15 engines. Equipment maintenance records and equipment design
16 specification data sheets shall be kept on-site during construction.

17 MM AQ-1c: As a matter of law, all construction equipment, whether or
18 not it is used for this project, is required to meet State of California
19 Emissions requirements which are administered by the California ARB.
20 Specifically, all off-road diesel-fueled vehicles will comply with Sections
21 2449, 2449.1, 2449.2 and 2449.3 in Title 13, Article 4.8, Chapter 9, CCR.
22 The developer shall require all contractors to turn off all construction
23 equipment and delivery vehicles when not in use or to limit equipment
24 idling to less than 5 minutes.

25 MM AQ-1d: Prior to project construction, the project proponent will
26 provide a traffic control plan that will require:

- 27 • Construction parking to be configured such that traffic interference
28 is minimized;

- Dedicated turn lanes for movement of construction trucks and equipment on and offsite;
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable;
- Reroute construction trucks away from congested streets or sensitive receptor areas, and
- Improve traffic flow by temporary signal synchronization if possible.

MM-AQ-1e The developer shall use low VOC-content paints and require painting to be applied using either high volume low-pressure (HVLP) spray equipment or by hand application.

MM-AQ-1f Grading activities shall be limited to no more than 5 acres per day of disturbed area.

MM-AQ-1g Prior to the issuance of a grading permit, the developer will provide documentation to the County indicating that workers will carpool to the greatest extent practical. Workers will be informed in writing and a letter placed on file at the County documenting the extent of carpooling anticipated.

MM-AQ-1h Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.

MM-AQ-1i All dock and delivery areas shall be posted with signs informing truck drivers of the CARB regulations including the following:

- a) Truck drivers shall turn off engines when not in use; and
- b) All diesel delivery trucks servicing the project shall not idle for more than 5 minutes per truck trip per day.

MM-AQ-1j To encourage alternate forms of transportation, which reduces vehicle trips, the following shall be implemented:

- 1 • Public transit information shall be provided to building occupants
2 and customers.
- 3 • A Transportation Management Association (TMA) shall be
4 established. The TMA will encourage and coordinate carpooling.
5 The TMA will advertise its services to the building occupants. The
6 TMA shall provide documentation to encourage alternate and/or
7 compressed work schedules.
- 8 • Preferential parking for carpoolers and vanpools shall be designated
9 on the site plan.
- 10 • The TMA shall conduct surveys of the employees once per year to
11 determine if a shuttle to/from public transit or main residential areas
12 would be feasible.

13 MM-AQ-1k As described in the LEED for New Construction, Version
14 2.2 Rating System, the project shall comply with the following activities
15 and as consistent with County requirements. Documentation of compliance
16 with this measure shall be provided to the Riverside County Planning
17 Department and Building Official for review and approval prior to issuance
18 of building permit(s), and approval of features shall be confirmed by the
19 County Building Official prior to certificate of occupancy.

- 20 i) Sustainable Sites (SS) Credit 4.2 - Provide secure bicycle
21 racks and/or storage for 5 percent or more of all office
22 building employees.
- 23 ii) SS Credit 7.1 - Place a minimum of 25 parking spaces under
24 cover - Any roof used to shade or cover parking must have
25 an SRI of at least 29.
- 26 iii) SS Credit 7.2 - Use roofing materials having a SRI equal to
27 or greater than 78 for a minimum of 75 percent of the roof
28 surface.

1 MM-AQ-11 Documentation of compliance with the following measures
2 shall be provided to the Riverside County Planning Department and
3 Building Official for review and approval prior to issuance of building
4 permit(s), and approval of features shall be confirmed by the County
5 Building Official prior to certificate of occupancy.

6 i) The project shall install solar water heating for the office
7 buildings to the extent practical, as determined by the
8 County. The project shall recycle construction debris to the
9 extent practical, consistent with County
10 requirements/programs.

11 ii) The project shall provide material recycling including, but
12 not limited to, mixed paper and cardboard, consistent with
13 County programs/requirements.

14 iii) The project shall allow natural lighting to the extent practical
15 to help reduce or minimize the use of internal electrical
16 illumination.

17 MM-AQ-1m: project proponent shall designate a person(s) to act as a
18 community liaison concerning issues related to PM10 fugitive dust.

19 MM-AQ-1n: Street sweeping shall be accomplished as needed to remove
20 soil transport to adjacent areas; sweeping shall require use of equipment
21 certified under SCAQMD Rule 1186.1.

22 3. Significance of Impacts Following Mitigation Measures:

23 The implementation of Mitigation Measures MM-AQ-1a through MM-AQ-
24 1n will reduce air quality impacts created by the project. However,
25 implementation of the identified Mitigation Measures will not completely
26 eliminate or reduce the anticipated air quality impacts to a less than
27 significant level; moreover, no additional Mitigation Measures are feasible
28 which would allow for complete elimination of air quality impacts.

1 Consequently, the project’s potential impacts upon air quality are
2 considered significant and unavoidable. See Statement of Overriding
3 Considerations in pages 63 to 65, below.

4 B. Climate Change

5 1. Impacts:

6 The project will emit greenhouse gases that could influence California’s
7 ability to meet the reduction targets in AB 32. Additionally, because the
8 targets for the year 2050 in S-3-05 are more stringent than the mandatory
9 requirements to reduce emissions in AB 32, the project may also influence
10 the reduction targets in S-3-05. The mitigated operational emissions are
11 shown in MM AQ-1a through AQ-1n.

12 The project’s projected operational emissions with mitigation are 22,339
13 MTCO_{2e} per year, or 0.02 million metric tons of carbon dioxide
14 (MMTCO_{2e}) per year. Business as usual emissions at the year 2020 is
15 projected to be 600 MMTCO_{2e}. 1990 emissions were estimated to be 427
16 MMTCO_{2e}. Therefore, project emissions are approximately 0.005 percent
17 of 1990 emissions and 0.003 percent of 2020 business as usual emissions.
18 The emissions target linearly extrapolated to the year 2030 would be a 27
19 percent reduction from 1990 levels, or 312 MMTCO_{2e}. Project emissions
20 are approximately 0.006 of the extrapolated 2030 target. Mitigation and
21 project design features decrease operational emissions by approximately 3
22 percent.

23 2. Mitigation:

24 In order to offset and reduce potential climate change impacts associated
25 with implementation of the project, the Mitigation Measures identified for
26 air quality (MM-AQ-1a through MM-AQ-1n) are both appropriate and
27 necessary.

28 2. Significance of Impacts Following Mitigation Measures:

1 The Board of Supervisors finds that implementation of Mitigation Measures
2 MM-AQ-1a through MM-AQ-1n will reduce climate change impacts
3 created by the project. However, implementation of the identified
4 Mitigation Measures will not completely eliminate or reduce the anticipated
5 climate change impacts to a less than significant level; moreover, no
6 additional Mitigation Measures are feasible which would allow for
7 complete elimination of climate change impacts. Consequently, the
8 project's potential impacts upon climate change are considered significant
9 and unavoidable. See Statement of Overriding Considerations in pages 63 to
10 65, below.

11 C. Air Quality - Cumulative

12 1. Impacts:

13 The analysis area for evaluation of cumulative impacts to air quality
14 includes the South Coast Air Basin (SCAB), which is identical to the
15 boundaries of the SCAQMD. The Basin includes the counties of Orange,
16 Los Angeles, Imperial, Ventura, Riverside and San Bernardino. The project
17 is located in a nonattainment air basin for ozone, PM₁₀, and PM_{2.5}. The
18 project-specific evaluation demonstrated that the project is likely/projected
19 to exceed the SCAQMD's regional emission significance threshold for
20 Volatile Organic Compound (VOCs) during construction and the
21 SCAQMD's regional emission significance thresholds for VOC, NO_x, CO,
22 and PM₁₀ during project operations.

23 Ozone is a secondary pollutant (it is not emitted directly but formed by
24 chemical reactions in the air) and can be formed miles downwind of a
25 project site. project emissions of VOC and NO_x may contribute to the
26 background concentration of ozone and cumulatively cause health effects.
27 Health effects vary based on many different factors, such as exposure time,
28 the health status of the individual, and the concentration of the pollutant.

1 Health impacts could include the following: (a) Pulmonary function
2 decrements and localized lung edema in humans and animals; (b) Risk to
3 public health implied by alterations in pulmonary morphology and host
4 defense in animals; (c) Increased mortality risk; (d) Risk to public health
5 implied by altered connective tissue metabolism and altered pulmonary
6 morphology in animals after long-term exposures and pulmonary function
7 decrements in chronically exposed humans. Short-term exposure can result
8 in breathing pattern changes, reduction of breathing capacity, increased
9 susceptibility to infections, inflammation of the lung tissue, and some
10 immune changes (SCAQMD 2003 AQMP). Children who live in high
11 ozone communities and who participate in multiple sports have been
12 observed to have a higher asthma risk. This is a significant cumulative
13 health impact associated with ground-level ozone concentrations.

14 Additionally, during operation, the project could result in a significant
15 cumulative contribution to PM10. Sensitive individuals may experience
16 health impacts when concentrations of those pollutants exceed the ambient
17 air quality standards. Health impacts from particulate matter may include
18 the following: (a) exacerbation of symptoms in sensitive patients with
19 respiratory or cardiovascular disease; (b) declines in pulmonary function
20 growth in children; (c) and/or increased risk of premature death from heart
21 or lung diseases in the elderly.

22 Furthermore, the County of Riverside General Plan states that short-term
23 and long-term "construction of the proposed General Plan build out is
24 expected to exceed the established daily emissions thresholds, even after
25 implementation of the proposed General Plan policies and all feasible
26 Mitigation Measures."

27 2. Mitigation:
28

1 In order to offset and reduce potential cumulative air quality impacts
2 associated with implementation of the project, the Mitigation Measures
3 identified for air quality (MM-AQ-1a through MM-AQ-1n) are both
4 appropriate and necessary.

5 3. Significance of Impacts Following Mitigation Measures:

6 The implementation of Mitigation Measures MM-AQ-1a through MM-AQ-
7 1n will reduce cumulative air quality impacts created by the project.
8 However, implementation of the identified Mitigation Measures will not
9 completely eliminate or reduce the anticipated air quality impacts to a less
10 than significant level; moreover, no additional Mitigation Measures are
11 feasible which would allow for complete elimination of cumulative air
12 quality impacts. Consequently, the project's potential cumulative impacts
13 upon air quality are considered significant and unavoidable. See Statement
14 of Overriding Considerations located on pages 63 to 65, below.

15 D. Transportation - Cumulative

16 1. Impacts:

17 To account for area wide growth on roadways, traffic volumes for the
18 project study area were calculated based on a 2.0 percent annual growth rate
19 of existing traffic volumes over a two (2) year period. According to
20 Kunzman Associates (KA 2007) (see EIR Appendix I), traffic anticipated to
21 be generated by the Plot Plan 22925 as well as Tract 32180 will total
22 approximately 4,324 trips per day. This anticipated traffic, when coupled
23 with vehicle trips likely to be generated by other projects within the study
24 area, could cumulatively contribute to impacts on transportation and
25 circulation.

26 As addressed in the EIR, certain intersections are projected to operate at an
27 acceptable Level of Service (LOS) during the peak hours for existing plus
28 ambient growth plus project plus cumulative traffic conditions; however,

1 other intersections are projected to operate at unacceptable LOS during the
2 peak hours (on a cumulative basis):

- 3 • Trautwein Road (NS) at Alessandro Boulevard (EW);
- 4 • San Gorgonio Drive/Brown Street (NS) at Alessandro Boulevard
5 (EW); and
- 6 • I-215 Freeway NB Ramps (NS) at Alessandro Boulevard (EW).

7 2. Mitigation:

8 In order to offset and reduce potential cumulative traffic impacts, Mitigation
9 Measures MM T-1a through MM T-1g are appropriate and necessary.

10 3. Significance of Impacts Following Mitigation Measures:

11 With Mitigation Measures MM T-1a through MM T-1g, the project (in
12 combination with additional development) intersections would operate at
13 acceptable LOS during the peak hours for existing plus ambient growth plus
14 project plus cumulative traffic conditions, with the proposed improvements.
15 However, according to the County of Riverside General Plan, there are
16 main arterial roads and freeways within western Riverside County.
17 Consequently, development and growth of the western Riverside area can
18 cause an increase in vehicular traffic and can lead to significant impacts
19 upon the transportation and circulation systems/elements. Implementation
20 of identified Mitigation Measures will not completely eliminate or reduce
21 the anticipated cumulative transportation impacts to a less than significant
22 level; moreover, no additional Mitigation Measures are feasible which
23 would allow for complete elimination of cumulative transportation impacts.
24 Consequently, the project's potential impacts upon cumulative
25 transportation are considered significant and unavoidable. See Statement of
26 Overriding Considerations on pages 63 to 65.

27 E. Utilities - Cumulative

28 1. Impacts:

1 As addressed in the EIR, several public and private water purveyors and
2 suppliers serve Western Riverside County. Continued growth will require
3 expansion of existing water systems and additional hook-ups. There should
4 be no significant short-term impacts as long as water lines are extended as
5 needed. However, there may be significant cumulative impacts if more
6 groundwater is removed than can be sustained by the local aquifers.

7 A. Water: Currently, WMWD provides supplemental water to the
8 County of Riverside including the project site and unincorporated
9 areas of March Air Reserve Base. WMWD currently distributes 34
10 billion gallons of water to roughly 24,000 retail and 8 wholesale
11 customers within its service area. Approximately one-fifth of the
12 WMWD water comes from the Metropolitan Water District of
13 Southern California. The rest of the imported water comes from the
14 State Water project, which transports water from Northern
15 California via the California Aqueduct. The WMWD also imports a
16 very small quantity of water from the San Bernardino basin and has
17 several wells for pumping groundwater in its Murrieta Division. If
18 current consumption patterns continue, the region's population
19 could consume almost 3 billion gallons of water per day by 2020.
20 Over the long-term, the County and the region will have to increase
21 dependence on imported water to prevent over-drafting of local
22 sources. This shift will make the area more dependent on non-local
23 water, which in turn could require more water facilities to be built,
24 with additional environmental impacts.

25 New growth will undoubtedly require more dependence on imported
26 water. Cumulative impacts would occur through the loss of area
27 available for aquifer recharge, continued gaps between the amount
28 of water available and the amount of water required, and potential

1 deterioration of water quality. Riverside County is comprised of
2 large portions of undeveloped open land, some of which serves as
3 aquifer recharge areas. As Riverside County grows and parcels of
4 land are developed, the demand for water resources will continue to
5 grow. This growth will directly and/or indirectly result in both the
6 loss of groundwater recharge areas and increase the cumulative
7 demand on water resources. Therefore, although the project will
8 incrementally diminish vacant land and place a small burden on
9 current and future water supplies, development of the Riverside
10 County's General Plan will have a significant impact on water
11 supplies and will be cumulatively considerable.

