

1 Park (I-P), thereby making any mining an incompatible use. Therefore, no
2 impacts are expected by the Project to mineral resources, and no Project-specific
3 mitigation measures are required since no significant adverse impacts are
4 anticipated.

5 The proposed Project would not result in the loss of availability of a locally-
6 important mineral resource recovery site delineated on a local general plan,
7 specific plan, or other land use plan. (Draft EIR, p. 4.10-2.) The Project site has
8 been classified by the State Mining and Geology Board (SMGB) as "MRZ-3,"
9 which includes "[a]reas where the available geologic information indicates that
10 mineral deposits are likely to exist, however, the significance of the deposit is
11 undetermined." The RCIP General Plan provides no specific policies regarding
12 "MRZ-3" and has not designated the Project site for mineral resource related uses,
13 and the Project site has no history of mineral resource recovery uses. Therefore,
14 the Project is expected to have no impact on the availability of locally-important
15 mineral resource sites, and no Project-specific mitigation measures are required
16 since no significant adverse impacts are anticipated.

17 No impacts are expected by the Project as an incompatible land use located
18 adjacent to a State classified or designated area or existing surface mine. (Draft
19 EIR, p. 4.10-2.) According to the General Plan and the JAP, there are no State
20 classified or designated mineral resource areas or existing surface mines in the
21 area or on the Project site. Therefore, no impacts are expected by the Project as
22 an incompatible land use to mineral resources, and no Project-specific mitigation
23 measures are required since no significant adverse impacts are anticipated.

24 The proposed Project would not expose people or property to hazards from
25 proposed, existing, or abandoned quarries or mines. (Draft EIR, p. 4.10-3.) There
26 are no mines or quarries existing on the Project site or in the surrounding area.
27 Therefore no impacts are expected, and no Project-specific mitigation measures
28

1 are required since no significant adverse impacts are anticipated.

2 With regards to cumulative impacts, the RCIP General Plan's contribution to the
3 growth and urbanization would result in the direct and/or indirect loss of mineral
4 resources. However, implementation of the RCIP General Plan would not
5 contribute significantly to the cumulative loss of these sensitive areas and their
6 resources. (Draft EIR, p. 6.0-21.) The proposed Project will have a less than
7 significant impact upon the availability of locally-important mineral resources or
8 mineral resources that would be of value to the region or the residents of the state
9 because there are no known state-classified or designated mineral resources or
10 locally-important mineral resource recovery sites mapped within the vicinity of
11 the Project site that would be economically or geologically significant. The
12 proposed Project is not a potentially significant incompatible land use to mining
13 operations, nor would the Project expose people or property to hazards from
14 proposed, existing, or abandoned quarries or mines. (Draft EIR, p. 6.0-21.) No
15 mitigation measures have been required. (Draft EIR, p. 6.0-21.)

16 2. Mitigation:

17 No Project-specific mitigation measures are required.

18 P. Population and Housing

19 1. Impacts:

20 The proposed Project would not displace substantial numbers of existing housing,
21 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
22 4.12-2.) The proposed Project is the development of vacant in-fill parcels, which
23 will not displace existing housing. The proposed Project will further Riverside
24 County economic development goals to improve the jobs-housing balance. The
25 proposed Project is compatible with the existing industrial uses within the Project
26 area and as an in-fill Project will not unduly add to the existing impact of
27 industrial development upon the adjacent residential areas. The Project will have
28

1 no significant impact, and no Project-specific mitigation measures are required.
2 The proposed Project would not create a demand for additional housing,
3 particularly as related to housing affordable to households earning 80% or less of
4 the County's median income. (Draft EIR, p. 4.12-2.) The proposed Project may
5 create a demand for housing so future employees may choose to relocate closer to
6 the Project site. However, the majority of the jobs created by the proposed
7 Project is anticipated to be filled from the surrounding area, thereby limiting the
8 number of persons requiring housing moving to the area. The demand for
9 additional housing created by the Project is considered less than significant, and
10 no Project-specific mitigation measures are required.

11 The proposed Project would not displace substantial numbers of people,
12 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
13 4.12-2.) The proposed Project will not displace substantial numbers of people or
14 replace housing. The Project will be developed in the existing MLCC, zoned for
15 manufacturing and industrial uses. The displacement of people necessitating the
16 construction of replacement housing will not be an impact, and no Project-specific
17 mitigation measures are required.

18 The proposed Project would not affect a County Redevelopment Project Area.
19 (Draft EIR, p. 4.12-3.) The Project is within the existing MLCC and not located
20 within a Riverside County Redevelopment Project area. Therefore, the Project
21 will not impact any County Redevelopment Project Area, and no Project-specific
22 mitigation measures are required.

23 The proposed Project will not cumulatively exceed official regional or local
24 population Projections. (Draft EIR, p. 4.12-3.) It is anticipated that the site
25 development will not exceed official regional or local population Projections.
26 The Project is an in-fill development within the MLCC, an existing
27 manufacturing/industrial center, as designated in the RCIP General Plan since at
28

1 least 1987. As proposed, the Project will contribute to regional jobs to housing
2 ratio goals and will not impact official regional and local population Projections,
3 which are based upon adopted general plan land use designations. No Project-
4 specific mitigation measures are required.

5 The proposed Project would not induce substantial population growth in an area,
6 either directly or indirectly. (Draft EIR, p. 4.12-3.) The proposed Project is
7 within the existing MLCC, designated for manufacturing and industrial uses. The
8 Project does not involve the development of homes and all roads and other
9 infrastructure serving the Project are existing. Due to the limited need for Project
10 improvements to support the industrial development, no impacts will occur, and
11 no Project-specific mitigation measures are required.

12 2. Mitigation:

13 No Project-specific mitigation measures are required.

14 Q. Public Services

15 1. Impacts:

16 The proposed Project would not displace substantial numbers of existing housing,
17 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
18 4.12-2.) The proposed Project is the development of vacant in-fill parcels, which
19 will not displace existing housing. The proposed Project will further Riverside
20 County economic development goals to improve the jobs-housing balance. The
21 proposed Project is compatible with the existing industrial uses within the Project
22 area and as an in-fill Project will not unduly add to the existing impact of
23 industrial development upon the adjacent residential areas. The Project will have
24 no significant impact, and no Project-specific mitigation measures are required.

25 The proposed Project would not create a demand for additional housing,
26 particularly as related to housing affordable to households earning 80% or less of
27 the County's median income. (Draft EIR, p. 4.12-2.) The proposed Project may
28

1 create a demand for housing so future employees may choose to relocate closer to
2 the Project site. However, the majority of the jobs created by the proposed
3 Project is anticipated to be filled from the surrounding area, thereby limiting the
4 number of persons requiring housing moving to the area. The demand for
5 additional housing created by the Project is considered less than significant, and
6 no Project-specific mitigation measures are required.

7 The proposed Project would not displace substantial numbers of people,
8 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
9 4.12-2.) The proposed Project will not displace substantial numbers of people or
10 replace housing. The Project will be developed in the existing MLCC, zoned for
11 manufacturing and industrial uses. The displacement of people necessitating the
12 construction of replacement housing will not be an impact, and no Project-specific
13 mitigation measures are required.

14 The proposed Project would not affect a County Redevelopment Project Area.
15 (Draft EIR, p. 4.12-3.) The Project is within the existing MLCC and not located
16 within a Riverside County Redevelopment Project area. Therefore, the Project
17 will not impact any Riverside County Redevelopment Project Area, and no
18 Project-specific mitigation measures are required.

19 The proposed Project will not cumulatively exceed official regional or local
20 population Projections. (Draft EIR, p. 4.12-3.) It is anticipated that the site
21 development will not exceed official regional or local population Projections.
22 The Project is an in-fill development within the MLCC, an existing
23 manufacturing/industrial center, as designated in the County's General Plan since
24 at least 1987. As proposed, the Project will contribute to regional jobs to housing
25 ratio goals and will not impact official regional and local population Projections,
26 which are based upon adopted general plan land use designations. No Project-
27 specific mitigation measures are required.
28

1 The proposed Project would not induce substantial population growth in an area,
2 either directly or indirectly. (Draft EIR, p. 4.12-3.) The proposed Project is
3 within the existing MLCC, designated for manufacturing and industrial uses. The
4 Project does not involve the development of homes and all roads and other
5 infrastructure serving the Project are existing. Due to the limited need for Project
6 improvements to support the industrial development, no impacts will occur, and
7 no Project-specific mitigation measures are required.

8 Regarding cumulative impacts, build-out of unincorporated areas of Riverside
9 County will create a substantial increase in population and residential and non-
10 residential structures requiring additional on-duty firefighters, sheriff personnel,
11 and support facilities. (Final EIR, p. 1.0-64.) This will substantially contribute to
12 significant cumulative impacts to library services, fire protection and sheriff
13 protection and substantially contribute to significant cumulative impacts to
14 schools. The implementation of the RCIP General Plan's policies and RCIP
15 General Plan EIR mitigation measures, along with the implementation of the
16 Riverside County Ordinance No. 787, Riverside County Master Fire Protection
17 Plan, the California Public Resources Code No. 4290, and the Uniform Fire and
18 Building Codes (Riverside County Ordinance No. 457), would reduce these
19 potential impacts to below the level of significance. Additionally, and payment of
20 school impact mitigation fees will reduce school impacts to less than significance.
21 (Draft EIR, p. 6.0-23.)

22 The proposed Project will not create the need for a new fire station, additional
23 sheriff officers, or library services. Implementation of the RCIP General Plan's
24 policies and RCIP General Plan EIR mitigation measures would reduce potential
25 impacts to libraries to below the level of significance. By increasing the demand
26 for fire and sheriff services, the proposed Project will contribute to the cumulative
27 impact of area development on these services; however, through required
28

1 compliance with regulatory requirements and payment of established developer
2 mitigation fees established to address cumulative impacts (Ordinance No. 659),
3 these impacts will be less than significant. (Draft EIR, p. 6.0-23.) No mitigation
4 measures are required. (Draft EIR, p. 6.0-23.)

5 2. Mitigation:

6 No Project-specific mitigation measures are required.

7 R. Recreation

8 1. Impacts:

9 The proposed Project would not displace substantial numbers of existing housing,
10 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
11 4.12-2.) The proposed Project is the development of vacant in-fill parcels, which
12 will not displace existing housing. The proposed Project will further Riverside
13 County economic development goals to improve the jobs-housing balance. The
14 proposed Project is compatible with the existing industrial uses within the Project
15 area and as an in-fill Project will not unduly add to the existing impact of
16 industrial development upon the adjacent residential areas. The Project will have
17 no significant impact, and no Project-specific mitigation measures are required.

18 The proposed Project would not create a demand for additional housing,
19 particularly as related to housing affordable to households earning 80% or less of
20 the County's median income. (Draft EIR, p. 4.12-2.) The proposed Project may
21 create a demand for housing so future employees may choose to relocate closer to
22 the Project site. However, the majority of the jobs created by the proposed
23 Project is anticipated to be filled from the surrounding area, thereby limiting the
24 number of persons requiring housing moving to the area. The demand for
25 additional housing created by the Project is considered less than significant, and
26 no Project-specific mitigation measures are required.

27 The proposed Project would not displace substantial numbers of people,
28

1 necessitating the construction of replacement housing elsewhere. (Draft EIR, p.
2 4.12-2.) The proposed Project will not displace substantial numbers of people or
3 replace housing. The Project will be developed in the existing MLCC, zoned for
4 manufacturing and industrial uses. The displacement of people necessitating the
5 construction of replacement housing will not be an impact, and no Project-specific
6 mitigation measures are required.

7 The proposed Project would not affect a County Redevelopment Project Area.
8 (Draft EIR, p. 4.12-3.) The Project is within the existing MLCC and not located
9 within a Riverside County Redevelopment Project area. Therefore, the Project
10 will not impact any Riverside County Redevelopment Project Area, and no
11 Project-specific mitigation measures are required.

12 The proposed Project will not cumulatively exceed official regional or local
13 population Projections. (Draft EIR, p. 4.12-3.) It is anticipated that the site
14 development will not exceed official regional or local population Projections.
15 The Project is an in-fill development within the MLCC, an existing
16 manufacturing/industrial center, as designated in the County's General Plan since
17 at least 1987. As proposed, the Project will contribute to regional jobs to housing
18 ratio goals and will not impact official regional and local population Projections,
19 which are based upon adopted general plan land use designations. No mitigation
20 measures are required.

21 The proposed Project would not induce substantial population growth in an area,
22 either directly or indirectly. (Draft EIR, p. 4.12-3.) The proposed Project is
23 within the existing MLCC, designated for manufacturing and industrial uses. The
24 Project does not involve the development of homes and all roads and other
25 infrastructure serving the Project are existing. Due to the limited need for Project
26 improvements to support the industrial development, no impacts will occur, and
27 no Project-specific mitigation measures are required.
28

1 Regarding cumulative impacts, build-out of unincorporated areas of Riverside
2 County will create a substantial increase in population and residential and non-
3 residential structures and substantially contribute to significant cumulative
4 impacts upon parks and recreation. Implementation of the General Plan's policies
5 and RCIP General Plan EIR mitigation measures would reduce these potential
6 impacts to below the level of significance. (Draft EIR, p. 6.0-24.) As the Project
7 is an industrial use, it will not require the construction or expansion of
8 recreational facilities or regional parks. There are no designated recreational trails
9 within or adjacent to the Project site. The Project proponent will be required to
10 pay development impact fees that represent the Project's fair share contribution to
11 keep impacts below the level of significance. (Draft EIR, p. 6.0-24.) Required
12 payment of developer impact fees pursuant to Riverside County Ordinance No.
13 659 will reduce cumulative impacts to below the level of significance; therefore,
14 no mitigation measures are required. (Draft EIR, p. 6.0-24.)

15 2. Mitigation:

16 No Project-specific mitigation measures are required.

17 S. Utilities

18 1. Impacts:

19 The proposed Project would not require or result in the construction of new water
20 treatment facilities or expansion of existing facilities, the construction of which
21 would cause significant environmental effects. (Draft EIR, p. 4.16-10.) There are
22 several existing water lines, which provide service to the proposed Project site.
23 (Draft EIR, p. 4.16-9.) JCSD provides water service to the Project site and
24 adjacent developments, with its primary source for potable water from local
25 groundwater in the Chino Basin. The existing well field production capacity is
26 closer to 2/3 of the maximum capacity. Bonds for the infrastructure are being
27 paid for by the landowners, including the landowner of this Project. (Draft EIR,
28

1 p. 4.16-10.) The proposed Project is located in an area that is undergoing
2 conversion from agricultural land use to urban use, which JCSD took into
3 consideration when planning for future water supplies. JCSD conservatively
4 plans on having a 41,025 AF/YR demand for water in year 2030 (or when full
5 build out occurs within JCSD), which Projected demand includes this Project and
6 other development as their service area transitions to residential, commercial, and
7 industrial uses. (Draft EIR, p. 4.16-10.) Sufficient water supplies and capacity
8 exist within JCSD's water system to serve the Project site. Therefore, the
9 proposed Project will not require the construction of new water treatment facilities
10 or the expansion of existing facilities the construction of which would cause
11 significant environmental effects; and the proposed Project will result in less than
12 significant environmental effects related to new or expanded water treatment
13 facilities. No Project-specific mitigation measures are required.

14 The proposed Project would have sufficient water supplies available to serve the
15 Project from existing entitlements and resources, and would not require new or
16 expanded entitlements. (Draft EIR, p. 4.16-8.) The Project developer will be
17 providing utility stub-outs for on-site water, sewer and fire protection as a
18 completion of the infrastructure. JCSD has provided a water will serve letter
19 stating that water can be supplied by existing mains. (Draft EIR, p. 4.16-10.) As
20 further described in the Draft EIR and provided in Appendix H of the Draft EIR,
21 the Water Supply Assessment for the proposed Project describes the existing and
22 long-term demand for water within JCSD's service area and JCSD's existing and
23 Projected long-term ability to provide adequate water to meet that demand. (Draft
24 EIR, p. 4.16-10.) Since the proposed Project is consistent with the underlying
25 land use designations and zoning set forth in Riverside County's Jurupa
26 Community Plan, the proposed Project represents the envisioned development
27 expected in the Mira Loma area of JCSD's service area and was considered in
28

1 JCSD's 2005 Urban Water Management Plan (UWMP). Pursuant to California
2 Water Code Section 10910, as amended by SB 610, the proposed Project was
3 accounted for in the most recently adopted UWMP, and certain information and
4 analyses from the UWMP were utilized in the WSA. (Draft EIR, p. 4.16-10.)
5 Based on recent economic slowdown, it is possible that these Projected demand
6 figures may be higher than what will actually exist in the future. (Draft EIR, p.
7 4.16-11.)

8 The total Projected water supplies available to JCSD over the next 20-year period
9 during normal, single-dry, and multiple dry years are sufficient to serve the
10 Projected water demand associated with the proposed Project (92 acre-feet per
11 year), in addition to other existing and planned future uses of those supplies
12 within JCSD in accordance with the standards set forth by SB 610. (Draft EIR,
13 pp. 4.16-38 to 4.16-39; Draft EIR, Appendix H.) According to these standards,
14 there are sufficient water supplies available to serve the Project from JCSD's
15 existing entitlements and resources as set forth in its 2005 UWMP and the WSA
16 and, therefore, impacts to water supply are considered less than significant and no
17 Project-specific mitigation measures are required. (Draft EIR, p. 4.16-39.)