12 B. Other Utilities: According to the County of Riverside General
13 Plan, future growth in the County may potentially have a cumulative
14 impact to energy resources. "Future growth anticipated with build
15 out of the General Plan would include new development that will
16 increase the demand for natural gas and electricity and substantially
17 contribute to a significant cumulative impact on the availability of
18 both."

19 The project has been designed to be energy efficient and to move
20 jobs closer to residential areas, such that impacts are lessened;
21 however, no additional Mitigation Measures are feasible which
22 would allow for complete elimination of cumulative utility impacts;
23 accordingly, cumulative impacts must be considered significant and
24 unavoidable (see Statement of Overriding Considerations on pages
25 63 to 65, below).

26 2. Mitigation:

27 None required.
28

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered the following
2 alternatives identified in EIR No. 510 in light of the environmental impacts which cannot be avoided or
3 substantially lessened and has rejected those alternatives as infeasible for the reasons hereinafter stated:

4 This EIR has identified the following significant unavoidable impacts of the project:

- 5 • Construction air emissions;
- 6 • Operational air emissions;
- 7 • Cumulative air emissions;
- 8 • Inconsistency with the Air Quality Management Plan;
- 9 • Greenhouse gas emissions;
- 10 • Exceed PM10 and PM2.5 localized significance threshold;
- 11 • Expose sensitive receptors to substantial pollutant concentrations;
- 12 • Cumulative traffic; and
- 13 • Cumulative water supply.

14 The project alternatives addressed in the EIR focused upon options that could reduce or
15 otherwise eliminate these impacts, while simultaneously addressing the potential of each
16 alternative to meet the stated project objectives.

17 The following are the development objectives for the Plot Plan 22925 project to serve as
18 the basis for considering the associated environmental impacts.

- 19 1. Develop a vacant and underutilized lot in a unique and innovative way in order to
20 spur economic development and employment opportunity in the area.
- 21 2. Provide a light-scale industrial and commercial project in the western portion of the
22 County that would provide opportunities for a range of employment with transportation of
23 goods and services.
- 24 3. Create a cohesive identity for the project site, and provide a consistent project
25 theme, development standards and design guidelines that allow design flexibility to
26 respond to market needs under the County's General Plan zone designation of Light
27 Industrial (LI).

1 4. Provide a reasonable transition of land use from existing residential development
2 on the west to planned industrial and business park uses on the east.

3 5. Be consistent with and implement the policies and goals of the County's General
4 Plan, Development Code and development guidelines and policies.

5 6. Design and landscape the project to create an aesthetically pleasing industrial and
6 commercial center.

7 A. No Project – No Development Alternative

8 1. Description:

9 Under the No project-No Development Alternative, the Project would not
10 be developed and the site would remain in its undeveloped condition.

11 2. Impact Analysis:

12 Aesthetics, Light, and Glare:

13 This alternative would allow the site to remain in its undeveloped condition.
14 Therefore, this alternative would have reduced impacts on aesthetics, light,
15 and glare compared to the project.

16 Agriculture and Mineral Resources:

17 The site would remain vacant so there would be no impacts related to these
18 resources.

19 Air Quality:

20 This alternative would result in no development on the site, so there would
21 be no air quality impacts from construction or from vehicle trip generation.

22 Biological Resources:

23 This alternative would leave the site in its vacant condition, which would
24 eliminate impacts to biological resources that would result from removing
25 the riparian/riverine habitat that support breeding of avian species.

26 Cultural Resources:

27 This alternative would leave the site vacant so there would be no impacts on
28 cultural resources.

1 Geology, Soils, and Seismicity:

2 Under this alternative, the site would remain vacant so there would be no
3 potential impacts to future structures from geotechnical constraints.

4 Hazards and Hazardous Materials:

5 Under this alternative, the site would remain vacant, so there would be no
6 potential impacts from hazards or hazardous materials during development;
7 however, the 5-gallon containers with oily substance would remain onsite
8 and would not be remediated.

9 Hydrology and Water Quality:

10 Under this alternative, the site would remain vacant so there would be no
11 potential impacts to existing drainages or water quality.

12 Land Use:

13 This alternative would let the site remain in its vacant condition, which is
14 not consistent with current land use and zoning under the County's General
15 Plan (e.g. light industrial uses).

16 Noise:

17 This alternative would result in no noise impacts because the site would
18 remain vacant and undeveloped.

19 Population, Housing, and SCAG Consistency:

20 This alternative would leave the site in its vacant condition and, therefore,
21 eliminate any impacts related to population or housing growth; however, no
22 development of the project site would be inconsistent with local and
23 regional projections.

24 Public Services and Recreation:

25 Under this alternative, the project site would remain undeveloped,
26 consequently, eliminating all impacts to public services and recreation.
27 However, this alternative would also eliminate all impact fees paid by the
28 project, including fire, police and parkland.

Transportation:

This alternative would allow the site to remain vacant and, therefore,
produce no traffic impacts on local roads or the I-215 Freeway; however,
without improvements proposed by the project, identified study area

1 intersections would continue to operate at deficient level of service (LOS)
2 standards (i.e., LOS D or above).

3 Utility Systems:

4 This alternative would result in no increase in the consumption of water or
5 energy resources, or the additional production of wastewater or solid waste,
6 so there would be no potential impacts to existing or planned utility
7 systems.

8 Climate Change:

9 Under this alternative, the site would remain vacant and undeveloped, so
10 there would be no impact on climate change.

11 3. Conclusion

12 The No Project – No Development Alternative would eliminate all
13 significant air quality impacts and the cumulative traffic and water impacts
14 relative to construction and operation of the project. However, the 5-gallon
15 containers with oily substance would remain onsite and would not be
16 remediated. Additionally, the No Project Alternative would let the site
17 remain in its vacant condition, which is not consistent with current land use
18 and zoning under the County’s General Plan or the local and regional
19 projections. This alternative would also eliminate all impact fees paid by the
20 project, including fire, police and parkland as well as improvements to
21 current intersection above LOS significant thresholds (LOS D or above).
22 Moreover, this alternative does not achieve any of the six (6) objectives or
23 goals of the project, including employment opportunity in the area
24 (approximately 1,000 full-time and 300 part-time employees). See page 50,
25 above, for the project’s objectives.

26 B. Reduced Density Alternative

27 1. Description:

28 To reduce air quality impacts, this alternative would eliminate
approximately 360,000 square feet of warehouse, distribution, office, and
retail building space, resulting in a total development of approximately
359,000 square feet of uses similar in proportion and distribution. This

1 alternative would eliminate approximately half the buildings under the
2 project. The road system would be similar to that of the project; however,
3 there would be additional open space between the buildings.

4 2. Impact Analysis:

5 Aesthetics, Light, and Glare:

6 This alternative would produce view, light, and glare impacts similar to that
7 of the project except that nighttime lighting for this alternative would be
8 minimally reduced, and would have similarly reduced glare due to fewer
9 structures and less square footage in need of lighting. The EIR found
10 aesthetics, light, and glare to be less than significant for the project. The
11 potential impacts for reduced density alternative will be reduced compared
12 to the project. The overall impacts between this alternative and the project
13 are ultimately less than significant.

14 Agriculture and Mineral Resources:

15 Under this alternative, the site would be developed so there would be
16 similar impacts related to these resources as compared with the project.
17 However, the EIR concluded that the impacts of the project would be less
18 than significant due to the underlying soil conditions of the site. Therefore,
19 impacts to agriculture and mineral resources would remain less than
20 significant between the Reduced Density Alternative and the project.

21 Air Quality:

22 This alternative would reduce operational emission impacts to less than
23 significant levels if half the warehouse, distribution, office, and retail
24 buildings were eliminated. See Table 1 below for emission estimate
25 comparisons.

26 **Table 1: Regional Operational Emissions – Reduced Density Alternative**

Source	Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project						
Grand Total	60.1	102.9	619.5	0.0	96.1	19.8
Regional Threshold	55	55	550	150	150	55
Significant Impact?	Yes	Yes	Yes	No	No	No

Source	Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Reduced Density Alternative						
Grand Total	38.84	52.52	384.13	0.35	56.57	11.43
Regional Threshold	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Source: URBEMIS output in Appendix B of the EIR.						

As shown in Table 1, the Reduced Density Alternative would have a less than significant impact on air quality, compared to the project, in the context of ROG, NO_x and CO.

Biological Resources:

This alternative would disturb an amount of land similar to the project, and would have impacts to biological resources similar to those of the project. However, the EIR concluded impacts to biological resources could be reduced to less than significant levels through the implementation of recommended mitigation. Therefore, impacts to biological resources from the Reduced Density Alternative would also likely be mitigated to a less than significant level, similar to the project.

Cultural Resources:

This alternative would have similar impacts on cultural resources compared to those of the project, due to the fact a similar area would be proposed for development. Furthermore, the EIR identifies potential impacts to cultural resources and recommends mitigation to reduce those impacts to less than significant levels. Therefore, impacts to cultural resources from the alternative would be similar to those of the project.

Geology, Soils, and Seismicity:

The Reduced Density Alternative would allow approximately 359,000 square feet of warehouse, distribution, office, and retail uses, and would ultimately allow fewer employees on the project site compared to the project. Accordingly, risks related to geology, soils, and seismicity toward people (i.e. employees) would be reduced as compared with the project. However, the EIR concluded that the impacts of the project vis-à-vis geology, soils and seismicity would be less than significant through the

1 implementation of recommended mitigation. Therefore, impacts to
2 geology, soils, and seismicity would remain less than significant between
3 the Reduced Density Alternative and the project.

4 Hazards and Hazardous Materials:

5 The proposed Reduced Density Alternative would allow approximately
6 359,000 square feet of warehouse, distribution, office, and retail uses, and
7 will ultimately allow fewer employees on the project site as compared to the
8 project. Risks related to existing hazards, hazardous materials, flooding,
9 etc. would likely be similar to those of the project. Hazardous materials
10 presently on the site (i.e. 5 gallon containers of oily substance) would be
11 remediated, similar to the project. The EIR determined the project would
12 have less than significant impacts towards hazards and hazardous materials
13 with mitigation. Therefore, this alternative would be expected to have
14 similar insignificant impacts relative to hazards.

15 Hydrology and Water Quality:

16 Under the Reduced Density Alternative, a majority of the site would be
17 developed, so potential impacts to existing drainages and water quality will
18 be similar to those of the project (i.e., not significant with erosion control
19 and other mitigation). This alternative would also increase runoff to a
20 similar degree as the project due to covering over the native soils with
21 impervious surfaces (i.e., buildings, asphalt). Therefore, this alternative
22 (when designed/implemented consistent with the drainage and water quality
23 elements identified for the project) would be expected to have similar
24 insignificant impacts relative to hydrology and water quality.

25 Land Use:

26 The Reduced Density Alternative would have land use impacts similar to
27 those of the project but would have a reduction of square footage (359,000
28 sq. ft. vs. 720,000 sq. ft.) As with the project, the reduced density
alternative would be consistent with the land use designation and zoning of
the City of Riverside. However, the reduced density alternative would be
inconsistent with local and regional development intensity and employment
projections for the project site/area (i.e., reduced square footage results in
less commercial development and lower job creation within the study area
[see “population, housing and SCAG consistency,” below).

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Noise:

The Reduced Density Alternative would create short-term noise impacts similar to those of the project, because a similar amount of land would be disturbed. The alternative would most likely reduce long-term noise impacts because the reduction of development would reduce the total amount of traffic on and near the project site. The EIR concluded that the impacts to noise from the project would be less than significant through the implementation of recommended mitigation. Therefore, the alternative’s impacts to noise would remain less than significant, as with the project.

Population, Housing, and SCAG Consistency:

The Reduced Density Alternative is consistent with the population and housing growth estimates in the County’s General Plan, which were the basis for the SCAG Regional Transportation Plan Projections of 2001. As with the project, the reduced density alternative would introduce job-producing uses, which is consistent with SCAG growth policies. However, this alternative would reduce the total of employment opportunities within the project area (1300 jobs verses 648 jobs). Therefore, although the Reduced Density Alternative is consistent with SCAG and Regional Transportation Plan projections (as with the project), the Alternative would have less employment opportunities by 47 percent, in comparison to the project.

Public Services and Recreation:

As compared to the project, the reduced density alternative (by virtue of the smaller Project size of 359,000 square feet) would result in reduced consumption of water, energy resources, and the additional production of wastewater and solid waste. Moreover, this alternative would generate fewer employees compared to the project. A reduction of employees would partially reduce the demand on public services. The EIR concluded that the impacts to public services and recreation from the project would be less than significant through the implementation of recommended mitigation. Impacts from the alternative to public services and recreation would remain less than significant, as with the project.

Transportation:

Due to the reduction of square footage (359,000 sq. ft. less), the Reduced Density Alternative would be expected to generate approximately half the

1 traffic compared to the project. The EIR determined that the transportation
2 impacts of the project could be reduced to less than significant levels with
3 implementation of the recommended Mitigation Measures, including onsite
4 road and intersection improvements and fair share contributions to offsite
5 intersection and road improvements. Therefore, the overall traffic impacts
6 associated with implementation of the alternative would likely be less than
7 significant, similar to the project.

8 Utility Systems:

9 The Reduced Density Alternative would reduce consumption of water and
10 energy resources, and would be expected to decrease the generation of
11 wastewater and solid waste over the long-term compared to the project for
12 warehouse, distribution, office, and retail uses (i.e., it would have 359,000
13 square feet compared to 720,000 sq. ft.). Based on the proposed reduction
14 in square footage, the reduction in utility impacts would be reduced by
15 approximately half. As addressed in the EIR, anticipated impacts upon
16 utility services as a result of the implementation of the project would be
17 less than significant. By virtue of the decreased demands upon water,
18 energy and related resources, implementation of the Reduced Density
19 Alternative would have a similar, less than significant impact upon utility
20 systems.

21 3. Conclusion

22 The reduced density alternative is likely to have minimal reduced impacts
23 related to long-term uses of the project site because it would allow the
24 development of less square footage as compared to the project (359,000 sq.
25 ft. vs. 720,000 sq. ft., or 50 percent less). Notwithstanding the reduced
26 development intensity, the proposed land uses under this alternative (i.e.,
27 warehouse, distribution, office, and retail uses) are essentially the same as
28 the project. This alternative would reduce air quality impacts from grading
and construction to less than significant levels, whereas the project has
significant and unavoidable impacts on air quality. Although the Reduced
Density Alternative would meet air quality thresholds, it is inconsistent with
local and regional projections. Therefore, this alternative would be expected
to have inconsistencies relative to local and regional projections and the
project's objective to be consistent with and implement the policies and goals

1 of the County's General Plan, Development Code and development
2 guidelines and policies.

3 Additionally, the Reduced Density Alternative would reduce total
4 employment opportunities within the project area (1300 jobs versus 648
5 jobs). Therefore, although the Reduced Density Alternative is within the
6 range of development projections established by SCAG and the Regional
7 Transportation Plan, the Alternative would generate fewer employment
8 opportunities (i.e., 47 percent less), in comparison to the project,
9 consequently being inconsistent with the project's objective to spur
10 economic development and employment opportunity in the area and
11 responding to market needs under the County's General Plan zone
12 designation of Light Industrial (LI).

13 Therefore, the Reduced Density Alternative may not contain sufficient
14 building space to fund needed infrastructure improvements and does not
15 meet the objectives to the same degree as the project. See page 50, above,
16 for the project's objectives.

17 C. Commercial Office Use Alternative

18 1. Description:

19 The Commercial Office Use Alternative would have mainly commercial
20 uses (i.e., general office and office park) on the project site. The proposed
21 alternative would include 100,000 square feet of general office space and
22 200,000 square feet of office park, totaling approximately 300,000 square
23 feet. The road system would be similar to that of the project.

24 2. Findings:

25 Aesthetics, Light, and Glare:

26 The proposed Plot Plan 22925 includes warehouse, distribution, office, and
27 retail buildings, which are similar to the alternative's uses (general office
28 and office park). However, development of the alternative will have over
400,000 square feet less development compared to the project. This
alternative would have view, light, and glare impacts similar to those of the
project. Nighttime lighting for this alternative would have less intensity of
light and glare due to less structures and square footage requiring lighting.

The EIR found aesthetics, light, and glare to be less than significant for the project. Although impacts to aesthetics, light, and glare are reduced when compared to the project, the overall impacts between the alternative and the project are ultimately less than significant.

Agriculture and Mineral Resources:

The site would be fully developed, so there would be similar impacts related to agricultural and mineral resources as compared with the project. The EIR concluded that the impacts of the project would be less than significant due to the underlying soil conditions of the site. Therefore, impacts to agriculture and mineral resources would remain less than significant between the alternative and the project.

Air Quality:

This alternative will reduce short-term grading and construction impacts to less than significant levels if Planning Areas are developed into 100,000 square feet of general office and 200,000 square feet of office park totaling approximately 300,000 square feet. Reducing the number of square footage and general uses will reduce long-term emissions of air pollutants from vehicular trips to less than significant levels, see Table 2.

Table 2: Regional Operational Emissions – Commercial Office Alternative

Source	Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project						
Grand Total	60.1	102.9	619.5	0.0	96.1	19.8
Regional Threshold	55	55	550	150	150	55
Significant Impact?	Yes	Yes	Yes	No	No	No
Commercial Office Use Alternative						
Grand Total	33.6	53.9	393.5	0.4	61.0	12.5
Regional Threshold	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Source: URBEMIS output in Appendix B of the EIR.						

As shown in Table 2, the Commercial Office Use Alternative would have a less

1 than significant impact on air quality, compared to the project, in the context of
2 ROG, NOx and CO.

3 Biological Resources:

4 This alternative would disturb an amount of land similar to the project,
5 which would have impacts to biological resources similar to those of the
6 project. The EIR identifies potential impacts to Biological Resources and
7 recommends mitigation to reduce those impacts to less than significant
8 levels. Therefore, impacts to biological resources from the Commercial
9 Office Use Alternative would be less than significant, which is consistent
10 with the project.

11 Cultural Resources:

12 This alternative would have similar impacts on cultural resources compared
13 to those of the project because a similar area would be proposed for
14 development. The EIR identifies potential impacts to cultural resources and
15 recommends mitigation to reduce those impacts to less than significant
16 levels. Therefore, impacts to cultural resources from the Commercial
17 Office Use Alternative would be less than significant, which is consistent
18 with the project.

19 Geology, Soils, and Seismicity:

20 The proposed Plot Plan 22925 would allow approximately 720,000 square
21 feet of warehouse, distribution, office, and retail uses, while the proposed
22 alternative would allow approximately 300,000 square feet of commercial
23 office use. The alternative will ultimately allow fewer employees on the
24 project site compared to the project. Therefore, risks related to geology,
25 soils, and seismicity toward people (i.e. employees) would be reduced as
26 compared with the project. However, the EIR concluded that the impacts
27 of the project vis-à-vis geology, soils and seismicity would be less than
28 significant through implementation of recommended mitigation. Therefore,
impacts to geology, soils, and Seismicity for the alternative following
mitigation would remain less than significant, as with the project.

Hazards and Hazardous Materials:

By virtue of the smaller size of the Commercial Office Use Alternative, the
alternative would allow fewer employees and fewer transportation trips on
the project site. However, risks related to existing hazards such as flooding,

1 transportation of hazardous material, etc. would likely be similar to those of
2 the project. The EIR addressed impacts from hazards and hazardous
3 materials and recommended mitigation to reduce impacts to less than
4 significant levels. Therefore, this alternative following mitigation would
5 have less than significant impacts to hazards and hazardous materials
6 similar to the project.

6 Hydrology and Water Quality:

7 Under this alternative, all of the site would be developed so potential
8 impacts to existing drainages and water quality will be similar to those of
9 the project (i.e., not significant with erosion control and other mitigation).
10 This alternative would also increase runoff to a similar degree as the project
11 due to covering over of the native soils with impervious surfaces (i.e.,
12 buildings, asphalt). Therefore, this alternative would have less than
13 significant impacts with mitigation relative to hydrology and water quality,
14 as with the project.

13 Land Use:

14 This alternative would have land use impacts similar to those of the project,
15 but would add commercial and office uses in this area. These additional
16 uses would not create significant land use impacts due to the existing
17 commercial and office uses to the north, east, and southeast. The EIR
18 determined the project would have no significant impacts to land use.
19 Therefore, this alternative would have less than significant impacts relative
20 to land use as with the project.

20 Noise:

21 This alternative would create short-term noise impacts similar to those of
22 the project because a similar amount of land would be disturbed. The
23 alternative's square footage (300,000 sq. ft.) is significantly less than the
24 proposed Plot Plan 22925 (720,000 sq. ft.); as such, long-term noise impacts
25 from traffic will be less. The EIR concluded that the impacts to noise from
26 the project would be less than significant through the implementation of
27 recommended mitigation. Therefore, impacts to noise following
28 implementation of mitigation remain less than significant between the
alternative and the project.

1 Population, Housing, and SCAG Consistency:

2 This alternative would be similar to the population and housing growth
3 estimates in the County's General Plan, which were the basis for the SCAG
4 Regional Transportation Plan Projections of 2001. The alternative would
5 introduce job-producing uses, which is consistent with SCAG growth
6 policies. This alternative would produce population and employment
7 growth similar to that projected by SCAG and thus would have less than
8 significant growth-related impacts, as with the project.

9 Public Services and Recreation:

10 As compared with the project, this alternative would result in reduced
11 consumption of water and energy resources, and have a concomitant
12 reduction in the amount of wastewater and solid waste. The alternative
13 would develop a reduced amount of square footage (300,000 sq. ft. vs.
14 720,000 sq. ft.) and will generate fewer employees as compared to the
15 project. A reduction of employees would partially offset any anticipated
16 increase in housing and service demands. The EIR concluded that the
17 impacts to public services and recreation from the project would be less
18 than significant through the implementation of recommended mitigation.
19 Therefore, impacts to public services and recreation, following mitigation,
20 would remain less than significant between the alternative and the project.

21 Transportation:

22 Due to the reduction of square footage (i.e. 300,000 sq. ft. vs. 720,000 sq.
23 ft.), this alternative would generate less traffic when compared to the
24 project. The EIR determined that the transportation impacts of the project
25 could be reduced to less than significant levels with implementation of the
26 recommended Mitigation Measures, including onsite road and intersection
27 improvements, fair share contributions to offsite intersection and road
28 improvements. Therefore, as with the project, the alternative would likely
29 produce insignificant transportation impacts, following appropriate
30 mitigation.

31 Utility Systems:

32 By virtue of this alternative's reduced size, the alternative would likely
33 consume fewer water and energy resources and would generate less
34 wastewater and solid waste over the long-term when compared to the
35 project for commercial uses (i.e., it would have 300,000 sq. ft. compared to

1 720,000 sq. ft.). Impacts to said services/resources for the project were
2 determined to be less than significant with the imposition of certain
3 Mitigation Measures. Similarly, implementation of the alternative with
4 mitigation would be expected to result in no significant impacts to utility
5 services and related facilities.

6 3. Conclusion

7 Although the Commercial Use Alternative impacts are similar to those of
8 the project, the alternative would have fewer impacts related to long-term
9 uses of the project site because it would allow the development of less
10 square footage (300,000 sq. ft. vs. 720,000 sq. ft.). This alternative would
11 reduce air quality impacts from grading and construction to less than
12 significant levels, whereas the project has significant and unavoidable
13 impacts on air quality. Although the proposed alternative will meet air
14 quality thresholds, it may not contain sufficient building space to fund
15 needed infrastructure improvements, consequently being inconsistent with
16 the project's objective to spur economic development and employment
17 opportunity in the area and responding to market needs under the County's
18 General Plan zone designation of Light Industrial (LI). Therefore, the
19 Commercial Use Alternative does not meet the objectives to the same
20 degree as the project. See page 50, above, for the Project's Objectives.

21 D. Environmentally Superior Alternative

22 CEQA Guidelines Section 15126(e)(2) requires an EIR to identify an
23 "environmentally superior alternative." If the no project alternative is the
24 environmentally superior alternative, the EIR must also identify an environmentally
25 superior alternative from among the other alternatives. Both the Reduced Density
26 and the Commercial Office Alternatives reduce the air quality impacts of the
27 project to less than significant levels and reduce cumulative traffic impacts as well.
28 While these two alternatives are environmentally superior compared to the project,
they would reduce the total employment opportunities within the project area
from 1,300 to approximately 648 jobs, consequently being inconsistent with the
project's objective to spur economic development and employment opportunity in
the area and responding to market needs under the County's General Plan zone
designation of Light Industrial (LI).

1 Additionally, both the Reduced Density and the Commercial Office Alternatives
2 are within the limits of SCAG’s projected growth; however, they are inconsistent
3 with local and regional projections and the project’s objective to be consistent with
4 and implement the policies and goals of the County’s General Plan, Development
5 Code and development guidelines and policies.

6 Moreover, both alternatives would not contain sufficient building space to fund
7 needed infrastructure, consequently being inconsistent with the project’s objective
8 to provide opportunities for a range of employment with transportation of goods
9 and services. Therefore, both the Reduced Density and the Commercial Office
10 Alternatives do not meet the objectives to the same degree as the project. See page
11 50, above, for the project’s objectives.

12 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has balanced the benefits of
13 the Plot Plan 22925 against the unavoidable adverse environmental effects thereof, and has determined
14 that the following benefits outweigh and render acceptable those environmental effects in accordance with
15 CEQA Section 21081(b):

- 16 A. The project will implement the Riverside County General Plan land use designations and
17 policies.
- 18 B. The project will provide traffic Mitigation Measures to address local and regional
19 cumulative circulation impacts, thereby contributing to improvements at critical
20 intersections and roadways, including the construction of roadway improvements to
21 Alessandro Boulevard, San Gorgonio Drive and Brown Street.
- 22 C. The project will provide funding for various elements of regional infrastructure through the
23 County’s mitigation fee programs.
- 24 D. The project will develop a vacant and underutilized lot in a unique and innovative way in
25 order to spur economic development and employment opportunity in the area. The project
26 also provides for high quality land use transition from vacant land to light-scale industrial
27 and commercial uses, consistent with recent development in the surrounding area.
28 Additionally, the project will provide a reasonable transition of land use from existing
 residential development on the west to planned industrial and business park uses on the
 east.

- 1 E. The project will provide a light-scale industrial and commercial project in the western
2 portion of the County that would provide opportunities for a range of employment with
3 transportation of goods and services. Approximately 1,300 jobs, 1,000 full-time and 300
4 part-time would be created by the development of the Plot Plan 22925.
- 5 F. The project will create a cohesive identity for the project site, and provide a consistent
6 project theme, development standards and design that provide flexibility to respond to
7 market needs under the County's General Plan zone designation of Light Industrial (LI).
- 8 G. The project will be consistent with and implement the policies and goals of the County's
9 General Plan, Development Code and development guidelines and policies.
- 10 H. The project will design and landscape the project site to create an aesthetically pleasing
11 industrial and commercial center.
- 12 I. The project will reduce vehicle miles traveled by bringing employment opportunities
13 closer to residential growth areas.

14 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the State CEQA Guidelines
15 (14 Cal. Code of Regs. Section 15126(d)) requires an EIR to discuss how a project could directly or
16 indirectly lead to economic, population, or housing growth. A project may be growth-inducing if it
17 removes obstacles to growth, taxes community service facilities or encourages other activities which
18 cause significant environmental effects. The discussion is as follows:

19 1. Changes in Land Use That Would Commit Future Generations:

20 The project proposes to develop approximately 54.4 gross acres of primarily vacant
21 land into an industrial/commercial center. This change in land use is generally
22 compatible with the surrounding area; therefore, the change in land use would not
23 commit future generations to a significant adverse change in land use.

24 2. Irreversible Changes from Environmental Actions:

25 Irreversible changes to the environment could occur if hazardous substances are
26 released associated with development of the project. Compliance with the
27 requirements and Mitigation Measures contained in Section 4.7 (Hazards and
28 Hazardous Materials) of the EIR would reduce impact to a less than significant

1 level. No other sources of irreversible changes from environmental actions are
2 forecast to occur.

3 3. Consumption of Non-Renewable Resources:

4 Consumption of non-renewable resources would be the conversion of agricultural
5 land to urban uses, the loss of potential mining resources and consumption of
6 energy resources such as electricity and natural gas (both during construction and
7 operation).

8 Information from the California Department of Conservation (CDC) as well as the
9 Farmland Mapping and Monitoring Program (FMMP) determined that
10 development of the project site would not result in a significant impact on
11 agricultural land, due to (i) the small size of land identified as farmland of local
12 importance and (ii) the fact that the proposed uses of the project site will be
13 consistent with intended light industrial use of the site.

14 The site is not identified as a mineral resource site and, as described in Section 4.10
15 of the EIR, more suitable locations currently are being used as mineral resource
16 sites. Given the proximity to schools and residential uses, the site would not be a
17 feasible site for mining of mineral resources in the future.

18 The project will consume non-renewable energy resources during construction and
19 operation such as petroleum products, construction materials, electricity and natural
20 gas. Construction impacts to non-renewable resources would be short-term.
21 Operation of the project is required to comply with mandatory requirements of
22 Title 24 concerning energy efficient building design and to utilize energy
23 conservation measures during operations of the facilities within the project.