18 The proposed Project would not require or result in the construction of new
19 wastewater treatment facilities, including septic systems, or expansion of existing
20 facilities. (Draft EIR, p. 4.16-39.) The Project site is served by JCSD, which has
21 indicated that sewer service can be supplied by an existing 12-inch sewer line in
22 Dulles Drive. The proposed Project site will generate only nominal amounts of
23 domestic wastewater. The Project site is considered to have a less than significant
24 impact and no Project-specific mitigation measures are required.

25 The proposed Project would not result in a determination by the wastewater
26 treatment provider which serves or may service the Project that it has inadequate
27 capacity to serve the Project's Projected demand in addition to the provider's
28

1 existing commitments. (Draft EIR, p. 4.16-39.) As a rule of thumb, it can be
2 expected that the proposed Project will generate wastewater equivalent to
3 approximately 75 percent of its water usage. Using this relative rate, the proposed
4 Project's approximate wastewater generation will be 62,000 gallons per day. The
5 proposed Project consists of manufacturing/distribution facilities and is not
6 expected to require significant additional services from the available services
7 provided by JCSD. Therefore, no impacts are anticipated to waste water
8 treatment facilities resulting from the development of this Project. (Draft EIR, p.
9 4.16-39.)

10 The proposed Project would be served by a landfill with sufficient permitted
11 capacity to accommodate the Project's solid waste disposal needs. (Draft EIR, pp.
12 4.16-40 to 4.16-41.) As further discussed in the EIR, the development and
13 operation of the Project site will not substantially contribute to the permitted
14 capacity of the designated landfills. (*Id.*) Therefore, impacts will be less than
15 significant, and mitigation is not required. Regardless, mitigation measures MM
16 Utilities 1 through MM Utilities 5 will further reduce the proposed Project's
17 volume of solid waste to ensure that the impact remains less than significant, by
18 facilitating the recycling of materials related to the construction and operation of
19 the Project. (See *infra* discussion in the findings regarding MM Utilities 1 through
20 MM Utilities 5; Draft EIR, pp. 4.16-43 to 4.16-44.)

21 Even without mitigation, the proposed Project is considered to comply with and
22 have no impacts to federal, state, and local statutes and regulations related to solid
23 wastes, and thus impacts will be less than significant. Regardless, the Project will
24 incorporate mitigation measures MM Utilities 1 through MM Utilities 5 that will
25 ensure conformance with practices that are encouraged and recommended by the
26 CIWMP, which will ensure that potential impacts to county landfills will be
27 further reduced below the level of significance. (Draft EIR, p. 4.16-41.)
28

1 Riverside County Integrated Waste Management Plan (CIWMP) is to aid the
2 County of Riverside Waste Management Department in meeting the state
3 mandated 50% diversion of solid waste into County landfills. These mitigation
4 measures help to reduce waste streams by encouraging recycling of materials such
5 as aluminum cans, glass, plastics, paper and cardboard, composting and/or grass
6 recycling, and the use of mulch and/or compost in the development and
7 maintenance of landscaped areas. The Project site is considered to have no
8 impacts to federal, state or local statutes or regulations related to solid waste.
9 (Draft EIR, p. 4.16-41.)

10 The proposed Project would not impact electrical, gas, communications, storm
11 water drainages and street lighting facilities and would not require the
12 construction of new facilities or the expansion of existing facilities. (Draft EIR, p.
13 4.16-42.) The proposed Project will use existing electricity service provided by
14 Southern California Edison, therefore, no new facilities are needed, with only
15 minor extensions to the buildings. The proposed Project will use existing gas
16 services provided by The Gas Company, with only extensions made to Project
17 structures. The Project will use existing communication service provided by
18 AT&T, with only extensions made to Project structures. The Project will require
19 connection to existing stormwater drainage system to accommodate the additional
20 run-off associated with the increase of impervious surfaces on the site into the San
21 Sevaine Channel, which has a 100-year storm capacity and has been designed to
22 incorporate stormwater runoff from the Project site. The proposed Project site
23 may require additional street lights. However, the amount of new street lighting
24 construction needed on a portion of the road would be considered environmentally
25 insignificant. Therefore, street lighting construction for the Project is considered
26 to have a less than significant impact. The Project will not significantly impact
27 electrical services, and no Project-specific mitigation measures are required.
28

1 The proposed Project would not impact the maintenance of public facilities,
2 including roads and would not require or result in the construction of new
3 facilities or the expansion of such existing facilities. (Draft EIR, p. 4.16-43.) The
4 proposed Project will not involve the construction of public roadways. There may
5 be potential impacts to existing roadways resulting in the need for increased road
6 maintenance from increased truck traffic. The Project is addressed through
7 standard County conditions of approval, plan check and permit procedures, and
8 code enforcement practices, therefore impacts upon public facilities, such as
9 roads, will be less than significant, and no Project-specific mitigation measures
10 are required.

11 The proposed Project would not impact the maintenance of other governmental
12 services and would not require or result in the construction of new governmental
13 services or the expansion of existing governmental services; the construction of
14 which could cause significant environmental effects. (Draft EIR, p. 4.16-43.) No
15 other governmental services are expected to be required for the Project.
16 Therefore, no impacts will occur, and no Project-specific mitigation measures are
17 required.

18 The proposed Project would not conflict with adopted energy conservation plans.
19 (Draft EIR, p. 4.16-43.) The proposed Project will meet all requirements of Title
20 24 California Code of Regulations construction for energy savings, but there are
21 no energy conservation plans associated with the Jurupa Area Plan which would
22 affect the Project site. Therefore, no impacts due to conflicts with adopted energy
23 conservation plans are expected, and no Project-specific mitigation measures are
24 required.

25 Regarding cumulative impacts, build-out of the RCIP General Plan is anticipated
26 to generate substantial increases in solid waste; however, implementation of
27 General Plan policies and RCIP General Plan EIR mitigation measures will
28

1 reduce the potential impact to below the level of significance. Implementation of
2 RCIP General Plan policies and Riverside County regulations will result in a less
3 than significant impact on wastewater systems, but would still substantially
4 contribute to a significant cumulative impact on existing wastewater facilities.
5 The RCIP General Plan's impact upon water supply will be significantly impacted
6 by RCIP General Plan build-out. The RCIP General Plan EIR determined that
7 adherence to RCIP General Plan policies and RCIP General Plan EIR mitigation
8 measures will reduce the potential impact to water supply, but that the potential
9 impacts remain significant and unavoidable. Cumulatively, impacts due to solid
10 waste generation and upon wastewater services and water supply will be
11 significant. (Draft EIR, p. 6.0-26.)

12 The amount of landfill capacity needed to accommodate solid waste is directly in
13 line with the County's Projected increased landfill need. Hence, buildout of
14 Riverside County, including the proposed Project, would not create demands for
15 waste management services that exceed the capacities of the County's waste
16 management system and impacts to solid waste facilities associated with the
17 proposed Project are less than significant. (Draft EIR, p. 6.0-26.)

18 The total demand for this Project set forth in the water supply assessment is
19 within the limits of Projected demand in the current Urban Water Management
20 Plan. JCSD also has sufficient production capacity from its water sources to meet
21 its Projected cumulative 2030 annual water demand of 41,025 acre-feet per year.
22 Therefore, the Project will have less than significant impacts to water supplies.
23 (Draft EIR, p. 6.0-27.) The proposed Project involves manufacturing/distribution
24 facilities and are not expected to require significant additional services, and the
25 wastewater generated by the proposed Project will not require the construction of
26 new or expanded wastewater treatment facilities.

27 The proposed Project will have no significant cumulative impacts related to water
28

1 and sewer and solid waste services. (Draft EIR, p. 6.0-27.) Although potential
2 impacts due to solid waste generated by the Project will be less than significant,
3 mitigation measures that will further reduce solid waste impacts have been
4 required. (See *infra* discussion of mitigation measures MM Utilities 1 through
5 MM Utilities 5.) No mitigation measures are required or proposed to address
6 cumulative water and sewer impacts. (Draft EIR, p. 6.0-27.)

7
8 2. Mitigation:

9 The proposed Project has been modified to mitigate or avoid the potentially
10 significant impacts by the following mitigation measures, which are hereby
11 adopted and will be implemented as provided in the Mitigation, Monitoring, and
12 Reporting Program.

- 13 a. Mitigation Measure Utilities 1: The applicant shall submit a Recyclables
14 Collection and Loading Area plot plan to the Riverside County Waste
15 Management Department for each implementing development. The plans
16 are required to conform to the Waste Management Department's *Design*
17 *Guidelines for Recyclables Collection and Loading Areas*. Prior to final
18 building inspection, the applicant is required to construct the recyclables
19 collection and loading area in compliance with the Recyclables Collection
20 and Loading Area plot plan, as approved and stamped by the Riverside
21 County Waste Management Department, and verified by the Riverside
22 County Building and Safety Department through site inspection. (Draft
23 EIR, p. 4.16-43.)
- 24 b. Mitigation Measure Utilities 2: In addition to solid waste dumpsters, the
25 Project development will include recycling containers for aluminum cans,
26 glass, plastics, paper and cardboard. (Draft EIR, p. 4.16-43.)
- 27 c. Mitigation Measure Utilities 3: The Project development will recycle
28 construction and demolition (C&D) waste generated during construction

1 activities that would otherwise be taken to a landfill. (Draft EIR, p. 4.16-
2 44.). This diversion of waste must meet or exceed a 50 percent reduction
3 by weight. (Final EIR, p. 1.0-28.) The Project shall complete the
4 Riverside County Waste Management Department Construction and
5 Demolition Waste Diversion Program – Form B and Form C to ensure
6 compliance. Form B – Recycling Plan must be submitted and approved
7 by the Riverside County Waste Management Department and provided to
8 the Department of Building and Safety prior to issuance of building
9 permits. Form C – Reporting Form must be approved by the Riverside
10 County Waste Management Department and submitted to the Department
11 of Building and Safety prior to issuance of a certificate of occupancy.

- 12 d. Mitigation Measure Utilities 4: The property owner shall require
13 landscaping contractors to practice grass recycling and/or grass
14 composting to reduce the amounts of grass material in the waste stream.
15 (Draft EIR, p. 4.16-44.)
- 16 e. Mitigation Measure Utilities 5: The property owner shall require
17 landscaping contractors to use mulch and/or compost for the development
18 and maintenance of Project site landscaped areas. (Draft EIR, p. 4.16-44.)

19 **BE IT FURTHER RESOLVED** by the Planning Commission that the following impacts
20 potentially resulting from the Project’s approval cannot be fully mitigated and will be only partially
21 avoided or lessened by the mitigation measures hereinafter specified; a statement of overriding findings
22 is therefore included herein:

23 T. Air Quality

24 1. Impacts:

25 The proposed Project would not conflict with or obstruct implementation of the
26 applicable air quality plan. (Draft EIR, p. 4.3-37.) The Air Quality Management
27 Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive
28

1 program that will lead the SCAB into compliance with all federal and state air
2 quality standards. The AQMP is created in consultation with local governments,
3 and conformance with the AQMP for development Projects is determined by
4 demonstrating compliance with local land use plans and/or population Projections
5 and meeting the land use designation set forth in the RCIP General Plan. (Draft
6 EIR, pp. 4.3-36.) The proposed Project is located in the community of Mira
7 Loma within Riverside County. It consists of vacant in-fill lots within a land use
8 designation of Community Development: Light Industrial (CD: LI) (0.25-0.60
9 Floor Area Ratio) as set forth in the Riverside County General Plan. Uses within
10 Riverside County's Community Development: Light Industrial (CD: LI) (0.25-
11 0.60 Floor Area Ratio) designation are limited to warehousing/distribution,
12 assembly and light manufacturing, and repair facilities. The plot plans located
13 closest to existing residences have been zoned Community Development:
14 Industrial Park (CD: LI) (0.25-0.60 Floor Area Ratio) while the other three plot
15 plans have been zoned Medium-Manufacturing (M-M). The Project is consistent
16 with the land use designation in the RCIP General Plan. Therefore, since the
17 proposed Project is consistent with the local land use plan the Project will not
18 conflict with the implementation of the air quality management plan, and impacts
19 are considered less than significant, and no Project-specific mitigation measures
20 are required. (Draft EIR, p. 4.3-36 to 37.)

21 The proposed Project would not create a carbon monoxide hotspot and there are
22 no cumulative impacts for carbon monoxide hotspots. ((Draft EIR, p. 4.3-37, 47
23 to 49.) The Mira Loma Commerce Center has the potential to negatively impact
24 the Level of Service ("LOS") on adjacent roadways, which could allow CO to
25 become a localized problem ("hot spot") requiring additional analysis beyond
26 total Project emissions quantification due to traffic congestion and idling or slow-
27 moving vehicles. Screening procedures in the SCAQMD CEQA Air Quality
28

1 Handbook determine the potential to create a CO hot spot. (Draft EIR, pp. 4.3-
2 47.) In consultation with SCAQMD, a traffic study was prepared through
3 modeling several intersections. (Draft EIR, p. 4.3-47 to 48.) Emission factors
4 were estimated, with worse-case meteorological and sensitive receptor distance
5 scenarios were used. (Draft EIR, p. 4.3-48.) The results are presented in Table
6 4.3-I of the Draft EIR by intersection where the receptor position with the highest
7 CO concentration is shown. (Draft EIR, p. 4.3-48 to 49.) For all of the
8 intersections modeled, the CO emissions from Project-generated traffic are much
9 less than the California and national (federal) thresholds of significance; therefore,
10 the CO hotspot impacts are considered less than significant and even when the
11 cumulative impacts are analyzed, the peak CO hotspot concentrations are less
12 than the threshold values. Therefore, the Project will not contribute to either the
13 CAAQS or NAAQS for CO to be exceeded and will not form any CO hotspots in
14 the Project area. There are also no cumulative impacts for CO hotspots. (Draft
15 EIR, p. 4.3-49.) No Project-specific mitigation measures are required since no
16 significant adverse impacts are anticipated.

17 The proposed Project would not expose sensitive receptors to a hazard index of
18 1.0 or greater for chronic non-cancer risks associated with DPM. (Draft EIR, pp.
19 4.3-66.) Non-cancer risks are considered less than significant from both the
20 Project operation alone and when considered with cumulative Projects. (Draft
21 EIR, p. 4.3-72.) The relationship for the non-cancer health effects of Diesel
22 Particulate Matter (DPM) was modeled, and based on the assumption of 10
23 minute idling per truck at the Project site, the maximum DPM concentration of
24 0.087 $\mu\text{g}/\text{m}^3$ occurs at the Project site with the hazard index is 0.017, which is
25 less than 2% of the allowed threshold. Based on this, non-cancer risks from the
26 Project's DPM emissions are considered less than significant. Therefore, despite
27 MM Air 7 which prohibits all vehicles from idling in excess of 5 minutes, even at
28

1 10 minutes, the impact is already less than significant. (Draft EIR, pp. 4.3-66; 4.3-
2 67.) Non-cancer risks are less than 5 percent of the SCAQMD recommended
3 threshold from both Project operation alone and when considered with cumulative
4 Projects. Therefore, non-cancer risks are considered less than significant, and no
5 Project-specific mitigation measures are required. (Draft EIR, p. 4.3-76.)

6 Without appropriate mitigation, the Project may have the potential to expose a
7 substantial number of people to objectionable odors. The proposed Project
8 consists of six vacant "in-fill" lots, and a Community Development: Light
9 Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) designation is limited to
10 warehousing/distribution, assembly and light manufacturing, and repair facilities.

11 (Draft EIR, p. 4.3-57.) It can be anticipated that the major potential sources of
12 odor from the Project would occur during construction. Given the fact that the
13 Project and its roadways for access are located adjacent to residential areas,
14 impacts related to odors during construction are considered significant, with
15 construction equipment exhaust the main source of odors. (Draft EIR, p. 4.3-57.)

16 The Clean Air Nonroad Diesel Rule from EPA places new pollution controls on
17 diesel engines used in industries such as construction and is expected to ultimately
18 reduce emissions from nonroad diesel engines by over 90 percent. By 2010, this
19 rule will reduce sulfur levels in nonroad diesel fuel 99 percent from 2004 levels.

20 This rule built upon the previously adopted Clean Diesel Truck and Bus Rule
21 (announced December 21, 2000), which required a 97 percent reduction in sulfur
22 content of highway diesel fuel and required new heavy-duty diesel highway
23 vehicles to meet new emission standards. On-highway compliance requirements
24 take effect with the 2007 model year. It is estimated that by 2030 when the current
25 heavy-duty highway vehicle fleet has been completely replaced by newer
26 vehicles, that emissions from such vehicles will be reduced by over 90 percent.

27 Additionally, the proposed Project will comply with SCAQMD Rule 402, which
28

1 prohibits the discharge of air contaminants or other material that may cause the
2 detriment, nuisance, or annoyance to any considerable number of people. Pursuant
3 to State CEQA Guidelines Section 15091, subdivision (a)(1), changes or
4 alternatives have been required in, or incorporated into, the Project which avoid or
5 substantially lessen the significant environmental effect identified in the Final
6 EIR. The above-noted programs, along with incorporating limits on idling time
7 during construction from MM Air 2 and during Project operation from MM Air 7,
8 will help to reduce impacts related to odors from the Project to less than
9 significant levels. (Draft EIR, pp. 4.3-57.)

10 The Project would generate significant levels of emissions and exceed SCAQMD
11 standards for several criteria pollutants, despite feasible mitigation, and therefore
12 will have a significant impact from both short-term emissions during construction
13 and long-term operational emissions. (Draft EIR, pp. 4.3-42, 47.) Changes or
14 alterations have been required in, or incorporated into, the Project that help reduce
15 the potential impacts, but impacts will remain significant and unavoidable. (Draft
16 EIR, pp. 4.3-67 to 4.3-69; Final EIR, pp. 1.0-14 to 1.0-16, 1.0-45.) The mitigation
17 measures from the Draft EIR, MM Air 1 through MM Air 13, will be
18 implemented, and several mitigation measures were added and amended by the
19 Final EIR, as follows: MM Air 3a, MM Air 3b, MM Air 3c, MM Air 3d, MM Air
20 3e, MM Air 3f, MM Air 8, MM Air 14, and MM Air 15. These measures will be
21 implemented to reduce emissions during construction and operations activities
22 (see *infra* discussion of mitigation), and the added and amended measures will not
23 result in a change in the level of significance related to this potential impact.

24 On a regional level, the proposed Project will create short-term air quality impacts
25 from fugitive dust, other particulate matter, exhaust emissions generated by
26 earthmoving activities, and operation of grading equipment during site
27 preparation. Short-term impacts will also include emissions generated during
28

1 construction of the buildings as a result of operation of equipment, operation of
2 personal vehicles by construction workers, and coating and paint applications.
3 (Draft EIR, p. 4.3-37.) The Project will be required to comply with existing
4 SCAQMD Rule 403 and application of standard best management practices in
5 construction and operation activities, such as application of water or chemical
6 stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on
7 unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways,
8 cessation of construction activity when winds exceed 25 mph and establishing a
9 permanent, stabilizing ground cover on finished sites. Based on the size of this
10 Project, a Fugitive Dust Control Plan or Large Operation Notification would be
11 required. (Draft EIR, p. 4.3-37.) The thresholds contained in the SCAQMD
12 CEQA Air Quality Handbook were considered regional thresholds and are shown
13 in Table 4.3-D of the Draft EIR. (Draft EIR, p. 4.3-39.) Short-term emissions
14 were evaluated using the URBEMIS 2007 version 9.2.2 for Windows computer
15 program, with default values reflecting a worse-case scenario, which means that
16 the actual Project emissions are expected to be equal to or less than the estimated
17 construction emissions.

18 Regional short-term emissions from construction activities will result in ROG and
19 NO_x levels that exceed SCAQMD's recommended daily regional thresholds.
20 (Final EIR, p. 1.0-6.) Short-term construction PM-10 emission levels, as well as
21 PM-2.5, CO, and SO₂ levels, will not exceed SCAQMD's recommended daily
22 regional thresholds, even without implementing mitigation measures. (Final EIR,
23 pp.1.0-6.) Notwithstanding the levels of PM-10 and PM-2.5 being below the
24 SCAQMD thresholds, mitigation measures MM Air 3e and Air 3f have been
25 incorporated for phasing the grading operations and providing public monitoring
26 of the air quality during construction, as indicated in the Final EIR. (Final EIR,
27 pp. 1.0-15, 3.0-8, see *infra* discussion of MM Air 3e and Air 3f.) These
28

1 mitigation measures will help further reduce the already less-than-significant
2 levels of PM-10 and PM-2.5 further below SCAQMD's threshold levels. (Final
3 EIR, pp.1.0-6.) Mitigation measures MM Air 3e and Air 3f, and the other
4 mitigation measures added and amended by the Final EIR, will not result in any
5 change in the level of significance for these criteria pollutants. (Id.)

6 Also on a regional level, long-term emissions are evaluated for the completed
7 Project at the end of construction for on-road motor vehicle emissions and Area
8 Source emissions including stationary combustion emissions of natural gas used
9 for space and water heating, and yard and landscape maintenance. On a regional
10 level, long-term emissions from the daily operations of the Project will exceed the
11 daily regional thresholds set by SCAQMD for ROG, NOX, and CO in both
12 summer and winter. Therefore, using the regional significance threshold, the
13 Project is expected to exceed SCAQMD standards, and therefore will have a
14 significant impact during long-term operations. (Draft EIR, p. 4.3-42.)

15 For localized short-term construction emissions, the Project involves the
16 individual grading of plot plans one at a time. (Final EIR, p. 1.0-6.) The
17 maximum daily on-site construction emissions estimated from URBEMIS were
18 used in this analysis (See Table 4.3-H on pages 1.0-7 to 1.0-8 of the Final EIR),
19 and SCAQMD LST lookup tables. (Final EIR, pp. 1.0-6 to 1.0-7.) According to
20 Table 4.3-H of the Final EIR, construction of PP16979, PP18876, PP18877, and
21 PP18877 will result in localized PM-10 and PM-2.5 impacts to sensitive receptors
22 in the Project vicinity, namely the neighborhoods of Mira Loma Village and
23 Country Village. Construction of PP17788 will result in localized PM-10 impacts
24 to the sensitive receptors within the Country Village. Construction of PP18875
25 will not result in any localized impacts to sensitive receptors in the Project
26 vicinity. Looking at the entire Project as a whole, construction activities resulting
27 from site grading will result in localized PM-10 and PM-2.5 impacts to sensitive
28

1 receptors in the Project vicinity. (Final EIR, p. 1.0-8.) A detailed dispersion
2 analysis (using ISCST3 (Industrial Source Complex Short Term Version 3)) was
3 completed for PM-10 and PM-2.5 emissions to determine if these thresholds
4 would still be exceeded for construction of each plot plan individually, as well as
5 for concurrent construction of all six plot plans because the maximum emissions
6 of construction-related PM-10 and PM-2.5 occur during grading operations.
7 (Final EIR, p. 1.0-8.)

8 The Final EIR shows that PP16979, PP18876, and PP18877 exceed the PM-10
9 LST, and when all plot plans are graded concurrently, the PM-10 LST is
10 exceeded. The results of the detailed dispersion modeling indicate an
11 improvement in findings which show that PP17788, PP1 8875, and PP18879 will
12 not exceed the LST. These results are better than Table 4.3-H because PP17788
13 and PP18879 will not exceed the LST; however, significant short-term impacts
14 will nonetheless remain because other plot plans will still exceed the PM-10
15 localized significant threshold. (Final EIR, p. 1.0-10.)

16 The Final EIR shows that PP16979, PP18876, and PP18877 exceed the PM-2.5
17 LST, and when all plot plans are graded concurrently, the PM-2.5 LST is
18 exceeded. The results of the detailed dispersion modeling indicate that PP17788,
19 PP18875, and PP18879 will not exceed the PM-2.5 LST. These results are better
20 than those depicted in Table 4.3-H using the LST look-up tables because PP18879
21 will not exceed the LST; however, significant impacts nonetheless remain because
22 short-term emissions from other plot plans will still exceed the PM-2.5 localized
23 significance threshold. (Final EIR, p. 1.0-11.)

24 On a localized level, short-term emissions from construction activities will result
25 in PM-10 and PM-2.5 levels that exceed SCAQMD's recommended thresholds,
26 and therefore will result in significant localized impacts to sensitive receptors in
27 the Project vicinity. (Final EIR, pp. 1.0-6 to 1.0-11.) A revised analysis was
28

1 reported in the Final EIR to account for the Project proponent's plan to grade each
2 site separately, which indicates that PM-10 and PM-2.5 emissions will still exceed
3 SCAQMD's localized significance thresholds. (*Id.*) Based on these findings,
4 localized air quality impacts related to PM-10 and PM-2.5 emissions from the
5 short-term construction of the Project are considered significant. (Draft EIR, p.
6 4.3-7; Final EIR, pp. 1.0-6 to 1.0-11.)

7 For localized long-term emissions from stationary sources or from attracting
8 mobile sources that may spend long periods queuing and idling at the site, such as
9 at warehouse/transfer facilities, SCAQMD LST methodology was applied. (Final
10 EIR, p. 1.0-11.) Computer modeling was conducted under worse-case scenarios
11 for this Project to overestimate Project impacts. (Final EIR, p. 1.0-12.) Localized
12 long-term emissions from operational activities will not result in exceedances of
13 the SCAQMD's localized significance thresholds for the criteria pollutants.
14 (Draft EIR, p. 4.3-47.)

15 The following mitigation measures were considered in the Draft EIR, are
16 considered infeasible, and will not be incorporated into the Project:

- 17 a. Proposed Mitigation Measure Air 1: Provide a minimum 300 meter
18 setback from truck traffic to sensitive receptors/homes. All of the proposed
19 plot plans are closer than 300 meters from sensitive receptors. In order to
20 meet the SCAQMD's recommended 300 meter distance from sensitive
21 receptors, the proposed plot plans would have to be relocated outside the
22 Mira Loma Commerce Center (MLCC) complex. The area generally
23 surrounding the MLCC complex is generally developed with other similar
24 industrial uses or with residential uses. There are limited areas left other
25 than the proposed plot plan sites, for which the Project could be relocated
26 and they may or may not be able to be located 300 meters away from
27 residences at another site. (Draft EIR, p. 4.3-68.)
28

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

b. Proposed Mitigation Measure Air 2: Use "clean" street sweepers. The County of Riverside is responsible for street sweeping on County maintained roads. Street sweeping within vicinity of the proposed Project is performed by Burtec and administered by the Riverside County Environmental Health Department. Individual developers are not parties to and do not control the administration of County contracts for street sweeping. Therefore, this mitigation measure is not feasible. Additionally, street sweeping operations are required to comply with SCAQMD Rules 1186 and 1186.1. Rule 1186 includes provisions for street sweeper testing and certification to meet SCAQMD requirements. Rule 1186.1 applies to any federal, state, county, city or governmental department or agency, any special district such as water, air, sanitation, transit, and school districts, or private individual firm, association, franchise, contractor, user or owner who provides sweeping services to a governmental agency that owns or leases 15 or more vehicles, including passenger cars, light-duty trucks, and medium- and heavy-duty on-road vehicles. It requires governmental agencies to contract with sweeping services that use alternative-fuel sweepers or solicit bids for sweeping operations using alternative-fuel sweepers. (Draft EIR, p. 4.3-68.)

c. Proposed Mitigation Measure Air 3: Provide on-site services to minimize truck traffic such as: meal or cafeteria service, ATMs, convenience stores with basic amenities. The proposed Project is in an industrially zoned area and are industrial facilities; not commercial facilities. Additionally, the Project does not include the parking requirements for commercial/service facilities. Additionally, this mitigation measure is not needed because there already is a currently operating commercial facility along Etiwanda Avenue in close proximity to the proposed plot plans that would serve the

1 same purpose as this mitigation measure offered up by the SCAQMD.
2 (Draft EIR, p. 4.3-68 to 69.)

3 Pursuant to State CEQA Guidelines Section 15091, subdivision (a)(2), and as
4 further discussed above, changes or alternatives that would avoid or substantially
5 lessen the significant environmental effect identified in the Final EIR are within
6 the responsibility and jurisdiction of another public agency and not the agency
7 making the finding, as related to the use of "clean" street sweepers. Such changes
8 have been adopted by such other agency or can and should be adopted by such
9 other agency. (*Id.*) Also, pursuant to State CEQA Guidelines Section 15091,
10 subdivision (a)(3), specific economic, legal, social, technological or other
11 considerations, including provision of employment opportunities for highly
12 trained workers, make infeasible the mitigation measures or Project alternatives
13 identified in the Final EIR. Although implementation of the above-listed
14 mitigation measures will reduce Project-generated emissions, there is no
15 quantitative reduction associated with them; therefore, there is no change in the
16 estimated emissions of the Project. (Draft EIR, p. 4.3-69.)

17 The proposed Project would result in a cumulatively considerable net increase of
18 criteria pollutants for which the Project region is non-attainment under an
19 applicable federal or state ambient air quality standard. (Draft EIR, p. 4.3-50.)
20 In evaluating the cumulative effects of the Project, Section 21100(e) of CEQA
21 states that "previously approved land use documents including, but not limited to,
22 general plans, specific plans, and local coastal plans, may be used in cumulative
23 impact analysis." In addressing cumulative effects for air quality, the AQMP
24 utilizes approved general plans and, therefore, is the most appropriate document
25 to use to evaluate cumulative impacts of the subject Project. (Draft EIR, p. 4.3-
26 50.) The portion of the SCAB within which the proposed Project is located is
27 designated as a non-attainment area for ozone, PM-10, and PM-2.5 under state
28

1 and federal standards. (Draft EIR, p. 4.3-50.)

2 On a regional level, in the Draft EIR, PM-10 emissions were initially reported to
3 be significant, based on the initial finding that the PM-10 emissions would exceed
4 the SCAQMD regional significance thresholds for short-term construction
5 emissions. (Draft EIR, pp. 4.3-50, 4.3-40 to 4.3-41; See supra discussion
6 regarding SCAQMD criteria pollutants.) However, upon further review of the air
7 quality analyses, it was found that short-term PM-10 emissions would not exceed
8 the SCAQMD regional threshold prior to mitigation, and therefore should not
9 have been considered as a significant impact. (Final EIR, pp. 1.0-5 to 1.0-6; see
10 supra discussion regarding SCAQMD criteria pollutants.) MM Air 3e and MM
11 Air 3f were added to further reduce the PM-10 and PM-2.5 emissions; however,
12 no change in the level of significance would occur as a result of implementing
13 these mitigation measures. (E.g., Final EIR, p. 1.0-45.) Accordingly, the Final
14 EIR indicates that only ROG and NOX would exceed the SCAQMD regional
15 significance thresholds for short-term construction emissions. (Final EIR, p. 1.0-
16 45.)

17 Also on a regional level, long-term emissions from the concurrent operation of all
18 six plot plans exceed the daily regional thresholds for ROG, NOX, and CO in
19 both summer and winter. (Draft EIR, pp. 4.3-50.) The operational emissions
20 from the cumulative Projects in the region will additionally exceed all criteria
21 pollutant thresholds, except for SO₂ in both summer and winter. (Draft EIR, pp.
22 4.3-50, 4.3-74.) Since the Project's operational emissions already exceed the
23 SCAQMD regional thresholds, when this is combined with the cumulative Project
24 emissions, the Project will result in a significant contribution to cumulative air
25 quality impacts. (Draft EIR, pp. 4.3-50.)

26 The Project can be considered to be in compliance with the AQMP based on land
27 use compatibility. However, both short-term and long-term Project-generated
28

1 emissions have been shown to be significant on a regional level, which in turn
2 would mean the Project would have significant cumulative impacts. (Draft EIR,
3 p. 4.3-50; Final EIR, p. 1.0-45.) As a result, the proposed Project will contribute
4 to cumulatively considerable net increases of criteria pollutants. (Draft EIR, p.
5 4.3-50.)

6 Changes or alterations have been required in, or incorporated into, the Project that
7 help reduce the potential impacts, but impacts will remain significant and
8 unavoidable. (Draft EIR, pp. 4.3 73 to 4.3-74, 4.3-69; Final EIR, p. 1.0-45.)

9 Mitigation measures MM Air 1 through MM Air 13 from the Draft EIR will be
10 implemented, and several mitigation measures were added and amended by the
11 Final EIR, and will be implemented, as follows: MM Air 3a, MM Air 3b, MM Air
12 3c, MM Air 3d, MM Air 3e, MM Air 3f, MM Air 8, MM Air 14, and MM Air 15.
13 These measures will be implemented to reduce emissions during construction and
14 operations. (See *infra* discussion of mitigation) The measures added and
15 amended by the Final EIR will not result in a change in the level of significance
16 related to this potential impact. After mitigation, Project-generated emissions
17 would be reduced; however, there would be no quantitative reduction associated
18 with the imposed mitigation measures. (Draft EIR, p. 4.3-69.) Therefore, there
19 would be no change in the estimated criteria pollutant emissions for the Project.
20 (Draft EIR, p. 4.3-69; Final EIR, p. 1.0-45; see Draft EIR, Section 6.0 [further
21 discussing cumulative impacts related to Air Quality].) Pursuant to State CEQA
22 Guidelines section 15091, specific economic, legal, social, technological or other
23 considerations, including provision of employment opportunities for highly
24 trained workers, make infeasible the mitigation measures or Project alternatives
25 identified in the Final EIR. (Subd. (a)(3).)

26 The proposed Project includes specific design considerations and mitigation
27 measures to reduce potential impacts related to greenhouse gas emissions and
28

1 climate change. Based on the EIR, short-term emissions related to construction
2 activities will not be cumulatively considerable. (Draft EIR, p. 4.3-52 to 4.3-53.)
3 However, with no regulatory guidance or actual threshold of significance for
4 global warming or climate change, the proposed Project's emissions will result in
5 a cumulatively considerable net increase of greenhouse gas pollutants that may
6 further lead to climate change or global warming impacts and the Project will
7 have a potentially significant cumulative impact related to greenhouse gases.
8 (Draft EIR, p. 4.3-57; Draft EIR, p. 4.3-75.)