24 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Plot Plan 22925 will
25 implement applicable elements of the Riverside County General Plan as follows:

26 A. Land Use Element

27 1. County of Riverside General Plan

1 The project site is within an unincorporated area in the County of Riverside and,
2 therefore, it is subject to the County's General Plan goals and policies. The site is
3 designated as LI under the foundation component of Community Development in
4 the General Plan. This designation allows for a variety of uses including industrial,
5 manufacturing, service, and commercial. The project contemplates a development
6 consisting of approximately 720,000 square feet of building area on the 54.4 gross
7 (51.21 net) acre site, a project floor area ratio of 0.30. This floor area ratio is
8 within the 0.25-0.60 floor area ratio required for the LI designation. The proposed
9 6-parcel subdivision will include the construction of eight buildings with the
10 following floor areas: 258,100 square feet of office business park, 409,400 sq. ft. of
11 industrial warehouse/distribution, 10,000 sq. ft. of commercial retail, and 42,300
12 sq. ft. of light industrial/multi-tenant. All of the proposed building uses are allowed
13 under and compatible with the requirements of the LI designation (RivCo 2003a).

14 2. Lake Mathews/Woodcrest Area Plan

15 The project site is located within the boundaries of the Lake Mathews/Woodcrest
16 Area Plan and, therefore, it is subject to the Area Plan's goals and policies. The
17 site is designated as LI under the foundation component of Community
18 Development in the Area Plan. This designation has all the same permitted uses
19 and requirements as the County of Riverside General Plan's LI designation.
20 Therefore, the project is consistent with the Lake Mathews/Woodcrest Area Plan
21 (RivCo 2003b).

22 3. Riverside County Zoning

23 The project site is zoned Industrial Park (IP) under the Riverside County Zoning
24 Ordinance. Industrial Park land has a multitude of permitted uses, including uses in
25 the industrial, manufacturing, services, and commercial sectors. The project's
26 intended uses are all permitted under the IP zoning. Moreover, the project will be
27 required to abide by all development requirements set forth in the IP District;
28 accordingly, the project will comply with the Zoning Ordinance.

1 4. General Plan of the March Joint Powers Authority (MJPA)

2 The project is outside of the boundaries of the General Plan of the March JPA. All
3 of the surrounding area to the south and east is under the authority of the General
4 Plan of the March JPA and is designated as Business Park (BP). This designation
5 requires a floor area ratio (FAR) of 0.75 or less, which is consistent with the
6 project site's proposed FAR of 0.30. The project's contemplated uses include
7 industrial warehouse/distribution, commercial retail, business park, and light
8 industrial/multi-tenant. All of these uses are permitted or related to permitted uses
9 on and within the surrounding BP land (March JPA). Accordingly, development of
10 the project is consistent with the March JPA General Plan.

11 The project site is also within the March Air Reserve Base Airport Influence Policy
12 Area, Safety Zone Area II. According to policies within the Riverside County
13 Airport Land Use Plan, agricultural, industrial, and commercial uses are acceptable
14 in the Safety Area II. The Safety Area II regulations contain certain restrictions on
15 uses and activities on properties located within the boundaries of the Safety Area;
16 the project does not contemplate or allow any of these prohibited uses. Therefore,
17 the project is consistent with applicable airport regulations and designations.

18 5. City of Riverside Sphere of Influence

19 The project site is outside of the City of Riverside's territorial limits, but is within
20 the City's Sphere of Influence. The City of Riverside General Plan designates the
21 site as Business/Office Park (B/OP). This designation's primary intended uses
22 include research and development and related flexible space, laboratories, offices,
23 support commercial and light industrial uses. However, light industrial and small
24 warehouse uses are only allowed up to 10,000 square feet per site. Although the
25 proposed uses of the project are permitted in the City's B/OP designation, the
26 project includes 410,000 square feet of industrial warehouse/distribution and
27 42,000 square feet of light industrial (which is in excess of the City's identified
28 square footage limitation). Notwithstanding, the project's floor area ratio (FAR) is

1 0.30, which is less than the 1.5 maximum FAR allowed by the City of Riverside's
2 General Plan B/OP designation.

3 The project site is within an area being considered for annexation by the City of
4 Riverside (Annexation 112 – Kaliber). According to the City's website:

5 "this area contains approximately 59 vacant acres located southerly of Van
6 Buren Boulevard, between Gem Lane and March JPA property. This area
7 was previously proposed for annexation in 1996 as part of an area that
8 includes what is now Annexation #103. However, the annexation
9 proceedings were terminated by the City Council after determining that a
10 majority protest of registered voters within the annexation area exists. On
11 October 26, 2004, the City Council authorized staff to commence
12 processing necessary for an annexation. A Plan for Services is being
13 developed for the annexation area." (City Website 2009).

14 Since the time the City Council issued its authorization to staff, the County has
15 been unaware of occurrence of any significant activity relative to this potential
16 annexation. The proponent of the project represents the major (if not the only)
17 property owner within this area, and is currently opposed to annexation into the
18 City. Accordingly, the Board of Supervisors finds that the project is not in conflict
19 with the applicable land use plans of the City of Riverside.

20 B. SCAG Regional Element

21 The project is consistent with growth and development projections established for the area
22 by the Southern California Association of Governments. The project does not include the
23 construction of new homes, major infrastructure or a large-scale employment facility;
24 therefore, the implementation of the project is not anticipated to affect local-regional or
25 regional population projections. Additionally, the region's employment to housing ratio is
26 estimated to be 0.73 for the year 2010, and the employment opportunities provided by the
27 project will help to improve the jobs/housing imbalance in this region.

28 C. Public Facilities and Services Element

1 The project, through its design, Mitigation Measures and conditions of approval, will
2 provide adequate circulation, water, sewer, fire protection, school and other services to
3 comply with public facilities and services element requirements.

4 D. Environmental Hazards and Resources Element

5 EIR No. 510 assesses the full range of concerns associated with the project's potential
6 environmental resource impacts, and proposed mitigation for each of the potentially
7 significant impacts. The Board of Supervisors has heretofore made findings for the
8 project's identified air quality and climate change impacts and cumulative Air,
9 Transportation and Water impacts (see page 36 to 49 above).

10 E. Multiple Species Habitat Conservation Plan (MSHCP)

11 The project site is located within the boundaries of the Western Riverside County Multiple
12 Species Habitat Conservation Plan (MSHCP). The site is not within the bounds of a
13 Criteria Cell of the MSHCP, but a small southern portion of the project site (approximately
14 5 acres) is located adjacent to Existing Core D, Western Riverside County MSHCP Areas.
15 Therefore, as addressed in the EIR an urban/wildlands interface analysis was completed.
16 This analysis outlined several guidelines to incorporate into the project in order to
17 minimize conflicts with the MSHCP. Said Guidelines have been incorporated into the
18 project.

19 1. Drainage:

20 As addressed in the EIR (and consistent with the earlier findings herein), the
21 project's drainages will be directed to basins on the project site. The basins will be
22 designed in accordance with all Federal, state, regional, and local standards and
23 regulations concerning water quality. These measures will ensure that the project
24 stormwater discharges are no greater in volume and velocity than current
25 undeveloped conditions and that the water leaving the project site complies with all
26 applicable water quality standards.

1 2. Toxics:

2 As addressed in the EIR (and consistent with the earlier findings herein), the
3 project is an industrial and commercial development and may have the potential to
4 cause the release of hazardous materials (e.g., pesticide and herbicide use).
5 Consistent with the MSHCP, measures have been incorporated into the project to
6 ensure that application of such hazardous materials does not result in discharge to
7 the MSHCP Conservation Area.

8 During the construction of the project, construction activities have the potential to
9 cause release of toxics that could impact the MSHCP Conservation Area. To
10 address these potential short-term impacts, the project is required to stage
11 construction operations as far away from the MSHCP Conservation Area (Existing
12 Core D) to the maximum extent feasible. These conditions/requirements will be
13 imposed by the County.

14 3. Lighting:

15 As addressed in the EIR (and consistent with the earlier findings herein), the
16 project site will include industrial/commercial road lighting that may increase
17 overall ambient lighting impacts in the MSHCP Conservation Area. To reduce
18 these potential impacts, street lighting adjacent to the Conservation Area will be
19 designed with internal baffles to direct the lighting towards the ground and have a
20 zero side angle cut off to the horizon.

21 4. Noise:

22 Construction-related noise will be mitigated consistent with the County's Noise
23 Ordinances by limiting construction activities to daytime hours and requiring
24 construction equipment to be tuned and equipped with mufflers.

25 5. Invasive Plant Species:

26 Plant species acceptable for the roject's landscaping must not be considered an
27 invasive species pursuant to Table 6.2 of the MSHCP. To ensure this, the final
28

1 landscape plans must be reviewed and verified by the County for consistency with
2 the plant species list in Table 6.2 of the MSHCP.

3 6. Grading/Land Development:

4 As addressed in the EIR, the project will be designed to keep all manufactured
5 slopes within the boundaries of the development footprint and not encroach into
6 any open space/MSHCP Conservation Areas.

7 7. Species and Habitat:

8 The project site contains some potentially suitable habitat for burrowing owl
9 (BUOW) and least Bell's vireo (LBV); however, a focused survey conducted by
10 MBA concluded that the species were not present onsite (see EIR at Appendix D).
11 Pursuant to the MSHCP, a 30-day clearance survey is required for BUOW prior to
12 ground disturbances. The project site is also located within the bounds of the
13 Riverside County Habitat Conservation Plan for Stephens' Kangaroo Rat (SKR)
14 and, accordingly the project is subject to the payment of the SKR mitigation fee to
15 offset potential impacts.

16 Riparian/riverine areas were identified onsite (0.32 acres). The project will impact
17 all of the riparian/riverine areas during the development of the project. Therefore, a
18 Determination of Biologically Equivalent or Superior Preservation (DBESP) study
19 was conducted which recommended a Mitigation Measure to minimize impacts to
20 riparian/riverine resources (see EIR Appendix D). Therefore, with the
21 implementation of Mitigation Measure BR-Za, the project will be biologically
22 superior to existing onsite conditions.

23 The site contains several trees and shrubs that could provide a small amount of
24 habitat suitable for nesting birds. Conditions have been established for the project
25 limiting removal of vegetation during breeding season (February-August). If
26 vegetation must be removed during the breeding season, a preconstruction nesting
27 bird clearance survey must be conducted prior to vegetation removal.

28 8. Indirect Impacts:

1 Per County Ordinance 874, indirect effects associated with locating
2 development in proximity to conservation areas and riparian/riverine habitat
3 must be minimized. The site is not within the bounds of a Criteria Cell of
4 the MSHCP, but a small southern portion of the project site (approximately
5 5 acres) is located adjacent to Existing Core D, Western Riverside County
6 MSHCP Areas. Therefore, as addressed in the EIR an urban/wildlands
7 interface analysis was completed. This analysis outlined several guidelines
8 (see page 70 to 73 for outlined guidelines) to incorporate into the project in
9 order to minimize conflicts with the MSHCP. Therefore, with compliance
10 and adherence to the recommendations, the project will be fully consistent
11 with the Western Riverside County MSHCP and will not conflict with any
12 habitat conservation plan, or otherwise adversely affect any significant
13 biological communities. Accordingly, the project will not create any
14 significant impacts or conflict with any applicable habitat conservation or
15 natural community's conservation plan.

16 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the Plot Plan 22925 is
17 consistent with the General Plan as adopted by Riverside County Board of Supervisors in October of
18 2003.

19 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has reviewed and considered
20 EIR No. 510 in evaluating Plot Plan 22925 that EIR No. 510 is an accurate and objective statement that
21 complies with the California Environmental Quality Act and reflects the County's independent judgment,
22 and that EIR No. 510 is incorporated herein by this reference.

23 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES** EIR No. 510,
24 **ADOPTS** the Mitigation Monitoring and Reporting Plan specified within Table 5-1 of the EIR and
25 **ADOPTS** the Statement of Overriding Considerations as set forth above.

26 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the Plot Plan 22925, on file
27 with the Planning Department, including the final conditions of approval and exhibits, is hereby adopted
28 as the Land Use Plan for the real property described and shown in the Plot Plan 22925 site plan, and said

1 real property shall be developed substantially in accordance with the site plan, unless the site plan is
2 amended by the Planning Director.

3 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of EIR No. 510 shall be
4 placed on file in the Office of the Planning Director, and in the Office of the Building and Safety Director,
5 and that no applications for subdivision maps, conditional use permits and other development approvals
6 shall be accepted for the real property described and shown in the site plan, unless such applications are
7 substantially in accordance therewith.

8 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodian of the documents
9 upon which this decision is based are the County Planning Department and that such documents are
10 located at 4080 Lemon Street, Riverside, California.

11
12 ROLL CALL:

13 Ayes: Buster, Stone, Benoit, and Ashley
14 Nays: None
15 Absent: Tavaglione

16 The foregoing is certified to be a true copy of a resolution duly
17 adopted by said Board of Supervisors on the date therein set forth.

18 KECIA HARPER-IHEM, Clerk of said Board

19 By: _____
20 Deputy

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

George A. Johnson · Agency Director

Planning Department

Ron Goldman · Planning Director

DATE: March 18, 2010

TO: Clerk of the Board of Supervisors

FROM: Planning Department - Riverside Office

SUBJECT: RESOLUTION NO. 2010-107 CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 510 and approving Plot Plan No. 22925

(Charge your time to these case numbers)

The attached item(s) require the following action(s) by the Board of Supervisors:

- | | |
|---|---|
| <input type="checkbox"/> Place on Administrative Action (Receive & File; EOT) | <input type="checkbox"/> Set for Hearing (Legislative Action Required; CZ, GPA, SP, SPA) |
| <input type="checkbox"/> Labels provided If Set For Hearing | <input type="checkbox"/> Publish in Newspaper: |
| <input type="checkbox"/> 10 Day <input type="checkbox"/> 20 Day <input type="checkbox"/> 30 day | **SELECT Advertisement** |
| <input type="checkbox"/> Place on Consent Calendar | <input type="checkbox"/> **SELECT CEQA Determination** |
| <input checked="" type="checkbox"/> Place on Policy Calendar (Resolutions; Ordinances; PNC) | <input type="checkbox"/> 10 Day <input type="checkbox"/> 20 Day <input type="checkbox"/> 30 day |
| <input type="checkbox"/> Place on Section Initiation Proceeding (GPIP) | <input type="checkbox"/> Notify Property Owners (app/agencies/property owner labels provided) |
| | Controversial: <input type="checkbox"/> YES <input type="checkbox"/> NO |

Designate Newspaper used by Planning Department for Notice of Hearing: **SELECT**

Please schedule on the April 6, 2010 BOS Agenda

Documents to be sent to County Clerk's Office for Posting:

Notice of Determination
Fish & Game Receipt (CFG4826)

Riverside Office · 4080 Lemon Street, 9th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-3157

Desert Office · 38686 El Cerrito Road
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555

RGM
3/23/10

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

George A. Johnson · Agency Director
Planning Department
Ron Goldman · Planning Director

Original Negative Declaration/Notice of
Determination was routed to County
Clerks for posting on.

4/15/10 KB
Date Initial

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, 9th 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.

PLOT PLAN NO. 22925 / ENVIRONMENTAL IMPACT REPORT NO. 510

Project Title/Case Numbers

Jeffery Childers
County Contact Person

951-955-3626
Phone Number

2008061136

State Clearinghouse Number (if submitted to the State Clearinghouse)

Hogle-Ireland
Project Applicant

1500 Iowa Street Suite 110, Riverside, CA 92507
Address

The project is located in the March Area in the Lake Mathews/Woodcrest Area Plan in Western Riverside County; more specifically, northerly of March Joint Powers Authority property and the former March Air Force Base, southerly of Alessandro Boulevard, easterly of Gem Lane, and westerly of Brown Street.

Project Location


A commercial and industrial development comprised of 8 buildings consisting of: four (4) office buildings totaling 258,102 square feet, two (2) industrial warehouse/distribution buildings totaling 409,312 square feet, one (1) retail building with 10,000 square feet, one (1) light industrial/multi-tenant building with 42,222 square feet, 285,696 square feet of landscaping area, 1,779 parking spaces, and three (3) detention basins.

Project Description

This is to advise that the Riverside County Board of Supervisors, as the lead agency, has approved the above-referenced project on 04.06.10, and has made the following determinations regarding that project:

1. The project WILL have a significant effect on the environment.
2. A Environmental Impact Report No. 510 was prepared for this project and certified pursuant to the provisions of the California Environmental Quality Act (\$2,768.25 plus \$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, 9th Floor, Riverside, CA 92501.


Signature

Board Assistant
Title

April 6, 2010
Date

Karen Barton, Board Assistant to Kecia Harper-Ihem, Clerk of the Board of Supervisors

Date Received for Filing and Posting at OPR: _____

Y:\Planning Case Files-Riverside office\PP22925\DH 7-13-09\PP22925 NOD Form.doc Revised 01/15/08

Please charge deposit fee case#: ZEAN/a ZCFG4826 . 03.16.10 16.1 04.06.10 3.71

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

* REPRINTED * R0711085

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 600-6100

38686 El Cerrito Road
Palm Desert, CA 92211
(760) 863-8277

Received from: HOGLE IRELAND INC \$64.00
paid by: VI 011622
paid towards: CFG04826 CALIF FISH & GAME: DOC FEE
CALIFORNIA FISH AND GAME FOR EA41468
at parcel #:
appl type: CFG3

By MGARDNER Jul 11, 2007 15:33
posting date Jul 11, 2007

Account Code	Description	Amount
658353120100208100	CF&G TRUST: RECORD FEES	\$64.00

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

Additional info at www.rctlma.org

COUNTY OF RIVERSIDE
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

O* REPRINTED * R0909929

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: HOGLE IRELAND INC \$2,768.25
paid by: CK 22702
CALIFORNIA FISH AND GAME FOR EA41468
paid towards: CFG04826 CALIF FISH & GAME: DOC FEE
at parcel:
appl type: CFG3

By _____ Jul 13, 2009 10:16
SBROSTRO posting date Jul 13, 2009

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$2,768.25

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



via email and federal express

Riverside County Board of Supervisors
c/o Clerk of the Board of Supervisors
4080 Lemon ST, 1st Floor
Riverside, CA. 92501
cob@rcbos.org

April 5, 2010

RE: Item 3.71, April 6, 2010 Board of Supervisors Hearing: Comments Resolution
No. 2010-107 (EIR #510, Plot Plan #22925, TPM #35365)

Honorable Chairman and Board Members:

These comments are submitted on behalf of the Center for Biological Diversity ("Center") on Resolution No. 2010-107. Despite the diligent work by County staff, the Environmental Impact Report ("EIR") and Plot Plan do not meet the legal standards required under state and federal law, in particular the California Environmental Quality Act and the Endangered Species Act, and should be denied until those deficiencies are rectified. As set forth more fully in comments submitted during environmental review there are many legal deficiencies regarding state and local laws that must be rectified in order to comply with the law. Below are issues outlined in previous comments and additional information to support those issues that the County must resolve prior to approving the Project and EIR.

I. THE EIR FAILS TO ADEQUATELY ANALYZE AND MITIGATE IMPACTS TO BIOLOGICAL RESOURCES

As discussed in previous comments the EIR fails to adequately analyze and disclose the Project's significant biological impacts. The EIR relies upon the Western Riverside Habitat Conservation Plan ("MSHCP") and Stephens' Kangaroo Rat ("SKR") Habitat Conservation Plan for mitigation of both direct and cumulative biological impacts related to this project. However, due to its flawed consistency analysis and failure to disclose significant impacts to biological resources the EIR must be rejected.

Importantly, in analyzing impacts on the environment the EIR imposes an improper baseline by failing to consider the existing conditions in the vicinity of the Project in favor of

hypothetical conditions based on the “release of the March Air Base Management Area for development.” (DEIR at 4.4-16). This assertion is squarely contrary to CEQA’s requirements to analyze the environmental baseline that normally consists of “the physical environmental conditions in the vicinity of the project, as they exist at the time... environmental analysis is commenced.” Pub. Res. Code § 15125(a). This mandate is necessary to assure that environmental review considers “realized conditions on the ground instead of merely hypothetical conditions”. *Communities for a Better Environment v. South Coast Air Quality Management District* (March 15, 2009, S161190) ___ CA.4th ___. As referenced by the current land managers the March portion of the Sycamore Canyon-March Core Reserve still contains occupied SKR habitat, contains important wildlife values, and continues to be managed as an SKR preserve. The proper baseline for environmental analysis is not what might happen if the tradeout is fully implemented and the March portion of the Core Reserve is developed; it is the existing environment at the time of the project’s Notice of Preparation. This existing environment includes actual SKR populations in both Sycamore Canyon and March. Crucial connectivity exists between these populations through the project site that will be permanently and irrevocably impacted.

The EIR further disregards the important wildlife values of the existing March SKR Preserve. As referenced in previous comments, annual reports, brochures, and web publications the March SKR Preserve contains important wildlife values. Research continues on the important wildlife values in the March SKR Preserve and new discoveries of important wildlife uses are continually occurring. (CNLM 4-5-10 email to CBD). The EIR’s failure to disclose the existence of the adjacent wildlife area and disclose what impacts will result from development directly adjacent to the March SKR Preserve runs afoul of CEQA. *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713. (EIR invalid because it failed to accurately describe the existing environmental setting and disclose to the public and decision makers the nearby wildlife areas). CEQA requires the EIR to include “the description of the physical environmental conditions in the vicinity of the project” with “[s]pecial emphasis placed on environmental resources that are rare or unique to that region.” CEQA Guidelines 15125. Unfortunately, the EIR fails to describe the existing physical conditions of the March SKR Preserve and ignores the unique environmental resources it contains. This flagrant disregard for the informational requirements of CEQA must be rejected.

II. THE EIR FAILS TO ADOPT FEASIBLE MITIGATION MEASURES TO REDUCE SIGNIFICANT IMPACTS

The EIR and Resolution 2010-107 recognize that the Project will result in numerous significant impacts including significant impacts to air quality, greenhouse gases and climate change, traffic, water supply, and utilities. (Resolution 2010-107 at 47-48). In previous comments the Center submitted mitigation measures that would help address the combined threats of climate change, air quality, water supply, traffic, and energy use. These suggestions included recommendations from the California Attorney General’s Office and the California Air Pollution Control Officers Association that demonstrated many feasible mitigation measures to address the significant impacts of climate change and associated environmental effects contributing to climate change. Because these mitigation measures were focused on reducing the

emissions of pollutants, traffic, water usage, and electricity use they also served to reduce the significant impacts from these other categories. Unfortunately the EIR improperly dismisses these mitigation measures without justification, or dismisses them as infeasible without substantial evidence. Simply because a mitigation measure is more costly or will be impeded to some degree the Project's objectives does not provide the type of substantial evidence necessary to avoid the adoption of a mitigation measure that can reduce a significant impacts in accordance with CEQA. *See e.g.* Pub. Res. Code 21002.1(b). In fact, many mitigation measure can actually result in cost savings over the lifetime of the Project due to reduce energy or water use.

Tellingly, the EIR fails to adopt any mitigation measures from the cumulatively significant impacts on water supply and public utilities from energy use. (Resolution at 47). Instead, the EIR claims that no other mitigation measures are required beyond Project level mitigation. (DEIR at 5-21). However, at the Project level analysis within the EIR no mitigation measures are proposed for the impacts to water supply and energy use. (DEIR at § 4.15). This type of unsubstantiated opinion avoids CEQA's substantive mandate to adopt all feasible mitigation measures to reduce significant impacts, and constitutes the type of "clearly erroneous" and conflicting responses that run contrary to CEQA and informed public decision making.

The Center once again provides a list of mitigation measures provided by the Attorney General that would reduce the Projects significant impacts on climate change, air quality, water supply, traffic, and energy use. (California Attorney General 2010). The EIR cannot improperly dismiss these and other many feasible mitigation measures without providing the substantial evidence necessary to demonstrate that each mitigation measure is infeasible.

III. THE EIR FAILS TO ADEQUATELY ANALYZE ENERGY USE AND CONSERVATION

The EIR admits a significant cumulative impact on Utilities due to increased "natural gas and energy use." (Resolution at 47). As discussed in previous comments the recent updates to the CEQA guidelines emphasizes the need for an adequate analysis of energy use to accord with the requirements of CEQA Appendix F. Appendix F existed before the updated CEQA guidelines were put into place, but the revisions to that section to highlight the impacts of climate change emphasize the obligation of each agency to fully address the impacts of energy use, especially as it relates to climate change. (CEQA Guidelines Appendix F "Energy Conservation"). This analysis is particularly important for an EIR that recognizes that the cumulative impacts of energy use will lead to a significant impact on public utilities. (Resolution at 47). The EIR's failure to conduct an adequate and transparent analysis of energy use in accordance with Appendix F violates CEQA.

IV. THE EIR IGNORES VIABLE ALTERNATIVES TO REDUCE THE PROJECT'S IMPACTS

The EIR neglects to analyze and adopt alternatives that would reduce the Project's significant impacts. The EIR recognizes that the Project will result in a range of significant impacts to air quality, climate change, traffic, water supply, and public utilities. (DEIR at 1-2, 1-

3; Resolution at 48). In previous comments on the Project the Conservation Groups emphasized that the DEIR failed to address significant impacts to biological resources, water quality, aesthetics, and cumulative impacts. The alternatives analysis is the “core of the EIR.” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal 3d 553, 564. Where feasible alternatives exist that would reduce a significant impact from a Project those alternatives must be adopted. Pub. Res. Code §§ 21002, 21002.1. Thus, environmentally superior alternatives should not be dismissed contrary to CEQA as they are in the present case.

In order to assure that an EIR performs a rigorous alternatives analysis the EIR must consider a reasonable range of alternatives even if those alternatives would impede the project objectives or be more costly. CEQA Guidelines § 15126.6. Unfortunately, the EIR’s cursory analysis of alternatives disregards important opportunities to adopt environmentally superior alternatives. This flaw is revealed in the alternatives analysis itself and the EIR’s Determination of Biologically Equivalent or Superior Preservation. The Project results in the destruction of all riparian and wetland habitat on the Project site. Instead of analyzing how the Project buildings, design, and siting can be reconfigured to reduce these significant impacts the EIR only analyzes how the road access and utility lines limit protection of the area. (FEIR Response to Comment H-2, DBESP). The EIR presumes the same size and design for the buildings and fails to analyze how alternative site plans or architectural designs could avoid sensitive riparian areas. This precludes a viable analysis of alternatives to the significant impacts resulting from the destruction of all riparian and wetland habitat.

The EIR further fails to analyze alternatives proposed by the Conservation Groups during comments on the DEIR, such as avoidance of sensitive habitat, or mixed use combined with habitat preservation. FEIR 3-139. This omission violates both CEQA’s requirements to respond to comments and analyze a reasonable range of alternatives. Furthermore, the FEIR disregards CEQA’s substantive mandate to deny projects when other feasible alternatives exist that meet most of the project objectives. Pub. Res. Code §§ 21002, 21002.1; CEQA Guidelines §§ 15021, 15126.6.

This project must be denied because the EIR itself acknowledges environmentally superior alternatives that meet most of the project objectives. (DEIR at 7-13). Simply because the alternatives “do not achieve the goals of the Project to the same degree as the Proposed Project” creates an improper standard for environmental review of alternatives. (DEIR at 7-13). The County is not permitted to improperly narrow the Project objectives to remove alternatives from consideration. *See e.g. Preservation Action Council v. City of San Jose* (2006) 141 Cal.App 4th 1336, 1351-2; *Uphold our Heritage v. Town of Woodside* (2007) 147 Cal.App 4th 587, 595 fn 4. Similarly, the County cannot improperly reject alternatives as infeasible because they do not meet all of the Project objectives. *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477; CEQA Guidelines § 15126.6(b). The County must adopt the environmentally superior feasible alternative that meets most of the Project objectives.

CONCLUSION

The Center respectfully submits these comments¹ and reminds the Board of Supervisors that environmentally superior alternatives to this Project have been proposed in the EIR and must be adopted. Additionally, as drafted, the Project and associated EIR must be denied due to the existing legal violations and irreconcilable conflicts with the SKR HCP and CEQA.

Sincerely,



Jonathan Evans
Staff Attorney
Center for Biological Diversity

cc:

Adam Rush, Riverside County Planning Dept.

EXHIBITS

California Attorney General 2010, Addressing Climate Change at the Project Level, Revised January 6, 2010. available at: http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf

CNLM 4-5-10 email to CBD, Email from Kim Klementowski, Preserve Manager at the March SKR Preserve for the Center for Natural Lands Management, to Jonathan Evans, Center for Biological Diversity, Staff Attorney, April 5, 2010, including three attachments:

- (1) Map, 2010 Sensitive Species, March SKR Preserve,
- (2) photograph of a Bobcat on the March SKR Preserve captured from a motion detection camera,
- (3) photograph of a western spadefoot toad tadepol captured on the March SKR Preserve.

¹ The Project was only tentatively approved at the March 16, 2010 Board meeting. The public hearing for final approval, followed by issuance of a Notice of Determination on the Project, has yet to occur. Accordingly, these comments are properly part of the administrative record for this action. *See Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal.App.4th 1109, 1121 (1997) (“any alleged grounds for noncompliance with CEQA provisions may be raised by any person prior to the close of the public hearing on the project before the issuance of the notice of determination.”).