9 The following energy and environmental design features have been incorporated
10 into the proposed Project in order to increase the energy efficiency and reduce
11 potential long-term air quality impacts, including Project-related greenhouse gas
12 emissions: the Project shall be constructed in accordance with the California's
13 Energy Efficiency Standards for Residential and Nonresidential Buildings, as set
14 forth in Title 24, Part 6, of the California Code of Regulations; use of skylights to
15 allow more natural light; be painted white on the interior to create brighter interior
16 conditions; use a 4-ply roof system with a light grey color reflective cap sheet to
17 reduce the transference of heat; use roof insulation to creating higher light
18 reflection; use tankless water heaters for improved energy efficiency; use 3-phase
19 4-wire electrical service to allow the use of more energy efficient motors and
20 drive devices than single-phase, with spare electrical conduits under the floor slab
21 to minimize the energy use for future tenant improvements; use reclaimed water
22 for irrigation, where available; use drought-tolerant plants for landscaping and use
23 wood chips in planting beds to retain moisture content; use energy efficient
24 compact fluorescent bulbs or fluorescent tube lighting; use low-E (low-emissivity)
25 reflective coatings/glazing on windows; shield lighting to not cause glare or
26 excessive light spillage; recycle construction and demolition waste generated
27 during construction activities; obtain coverage under the appropriate NPDES
28

1 General Construction Permit for Storm Water Discharges Associated with
2 Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002 prior to
3 obtaining the grading permits and shall implement Best Management Practices as
4 set forth in their Storm Water Pollution Prevention Plans. (See Draft EIR, pp.
5 4.3-34 to 4.3-36 [further discussing the Project's design considerations].)

6 Additionally, mitigation measures MM Air 1 through MM Air 13 will be
7 implemented, pursuant to the Draft EIR. (See *infra* discussion of mitigation
8 measures.) As previously noted, several mitigation measures were added and
9 amended by the Final EIR, as follows: MM Air 3a, MM Air 3b, MM Air 3c, MM
10 Air 3d, MM Air 3e, MM Air 3f, MM Air 8, MM Air 14, and MM Air 15. These
11 added and amended mitigation measures, as implemented, will not result in a
12 change in the level of significance related to this potential impact. The measures
13 will be implemented to reduce emissions related to construction and operations
14 activities.

15 The Final EIR discussed Greenhouse Gas reduction measures and guidelines that
16 were recommended by the California Attorney General's Office CEQA Guidance,
17 the California Air Pollution Control Officer's Association (CAPCOA) CEQA and
18 Climate Change Guidelines, the proposed amendments to CEQA Guidelines
19 Appendix G Thresholds, and the California Climate Action Team Report. (See
20 Final EIR, pp. 1.0-16 to 1.0-44.) Assessment of these measures and guidelines in
21 the Final EIR does not result in changes to the level of significance of Greenhouse
22 Gas-related impacts. As addressed in the Final EIR, some of the measures were
23 inapplicable to the Project, while others were already addressed in the Project's
24 design features and mitigation measures, as described above.

25 The analysis estimates of the Project's GHG emissions during construction and at
26 build-out were primarily performed through the quantification of carbon dioxide
27 (CO₂) emissions. Carbon dioxide emissions accounted for approximately 84
28

1 percent of the state's total GHG emissions in 2004. Methane and NO_x accounted
2 for 5.7 and 6.8 percent, respectively. Therefore, while not intended to be an all-
3 inclusion inventory of overall GHG emissions from the Project; the estimation of
4 CO₂ from several sources of everyday Project operations is illustrative of much of
5 the Project's potential contribution to GHG. (Draft EIR, p. 4.3-50 to 51.)

6 It should be noted that the emission of GHG in general and CO₂ specifically into
7 the atmosphere is not of itself an adverse environmental impact. It is the impact
8 that increased concentrations of GHG in the atmosphere has upon the Earth's
9 climate (*i.e.*, climate change) and the associated consequences of climate change
10 that results in adverse environmental impacts (*e.g.*, sea level rise, loss of
11 snowpack, severe weather events). (Draft EIR, p. 4.3-50 to 51.)

12 For short-term emissions related to construction activities, the Final EIR
13 summarized the output results and presented emissions estimates in metric tonnes
14 (Mt) of CO₂ per year. (Final EIR, p. 1.0-13.) Based on the analyses, emissions
15 are anticipated to be approximately 0.00002 percent of global CO₂ emissions from
16 fossil fuels, 0.00008 percent of the United States' CO₂ equivalent emissions per
17 year, and 0.0012 percent of California's CO₂ emissions per year. (Final EIR, p.
18 1.0-14.) Given the global nature of greenhouse gases, the short-term nature of
19 construction activities, and the Project's infinitesimal contribution to annual
20 greenhouse gas emissions, the resulting impacts on global climate change are not
21 cumulatively considerable. (Draft EIR, pp. 4.3-52 to 53, Final EIR, p. 1.0-14.)

22 For long-term emissions, the EIR analyzed emissions from electricity generation
23 from in-state and imported electricity, with average carbon intensity for electricity
24 supplied to the California grid equal to 342.12 Mt/GWh. (Draft EIR, p. 4.3-53.)
25 A conservative estimate was used, as actual emissions will likely be smaller due
26 to implementation of SB 1368 which will phase-out the use of out-of-state coal-
27 fired power plants, and implementation of AB 32 which will likely reduce carbon
28

1 intensity throughout the state. (Draft EIR, pp. 4.3-53.) GHG emissions associated
2 with the combustion of natural gas used by the Project were estimated using the
3 current URBEMIS model, which showed that the estimated emissions annually
4 are approximately 960 Mt/year. (Draft EIR, p. 4.3-54.) Landscape equipment
5 servicing the Project site was also analyzed using the current URBEMIS model,
6 which estimated the Project's annual landscape equipment emissions to be 2.72
7 Mt. (Draft EIR, pp. 4.3-54.) URBEMIS was also used to calculate the CO₂
8 emissions from Project-related vehicle usage as approximately 14,776 Mt
9 annually. Future reductions can be expected as a result of AB 1493 (2002), which
10 requires emissions reductions in California's new light duty vehicle fleet, starting
11 in model year 2009, which could reduce vehicle emissions by 27% by 2030.
12 (Draft EIR, p. 4.3-55.) The total carbon dioxide emissions generated from Project
13 operation is 17,954.72 Mt per year, primarily from vehicle use followed by
14 electricity consumption at 82 and 12 percent. Not included in this estimate are
15 emissions from construction related electricity, natural gas, and mobile sources
16 nor are emissions from wastewater treatment and landfill of solid waste during
17 Project operation. Given the global nature of GHG and their ability to alter the
18 Earth's climate, it is not anticipated that a single development Project, even one
19 this size, would have an effect on global climate conditions. It is, however,
20 reasonably foreseeable that emissions resulting from this Project in combination
21 with statewide, national, and international emissions could cumulatively
22 contribute to a change in Earth's climate, i.e., global warming. (Draft EIR, p. 4.3-
23 56 to 57.)

24 To lessen the impacts related to global warming and GHG production, the Project
25 will be implementing the above-noted measures. However, there are no
26 quantitative reductions associated with them. Therefore, it can be concluded that
27 the Project's resulting impacts on global climate change are considered to be
28

1 cumulatively considerable when considered in combination with other statewide,
2 national and international emissions, and the proposed Project will have a
3 potentially significant impact related to greenhouse gases. (Draft EIR, p. 4.3-57.)
4 Pursuant to State CEQA Guidelines section 15091, specific economic, legal,
5 social, technological or other considerations, including provision of employment
6 opportunities for highly trained workers, make infeasible the mitigation measures
7 or Project alternatives identified in the Final EIR. (Subd. (a)(3).)

8 The Project could expose sensitive receptors to substantial pollutant
9 concentrations on a regional level. Therefore, impacts are considered significant.
10 (Draft EIR, p. 4.3-58.) Changes or alterations have been required in, or
11 incorporated into, the Project that help reduce the potential impacts, but impacts
12 will remain significant and unavoidable. (Draft EIR, p. 4.3-67 to 68.)

13 Additionally, mitigation measures will be implemented to reduce emissions
14 during construction and operations activities. (See *infra* discussion of mitigation
15 measures.) MM Air 1 through MM Air 13 will be implemented. However, as
16 previously noted, several mitigation measures were added and amended by the
17 Final EIR, as follows: MM Air 3a, MM Air 3b, MM Air 3c, MM Air 3d, MM Air
18 3e, MM Air 3f, MM Air 8, MM Air 14, and MM Air 15. These added and
19 amended mitigation measures, as implemented, will not result in a change in the
20 level of significance related to this potential impact.

21 Several sensitive receptors are located immediately adjacent to Plot Plans Nos.
22 18876, 18877 and 16979 (see Figure 4.3-2 of the EIR). Plot Plan No. 16979 is
23 adjacent to the senior community of Country Village, and Plot Plan Nos. 18876
24 and 18877 are adjacent to Mira Loma Village. Although the Project does not
25 contribute to exceeding the localized significance thresholds on a long-term basis,
26 as discussed in the Draft EIR (Draft EIR, p. 4.3-47) and the findings within this
27 section, above, the Project's emissions would exceed the long-term and short-term
28

1 regional significance thresholds. (Draft EIR, pp. 4.3-32, 58.) Therefore, on a
2 regional level, the Project could result in the exposure of sensitive receptors to
3 substantial pollutant concentrations. Therefore, impacts are considered significant
4 despite mitigation. (Draft EIR, p. 4.3-58.)

5 As previously indicated, emissions of ROG, NOX, and CO will be significant
6 based on SCAQMD's regional significance threshold. (See *supra* discussion of
7 criteria pollutants; Draft EIR, pp. 4.3-41, 4.3-42; Final EIR, pp. 1.0-6, 1.0-45.)
8 Additionally, short-term emissions of PM-10 and PM-2.5 will be significant based
9 on SCAQMD's localized significance thresholds. (Draft EIR, p. 4.3-44; Final
10 EIR, pp. 1.0-8 to 1.0-11; see *supra* discussion of criteria pollutants.)

11 In high concentrations, CO can cause serious health problems in humans by
12 limiting the red blood cells' ability to carry oxygen. The health threat from lower
13 levels of CO is most serious for those who suffer from heart disease, like angina,
14 clogged arteries, or congestive heart failure. In those persons, a single exposure
15 of CO at low levels may cause chest pain and reduce the ability to exercise;
16 repeated exposures may contribute to other cardiovascular effects. In healthy
17 people, breathing high levels of CO may result in vision problems, reduced ability
18 to work or learn reduced manual dexterity, and difficulty performing complex
19 tasks. At extremely high levels, CO is poisonous and can cause death. CO also
20 contributes to the formation of smog ground-level ozone, which can trigger
21 serious respiratory problems. (Draft EIR, p. 4.3-7 [citing SCAQMD 1993].)

22 NO_x's most important oxides in air pollution are nitric oxide (NO) and nitrogen
23 dioxide (NO₂). NO₂ at atmospheric concentrations is a potential irritant and can
24 cause coughing in healthy persons, due to increase resistance to air flow and
25 airway contraction. Larger decreases in lung functions are observed in
26 individuals with preexisting respiratory illness. Long-term exposure to NO₂ can
27 potentially lead to increased levels of respiratory illness in children. NO_x is one of
28

1 the main ingredients involved in the formation of ground-level ozone, which can
2 trigger serious respiratory problems. (Draft EIR, p. 4.3-7.)

3 Although health-based standards have not been established for Reactive Organic
4 Gases/Volatile Organic Compounds (ROG/VOCs), health effects can occur from
5 exposures to high concentrations because of interference with oxygen uptake. In
6 general, ambient concentrations in the atmosphere are suspected to cause
7 coughing, sneezing, headaches, weakness, laryngitis, and bronchitis, even at low
8 concentrations. Some hydrocarbon components are thought or known to be
9 hazardous. Benzene, for example, is a hydrocarbon component of VOC
10 emissions that is known to be a human carcinogen. (Draft EIR, p. 4.3-9.)

11 Both PM-10 and PM-2.5 can be inhaled into the deepest part of the lung,
12 attributing to health effects. The presence of these fine particles by themselves
13 causes lung damage and interfere with the body's ability to clear its respiratory
14 tract. Said particles can also act as a carrier of other toxic substances (SCAQMD
15 1993). Several studies have assessed the effects of long-term particulate matter
16 exposure and have found it associated with symptoms of chronic bronchitis and
17 decreased lung function. A lower rate of growth in lung function has been
18 found in children living in areas with higher levels of particulate pollution. The
19 sources contributing to particulate matter pollution include road dust, windblown
20 dust, agriculture, construction, fireplaces and wood burning stoves, and vehicle
21 exhaust. (Draft EIR, p. 4.3-8.)

22 As shown in Figure 2.0-1 of the Final EIR, a setback of 1,000 feet (300 meters)
23 from the boundaries of nearby residential development, as recommended in one of
24 the comment letters, would encompass the entirety of three of the proposed plot
25 plan sites (PP18876, PP18877 and PP18879) and most of the other three plot plan
26 sites (PP16979, PP17788 and PP18879). (Final EIR, pp. 2.0-96, 2.0-98.) A
27 1,500-foot setback would encompass the entire Project site. (*Id.*) Thus, either
28

1 setback would prevent development of the Project site in accordance with the
2 current land use designation as Community Development: Light Industrial (CD:
3 LI) (0.25-0.60 Floor Area Ratio) and zoning as Medium-Manufacturing (M-M)
4 and Industrial Park (I-P). (Final EIR, p. 2.0-96.)

5 These setbacks are equivalent to the Draft EIR's "No Project Alternative," which
6 is evaluated in the "Alternatives to the Proposed Project" discussion beginning on
7 page 6.0-31 of the Draft EIR. As discussed, therein, the "No Project Alternative"
8 fails to meet any of the Project Objectives listed in the Draft EIR (Draft EIR, pp.
9 6.0-31, 6.0-32). Accordingly, and consistent with both the Handbook and Draft
10 EIR's explanation, such a setback requirement is infeasible. (See infra discussion
11 of buffers for exposure of sensitive receptors to diesel exhaust and related health
12 effects.) Pursuant to State CEQA Guidelines, section 15091, specific economic,
13 legal, social, technological or other considerations, including provision of
14 employment opportunities for highly trained workers, make infeasible the
15 mitigation measures or Project alternatives identified in the Final EIR. (Subd.
16 (a)(3).)

17 The proposed Project would expose sensitive receptors to diesel exhaust, a toxic
18 air contaminant, at a level that exceeds 10 excess cancer cases per one million
19 people. (Draft EIR, pp. 4.3-66; 4.3-72.) Changes or alterations have been
20 required in, or incorporated into, the Project that help reduce the potential
21 impacts, but impacts will remain significant and unavoidable. (Draft EIR, pp. 4.3-
22 67, 4.3-72.)

23 The Mira Loma Village neighborhood is located adjacent to Plot Plan Nos. 18876
24 and 18877, and the retirement community of Country Village is located directly
25 east of Plot Plan No. 16979. The nearest schools to the Project site are Mission
26 Bell Elementary School located approximately ¾ mile southeast of the Project
27 site, Granite Hill Elementary School located approximately 1¼ mile east of the
28

1 Project site and Jurupa Valley High School located approximately 1¼ mile south
2 of the Project site. (Draft EIR, p. 4.3-58.) Therefore, there are no schools located
3 within ¼ mile of the Project site.

4 The proposed Project includes distribution center warehouses, which will result in
5 DPM emissions from Project-generated vehicles. Because a primary component
6 of the Project's emissions will be diesel exhaust and diesel has been determined to
7 be a carcinogen by the State of California, a mobile source diesel emissions
8 Health Risk Assessment (HRA) was prepared for the proposed Project using the
9 mobile source HRA guidelines established by SCAQMD, and was designed to
10 produce conservatively high estimates of the risks posed by DPM. The HRA is
11 contained in its entirety in Appendix B of the Draft EIR. (Draft EIR, p. 4.3-58.)

12 Cancer risks are based upon mathematical calculations which estimate the
13 probability of the number of people who will develop cancer after 24-hour-a-day,
14 365-days-a-year exposure to DPM at the same concentration for a period of 70
15 years. The cancer risks from DPM occur exclusively through the inhalation
16 pathway. (Draft EIR, pp. 4.3-58 to 59.) Cancer risk represents the probability
17 that a person develops some form of cancer; the estimated risk does not represent
18 actual mortality rates. (Draft EIR, p. 4.3-59.)

19 The existing cancer risks from DPM emissions were modeled and indicated that,
20 without the proposed Project, the sensitive receptors in the Mira Loma Village
21 and Rancho Mira Loma are already exposed to cancer risks from DPM exceeding
22 10 in one million, and 25 of the 40 receptors are exposed to cancer risks from
23 DPM, which exceed the SCAQMD threshold of 10 in one million. (Draft EIR,
24 pp. 4.3-61 to 63.) There exists a strong relationship between cancer risk from
25 DPM and proximity to Etiwanda Avenue, Philadelphia Street, Jurupa Street, and
26 Mission Boulevard/Van Buren Boulevard (all roadways are used heavily by diesel
27 trucks). (Draft EIR, p. 4.3-63.)
28

1 The Project's DPM emissions will result in cancer risks greater than 10 in one
2 million to the mapped sensitive receptors in the Mira Loma Village development
3 east of Etiwanda Avenue and north of SR-60. (Draft EIR, pp. 4.3-63 to 4.3-65.)
4 The cancer risk faced by sensitive receptors (residences) in the Project vicinity
5 from DPM emissions from Project-generated traffic ranges from 0.4 in one
6 million to 22.2 in one million, which will exceed the SCAQMD recommended
7 threshold of significance of 10 in one million. Therefore, cancer risks from
8 Project-generated DPM emissions without implementing any mitigation measures
9 are considered significant. (Draft EIR, p. 4.3-66.)