Addressing Climate Change at the Project Level California Attorney General's Office



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. Local agencies can lead by example in undertaking their own projects, insuring that sustainability is considered at the earliest stages. Moreover, they can help shape private development. Where a project as proposed will have significant global warming related effects, local agencies can require feasible changes or alternatives, and impose enforceable, verifiable, feasible mitigation to substantially lessen those effects. By the sum of their actions and decisions, local agencies will help to move the State away from “business as usual” and toward a low-carbon future.

Included in this document are various measures that may reduce the global warming related impacts at the individual project level. (For more information on actions that local governments can take at the program and general plan level, please visit the Attorney General's webpage, “CEQA, Global Warming, and General Plans” at <http://ag.ca.gov/globalwarming/ceqa/generalplans.php>.)

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.

Mitigation Measures by Category

Energy Efficiency

Incorporate green building practices and design elements.	<p>The California Department of Housing and Community Development's Green Building & Sustainability Resources handbook provides extensive links to green building resources. The handbook is available at http://www.hcd.ca.gov/hpd/green_build.pdf.</p> <p>The American Institute of Architects (AIA) has compiled fifty readily available strategies for reducing fossil fuel use in buildings by fifty percent. AIA “50 to 50” plan is presented in both guidebook and wiki format at http://wiki.aia.org/Wiki%20Pages/Home.aspx.</p>
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<p>Meet recognized green building and energy efficiency benchmarks.</p>	<p>For example, an ENERGY STAR-qualified building uses less energy, is less expensive to operate, and causes fewer greenhouse gas emissions than comparable, conventional buildings. http://www.energystar.gov/index.cfm?c=business.bus_index.</p> <p>California has over 1600 ENERGY STAR-qualified school, commercial and industrial buildings. View U.S. EPA's list of Energy Star non-residential buildings at http://www.energystar.gov/index.cfm?fuseaction=labeled_buildings_locator. Los Angeles and San Francisco top the list of U.S. cities with the most ENERGY STAR non-residential buildings. http://www.energystar.gov/ia/business/downloads/2008_Top_25_cities_chart.pdf.</p> <p>Qualified ENERGY STAR homes must surpass the state's Title 24 energy efficiency building code by at least 15%. Los Angeles, Sacramento, San Diego, and San Francisco-Oakland are among the top 20 markets for ENERGY STAR homes nationwide. http://www.energystar.gov/ia/new_homes/mil_homes/top_20_markets.html. Builders of ENERGY STAR homes can be more competitive in a tight market by providing a higher quality, more desirable product. See http://www.energystar.gov/ia/partners/manuf_res/Horton.pdf.</p> <p>There are a variety of private and non-profit green building certification programs in use in the U.S. See U.S. EPA's Green Building / Frequently Asked Questions website, http://www.epa.gov/greenbuilding/pubs/faqs.htm.</p> <p>Public-Private Partnership for Advancing Housing Technology maintains a list of national and state Green Building Certification Programs for housing. See http://www.pathnet.org/sp.asp?id=20978. These include the national Leadership in Energy and Environmental Design (LEED) program, and, at the state level, Build it Green's GreenPoint Rated system and the California Green Builder program.</p> <p>Other organizations may provide other relevant benchmarks.</p>
<p>Install energy efficient lighting (e.g., light emitting diodes (LEDs)), heating and cooling systems, appliances, equipment, and control systems.</p>	<p>Information about ENERGY STAR-certified products in over 60 categories is available at http://www.energystar.gov/index.cfm?fuseaction=find_a_product.</p> <p>The California Energy Commission maintains a database of all appliances meeting either federal efficiency standards or, where there are no federal efficiency standards, California's appliance efficiency standards. See http://www.appliances.energy.ca.gov/.</p> <p>The Electronic Product Environmental Assessment Tool (EPEAT) ranks computer products based on a set of environmental criteria, including energy efficiency. See http://www.epeat.net/AboutEPEAT.aspx.</p> <p>The nonprofit American Council for an Energy Efficient Economy maintains an Online Guide to Energy Efficient Commercial Equipment, available at http://www.aceee.org/ogeece/ch1_index.htm.</p> <p>Utilities offer many incentives for efficient appliances, lighting, heating and cooling. To search for available residential and commercial incentives, visit Flex Your Power's website at http://www.fypower.org/.</p>

<p>Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight.</p>	<p>See U.S. Department of Energy, Passive Solar Design (website) http://www.energysavers.gov/your_home/designing_remodeling/index.cfm/mytopic=10250.</p> <p>See also California Energy Commission, Consumer Energy Center, Passive Solar Design (website) http://www.consumerenergycenter.org/home/construction/solardesign/index.html.</p> <p>Lawrence Berkeley National Laboratories' Building Technologies Department is working to develop innovative building construction and design techniques. Information and publications on energy efficient buildings, including lighting, windows, and daylighting strategies, are available at the Department's website at http://btech.lbl.gov.</p>
<p>Install light colored "cool" roofs and cool pavements.</p>	<p>A white or light colored roof can reduce surface temperatures by up to 100 degrees Fahrenheit, which also reduces the heat transferred into the building below. This can reduce the building's cooling costs, save energy and reduce associated greenhouse gas emissions, and extend the life of the roof. Cool roofs can also reduce the temperature of surrounding areas, which can improve local air quality. See California Energy Commission, Consumer Energy Center, Cool Roofs (webpage) at http://www.consumerenergycenter.org/coolroof/.</p> <p>See also Lawrence Berkeley National Laboratories, Heat Island Group (webpage) at http://eetd.lbl.gov/HeatIsland/.</p>
<p>Install efficient lighting, (including LEDs) for traffic, street and other outdoor lighting.</p>	<p>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).</p> <p>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.</p> <p>The California Energy Commission'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/.</p>
<p>Reduce unnecessary outdoor lighting.</p>	<p>See California Energy Commission, Reduction of Outdoor Lighting (webpage) at http://www.energy.ca.gov/efficiency/lighting/outdoor_reduction.html.</p>

<p>Use automatic covers, efficient pumps and motors, and solar heating for pools and spas.</p>	<p>During the summer, a traditional backyard California pool can use enough energy to power an entire home for three months. Efficiency measures can substantially reduce this waste of energy and money. See California Energy Commission, Consumer Energy Center, Pools and Spas (webpage) at http://www.consumerenergycenter.org/home/outside/pools_spas.html.</p> <p>See also Sacramento Municipal Utilities District, Pool and Spa Efficiency Program (webpage) at http://www.smud.org/en/residential/saving-energy/Pages/poolspa.aspx.</p>
<p>Provide education on energy efficiency to residents, customers and/or tenants.</p>	<p>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.</p> <p>Businesses and development projects may also provide education. For example, a homeowners' association (HOA) could provide information to residents on energy-efficient mortgages and energy saving measures. See The Villas of Calvera Hills, Easy Energy Saving Tips to Help Save Electricity at http://www.thevillashoa.org/green/energy/. An HOA might also consider providing energy audits to its residents on a regular basis.</p>

Renewable Energy and Energy Storage

<p>Meet "reach" goals for building energy efficiency and renewable energy use.</p>	<p>A "zero net energy" building combines building energy efficiency and renewable energy generation so that, on an annual basis, any purchases of electricity or natural gas are offset by clean, renewable energy generation, either on-site or nearby. Both the California Energy Commission (CEC) and the California Public Utilities Commission (CPUC) have stated that residential buildings should be zero net energy by 2020, and commercial buildings by 2030. See CEC, 2009 Integrated Energy Policy Report (Dec. 2009) at p. 226, available at http://www.energy.ca.gov/2009publications/CEC-100-2009-003/CEC-100-2009-003-CMF.PDF; CPUC, Long Term Energy Efficiency Strategic Plan (Sept. 2008), available at http://www.cpuc.ca.gov/PUC/energy/Energy+Efficiency/eesp/.</p>
<p>Install solar, wind, and geothermal power systems and solar hot water heaters.</p>	<p>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. Visit the one-stop GoSolar website at http://www.gosolarcalifornia.org/. As mitigation, a developer could, for example, agree to participate in the New Solar Homes program. See http://www.gosolarcalifornia.org/builders/index.html.</p> <p>The CPUC is in the process of establishing a program to provide solar water heating incentives under the California Solar Initiative. For more information, visit the CPUC's website at http://www.cpuc.ca.gov/puc/energy/solar/swh.htm.</p> <p>To search for available residential and commercial renewable energy incentives, visit Flex Your Power's website at http://www.fypower.org/.</p>

<p>Install solar panels on unused roof and ground space and over carports and parking areas.</p>	<p>In 2008 Southern California Edison (SCE) launched the nation's largest installation of photovoltaic power generation modules. The utility plans to cover 65 million square feet of unused commercial rooftops with 250 megawatts of solar technology – generating enough energy to meet the needs of approximately 162,000 homes. Learn more about SCE's Solar Rooftop Program at http://www.sce.com/solarleadership/solar-rooftop-program/general-faq.htm.</p> <p>In 2009, Walmart announced its commitment to expand the company's solar power program in California. The company plans to add solar panels on 10 to 20 additional Walmart facilities in the near term. These new systems will be in addition to the 18 solar arrays currently installed at Walmart facilities in California. See http://walmartstores.com/FactsNews/NewsRoom/9091.aspx.</p> <p>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.</p> <p>In 2007, California State University, Fresno installed a 1.1-megawatt photovoltaic (PV)-paneled parking installation. The University expects to save more than \$13 million in avoided utility costs over the project's 30-year lifespan. http://www.fresnostatenews.com/2007/11/solarwrapup2.htm.</p>
<p>Where solar systems cannot feasibly be incorporated into the project at the outset, build "solar ready" structures.</p>	<p>U.S. Department of Energy, A Homebuilder's Guide to Going Solar (brochure) (2008), available at http://www.eere.energy.gov/solar/pdfs/43076.pdf.</p>
<p>Incorporate wind and solar energy systems into agricultural projects where appropriate.</p>	<p>Wind energy can be a valuable crop for farmers and ranchers. Wind turbines can generate energy to be used on-site, reducing electricity bills, or they can yield lease revenues (as much as \$4000 per turbine per year). Wind turbines generally are compatible with rural land uses, since crops can be grown and livestock can be grazed up to the base of the turbine. See National Renewable Energy Laboratory, Wind Powering America Fact Sheet Series, Wind Energy Benefits, available at http://www.nrel.gov/docs/fy05osti/37602.pdf.</p> <p>Solar PV is not just for urban rooftops. For example, the Scott Brothers' dairy in San Jacinto, California, has installed a 55-kilowatt solar array on its commodity barn, with plans to do more in the coming years. See http://www.dairyherd.com/directories.asp?pgID=724&ed_id=8409 (additional California examples are included in article.)</p>

<p>Include energy storage where appropriate to optimize renewable energy generation systems and avoid peak energy use.</p>	<p>See National Renewable Energy Laboratory, Energy Storage Basics (webpage) at http://www.nrel.gov/learning/eds_energy_storage.html.</p> <p>California Energy Storage Alliance (webpage) at http://storagealliance.org/about.html.</p> <p>Storage is not just for large, utility scale projects, but can be part of smaller industrial, commercial and residential projects. For example, Ice Storage Air Conditioning (ISAC) systems, designed for residential and nonresidential buildings, produce ice at night and use it during peak periods for cooling. See California Energy Commission, Staff Report, Ice Storage Air Conditioners, Compliance Options Application (May 2006), available at http://www.energy.ca.gov/2006publications/CEC-400-2006-006/CEC-400-2006-006-SF.PDF.</p>
<p>Use on-site generated biogas, including methane, in appropriate applications.</p>	<p>At the Hilarides Dairy in Lindsay, California, an anaerobic-lagoon digester processes the run-off of nearly 10,000 cows, generating 226,000 cubic feet of biogas per day and enough fuel to run two heavy duty trucks. This has reduced the dairy's diesel consumption by 650 gallons a day, saving the dairy money and improving local air quality. See http://www.arb.ca.gov/newsrel/nr021109b.htm; see also 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.</p> <p>Landfill gas is a current and potential source of substantial energy in California. See Tom Frankiewicz, Program Manager, U.S. EPA Landfill Methane Outreach Program, Landfill Gas Energy Potential in California, available at http://www.energy.ca.gov/2009_energypolicy/documents/2009-04-21_workshop/presentations/05-SCS_Engineers_Presentation.pdf.</p> <p>There are many current and emerging technologies for converting landfill methane that would otherwise be released as a greenhouse gas into clean energy. See California Integrated Waste Management Board, Emerging Technologies, Landfill Gas-to-Energy (webpage) at http://www.ciwmb.ca.gov/LEACentral/TechServices/EmergingTech/default.htm.</p>

<p>Use combined heat and power (CHP) in appropriate applications.</p>	<p>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. 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 and California Energy Commission, Distributed Energy Resource Guide, Combined Heat and Power (webpage) at http://www.energy.ca.gov/distgen/equipment/chp/chp.html.</p> <p>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.</p> <p>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.</p> <p>The Waste Heat and Carbon Emissions Reduction Act (Assembly Bill 1613 (2007), amended by Assembly Bill 2791 (2008)) is designed to encourage the development of new CHP systems in California with a generating capacity of not more than 20 megawatts. Among other things, the Act requires the California Public Utilities Commission to establish (1) a standard tariff allowing CHP generators to sell electricity for delivery to the grid and (2) a "pay as you save" pilot program requiring electricity corporations to finance the installation of qualifying CHP systems by nonprofit and government entities. For more information, see http://www.energy.ca.gov/wasteheat/.</p>
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Water Conservation and Efficiency

<p>Incorporate water-reducing features into building and landscape design.</p>	<p>According to the California Energy Commission, water-related energy use – which includes 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. Reducing water use and improving water efficiency can help reduce energy use and greenhouse gas emissions.</p>
<p>Create water-efficient landscapes.</p>	<p>The California Department of Water Resources' updated Model Water Efficient Landscape Ordinance (Sept. 2009) is available at http://www.water.ca.gov/wateruseefficiency/landscapeordinance/technical.cfm.</p> <p>A landscape can be designed from the beginning to use little or no water, and to generate little or no waste. See California Integrated Waste Management Board, Xeriscaping (webpage) at http://www.ciwmb.ca.gov/organics/Xeriscaping/.</p>