10 Implementation of mitigation measures MM Air 4, MM Air 5 and MM Air 7 will
11 reduce DPM emissions from Project-generated traffic, with only MM Air 7
12 producing a quantifiable reduction. The implementation of these mitigation
13 measures will not reduce DPM-related cancer risk to a level of less than
14 significant. (Draft EIR, pp. 4.3-70 to 4.3-71.) Even when mitigated, the Project's
15 DPM emissions will result in cancer risks of greater than 10 in one million in the
16 Mira Loma Village development east of Etiwanda Avenue and north of SR-60.
17 (Draft EIR, pp. 4.3-70 to 4.3-72.) Additionally, the cancer risk faced by sensitive
18 receptors (residences) in the Project vicinity from DPM emissions from Project-
19 generated traffic will range from 0.4 in one million to 21.5 in one million, and
20 thus will still exceed the SCAQMD recommended threshold of significance of 10
21 in one million and are still considered significant. (Draft EIR, p. 4.3-72.)

22 Regarding the use of setbacks from diesel sources, the Draft EIR identifies the
23 provision of a minimum 300 meter setback (1,000 feet) from truck traffic to
24 sensitive receptors/homes as a potential mitigation measure. However, this
25 potential mitigation measure and other set-backs like it are considered infeasible
26 because in order to meet the SCAQMD's recommended 300 meter distance from
27 sensitive receptors, the proposed plot plans would have to be relocated outside the
28

1 Mira Loma Commerce Center (MLCC) complex, the area surrounding the MLCC
2 complex is generally developed with other similar industrial uses or with
3 residential uses, and there are limited areas left other than the proposed plot plan
4 sites, for which the Project could be relocated and they may or may not be able to
5 be located 300 meters away from residences at another site. (Draft EIR, p. 4.3-
6 68.)

7 The California Environmental Protection Agency and the California Air
8 Resources Board recommends that setbacks should be considered when siting
9 sensitive land uses near particular uses, such as freeways and distribution centers,
10 but this is not mandatory. This Project encompasses approximately 60 acres
11 within the already existing 288-acre Mira Loma Commerce Center, which is
12 already largely developed with other uses. (Final EIR, p. 2.0-96.) Accordingly,
13 imposing setback requirements would introduce conflicts within the existing land
14 uses. (Final EIR, p. 2.0-96.)

15 A setback of 1,000 feet (300 meters) from residential development would
16 encompass the entirety of three of the proposed plot plan sites (PP18876,
17 PP18877 and PP18879) and most of the other three plot plan sites (PP16979,
18 PP17788 and PP18879). (Final EIR, pp. 2.0-96, 2.0-98.) A 1,500-foot setback
19 would encompass the entire Project site. (*Id.*) Thus, either setback would prevent
20 development of any portion of the Project site in accordance with the current land
21 use designation and zoning. (Final EIR, p. 2.0-96.) The setbacks are equivalent
22 to the Draft EIR's "No Project Alternative," which was evaluated in the EIR and
23 fails to meet the Project Objectives listed in the Draft EIR (Draft EIR, pp. 6.0-31,
24 6.0-32). Accordingly, a setback requirement is infeasible.

25 The Project is located in an area where the existing background DPM
26 concentrations currently cause sensitive receptors in the Project vicinity to be
27 exposed to cancer risks from DPM of greater than 10 in one million. Therefore,
28

1 the Project's contribution to this pre-existing problem is considered a significant
2 cumulative impact. (p. 4.3-75 of Draft EIR) The proposed Project's impacts
3 related to DPM are unavoidable adverse impacts, as the Project- related and
4 cumulative impacts to air quality cannot be successfully mitigated to a level
5 below significance, and therefore unavoidable adverse impacts remain. (p. 6.0-28
6 of Draft EIR.) Pursuant to State CEQA Guidelines, section 15091, specific
7 economic, legal, social, technological or other considerations, including provision
8 of employment opportunities for highly trained workers, make infeasible the
9 mitigation measures or Project alternatives identified in the Final EIR. (Subd.
10 (a)(3).)

11 Regarding cumulative impacts, air pollutant emissions associated with RCIP
12 General Plan build-out would occur over the short-term from individual
13 construction activities, such as fugitive dust from site preparation and grading and
14 emissions from equipment exhaust. Long-term local CO emissions at
15 intersections in the County would be affected by Project traffic. Future sources
16 and types of air pollutants generated at build-out of the RCIP General Plan will be
17 similar to those presently produced although the amounts generated will be
18 greater. The vast majority of long-term pollutants at build-out of the RCIP
19 General Plan will be from vehicular traffic, with the rest generated from stationary
20 sources such as power plants and industrial facilities. Although implementation
21 of the RCIP General Plan's policies will mitigate air quality impacts, even after
22 implementation of all feasible mitigation measures, the RCIP General Plan EIR
23 concludes that air quality impacts caused by construction and long-term stationary
24 and mobile emissions remain significant. Air quality impacts on sensitive
25 receptors, however, would be mitigated to below the level of significance through
26 implementation of the RCIP General Plan's policies. (Draft EIR, p. 6.0-11.) The
27 Riverside County General Plan would contribute to the regional air pollutant
28

1 emissions during construction periods and at build-out, and thus the RCIP General
2 Plan will have significant and unavoidable cumulative air quality impacts. (Draft
3 EIR, p. 6.0-11.)

4 The Project site is located within a non-attainment region of the South Coast Air
5 Basin (SCAB) and any new contribution of emissions would be considered
6 significant and adverse. Locally, the Project's traffic would be added to
7 surrounding roadways and may potentially create micro-scale impacts to sensitive
8 receptors adjacent to traveled roadways. Continued local and regional growth not
9 only contributes vehicle emissions, but often creates a slowing of all other cars to
10 less pollution efficient speeds as roadways reach their capacity. A number of
11 small secondary sources may contribute pollutants to the regional burden such as
12 temporary construction activity emissions, off-site or non-basin emission from
13 power plants supplying electricity, natural gas combustion, or the use of gas-
14 powered landscape utility equipment. Air quality impacts of Project
15 implementation, when considered in concert with other existing, approved and
16 planned and not yet built Projects, would therefore, result in an incremental
17 contribution to the degradation of air quality in the SCAB. (Draft EIR, p. 6.0-
18 12.)

19 The Air Quality Management Plan (AQMP) for the SCAB sets forth a
20 comprehensive program that will lead compliance with all federal and state air
21 quality standards. Conformance with the AQMP for development Projects is
22 determined by demonstrating compliance with local land use plans and/or
23 population Projections or evaluation of assumed emissions. (Draft EIR, p. 6.0-
24 12.)

25 The proposed Project is within Riverside County located in the community of
26 Mira Loma. The proposed Project consists of vacant in-fill lots within a land use
27 designation of Community Development: Light Industrial (CD: LI) (0.25-0.60
28

1 Floor Area Ratio) which is limited to warehousing/distribution, assembly and
2 light manufacturing, and repair facilities. The plot plans located closest to
3 existing residences have been zoned Industrial Park (I-P) while the other three
4 plot plans have been zoned Medium-Manufacturing (M-M). The Project is
5 consistent with the land use designation, will not conflict with the implementation
6 of the AQMP, and therefore, impacts can be considered less than significant.
7 (Draft EIR, pp. 6.0-12 to 6.0-13.)

8 As discussed in the Air Quality Section of the Draft EIR, operational emissions
9 from the cumulative Projects will exceed the regional thresholds for ROG, NO_x,
10 CO, PM-10, and PM-2.5 in both summer and winter. (Draft EIR, p. 6.0-13; Draft
11 EIR, p. 4.3-74 [indicating that SO₂ was only criteria pollutant of which the
12 threshold was not exceeded in both summer and winter].) Since the Project's
13 operational emissions already exceed the SCAQMD regional thresholds for ROG,
14 NO_x, and CO in both summer and winter; when this is combined with the
15 cumulative Project emissions, the Project will result in a significant contribution
16 to cumulative air quality impacts. (Draft EIR, p. 6.0-13.) Since the Project area is
17 non-attainment area for ozone, PM-10, and PM-2.5 under state and federal
18 standards, emissions of any criteria pollutant, will result in cumulative impacts.
19 Therefore, the Project will result in cumulative impacts to air quality. (Draft EIR,
20 p. 6.0-13.)

21 In addition to the analysis of Project-related air quality impacts, the Air Quality
22 Study and the health risk assessment analyzed the cumulative impacts associated
23 with diesel exhaust attributed to the proposed Project, RCIP General Plan build-
24 out, and other reasonably foreseeable Projects in the area. (Draft EIR, p. 6.0-13.)
25 In 2006, the background diesel PM cancer risks exceed the threshold of
26 significance at 25 of the 40 receptor locations. When other Projects are
27 considered, the background diesel PM concentrations and cancer risks will exceed
28

1 the SCAQMD threshold. Therefore, by adding more sources of diesel PM in the
2 Project vicinity, the Project will result in a cumulatively significant impact.
3 (Draft EIR, p. 6.0-13.)

4 Regarding global warming and GHG emissions, implementation of the Project
5 design features will help reduce the intensity of Project-related emissions. It is
6 reasonably foreseeable that emissions resulting from this Project in combination
7 with statewide, national, and international emissions could cumulatively
8 contribute to a change in Earth's climate. Although implementation of the
9 Project's design features will reduce Project-generated GHG emissions, there are
10 no quantitative reductions in GHG emissions associated with them; therefore, it
11 can be concluded that the proposed Project's resulting impacts on global climate
12 change are considered to be cumulatively considerable when considered in
13 combination with other statewide, national and international emissions, and the
14 proposed Project will have a potentially significant cumulative impact related to
15 greenhouse gases. (Draft EIR, pp. 6.0-13 to 6.0-14.)

16 Mitigation measures MM Air 1 through MM Air 15, addressing construction and
17 operations activities, have been incorporated into the Project to reduce Project-
18 level impacts. (See *infra* discussion of mitigation; Draft EIR, p. 6.0-14.)

19 However, the Project will contribute incrementally to an existing air quality
20 problem. The cumulative air impacts cannot be avoided and will remain
21 significant and unavoidable. Adoption of a Statement of Overriding
22 Considerations will be required prior to Project approval. (Draft EIR, p. 6.0-14.)

23 It can be concluded that the proposed Project's resulting impacts on global
24 climate change are cumulatively considerable when considered in combination
25 with other statewide, national and international emissions, and will be potentially
26 significant. (Draft EIR, p. 6.0-14.) Pursuant to State CEQA Guidelines, section
27 15091, specific economic, legal, social, technological or other considerations,
28

1 including provision of employment opportunities for highly trained workers,
2 make infeasible the mitigation measures or Project alternatives identified in the
3 Final EIR. (Subd. (a)(3).)

4
5 2. Mitigation:

6 The proposed Project has been modified to mitigate or avoid these potentially
7 significant impacts by the following mitigation measures, which are hereby
8 adopted and will be implemented as provided in the Mitigation, Monitoring, and
9 Reporting Program.

10 a. Mitigation Measure Air 1: During construction, mobile construction
11 equipment will be properly maintained at an off-site location, which
12 includes proper tuning and timing of engines. Equipment maintenance
13 records and equipment design specification data sheets shall be kept on-
14 site during construction. (Draft EIR, p. 4.3-67.)

15 b. Mitigation Measure Air 2: The Project proponent shall assure that the
16 following requirement be incorporated into all relevant construction
17 drawings and the contract between the Project proponent and the general
18 contractor: Construction vehicles shall be prohibited from idling for a
19 period in excess of 5 minutes both on-site and off-site. Each subcontractor
20 or material supplier shall be responsible for compliance with this provision
21 and the general contractor will have responsibility to oversee
22 implementation. Further, the general contractor shall place a sign at each
23 building driveway notifying equipment operators that idling times shall
24 not exceed five minutes. (Draft EIR, p. 4.3-67.)

25 c. Mitigation Measure Air 3: Configure construction parking to minimize
26 traffic interference. (Draft EIR, p. 4.3-67.)

27 d. Mitigation measures were added or amended by the Final EIR. However,
28 there is no change in the level of significance for the above-noted potential

1 impacts relative to that indicated in the Draft EIR. Additions and
2 amendments were made, as follows:

3 i. Mitigation Measure Air 3a: The Project developer shall
4 require, by contract specification, that, low sulfur diesel
5 powered vehicles with Tier 4 engines(once available on the
6 market) or retrofitted/repowered—to meet equivalent
7 emissions standards as Tier 4 engines—be used in
8 construction equipment. Contract specifications shall be
9 included in Project construction documents, which shall be
10 reviewed by the Department of Building and Safety’s
11 Grading Division prior to issuance of a grading permit.
12 (Final EIR, p. 3.0-4.)

13 ii. Mitigation Measure Air 3b: Prior to issuance of grading
14 permits, the Project developer shall submit a traffic control
15 plan that will provide temporary traffic control (e.g., flag
16 person) during construction activities. To reduce traffic
17 congestion, and therefore NOx, this plan shall include, any
18 or all of the following measures, as may be needed to
19 achieve the requirement that during construction activities
20 both construction and on-street traffic will have idling
21 times of five minutes or less: dedicated turn lanes for
22 movement of construction trucks and equipment on- and
23 off-site, scheduling of construction activities that affect
24 traffic flow on the arterial system to off-peak hour, and/or
25 signal synchronization to improve traffic flow. (Final EIR,
26 pp. 1.0-14 to 1.0-15.)

27 iii. Mitigation Measure Air 3c: Electricity from power poles
28

1 shall be used instead of temporary diesel- or gasoline-
2 powered generators to reduce the associated emissions.
3 Approval will be required by the Department of Building
4 and Safety's Grading Division prior to issuance of a
5 grading permit. (Final EIR, p. 1.0-15.)

- 6 iv. Mitigation Measure Air 3d: The Project developer will
7 implement the following dust control measures consistent
8 with SCAQMD Rule 403 – Fugitive Dust during
9 construction phases of the proposed Project: Application of
10 water and/or approved nontoxic chemical soil stabilizers
11 according to manufacturer's specification to all inactive
12 construction areas (previously graded areas that have been
13 inactive for 10 or more days). (Final EIR, p. 1.0-15.)
14 Periodic watering for short-term stabilization of disturbed
15 surface areas and haul roads to minimize visible fugitive
16 dust emissions. Watering, with complete coverage, shall
17 occur at least three times a day, preferably in the mid-
18 morning, afternoon and after work is done for the day.
19 (Final EIR, p. 1.0-15.) Suspension of all excavation and
20 grading operations when wind speeds (as instantaneous
21 gusts) exceed 25 miles per hour over a 30-minute period.
22 (Final EIR, p. 1.0-15.) Requiring all trucks hauling dirt,
23 sand, soil, or other loose materials are to be covered. (Final
24 EIR, p. 3.0-7.) Sweeping of streets at the end of the day if
25 visible soil material is carried over to adjacent roads. (Final
26 EIR, p. 1.0-15.) Installation of wheel washers or gravel
27 construction entrances where vehicles enter and exit
28

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. (Final EIR, p. 1.0-15.) Posting and enforcement of traffic speed limits of 25 miles per hour or less on all unpaved roads. (Final EIR, p. 1.0-15.)

v. Mitigation Measure Air 3e: No more than one plot plan site (Plot Plan No. 16979, Plot Plan No. 17788, Plot Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan No. 18879) shall be graded at one time in order to reduce the total daily emission of fugitive dust. Approval of a grading schedule shall be submitted to the Department of Building and Safety's Grading Division prior to issuance of a grading permit. (Final EIR, p. 1.0-15.)

vi. Mitigation Measure Air 3f: Prior to issuance of grading permit, the project developer shall post contact information on the construction site for the public to call if specific air quality issues arise.

vii. Mitigation Measure Air 4: Project-generated trucks shall be instructed to avoid residential areas and schools. (Draft EIR, p. 4.3-67.)

viii. Mitigation Measure Air 5: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them. Trucks shall be equipped to connect with the electrical hookups provided and be prohibited from running TRUs when the truck is not in use. (Final EIR, p. 3.0-9.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

- ix. Mitigation Measure Air 6: Service equipment at the facilities will be either low-emission propane powered or electric. (i.e., forklifts). (Draft EIR, p. 4.3-67.)
- x. Mitigation Measure Air 7: Prohibit all vehicles from idling in excess of five minutes. (Draft EIR, p. 4.3-67.)
- xi. Mitigation Measure Air 8: In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other State programs that restrict the operation to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles. (Draft EIR, p. 4.3-67.)
- xii. Mitigation Measure Air 9: Provide specific entrances and exits that minimize truck emissions to homes. (Draft EIR, p. 4.3-67.)
- xiii. Mitigation Measure Air 10: Implement signal synchronization to improve track flow. (Draft EIR, p. 4.3-68.)
- xiv. Mitigation Measure Air 11: Each plot plan proponent shall be responsible for providing information about park-and-ride programs for employees. (Draft EIR, p. 4.3-68.)
- xv. Mitigation Measure Air 12: The Project developer on each plot plan shall provide information to building occupants on incentives and programs related to low-sulfur fuels and particulate traps, as well as other technologies available to business or truck fleets that reduce diesel particulate matter

1 created by the SCAQMD. (Draft EIR, p. 4.3-68.)

2
3 xvi. Mitigation Measure Air 13: Although the nature of the
4 Project does not include the use of many appliances, if
5 appliances are installed, they will be new; and therefore, in
6 compliance with the most current energy usage standards.
7 (Draft EIR, p. 4.3-68.)

8 xvii. Mitigation Measure Air 14: In order to promote energy
9 efficiency and reduce energy consumption, the
10 developer/successor-in-interest shall supply building
11 occupants and businesses with information on energy
12 efficiency and/or Energy Services Companies. (Final EIR,
13 p. 1.0-16.)

14 xviii. Mitigation Measure Air 15: The Project developer of each
15 plot plan shall designate parking spaces for high-occupancy
16 vehicles and provide larger parking spaces to accommodate
17 vans used for ride sharing. Proof of compliance will be
18 required prior to the issuance of occupancy permits. (Final
19 EIR, p. 1.0-16.)

20 U. Noise

21 1. Impacts:

22 The proposed Project would not expose people residing or working in the Project
23 area to excessive noise levels from a public airport or public use airport within
24 two miles of the Project site or a private airstrip within vicinity of the Project site,
25 as none are present. (Draft EIR, p. 4.11-8.) The proposed Project is not located
26 within two miles of a public airport or public use airport and is not in the vicinity
27 of a private airstrip. Therefore, the Project will not expose people residing or
28 working in the Project area to excessive airport-related noise levels, there will be

1 no impact, and no Project-specific mitigation measures are required since no
2 significant adverse impacts are anticipated.

3 The proposed Project would not expose people residing or working in the Project
4 area to excessive railroad noise levels, as railroad noise levels will be less than
5 significant. (Draft EIR, p. 4.11-8.) There are existing rail spurs within the Project
6 site, and trains create intermittent noise impacts, but the distance and the quantity
7 of existing structures between the Project site and the railroad are expected to
8 provide adequate noise attenuation to the Project site for railroad noise. Potential
9 impacts from railroad noise will be less than significant, and no Project-specific
10 mitigation measures are required since no significant adverse impacts are
11 anticipated.

12 The proposed Project would not result in a substantial permanent increase in
13 ambient noise levels in the Project vicinity above levels existing without the
14 Project. (Draft EIR, p. 4.11-9.) The RCIP General Plan utilizes a threshold of 5
15 dBA as criterion for substantial change in noise. Off-site noise impacts would
16 derive primarily from traffic, which would be superimposed upon an existing
17 elevated baseline at locations away from the Project site. Impacts would therefore
18 be primarily cumulative in nature. Traffic noise was calculated along 23 area
19 roadways, with the maximum Project-related noise increase is +8 dB along
20 Hopkins Street east of Etiwanda Avenue, along industrial property where the
21 noise/land use standard is 75 dB(A) CNEL. There are no sensitive receptors
22 along Hopkins Street. Since the "with Project" traffic noise level of 68 dB(A)
23 CNEL at 100 feet from the centerline will only be experienced by industrial uses
24 rather than sensitive receptors and the noise level falls within acceptable ranges
25 and will not significantly impact any adjacent land uses. Near Mira Loma
26 Village, the Project-related noise contribution is 0 to 1 dB(A) CNEL, which is
27 undetectable for humans, and thus Project-related traffic noise impacts at noise-
28

1 sensitive land uses are less than significant, and no Project-specific mitigation
2 measures are required.

3 Without mitigation, the proposed Project was determined to not result in a
4 substantial temporary or periodic increase in ambient noise levels above levels
5 existing without the Project. Therefore, construction-related noise impacts will be
6 less than significant. (Draft EIR, pp. 4.11-13; see also Final EIR, p. 1.0-56
7 [noting less than significant prior to mitigation].) Construction noise generates
8 temporary ambient noise from transport of workers and construction equipment to
9 the Project area and operation of equipment. Transportation will increase noise
10 on access roads in high single-event noise exposure potential from passing trucks
11 (*i.e.*, to 87 L_{max} dBA at 50 feet). Truck traffic on public roads is regulated by
12 federal and state governments and exempt from local government regulations.
13 Therefore, short-term construction-related noise associated with worker commute
14 and equipment transport to the Project site will be less than significant. (Draft
15 EIR, p. 4.11-11.) Excavation, grading and building erection on the Project site is
16 performed in discrete steps, each with its own noise characteristics and levels.
17 The worse-case combined noise level at the sensitive receptors during this phase
18 of construction would be 91 dBA L_{max} at a distance of 50 feet from an active
19 construction area. (Draft EIR, p. 4.11-12.) Actual construction noise levels at
20 each sensitive receptor may be somewhat less depending upon several factors: 1)
21 the distance between construction activity and the sensitive receptors, 2) the types
22 of equipment used, and 3) the hours of construction operations, among others.
23 (Draft EIR, pp. 4.11-12 to 13.) At the nearest residence from the center of the
24 Project site (around 1,000 feet) peak noise levels during construction will be
25 around 64 dB(A). Such levels will be noticeable above the background, but
26 comparable to existing single-event noise from trucks, aircraft, etc. For three of
27 the Project developments (Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan
28

1 No. 18879), the distance between the nearest construction activities and occupied
2 residences may be less than 100 feet, with peak noise levels as high as 85 dB(A,
3 which would adversely affect both outdoor uses of yards or patios, or indoor uses
4 such as sleeping, reading or having a quiet conversation. Noise impacts would be
5 significant if they caused a violation of any adopted standards. However,
6 Riverside County Ordinance No. 847, Section 2 specifically exempts motor
7 vehicles (other than off-highway vehicles) and private construction Projects
8 located within one-quarter of a mile from an inhabited dwelling provided that
9 construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during
10 the months of June through September or between the hours of 6:00 p.m. and 7:00
11 a.m. during the months of October through May. Riverside County Community
12 Health Agency, Department of Public Health concluded that based upon their
13 calculations, the recommendations should provide sufficient attenuation to reduce
14 the exterior noise levels to below 65 dB(A) during the day and 45 dB(A) at night.
15 (See Draft EIR, Appendix I.) Due to compliance with the ordinance,
16 construction-related noise impacts will be less than significant. Nonetheless, the
17 recommendations of the Department of Public Health are further included as
18 mitigation measures MM Noise 1, MM Noise 5, MM Noise 6, and MM Noise 7.
19 (Draft EIR, p. 4.11-13; see *infra* discussion of Mitigation.) MM Noise 1 pertains
20 to construction noise and highlights the requirements imposed by Section 1.G.1 of
21 Riverside County Ordinance No. 457. Although the impacts are already less than
22 significant, additional mitigation measures have been added to further reduce
23 construction-related noise through MM Noise 2 requiring maintenance of proper
24 mufflers on equipment, and MM Noise 3 and MM Noise 4, assuring that
25 construction staging and equipment operation areas are not located close to
26 existing sensitive receptors. (Draft EIR, p. 4.11-13.)

27 Even without mitigation, the Project would not likely expose persons to an
28

1 excessive amount of vibration or groundborne noise impacts. Construction
2 activity can result in varying degrees of ground vibration that spread through the
3 ground and diminish in strength with distance. Sensitive receptors that may be
4 affected by construction-related vibration associated with the proposed Project
5 include residences located to the east and south of the Project boundary. The use
6 of heavy construction equipment generates vibration levels that would not exceed
7 the annoyance threshold of 80 Vdb. The nearest sensitive receptor is the Mira
8 Loma Village residential development located south and west of the Project site.
9 Vibration levels at these receptors would not exceed the potential building
10 damage threshold of 0.5 PPV. (Draft EIR, p. 4.11-19.) The majority of
11 construction activity would be more than 60 feet from these residential structures
12 and would not be considered annoying and would comply with Riverside County
13 Ordinance No. 457, Section 1.G.1, which requires that whenever a construction
14 site is within one-quarter mile of an occupied residence or residences, no
15 construction activities shall be undertaken between the hours of 6 p.m. and 6 a.m.
16 during the months of June through September and between the hours of 6 p.m.
17 and 7 a.m. during the months of October through May. Compliance with this
18 regulatory requirement would further minimize potential impacts due to
19 construction-related vibration. Therefore, potential impacts upon persons or
20 structures due to construction-related vibration will be considered less than
21 significant. (Draft EIR, p. 4.11-18.) Although the impacts will be less than
22 significant, the incorporation of MM Noise 1 further ensure that impacts remain
23 less than significant by highlighting the requirement for complying with Riverside
24 County Ordinance No. 457. (Draft EIR, p. 4.11-18.)
25 Without mitigation, the Project may expose persons to or generate noise levels in
26 excess of standards established in the local general plan or noise ordinance, or
27 applicable standards of other agencies. The baseline noise levels are under the
28

1 required 75 dB(A) CNEL threshold and are acceptable for the proposed Project.
2 The presence of State Route 60 and adjacent existing industrial uses are
3 anticipated to act as a buffer to mask any of the noise effects from the Project site.
4 Near any Mira Loma Village residences along site access roads, the Project-
5 related noise contribution of 0 to 1 dB(A) CNEL is undetectable for humans.
6 Project-related traffic noise impacts at any noise-sensitive land uses are therefore
7 less than significant. (Draft EIR, p. 4.11-16.) Operations have potential to create
8 adverse noise impacts from loading operations or truck movements. Nighttime
9 dock operations would be sufficient for the impact to be significant, unless
10 mitigated and exacerbated if trailers are delivered or picked up at night. Daytime
11 operational noise is not considered a source of significant impact if a barrier
12 shields the visibility of the loading activity from any ground-floor observers.
13 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
14 alternatives have been required in, or incorporated into, the Project which avoid or
15 substantially lessen the significant environmental effect identified in the Final
16 EIR. (Draft EIR, pp. 4.11-16 to 17.) Mitigation measures MM Noise 5, MM
17 Noise 6, MM Noise 7, MM Noise 8, and MM Noise 9 would reduce or eliminate
18 impacts related to the Project exceeding Riverside County General Plan standards.
19 Mitigation Measure MM Noise 9 requires no nocturnal activities at Plot Plan Nos.
20 18876 and 18877, near the residences. (Draft EIR, p. 4.11-17; see *infra*
21 discussion of MM Noise 9.) Due to building orientation, intervening land uses
22 and the orientation of the nearest residences, the noise impacts from potential
23 nocturnal operations associated with Plot Plan No. 18879, Plot Plan No. 17788
24 and Plot Plan No. 16979 will be mitigated to below the level of significance
25 through implementation of the remaining mitigation measures. MM Noise 5
26 indicates the county's nighttime/daytime noise standards, MM Noise 6 requires
27 the placement of an 8-foot noise barrier for certain activities and distances from
28

1 residences, MM Noise 7 requires further acoustic analysis to evaluate the
2 effectiveness of mitigation measures, and MM Noise 8 prohibits nocturnal loading
3 activities within certain distances from residences. (Draft EIR, p. 4.11-17; Final
4 EIR, p. 1.0-57.) Implementation of the above-listed mitigation measures will
5 reduce these potential operational noise effects to below the level of significance.
6 (Draft EIR, pp. 4.11-17, 4.11-20; see *supra* discussion regarding mitigation
7 measures.)

8 Although mitigation measures MM Noise 1 through MM Noise 9 would help
9 reduce noise impacts from the proposed Project, but not to a level of less than
10 significant, (see *infra* discussion of MM Noise 1 through MM Noise 9; Draft EIR,
11 pp. 4.11-19 to 4.11-20), the Project will have cumulative impacts associated with
12 noise because the existing noise environment already exceeds County standards
13 without incorporation of the proposed Project and the Project will be adding to
14 that noise environment. While mitigation measures have been incorporated which
15 will reduce Project-related noise impacts to less than significant levels, no
16 mitigation measures have been included in the Project that can reduce the
17 proposed Project's contribution to a cumulative impact related to the already
18 noisy environment. (Draft EIR, pp. 6.0-22 to 6.0-23.)

19 Implementation of the Riverside County General Plan would result in potential
20 Project-related long-term vehicular noise that would affect sensitive land uses
21 along roads. New development, particularly residential uses along and adjacent to
22 major transit corridors, could be exposed to excessive traffic-related and railroad
23 noise levels. RCIP General Plan build-out could also expose sensitive receptors
24 to stationary noise sources such as industrial and/or commercial uses. However,
25 implementation of RCIP General Plan policies and RCIP General Plan EIR
26 mitigation measures would reduce these impacts to less than significant levels.
27 Implementation of the RCIP General Plan would not result in significant
28

1 unmitigated cumulative noise levels, and thus would not substantially contribute
2 to cumulative noise impacts. (Draft EIR, p. 6.0-22.)

3 Construction of the proposed Project would result in short-term noise impacts that
4 can be mitigated to less than significant with controls on construction time periods
5 and equipment use. These noise impacts are not regarded as cumulatively
6 significant. (Draft EIR, p. 6.0-22.)

7 Impacts associated with vehicles coming to and leaving the proposed Project
8 include increases in noise levels along roadways in the Project vicinity. This
9 would affect land uses along specific streets and could be adverse for sensitive
10 land uses. However, the County requires that noise impacts and mitigation be
11 analyzed at full capacity of the roadways. Thus, individual Projects would
12 provide noise control beyond existing noise levels in anticipation for future
13 development. As such, individual Project mitigation would serve to reduce
14 Project related noise impacts to less than significant levels. (Draft EIR, p. 6.0-22.)

15 However, because the existing noise environment already exceeds County
16 standards without incorporation of the proposed Project, and since the Project will
17 be adding to that noise environment, the Project will have cumulative impacts
18 associated with noise. (Draft EIR, p. 6.0-22.)

19 Mitigation measures have been incorporated which will reduce Project-related
20 noise impacts to less than significant levels. No mitigation measures have been
21 included in the Project that can reduce the Project's contribution to a cumulative
22 impact related to the already noisy environment. (Draft EIR, p. 6.0-22.) After
23 incorporation of mitigation measures, the Project noise impacts will be reduced to
24 levels below significance. However, cumulative impacts remain, and a Statement
25 of Overriding Considerations will be required prior to Project approval. (Draft
26 EIR, p. 6.0-23.) Pursuant to State CEQA Guidelines section 15091, subdivision
27 (a)(3), specific economic, legal, social, technological or other considerations,
28

1 including provision of employment opportunities for highly trained workers,
2 make infeasible the mitigation measures or Project alternatives identified in the
3 Final EIR.

4 2. Mitigation:

5 The proposed Project has been modified to mitigate or avoid these potentially
6 significant impacts by the following mitigation measures, which are hereby
7 adopted and will be implemented as provided in the Mitigation, Monitoring, and
8 Reporting Program.

- 9
- 10 a. Mitigation Measure Noise 1: To reduce construction-related noise, site
11 preparation, grading and construction activities within one-quarter mile of
12 occupied residences shall be limited to those hours as set forth in Section
13 1.G.1 of Riverside County Ordinance No. 457. (Draft EIR, pp. 4.11-19.)
- 14 b. Mitigation Measure Noise 2: All construction equipment, fixed or mobile,
15 shall be equipped with properly operating and maintained mufflers. (Draft
16 EIR, pp. 4.11-19.)
- 17 c. Mitigation Measure Noise 3: Construction staging areas shall not be
18 located within 200 feet of any occupied residence. (Draft EIR, pp. 4.11-
19 19.)
- 20 d. Mitigation Measure Noise 4: No combustion powered equipment, such as
21 pumps or generators, shall be allowed to operate within 500 feet of any
22 occupied residence unless the equipment is surrounded by a noise
23 protection barrier. (Draft EIR, pp. 4.11-19.)
- 24 e. Mitigation Measure Noise 5: Facility-related noise must not exceed the
25 following worst-case noise levels 45dB(A) – 10 minute noise equivalent
26 level ("leq"), between the hours of 10 p.m. to 7 a.m. (nighttime standard)
27 and 65 dB(A) – 10 minute leq, between 7 a.m. and 10 p.m. (daytime
28 standard) as measured at any habitable dwelling, hospital, school, library,

1 nursing home or other similar noise sensitive land use. (Draft EIR, p.
2 4.11-20.)

3
4 f. Mitigation Measure Noise 6: An 8-foot high perimeter barrier shall be
5 required if nocturnal (10 p.m. to 7 a.m.) loading dock materials handling
6 activities are conducted within 300 feet of any residence. If nocturnal
7 trucking activities are conducted simultaneously with the operation of the
8 warehouse/loading dock, the 8-foot-high barrier shall be required if such
9 combined activities occur within 600 feet of an existing home. These wall
10 heights can be reduced by performing a subsequent acoustical analysis
11 after the final grading plan is complete. (Draft EIR, p. 4.11-20.)

12 g. Mitigation Measure Noise 7: Prior to the issuance of building permits for
13 Plot Plan No. 16979 and Plot Plan No. 18879, an acoustical analysis shall
14 be submitted for the Plot Plan for which a building permit is being
15 requested to the Riverside County Planning Department and the Riverside
16 County Department of Public Health, Office of Industrial Hygiene
17 verifying that the perimeter barrier required by mitigation measure MM
18 Noise 6, above, reduces potential nocturnal (10 p.m. to 7 a.m.) noise
19 impacts for that Plot Plan to noise levels mandated by Riverside County
20 Ordinance No. 847. If the acoustical analysis determines that a higher
21 perimeter barrier is required to bring nocturnal noise impacts to Riverside
22 County Ordinance No. 847 levels, the required perimeter barrier shall be
23 raised, as required by the acoustical analysis, to a maximum height of 12
24 feet to reduce potential noise impacts to Ordinance No. 847 levels. (Draft
25 EIR, p. 4.11-20.)

26 h. Mitigation Measure Noise 8: No nocturnal loading/unloading shall occur
27 within 100 feet of any residence. No combined trucking movements and
28 unloading/loading shall occur within 200 feet of any residence from 10

1 p.m. to 7 a.m. (Draft EIR, p. 4.11-20.)

- 2 i. Mitigation Measure Noise 9: No nocturnal operations within Plot Plan
3 No. 18876 and Plot Plan No. 18877 shall take place between the hours of
4 10 p.m. and 7 a.m. (Draft EIR, p. 4.11-20.)