<p>Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.</p>	<p>U.S. Department of Energy, Best Management Practice: Water-Efficient Irrigation (webpage) at http://www1.eere.energy.gov/femp/program/waterefficiency_bmp5.html.</p> <p>California Department of Water Resources, Landscape Water Use Efficiency (webpage) at http://www.water.ca.gov/wateruseefficiency/landscape/.</p> <p>Pacific Institute, More with Less: Agricultural Water Conservation and Efficiency in California (2008), available at http://www.pacinst.org/reports/more_with_less_delta/index.htm.</p>
<p>Make effective use of graywater. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash basins, and water from clothes washing machines. Graywater to be used for landscape irrigation.)</p>	<p>California Building Standards Commission, 2008 California Green Building Standards Code, Section 604, pp. 31-32, available at http://www.documents.dgs.ca.gov/bsc/2009/part11_2008_calgreen_code.pdf.</p> <p>California Department of Water Resources, Dual Plumbing Code (webpage) at http://www.water.ca.gov/recycling/DualPlumbingCode/.</p> <p>See also 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.</p>
<p>Implement low-impact development practices that maintain the existing hydrology of the site to manage storm water and protect the environment.</p>	<p>Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site. See U.S. EPA, Low Impact Development (webpage) at http://www.epa.gov/nps/lid/.</p> <p>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.</p>
<p>Devise a comprehensive water conservation strategy appropriate for the project and location.</p>	<p>The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.</p>
<p>Design buildings to be water-efficient. Install water-efficient fixtures and appliances.</p>	<p>Department of General Services, Best Practices Manual, Water-Efficient Fixtures and Appliances (website) at http://www.green.ca.gov/EPP/building/SaveH2O.htm.</p> <p>Many ENERGY STAR products have achieved their certification because of water efficiency. See California Energy Commission's database, available at http://www.appliances.energy.ca.gov/.</p>

<p>Offset water demand from new projects so that there is no net increase in water use.</p>	<p>For example, the City of Lompoc has a policy requiring new development to offset new water demand with savings from existing water users. See http://www.cityoflompoc.com/utilities/pdf/2005_uwmp_final.pdf at p. 29.</p>
<p>Provide education about water conservation and available programs and incentives.</p>	<p>See, for example, the City of Santa Cruz, Water Conservation Office at http://www.ci.santa-cruz.ca.us/index.aspx?page=395; 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.</p>

Solid Waste Measures

<p>Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</p>	<p>Construction and demolition materials account for almost 22 percent of the waste stream in California. Reusing and recycling these materials not only conserves natural resources and energy, but can also save money. For a list of best practices and other resources, see California Integrated Waste Management Board, Construction and Demolition Debris Recycling (webpage) at http://www.ciwmb.ca.gov/condemo/.</p>
<p>Integrate reuse and recycling into residential industrial, institutional and commercial projects.</p>	<p>Tips on developing a successful recycling program, and opportunities for cost-effective recycling, are available on the California Integrated Waste Management Board's Zero Waste California website. See http://zerowaste.ca.gov/.</p> <p>The Institute for Local Government's Waste Reduction & Recycling webpage contains examples of "best practices" for reducing greenhouse gas emissions, organized around waste reduction and recycling goals and additional examples and resources. See http://www.ca-ilg.org/wastereduction.</p>
<p>Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.</p>	<p>Tips on developing a successful recycling program, and opportunities for cost effective recycling, are available on the California Integrated Waste Management Board's Zero Waste California website. See http://zerowaste.ca.gov/.</p>
<p>Provide education and publicity about reducing waste and available recycling services.</p>	<p>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.</p> <p>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 waste and recycling education directly, or fund education.</p>

Land Use Measures

<p>Ensure consistency with “smart growth” principles – mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote the efficient delivery of services and goods.</p>	<p>U.S. EPA maintains an extensive Smart Growth webpage with links to examples, literature and technical assistance, and financial resources. See http://www.epa.gov/smartgrowth/index.htm.</p> <p>The National Oceanic and Atmospheric Administration’s webpage provides smart growth recommendations for communities located near water. See Coastal & Waterfront Smart Growth (webpage) at http://coastalsmartgrowth.noaa.gov/. The webpage includes case studies from California.</p> <p>The California Energy Commission has recognized the important role that land use can play in meeting our greenhouse gas and energy efficiency goals. The agency’s website, Smart Growth & Land Use Planning, contains useful information and links to relevant studies, reports, and other resources. See http://www.energy.ca.gov/landuse/.</p> <p>The Metropolitan Transportation Commission’s webpage, Smart Growth / Transportation for Livable Communities, includes resources that may be useful to communities in the San Francisco Bay Area and beyond. See http://www.mtc.ca.gov/planning/smart_growth/.</p> <p>The Sacramento Area Council of Governments (SACOG) has published examples of smart growth in action in its region. See Examples from the Sacramento Region of the Seven Principles of Smart Growth / Better Ways to Grow, available at http://www.sacog.org/regionalfunding/betterways.pdf.</p>
<p>Meet recognized “smart growth” benchmarks.</p>	<p>For example, the LEED for Neighborhood Development (LEED-ND) rating system integrates the principles of smart growth, urbanism and green building into the first national system for neighborhood design. LEED-ND is a collaboration among the U.S. Green Building Council, Congress for the New Urbanism, and the Natural Resources Defense Council. For more information, see http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148.</p>
<p>Educate the public about the many benefits of well-designed, higher density development.</p>	<p>See, for example, U.S. EPA, Growing Smarter, Living Healthier: A Guide to Smart Growth and Active Aging (webpage), discussing how compact, walkable communities can provide benefits to seniors. See http://www.epa.gov/aging/bhc/guide/index.html.</p> <p>U.S. EPA, Environmental Benefits of Smart Growth (webpage) at http://www.epa.gov/dced/topics/eb.htm (noting local air and water quality improvements).</p> <p>Centers for Disease Control and Prevention (CDC), Designing and Building Healthy Places (webpage), at http://www.cdc.gov/healthyplaces/. The CDC’s website discusses the links between walkable communities and public health and includes numerous links to educational materials.</p> <p>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.</p>

<p>Incorporate public transit into the project's design.</p>	<p>Federal Transit Administration, Transit-Oriented Development (TOD) (webpage) at http://www.fta.dot.gov/planning/planning_environment_6932.html (describing the benefits of TOD as "social, environmental, and fiscal.")</p> <p>California Department of Transportation (Caltrans), Statewide Transit-Oriented Development Study: Factors for Success in California (2002), available at http://transitorienteddevelopment.dot.ca.gov/miscellaneous/StatewideTOD.htm</p> <p>Caltrans, California Transit-Oriented Development Searchable Database (includes detailed information on numerous TODs), available at http://transitorienteddevelopment.dot.ca.gov/miscellaneous/NewHome.jsp.</p> <p>California Department of Housing and Community Development, Transit Oriented Development (TOD) Resources (Aug. 2009), available at http://www.hcd.ca.gov/hpd/tod.pdf.</p>
<p>Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.</p>	<p>U.S. EPA, Smart Growth and Open Space Conservation (webpage) at http://www.epa.gov/dced/openspace.htm.</p>
<p>Develop "brownfields" and other underused or defunct properties near existing public transportation and jobs.</p>	<p>U.S. EPA, Smart Growth and Brownfields (webpage) at http://www.epa.gov/dced/brownfields.htm.</p> <p>For example, as set forth in the Local Government Commission's case study, the Town of Hercules, California reclaimed a 426-acre brownfield site, transforming it into a transit-friendly, walkable neighborhood. See http://www.lgc.org/freepub/docs/community_design/fact_sheets/er_case_studies.pdf.</p> <p>For financial resources that can assist in brownfield development, see Center for Creative Land Recycling, Financial Resources for California Brownfields (July 2008), available at http://www.cclr.org/media/publications/8-Financial_Resources_2008.pdf.</p>
<p>Include pedestrian and bicycle facilities within projects and ensure that existing non-motorized routes are maintained and enhanced.</p>	<p>See U.S. Department of Transportation, Federal Highway Administration, Bicycle and Pedestrian Program (webpage) at http://www.fhwa.dot.gov/environment/bikeped/.</p> <p>Caltrans, Pedestrian and Bicycle Facilities in California / A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers (July 2005), available at http://www.dot.ca.gov/hq/traffops/survey/pedestrian/TR_MAY0405.pdf. This reference includes standard and innovative practices for pedestrian facilities and traffic calming.</p>

Transportation and Motor Vehicles

<p>Meet an identified transportation-related benchmark.</p>	<p>A logical benchmark might be related to vehicles miles traveled (VMT), e.g., average VMT per capita, per household, or per employee. As the California Energy Commission has noted, VMT by California residents increased “a rate of more than 3 percent a year between 1975 and 2004, markedly faster than the population growth rate over the same period, which was less than 2 percent. This increase in VMT correlates to an increase in petroleum use and GHG production and has led to the transportation sector being responsible for 41 percent of the state’s GHG emissions in 2004.” CEC, <i>The Role of Land Use in Meeting California’s Energy and Climate Change Goals</i> (Aug. 2007) at p. 9, available at http://www.energy.ca.gov/2007publications/CEC-600-2007-008/CEC-600-2007-008-SF.PDF.</p> <p>Even with regulations designed to increase vehicle efficiency and lower the carbon content of fuel, “reduced VMT growth will be required to meet GHG reductions goals.” <i>Id.</i> at p. 18.</p>
<p>Adopt a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation.</p>	<p>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.</p> <p>See U.S. EPA, <i>Parking Spaces / Community Places, Finding the Balance Through Smart Growth Solutions</i> (Jan. 2006), available at http://www.epa.gov/dced/pdf/EPAParkingSpaces06.pdf.</p> <p>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.</p> <p>See also the City of Ventura’s <i>Downtown Parking and Mobility Plan</i>, available at http://www.cityofventura.net/community_development/resources/mobility_parking_plan.pdf, and Ventura’s <i>Downtown Parking Management Program</i>, available at http://www.ci.ventura.ca.us/depts/comm_dev/downtownplan/chapters.asp.</p>
<p>Build or fund a major transit stop within or near the development.</p>	<p>“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” (Pub. Res. Code, § 21064.3.)</p> <p>Transit Oriented Development (TOD) is a moderate to higher density development located within an easy walk of a major transit stop. http://transitorienteddevelopment.dot.ca.gov/miscellaneous/NewWhatIsTOD.htm.</p> <p>By building or funding a major transit stop, an otherwise ordinary development can become a TOD.</p>

<p>Provide public transit incentives such as free or low-cost monthly transit passes to employees, or free ride areas to residents and customers.</p>	<p>See U.S. Department of Transportation and U.S. EPA, Commuter Choice Primer / An Employer's Guide to Implementing Effective Commuter Choice Programs, available at http://www.its.dot.gov/JPODOCS/REPTS_PR/13669.html.</p> <p>The Emery Go Round shuttle is a private transportation service funded by commercial property owners in the citywide transportation business improvement district. The shuttle links a local shopping district to a Bay Area Rapid Transit stop. See http://www.emerygoround.com/.</p> <p>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.</p>
<p>Promote "least polluting" ways to connect people and goods to their destinations.</p>	<p>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, http://stc.ucdavis.edu/outreach/ssp.php.</p>
<p>Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments.</p>	<p>Bicycling can have a profound impact on transportation choices and air pollution reduction. The City of Davis has the highest rate of bicycling in the nation. Among its 64,000 residents, 17 percent travel to work by bicycle and 41 percent consider the bicycle their primary mode of transportation. See Air Resources Board, Bicycle Awareness Program, Bicycle Fact Sheet, available at http://www.arb.ca.gov/planning/tsaq/bicycle/factsht.htm.</p> <p>For recommendations on best practices, see the many resources listed at the U.S. Department of Transportation, Federal Highway Administration's Bicycle and Pedestrian website at http://www.fhwa.dot.gov/environment/bikeped/publications.htm.</p> <p>See also Caltrans Division of Research and Innovation, Designing Highway Facilities To Encourage Walking, Biking and Transit (Preliminary Investigation) (March 2009), available at http://www.dot.ca.gov/research/researchreports/preliminary_investigations/docs/pi-design_for_walking_%20biking_and_transit%20final.pdf.</p>
<p>Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.</p>	<p>According to local and national surveys of potential bicycle commuters, secure bicycle parking and workplace changing facilities are important complements to safe and convenient routes of travel. See Air Resources Board, Bicycle Awareness Program, Bicycle Fact Sheet, available at http://www.arb.ca.gov/planning/tsaq/bicycle/factsht.htm.</p>

<p>Ensure that the project enhances, and does not disrupt or create barriers to, non-motorized transportation.</p>	<p>See, e.g., U.S. EPA's list of transit-related "smart growth" publications at http://www.epa.gov/dced/publications.htm#air, including Pedestrian and Transit-Friendly Design: A Primer for Smart Growth (1999), available at www.epa.gov/dced/pdf/ptfd_primer.pdf.</p> <p>See also Toolkit for Improving Walkability in Alameda County, available at http://www.acta2002.com/ped_toolkit/ped_toolkit_print.pdf.</p> <p>Pursuant to the California Complete Streets Act of 2008 (AB 1358, Gov. Code, §§ 65040.2 and 65302), commencing January 1, 2011, upon any substantive revision of the circulation element of the general plan, a city or county will be required to modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users.</p>
<p>Connect parks and open space through shared pedestrian/bike paths and trails to encourage walking and bicycling. Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.</p>	<p>Walk Score ranks the "walkability" of neighborhoods in the largest 40 U.S. cities, including seven California cities. Scores are based on the distance to nearby amenities. Explore Walk Score at http://www.walkscore.com/.</p> <p>In many markets, homes in walkable neighborhoods are worth more than similar properties where walking is more difficult. See Hoak, <i>Walk appeal / Homes in walkable neighborhoods sell for more: study</i>, Wall Street Journal (Aug. 18, 2009), available at http://www.marketwatch.com/story/homes-in-walkable-neighborhoods-sell-for-more-2009-08-18.</p> <p>By creating walkable neighborhoods with more transportation choices, Californians could save \$31 million and cut greenhouse gas emissions by 34 percent, according to a study released by Transform, a coalition of unions and nonprofits. See <i>Windfall for All / How Connected, Convenient Neighborhoods Can Protect Our Climate and Safeguard California's Economy</i> (Nov. 2009), available at http://transformca.org/windfall-for-all#download-report.</p>
<p>Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.</p>	<p>In some communities, twenty to twenty-five percent of morning traffic is due to parents driving their children to school. Increased traffic congestion around schools in turn prompts even more parents to drive their children to school. Programs to create safe routes to schools can break this harmful cycle. See California Department of Public Health, <i>Safe Routes to School</i> (webpage) and associated links at http://www.cdph.ca.gov/HealthInfo/injviosa/Pages/SafeRoutestoSchool.aspx.</p> <p>See also U.S. EPA, <i>Smart Growth and Schools</i> (webpage), available at http://www.epa.gov/dced/schools.htm.</p> <p>California Center for Physical Activity, <i>California Walk to School</i> (website) at http://www.cawalktoschool.com</p> <p>Regular school bus service (using lower-emitting buses) for children who cannot bike or walk to school could substantially reduce private vehicle congestion and air pollution around schools. See Air Resources Board, <i>Lower Emissions School Bus Program</i> (webpage) at http://www.arb.ca.gov/msprog/schoolbus/schoolbus.htm.</p>