5 V. Transportation and Traffic

6 1. Impacts:

7 The proposed Project would not result in a change in air traffic patterns, including
8 either an increase in traffic levels or a change in location that results in substantial
9 safety risks (Draft EIR, p. 4.15-17.) The Project site is located approximately 8
10 miles from the nearest airport, Ontario International Airport, and does not fall
11 within any airport influence area. The proposed Project does not include any
12 components that could alter air traffic patterns at Ontario or any other airport.
13 This issue is considered to be less than significant and no mitigation measures are
14 required.

15 The proposed Project would not result in inadequate emergency access. (Draft
16 EIR, p. 4.15-18.) The proposed Project is the construction and operation of
17 industrial buildings, roadways are already developed and provide adequate
18 emergency access, and the Project site will be developed pursuant to all County of
19 Riverside conditions of approval and permits related to emergency access. This
20 issue is considered to be less than significant and no mitigation measures are
21 required.

22 The proposed Project would not result in inadequate parking. (Draft EIR, p. 4.15-
23 18.) The proposed Project requires parking spaces in accordance with the parking
24 requirements contained in Riverside County's Zoning Ordinance No. 348 and will
25 meet these standards by providing the 1,158 required parking spaces. As
26 currently proposed on the plot plans, 1,417 spaces will be provided, exceeding the
27 amount of required parking spaces by approximately 259 spaces. This issue is
28

1 considered to be less than significant, and no mitigation measures are required.
2 The proposed Project would not conflict with adopted policies, plans, or programs
3 supporting alternative transportation. (Draft EIR, pp. 4.15-18 to 4.15-20.) The
4 proposed Project is in an industrial park, and the Project will increase truck traffic.
5 One proposed plot plan provides bike racks, promoting the use of an alternative
6 mode of transportation for future employees. The County of Riverside also
7 provides park and ride facilities within the County, to promote carpooling. The
8 Project site currently is not serviced by the RTA. The RTA has determined that
9 based upon existing and future transit plans for the proposed Project's service
10 area; no additional developer-installed transit amenities are required. Impacts
11 related to adopted policies, plans, or programs supporting alternative forms of
12 transportation are therefore considered less than significant, and no Project-
13 specific mitigation measures are required. Regardless, additional mitigation
14 measure MM Trans 8 is provided to include bicycle racks promoting alternative
15 transportation. This mitigation measure will help ensure that this potential impact
16 threshold remains below the level of significance. (See *infra* discussion regarding
17 MM Trans 8; Draft EIR, p. 4.15-20.)

18 The proposed Project would not alter waterborne, rail or air traffic. (Draft EIR, p.
19 4.15-19.) It does not include any waterborne, rail or air traffic, and will not
20 require the alteration of such traffic. Therefore, there will be no impacts, and no
21 Project-specific mitigation measures are required.

22 The proposed Project would not cause an effect upon, or a need for new or altered
23 maintenance of roads. (Draft EIR, p. 4.15-19.) It will not involve the
24 construction of public roadways. There may be potential impacts to existing
25 roadways resulting in the need for increased road maintenance from increased
26 truck traffic, but this is addressed through County conditions of approval, plan
27 check and permit procedures, and code enforcement practices, therefore impacts
28

1 upon public facilities, such as roads, will be less than significant, and no Project-
2 specific mitigation measures are required.

3
4 The proposed Project would not cause an effect upon circulation during the
5 Project's construction. (Draft EIR, p. 4.15-19.) Considering the temporary nature
6 of construction activity, the nature of traffic circulation in the Project area, and
7 established County requirements for traffic control on public roadways during
8 construction, there will be no impacts upon circulation during the Project's
9 construction, and no Project-specific mitigation measures are required.

10 The proposed Project would not significantly impact planned or existing bike
11 trails in the study area. (Draft EIR, p. 4.15-19.) RCIP General Plan identifies the
12 location of trails and bikeways. There are no existing or planned bike trails in the
13 area. Therefore, no impact will occur to bike trails due to the development of the
14 Project, and no Project-specific mitigation measures are required.

15 Without mitigation, the proposed Project may exceed, either individually or
16 cumulatively, a level of service standard established by the county congestion
17 management agency for designated roads or highways. When all six plot plans
18 are implemented, the proposed Project is expected to generate 8,540 total daily
19 trip-ends, including 1,018 trip-ends during the AM Peak hour and 933 trip-ends
20 during the PM Peak hour. When the Project is added to the other Projects, four
21 additional intersections fail the LOS standards, without improvements. (Draft
22 EIR, pp. 4.15-16 to 17.) All Project study intersections experience some LOS
23 degradation with the implementation of the Project as compared to existing
24 conditions. (Draft EIR, p. 4.15-17.) Pursuant to State CEQA Guidelines section
25 15091, subdivision (a)(1), changes or alternatives have been required in, or
26 incorporated into, the Project which avoid or substantially lessen the significant
27 environmental effect identified in the Final EIR. Mitigation measures MM Trans
28 1 through MM Trans 8 will be required to reduce the significant impacts through

1 improvements from installation of signs and signals, and the alteration of
2 intersections, as well as the payment of mitigation fees for assisting with off-site
3 improvements and through installing bike racks to facilitate alternative modes of
4 transportation. (See *infra* discussion regarding mitigation.) Once these mitigation
5 measures are implemented, impacts will be reduced to less than significant.
6 (Draft EIR, p. 4.15-17.) After the implementation of the mitigation measures, the
7 potential significant adverse environmental impacts are reduced to below the
8 threshold of significance. (Draft EIR, p. 4.15-21.)

9 Without mitigation, the Project may cause an increase in traffic which is
10 substantial in relation to the existing traffic load and capacity of the street system.
11 The Project will contribute to the overall violation of County LOS standards in
12 ten of the nineteen study area intersections. However, six of the intersections will
13 violate the LOS standards even without the construction of the Project. Pursuant
14 to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
15 alternatives have been required in, or incorporated into, the Project which avoid or
16 substantially lessen the significant environmental effect identified in the Final
17 EIR. Mitigation measures MM Trans 1 through MM Trans 8 will be required to
18 reduce the significant impacts by improvement of signs, signals, and intersections,
19 as well as the payment of mitigation fees for assisting with off-site improvements
20 and through installing bike racks to facilitate alternative modes of transportation.
21 (See *infra* discussion regarding mitigation; Draft EIR, pp. 4.15-17; 4.15-19 to 20.)
22 The Project will be required to pay development and impact fees (*i.e.*, TUMF and
23 RBBB) to fund improvements cumulatively necessitated by area development .
24 Once mitigation measures are implemented, impacts will be reduced to less than
25 significant. (Draft EIR, pp. 4.15-17; 4.15-19 to 4.15-20.)

26 Without mitigation, the Project may substantially increase hazards due to a design
27 feature or incompatible uses related to the residential traffic associated with the
28

1 Mira Loma Village neighborhood. The proposed six plot plans will be similar
2 and compatible with uses within the existing development, as well as with the
3 other existing industrial development to the north and west. The increased truck
4 traffic generated by the Project may create a hazard or increase incompatible uses
5 related to the residential traffic associated with the Mira Loma Village
6 neighborhood. (Draft EIR, p. 4.15-17.) The proposed Project will be conditioned
7 to improve various segments of surrounding roadways, which will lessen hazards
8 related to trucks traveling on roadways near smaller vehicles. Pursuant to State
9 CEQA Guidelines section 15091, subdivision (a)(1), changes or alternatives have
10 been required in, or incorporated into, the Project which avoid or substantially
11 lessen the significant environmental effect identified in the Final EIR. Mitigation
12 measures MM Trans 1 through MM Trans 8 will be required to reduce the
13 significant impacts by improvement of signs, signals, and intersections, as well as
14 the payment of mitigation fees for assisting with off-site improvements and
15 through installing bike racks to facilitate alternative modes of transportation. (See
16 *infra* discussion regarding mitigation; Draft EIR, pp. 4.15-18 to 4.15-20.) After
17 the implementation of the mitigation measures, the potential significant adverse
18 environmental impacts are reduced to below the threshold of significance. (Draft
19 EIR, p. 4.15-21.)

20 The proposed Project will pay fees to mitigate the Project's impact on cumulative
21 traffic levels; however, the actual construction schedule for required off-site
22 improvements is unknown, and as a result, the Project's impacts will remain
23 significant and unavoidable. (Draft EIR, p. 6.0-26.) Mitigation measures MM
24 Trans 1 through MM Trans 8 would help reduce traffic impacts from the proposed
25 Project, but will not reduce the cumulative impacts to a level of less than
26 significant. (See *infra* discussion in the findings for MM Trans 1 through MM
27 Trans 8; Draft EIR, pp. 4.15-19 to 20.)
28

1 Build-out of the RCIP General Plan has the potential to degrade roadway and
2 freeway performance below applicable performance standards. However,
3 implementation of RCIP General Plan policies and RCIP General Plan EIR
4 mitigation measures would reduce a majority of the potential impacts on the
5 County's arterial transportation and circulation system to less than significant.
6 However, at some locations, Level of Service threshold LOS D will not be met
7 and the impact will be considered significant. Cumulative impacts will also
8 remain significant at some locations. (Draft EIR, p. 6.0-24.)
9

10 Vehicle trips from the Project and related Projects would create or add to traffic
11 congestion on State Route 60 and Interstate 15, and selected roadway segments
12 and intersections. Adverse impacts to the circulation network would occur if
13 roadway improvements and trip reduction measures and programs are not
14 implemented. The existing level of service for the study area intersections vary
15 from LOS A to F. The following intersections currently operate at an
16 unacceptable level of service: SR-60 Westbound On-Ramp/ Mission Boulevard;
17 SR-60 Eastbound Off-Ramp/ Mission Boulevard; Etiwanda Avenue/ Inland
18 Avenue; Etiwanda Avenue/ Airport Drive – Slover Avenue(Draft EIR, p. 6.0-25.).
19 The effect of Project-generated traffic is that all the studied intersections will have
20 longer delay due to the inclusion of traffic-generated traffic, absent the
21 incorporation of off-site improvements. (Draft EIR, p. 6.0-25.)

22 Following implementation of area-wide offsite improvements as required by
23 identified mitigation measures, delays at study area intersections will be
24 substantially reduced and all of the intersections within the study area will operate
25 at LOS D or better. In future conditions, including the cumulative impact of
26 development within the Project area, intersections within the study area will
27 operate at LOS D or better following implementation of area-wide offsite
28 improvements. (Draft EIR, p. 6.0-25.)

1 Mitigation measures have been incorporated which will reduce Project-related
2 traffic impacts to less than significant levels. Increases in traffic brought about by
3 new development can be mitigated through payment of mitigation fees and
4 County-wide and Project-level roadway improvements. (Draft EIR, p. 6.0-26.)
5 The cumulative effects of the Project can be reduced by the payment of fees (e.g.,
6 TUMF, DIF). These fees may be used by the County to upgrade intersections and
7 roadway segments. Although the development will pay fees to mitigate
8 cumulative impacts, the actual construction of the required off-site improvements
9 cannot be determined with certainty. Thus, it is possible that the required
10 improvements will not be constructed in time to mitigate the Project's cumulative
11 impacts to below the level of significance. Therefore, after mitigation, the
12 Project's cumulative traffic impacts will remain significant. Adoption of a
13 Statement of Overriding Considerations will be required prior to Project approval.
14 (Draft EIR, p. 6.0-26.)

15 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(3), specific
16 economic, legal, social, technological or other considerations, including provision
17 of employment opportunities for highly trained workers, make infeasible the
18 mitigation measures or Project alternatives identified in the Final EIR.

19 2. Mitigation:

20 The proposed Project has been modified to mitigate or avoid these potentially
21 significant impacts by the following mitigation measures, which are hereby
22 adopted and will be implemented as provided in the Mitigation, Monitoring, and
23 Reporting Program.

- 24 a. Mitigation Measure Trans 1: Modify the intersection of Etiwanda Avenue
25 and Hopkins Street to include the following geometrics: Northbound: One
26 left-turn lane, Two through lanes, and One shared through and right-turn
27 lane; Southbound: One left-turn lane, Two through lanes, and One shared
28

1 through and right-turn lane; Eastbound: One left-turn lane, and One shared
2 through and right-turn lane; and Westbound: One left-turn lane, and One
3 shared through and right-turn lane. (Draft EIR, pp. 4.15-19.)

- 4
- 5 b. Mitigation Measure Trans 2: Install a traffic signal at the intersection of
6 Etiwanda Avenue and Inland Avenue to include the following geometrics:
7 Northbound: One left-turn lane, Two through lanes, One shared through
8 and right-turn lane; Southbound: One left-turn lane, Two through lanes,
9 and One shared through and right-turn lane; Eastbound: One shared left-
10 turn, through, right-turn lane; Westbound: One shared left-turn, through,
11 and right-turn lane. (Draft EIR, pp. 4.15-20.)
- 12 c. Mitigation Measure Trans 3: Install stop signs at all Project driveways
13 exiting onto De Forest Circle, Noble Court, and Dulles Drive. (Draft EIR,
14 pp. 4.15-20.)
- 15 d. Mitigation Measure Trans 4: Sight distance at the Project entrance
16 roadway shall be reviewed with respect to standard County of Riverside
17 sight distance standards at the time of preparation of final grading,
18 landscape and street improvement plans. (Draft EIR, pp. 4.15-20.)
- 19 e. Mitigation Measure Trans 5: Participate in the phased construction of off-
20 site traffic signals through payment of traffic signal mitigation fees. (Draft
21 EIR, pp. 4.15-20.)
- 22 f. Mitigation Measure Trans 6: Signing/striping should be implemented in
23 conjunction with detailed construction plans for the Project site. (Draft
24 EIR, pp. 4.15-20.)
- 25 g. Mitigation Measure Trans 7: The Project will participate in the cost of
26 off-site improvements through payment of the Transportation Uniform
27 Mitigation Fee (TUMF), the Traffic Signal Mitigation Fee, the Mira Loma
28 Road and Bridge Benefit District (RBBB), Zone A, and site development

1 impact fees. These fees shall be collected and utilized as needed by the
2 County of Riverside to construct the improvements necessary in the
3 Project influence area to maintain the required level of service and build
4 roads to the general plan build-out level. (Draft EIR, pp. 4.15-20.)

- 5 h. Mitigation Measure Trans 8: Install bike racks on all six of the plot plans.
6 (Draft EIR, pp. 4.15-20.)
7

8 **BE IT FURTHER RESOLVED** by the Planning Commission that it has considered the
9 following alternatives identified in EIR No. 450 in light of the environmental impacts which cannot be
10 fully mitigated, avoided or substantially lessened and has rejected those alternatives as infeasible for the
11 reasons hereinafter stated:

12 A. No Project Alternative

- 13 1. Under Section 15126.6(e)(2) of the CEQA Guidelines, the “No Project”
14 alternative should consider what would be reasonably expected to occur in the
15 foreseeable future if the project were not approved, based upon the site’s existing
16 zoning, General Plan designation, and ability to be served with available
17 community services. The No Project Alternative assumes that no development
18 would occur on the site, including the submitted proposals for Plot Plan Nos.
19 17788, 16979, 18875, 18876, 18877, and 18879 within the foreseeable future.
20 (Draft EIR, p. 6.0-33.)
- 21 2. For aesthetics impacts, the No Project Alternative is better as compared to the
22 proposed Project. No change in visual characteristics of Project site and thus no
23 significant impact.
- 24 3. For air quality impacts, the No Project Alternative is better as compared to the
25 proposed Project. No development will not result in increase in ambient air
26 quality conditions.
- 27 4. The No Project Alternative is better as compared to the proposed Project with
28 regards to biological impacts. No loss of Burrowing Owl habitat and raptor

1 foraging habitat and thus no significant impact.

- 2
- 3 5. The No Project Alternative's cultural resources impact is the same as compared to
- 4 the proposed Project. No loss of known or unknown cultural resource sites. No
- 5 significant impact.
- 6 6. The No Project Alternative's geology and soils impact is the same as compared to
- 7 the proposed Project. No significant impact.
- 8 7. The No Project Alternative's hazards and hazardous materials impact is better as
- 9 compared to the proposed Project. No potential for hazardous materials or
- 10 emissions from the Project site, although the Project site would likely continue to
- 11 be the location of illegal dumping of debris, household waste, tires and other
- 12 materials.
- 13 8. For hydrology and water quality impacts, the No Project Alternative is better as
- 14 compared to the proposed Project. No change in Project site runoff and runoff
- 15 from paved parking areas and streets, contaminated with oil and grease, heavy
- 16 metals and sediment will be avoided. Less than significant impacts.
- 17 9. The No Project Alternative's land use/planning impacts are worse as compared to
- 18 the proposed Project. Not consistent with Jurupa Community Plan, and not
- 19 consistent with existing zoning.
- 20 10. The No Project Alternative's mineral resources impact is the same as compared to
- 21 the proposed Project. No mineral resource potential for the Project site and thus
- 22 no environmental impacts.
- 23 11. The No Project Alternative's noise impact is better as compared to the proposed
- 24 Project. No construction related noise. Existing use will not add additional noise
- 25 to existing noise environment. There will be no cumulative impacts.
- 26 12. For the population and housing impact, the No Project Alternative is worse as
- 27 compared to the proposed Project. No benefit to jobs to housing ratio.
- 28 13. The No Project Alternative's impact to public services is worse as compared to

1 the proposed Project. No impacts upon fire services, sheriff services, libraries and
2 schools. But no fair share mitigation fees paid pursuant to Ordinance No. 659 and
3 State- mandated school impact fees will be paid.