<p>Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.</p>	<p>There are numerous sites on the web with resources for employers seeking to establish telework or flexible work programs. These include U.S. EPA's Mobility Management Strategies: Commuter Programs website at http://www.epa.gov/otaq/stateresources/rellinks/mms_commprograms.htm; and Telework, the federal government's telework website, at http://www.telework.gov/.</p> <p>Through a continuing FlexWork Implementation Program, the Traffic Solutions division of the Santa Barbara County Association of Governments sponsors flexwork consulting, training and implementation services to a limited number of Santa Barbara County organizations that want to create or expand flexwork programs for the benefit of their organizations, employees and the community. See http://www.flexworks.com/read_more_about_the_fSBp.html. Other local government entities provide similar services.</p>
<p>Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.</p>	<p>Many types of projects may provide opportunities for delivering more tailored transportation information. For example, a homeowner's association could provide information on its website, or an employer might create a Transportation Coordinator position as part of a larger Employee Commute Reduction Program. See, e.g., South Coast Air Quality Management District, Transportation Coordinator training, at http://www.aqmd.gov/trans/training.html.</p>
<p>Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.</p>	<p>See, for example U.S. EPA, SmartWay Transport Partnership: Innovative Carrier Strategies (webpage) at http://www.epa.gov/smartway/transport/what-smartway/carrier-strategies.htm. This webpage includes recommendations for actions that truck and rail fleets can take to make ground freight more efficient and cleaner.</p> <p>The Air Resources Board's Drive Clean website is a resource for car buyers to find clean and efficient vehicles. The web site is designed to educate Californians that pollution levels range greatly between vehicles. See http://www.driveclean.ca.gov/.</p> <p>The Oregon Department of Transportation and other public and private partners launched the Drive Less/Save More campaign. The comprehensive website contains fact sheets and educational materials to help people drive more efficiently. See http://www.drivelessavemore.com/.</p>
<p>Purchase, or create incentives for purchasing, low or zero-emission vehicles.</p>	<p>See Air Resources Board, Low-Emission Vehicle Program (webpage) at http://www.arb.ca.gov/msprog/levprog/levprog.htm.</p> <p>Air Resource Board, Zero Emission Vehicle Program (webpage) at http://www.arb.ca.gov/msprog/zevprog/zevprog.htm.</p> <p>All new cars sold in California are now required to display an Environmental Performance (EP) Label, which scores a vehicle's global warming and smog emissions from 1 (dirtiest) to 10 (cleanest). To search and compare vehicle EP Labels, visit www.DriveClean.ca.gov.</p>

<p>Create a ride sharing program. Promote existing ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.</p>	<p>For example, the 511 Regional Rideshare Program is operated by the Metropolitan Transportation Commission (MTC) and is funded by grants from the Federal Highway Administration, U.S. Department of Transportation, the Metropolitan Transportation Commission, the Bay Area Air Quality Management District and county congestion management agencies. For more information, see http://rideshare.511.org/.</p> <p>As another example, San Bernardino Associated Governments works directly with large and small employers, as well as providing support to commuters who wish to share rides or use alternative forms of transportation. See http://www.sanbag.ca.gov/commuter/rideshare.html.</p> <p>Valleyrides.com is a ridesharing resource available to anyone commuting to and from Fresno and Tulare Counties and surrounding communities. See http://www.valleyrides.com/. There are many other similar websites throughout the state.</p>
<p>Create or accommodate car sharing programs, e.g., provide parking spaces for car share vehicles at convenient locations accessible by public transportation.</p>	<p>There are many existing car sharing companies in California. These include City CarShare (San Francisco Bay Area), see http://www.citycarshare.org/; and Zipcar, see http://www.zipcar.com/. Car sharing programs are being successfully used on many California campuses.</p>
<p>Provide a vanpool for employees.</p>	<p>Many local Transportation Management Agencies can assist in forming vanpools. See, for example, Sacramento Transportation Management Association, Check out Vanpooling (webpage) at http://www.sacramento-tma.org/vanpool.html.</p>
<p>Create local "light vehicle" networks, such as neighborhood electric vehicle systems.</p>	<p>See California Energy Commission, Consumer Energy Center, Urban Options - Neighborhood Electric Vehicles (NEVs) (webpage) at http://www.consumerenergycenter.org/transportation/urban_options/nev.html.</p> <p>The City of Lincoln has an innovative NEV program. See http://www.lincolnev.com/index.html.</p>
<p>Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles.</p>	<p>Under existing law, diesel-fueled motor vehicles with a gross vehicle weight rating greater than 10,000 pounds are prohibited from idling for more than 5 minutes at any location. The minimum penalty for an idling violation is now \$300 per violation. See http://www.arb.ca.gov/enf/complaints/idling_cv.htm.</p>
<p>Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.</p>	<p>For a list of existing alternative fuel stations in California, visit http://www.cleancarmaps.com/.</p> <p>See, e.g., Baker, <i>Charging-station network built along 101</i>, S.F. Chron. (9/23/09), available at http://articles.sfgate.com/2009-09-23/news/17207424_1_recharging-solar-array-tesla-motors.</p>

Agriculture and Forestry (additional strategies noted above)

<p>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.</p>	<p>Air Resources Board (ARB), Economic Sectors Portal, Agriculture (webpage) at http://www.arb.ca.gov/cc/ghgsectors/ghgsectors.htm. ARB's webpage includes information on emissions from manure management, nitrogen fertilizer, agricultural offroad equipment, and agricultural engines.</p> <p>"A full 90% of an agricultural business' electricity bill is likely associated with water use. In addition, the 8 million acres in California devoted to crops consume 80% of the total water pumped in the state." See Flex Your Power, Agricultural Sector (webpage) at http://www.fypower.org/agri/.</p> <p>Flex Your Power, Best Practice Guide / Food and Beverage Growers and Processors, available at http://www.fypower.org/bpg/index.html?b=food_and_bev.</p> <p>Antle et al., Pew Center on Global Climate Change, Agriculture's Role in Greenhouse Gas Mitigation (2006), available at http://www.pewclimate.org/docUploads/Agriculture's%20Role%20in%20GHG%20Mitigation.pdf.</p>
<p>Preserve forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, groundwater recharge areas and other open space that provide carbon sequestration benefits.</p>	<p>"There are three general means by which agricultural and forestry practices can reduce greenhouse gases: (1) avoiding emissions by maintaining existing carbon storage in trees and soils; (2) increasing carbon storage by, e.g., tree planting, conversion from conventional to conservation tillage practices on agricultural lands; (3) substituting bio-based fuels and products for fossil fuels, such as coal and oil, and energy-intensive products that generate greater quantities of CO₂ when used." U.S. EPA, Carbon Sequestration in Agriculture and Forestry, Frequently Asked Questions (webpage) at http://www.epa.gov/sequestration/faq.html.</p> <p>Air Resources Board, Economic Sectors Portal, Forestry (webpage) at http://www.arb.ca.gov/cc/ghgsectors/ghgsectors.htm.</p>
<p>Protect existing trees and encourage the planting of new trees. Adopt a tree protection and replacement ordinance.</p>	<p>Tree preservation and planting is not just for rural areas of the state; suburban and urban forests can also serve as carbon sinks. See Cal Fire, Urban and Community Forestry (webpage) at http://www.fire.ca.gov/resource_mgt/resource_mgt_urbanforestry.php.</p>

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 that will reduce carbon emissions, conduct an audit of its other existing operations and agree to retrofit, or purchase verifiable carbon "credits" from another entity that will undertake mitigation.

The topic of off-site mitigation can be complicated. 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 co-benefits of the mitigation may be lost to the local community.)
- Whether the emissions reductions from off-site mitigation can be quantified and verified. (The California Registry has developed a number of protocols for calculating, reporting and verifying greenhouse gas emissions. Currently, industry-specific protocols are available for the cement sector, power/utility sector, forest sector and local government operations. For more information, visit the California Registry's website at <http://www.climateregistry.org/>.)
- Whether the mitigation ratio should be greater than 1:1 to reflect any uncertainty about the effectiveness of the off-site mitigation.

Offsite mitigation measures that could be funded through mitigation fees include, but are not limited to, the following:

- Energy efficiency audits of existing buildings.
- Energy efficiency upgrades to existing buildings not otherwise required by law, including heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization (perhaps targeted to specific communities, such as low-income or senior residents).
- Programs to encourage the purchase and use of energy efficient vehicles, appliances, equipment and lighting.
- Programs that create incentives to replace or retire polluting vehicles and engines.
- Programs to expand the use of renewable energy and energy storage.
- Preservation and/or enhancement of existing natural areas (e.g., forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) that provide carbon sequestration benefits.
- Improvement and expansion of public transit and low- and zero-carbon transportation alternatives.

Jonathan Evans

From: Kim Klementowski [kklementowski@cnlm.org]
Sent: Monday, April 05, 2010 10:23 AM
To: 'Jonathan Evans'
Subject: RE: Recent data on species at the March SKR preserve
Attachments: S005_2010species.jpg; CDY_0023.JPG; S005_WSFT_mounthparts.jpg

Hello Jonathan,

Per your request, attached is a map referencing locations of sensitive species/MSHCP species recently sighted on Preserve.

Bobcat – sighting captured by motion detection camera (attached). Date on picture is incorrect and range more correctly sometime between 2010 Feb 2 through 2010 Mar 15.

Golden eagle – sighting by Assistant Preserve Manager sometime between above date range.

Western spadefoot toad – originally detected and identified by Melody Aimar, Santa Ana Watershed Association, on 2010 Feb 9. Confirmed id, GPS pond, photographed by KKlementowski. Identified by mouthparts of tadpole, attached.

Additional MSHCP species sighted this year:

White-tailed kite

CA horned lark

Cooper's hawk

Loggerhead shrike

Turkey vulture

Coyote

San Diego black-tailed jackrabbit

Brush rabbit

Please let me know if you require additional information.

Thank you,

Kim Klementowski
Center for Natural Lands Management
Preserve Manager
Ph/Fx (951) 226-7228
(Please call before faxing)
Cell (951) 733-9159

'Rise Early, Stay Late, and Take Care of the Land'

From: Jonathan Evans [mailto:jevans@biologicaldiversity.org]
Sent: Monday, April 05, 2010 9:19 AM
To: 'Kim Klementowski'
Subject: Recent data on species at the March SKR preserve

4/5/2010

Good morning Kim,

I was speaking with Deborah Rogers last week and she told me about some recent sightings of species in the March SKR Preserve. Do you happen to have anything documented, or would you be able to reply to me in writing with a summary of the recent sightings? We are trying to provide information to the Riverside Board of Supervisors regarding a project that would impact the March SKR Preserve. Unfortunately time is of the essence as the final approval is tomorrow.

Thanks in advance and I'll call to follow up.

Best regards,

Jonathan Evans
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4/5/2010

Legend

- Location of Western Spadefoot Toad
- Bobcat sighting
- Golden eagle sighting



Sources: Digital Globe 2008
Boundary: County's 2008 Parcel Shapefile
Map Production: April 2010, KKlementowski

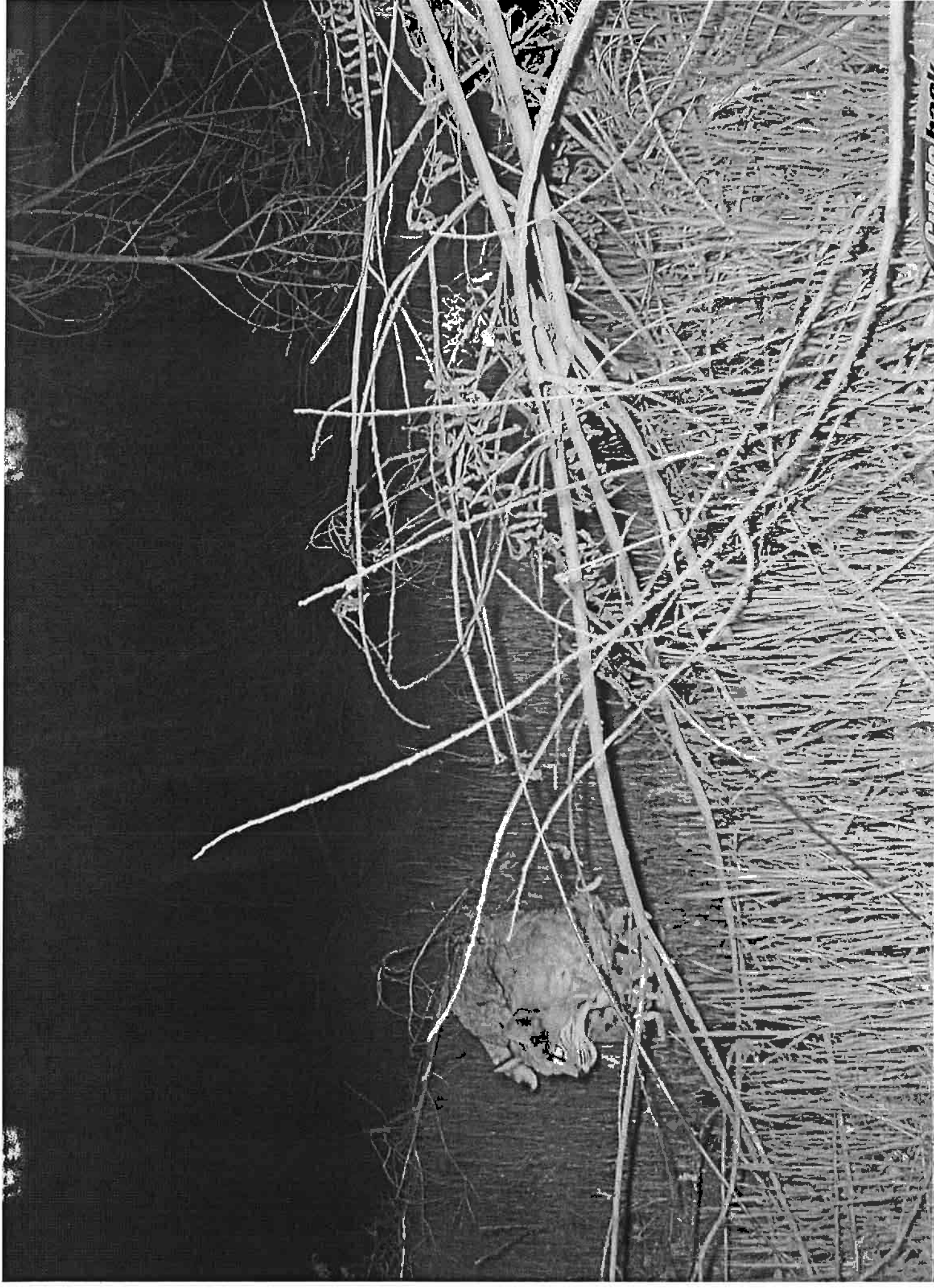
2010 Sensitive Species (through March 31)

0 625 1,250 2,500 3,750 5,000 Feet

March SKR Preserve - Riverside County

Center for Natural Lands Management





Guide back

12/06/09 4:35 AM