4 14. The No Project Alternative's recreation impact is worse as compared to the
5 proposed Project. Will have no impact upon existing recreational facilities. But
6 no fair share mitigation fees for regional parks and trails pursuant to Ordinance
7 No. 659 will be paid.

8 15. The No Project Alternative's impact on transportation and traffic is better as
9 compared to the proposed Project. No generation of new daily trips and therefore
10 no impact upon the Level of Service on existing area roads. But there would be
11 no payment of fair share fees for regional improvements.

12 16. The No Project Alternative's impact on utilities is better as compared to the
13 proposed Project. Will not result in increases in solid waste amounts. However,
14 the No Project Alternative is the same with respect to water and sewer services as
15 there would be no significant effect on water and sewer services.

16 17. The No Project Alternative's regional element impact is worse as compared to the
17 proposed Project. The No Project Alternative will not generate any jobs to
18 improve area's jobs/housing ratio. No significant impact.

19 18. Of the alternatives evaluated, the No Project Alternative is the environmentally
20 superior alternative with respect to reducing impacts created by the proposed
21 Project. (CEQA Guidelines, § 15126.6, subd. (e)(2).)

22 19. Although the No Project Alternative is environmentally superior to the proposed
23 Project, it fails to meet the several Project objectives, and thus is not being further
24 considered for development in lieu of the proposed Project. (Draft EIR, p. 6.0-
25 56.)

26 B. Di Tommaso Property Alternative Site

27 1. This alternative considers the development of the proposed Project on an
28

1 alternative site: the Di Tommaso property, in western Riverside County, located
2 in the Mira Loma area, east of Interstate 15, north of Galena Street and west of
3 Wineville Road. (Draft EIR, p. 6.0-39.)

- 4
- 5 2. For aesthetic impacts, the Di Tommaso Property Alternative Site is worse as
6 compared to the proposed Project. This alternative will result in the development
7 of vacant parcels with business park and warehouse/ distribution buildings. But
8 the Project design will not be subject to design and landscaping guidelines in the
9 MLCC Design Guidelines. (See discussion on Draft EIR pages 1.0-14, 3.0-18,
10 6.0-32, and Draft EIR Appendix K.) Potential impacts will be below the level of
11 significance.
- 12 3. The Di Tommaso Property Alternative Site's air quality impact is the same as
13 compared to the proposed Project. This alternative will exceed SCAQMD
14 regional short-term threshold for ROG and NOx, regional long-term threshold for
15 ROG, NOx, and CO, and localized short-term threshold for PM-10 and PM-2.5.
16 This alternative will also exceed significance thresholds for cancer risk due to
17 diesel exhaust. The Di Tommaso Property Alternative Site's air quality impact is
18 cumulatively significant. It contributes to exceedance of air quality standards and
19 cumulative cancer risk due to diesel exhaust. This alternative in combination with
20 statewide, national, and international emissions could cumulatively contribute to a
21 change in Earth's climate, i.e., global climate change.
- 22 4. The Di Tommaso Property Alternative Site's biological resources impact is the
23 same as compared to the proposed Project. Project development will likely result
24 in potential loss of Burrowing Owl habitat and raptor foraging habitat. No
25 significant effect, with mitigation.
- 26 5. The Di Tommaso Property Alternative Site's cultural resources impact is the same
27 as compared to the proposed Project. No significant effect with same mitigation
28 measures as the proposed Project.

- 1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
6. The Di Tommaso Property Alternative Site's geology and soils impact is the same as compared to the proposed Project. Standard of conditions of approval and compliance with regulatory requirements will reduce impacts to below the level of significance.
7. The Di Tommaso Property Alternative Site's hazards and hazardous material impact is the same as compared to the proposed Project. Hazardous materials, emissions and contaminants for the proposed Project would be approved and monitored by Riverside County Health Department and state and federal agencies. Impacts will be less than significant.
8. For hydrology and water quality impacts, the Di Tommaso Property Alternative Site is the same as compared to the proposed Project. No Significant Effect, as storm drainage facilities will be constructed and mitigation measures implemented.
9. The Di Tommaso Property Alternative Site's land use/planning impact is the same as compared to the proposed Project. Consistent with Jurupa Area Plan land use designation and zoning and surrounding land use designations and zoning.
10. For mineral resources impacts, the Di Tommaso Property Alternative Site is the same as compared to the proposed Project. No mineral resource potential for the Project site and thus no environmental impacts.
11. The Di Tommaso Property Alternative Site's noise impact is the same as compared to the proposed Project as it is is cumulatively Significant. Existing environment along some road segments are above outdoor noise standards, Project will contribute to increased noise levels on these roads.
12. For population and housing impacts, the Di Tommaso Property Alternative Site is the same as compared to the proposed Project. Project will not result in the displacement of existing residents. Same positive impact upon jobs to housing ratio.

- 1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
13. The Di Tommaso Property Alternative Site's impact on public services is the same as compared to the proposed Project. No significant impact upon fire services, sheriff services, libraries and schools. Fair share mitigation fees will be paid pursuant to Riverside County Ordinance No. 659 and State- mandated school impact fees.
 14. The Di Tommaso Property Alternative Site's impact on recreation is the same as compared to the proposed Project. Will have no impact upon existing recreational facilities. Project will pay fair share mitigation fees for regional parks and trails pursuant to Ordinance No. 659.
 15. The Di Tommaso Property Alternative Site's transportation and traffic impact is the same as compared to the proposed Project. This alternative will generate 8,540 trips daily. Impacts will be less than significant with implementation of mitigation. Cumulative impacts will be significant due to uncertain timing of required off-site improvements.
 16. The Di Tommaso Property Alternative Site's impact on utilities is the same as compared to the proposed Project. This alternative will generate approximately 2,939.78 tons of solid waste annually, but will have no significant impact and no significant effect on water and sewer services.
 17. The Di Tommaso Property Alternative Site's regional element impact is the same as compared to the proposed Project. This alternative will generate approximately the same number of jobs and will have a positive impact upon area's job/housing ratio. No significant impact.
 18. The Di Tommaso Site and the March JPA Meridian Specific Plan Site (below) have similar benefits to each other. Both alternatives will have no change from the proposed Project with regards to the regional element because both alternatives generate approximately the same number of jobs and will have a similar positive impact on the area's job-to-housing ratio. (Draft EIR, p. 6.0-56.)

1 Both Projects meet some Project objectives. However, neither alternative is
2 environmentally superior to the proposed Project, and neither alternative is
3 superior to the proposed Project with regards to the Project objectives. Therefore,
4 neither of these alternatives are further considered for development in lieu of the
5 proposed Project.

6 C. March JPA Meridian Specific Plan Alternative Site

- 7
- 8 1. This alternative considers the development of the proposed Project on an
9 alternative site: site in the developing March JPA Meridian Specific Plan, located
10 west of Interstate 215 and both north and south of Van Buren Boulevard. (Draft
11 EIR, p. 6.0-42.)
 - 12 2. The March JPA Meridian Specific Plan Alternative Site's aesthetics impact is the
13 same as compared to the proposed Project. This alternative will result in the
14 development of vacant parcels with business park and warehouse/ distribution
15 buildings. Although Project design will not be subject to design and landscaping
16 guidelines in the MLCC Design Guidelines (see discussion on Draft EIR pages
17 1.0-14, 3.0-18, 6.0-32, and Draft EIR Appendix K), the March Business Center
18 Design Guidelines applicable within the Meridian Specific Plan will provide
19 similar design and landscaping requirements. Potential impacts will be below the
20 level of significance.
 - 21 3. The March JPA Meridian Specific Plan Alternative Site's air quality impact is the
22 same as compared to the proposed Project. This alternative will exceed
23 SCAQMD regional short-term threshold for ROG and NOx, regional long-term
24 threshold for ROG,NOx, and CO, and localized short-term threshold for PM-10
25 and PM-2.5. It will also exceed significance thresholds for cancer risk due to
26 diesel exhaust. This alternative's air quality impact is cumulatively significant. It
27 contributes to exceedance of air quality standards and cumulative cancer risk due
28 to diesel exhaust. This alternative in combination with statewide, national, and

1 international emissions could cumulatively contribute to a change in Earth's
2 climate, i.e., global climate change.

- 3
- 4 4. The March JPA Meridian Specific Plan Alternative Site's biological resources
5 impact is the same as compared to the proposed Project. Project development will
6 likely result in potential loss of Burrowing Owl habitat and raptor foraging
7 habitat. No significant effect, with mitigation.
- 8 5. The March JPA Meridian Specific Plan Alternative Site's cultural resources
9 impact is the same as compared to the proposed Project. No significant effect
10 with same mitigation measures as the proposed Project.
- 11 6. For geology and soils, the March JPA Meridian Specific Plan Alternative Site's
12 impact is the same as compared to the proposed Project. Standard of conditions
13 of approval and compliance with regulatory requirements will reduce impacts to
14 below the level of significance.
- 15 7. For hazards and hazardous materials impact, the March JPA Meridian Specific
16 Plan Alternative Site is the same as compared to the proposed Project. Hazardous
17 materials, emissions and contaminants for the proposed Project would be
18 approved and monitored by Riverside County Health Department and state and
19 federal agencies. Impacts will be less than significant.
- 20 8. The March JPA Meridian Specific Plan Alternative Site's impact on hydrology
21 and water quality is the same as compared to the proposed Project. No Significant
22 Effect, as storm drainage facilities will be constructed and mitigation measures
23 implemented.
- 24 9. The March JPA Meridian Specific Plan Alternative Site's impact on land use and
25 planning is worse compared to the proposed Project. This alternative is not
26 consistent with land use designation and zoning and surrounding land use
27 designations and zoning.
- 28 10. The March JPA Meridian Specific Plan Alternative Site's impact to mineral

1 resourceces is the same as compared to the proposed Project. No mineral resource
2 potential for the Project site and thus no environmental impacts.

3
4 11. The March JPA Meridian Specific Plan Alternative Site's impact on noise is
5 worse as compared to the proposed Project. Project site and surrounding area
6 subject to airport noise from March Air Base. The March JPA Meridian Specific
7 Plan Alternative Site's impacts are also cumulatively significant. Existing
8 environment along some road segments are above outdoor noise standards,
9 Project will contribute to increased noise levels on these roads.

10 12. For population and housing impact, the March JPA Meridian Specific Plan
11 Alternative Site is the same as compared to the proposed Project. Project will not
12 result in the displacement of existing residents. Same positive impact upon jobs
13 to housing ratio.

14 13. The March JPA Meridian Specific Plan Alternative Site's impact to public
15 services is the same as compared to the proposed Project. No significant impact
16 upon fire services, sheriff services, libraries and schools. Fair share mitigation
17 fees will be paid pursuant to Riverside County Ordinance No. 659 and State-
18 mandated school impact fees.

19 14. The March JPA Meridian Specific Plan Alternative Site's impact on recreation is
20 the same as compared to the proposed Project. This alternative will have no
21 impact upon existing recreational facilities. Project will pay fair share mitigation
22 fees for regional parks and trails pursuant to Riverside County Ordinance No.
23 659.

24 15. The March JPA Meridian Specific Plan Alternative Site's impact on
25 transportation and traffic is the same as compared to the proposed Project. This
26 alternative will generate 8,540 trips daily. Impacts will be less than significant
27 with implementation of mitigation. Cumulative impacts of this alternative will be
28 significant due to uncertain timing of required off-site improvements.

- 1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
16. The March JPA Meridian Specific Plan Alternative Site's impact on utilities is the same as compared to the proposed Project. This alternative will generate approximately 2,939.78 tons of solid waste annually, but will have no significant impact and no significant effect on water and sewer services.
 17. For regional element impacts, the March JPA Meridian Specific Plan Alternative Site is the same as compared to the proposed Project. This alternative will generate approximately the same number of jobs and will have a positive impact upon area's job/housing ratio. No significant impact.
 18. The Di Tommaso Site (above) and the March JPA Meridian Specific Plan Site alternatives have similar benefits to each other. Both alternatives will have no change from the proposed Project with regards to the regional element because both alternatives generate approximately the same number of jobs and will have a similar positive impact on the area's job-to-housing ratio. (Draft EIR, p. 6.0-56.) Both Projects meet some Project objectives. However, neither alternative is environmentally superior to the proposed Project, and neither alternative is superior to the proposed Project with regards to the Project objectives. Therefore, neither of these alternatives are further considered for development in lieu of the proposed Project.

20 D. Reduced Project Scope Alternative

- 21
22
23
24
25
26
27
28
1. This alternative proposes development of approximately 58.5 percent of the building square footage requested by the proposed Project. Building coverage for Plot Plan No. 17788, the 20.48 acre parcel would have a 223,027 square foot building rather than the proposed 426,212 square foot building. Plot Plan No. 16979, the 11.01 acre parcel would have an 117,147 square foot building rather than the proposed 200,734 square foot building. Plot Plan No. 18879, the 7.99-acre parcel would have an 84,154 square foot industrial building rather than the proposed 155,480 square foot building. Plot Plan No. 18877, the 12.75 acre

1 parcel would have 123,242 square feet of industrial buildings rather than the
2 proposed 144,594 square feet of buildings. Plot Plan No. 18876, the 6.83 acre
3 parcel would have a 61,253 square feet of industrial buildings rather than the
4 proposed 97,010 square feet of buildings. Plot Plan No. 18875, the 5.99 acre
5 parcel would have a 54,450 square foot industrial building rather than the
6 proposed 104,210 square foot building. The balance of all the parcel sites would
7 be developed as parking, storage, and landscaped area. (Draft EIR, p. 6.0-46.)

- 8 2. The Reduced Project Scope Alternative's aesthetic impact is the same as
9 compared to the proposed Project. This alternative will result in the development
10 of vacant parcels with business park and warehouse/ distribution buildings.
11 Potential impacts will be below the level of significance.
- 12 3. The Reduced Project Scope Alternative's impact on air quality is better as
13 compared to the proposed Project. Long term emissions will be less than
14 proposed Project but will still exceed thresholds. This alternative will exceed
15 significance thresholds for cancer risk due to diesel exhaust. The Reduced Project
16 Scope Alternative's impacts are also cumulatively significant as it contributes to
17 exceedance of air quality standards and cumulative cancer risk due to diesel
18 exhaust. This alternative in combination with statewide, national, and
19 international emissions could cumulatively contribute to a change in Earth's
20 climate, i.e., global climate change; although the impacts would be less than those
21 of the proposed Project.
- 22 4. The Reduced Project Scope Alternative's biological resources impact is the same
23 as compared to the proposed Project. Project development will likely result in
24 potential loss of Burrowing Owl habitat and raptor foraging habitat. No
25 significant effect, with mitigation.
- 26 5. The Reduced Project Scope Alternative's cultural resources impact is the same as
27 compared to the proposed Project. No significant effect with same mitigation
28

1 measures as the proposed Project.

- 2
- 3 6. The Reduced Project Scope Alternative's impact on geology and soils is the same
- 4 as compared to the proposed Project. No significant geology and soil issues
- 5 related to the Project site Standard of conditions of approval and compliance with
- 6 regulatory requirements will reduce impacts to below the level of significance.
- 7 7. The Reduced Project Scope Alternative's hazards and hazardous materials impact
- 8 is the same as compared to the proposed Project. Hazardous materials, emissions
- 9 and contaminants for the proposed Project would be approved and monitored by
- 10 Riverside County Health Department and state and federal agencies. Impacts will
- 11 be less than significant.
- 12 8. The Reduced Project Scope Alternatives impact to hydrology and water quality is
- 13 the same as compared to the proposed Project. No Significant Effect, as storm
- 14 drainage facilities will be constructed and mitigation measures implemented.
- 15 9. The Reduced Project Scope Alternative's impact on land use and planning is the
- 16 same as compared to the proposed Project. This alternative is consistent with
- 17 Jurupa Area Plan land use designation and zoning and surrounding land use
- 18 designations and zoning.
- 19 10. The Reduced Project Scope Alternative's impact on mineral resources is the same
- 20 as compared to the proposed Project. No mineral resource potential for the
- 21 Project site and thus no environmental impacts.
- 22 11. The Reduced Project Scope Alternative's noise impact is better as compared to
- 23 the proposed Project. This alternative is still cumulatively significant as existing
- 24 environment along some road segments are above outdoor noise standards and the
- 25 Project will contribute noise level increases, but less than that of proposed Project.
- 26 12. The Reduced Project Scope Alternative's impact on population and housing is
- 27 worse as compared to the proposed Project. Project will not result in the
- 28 displacement of existing residents. Positive impact upon jobs to housing ratio

1 will be less than proposed Project.

- 2
- 3 13. The Reduced Project Scope Alternative's impact on public services is the same as
- 4 compared to the proposed Project. No significant impact upon fire services,
- 5 sheriff services, libraries and schools. However, less fair share mitigation fees
- 6 will be paid pursuant to Riverside County Ordinance No. 659 and State- mandated
- 7 school impact fees.
- 8 14. The Reduced Project Scope Alternative's impact on recreation is the same as
- 9 compared to the proposed Project. This alternative will have no impact upon
- 10 existing recreational facilities. Project will pay fair share mitigation fees for
- 11 regional parks and trails pursuant to Riverside County Ordinance No. 659.
- 12 15. The Reduced Project Scope Alternative's impact on transportation and traffic is
- 13 better as compared to the proposed Project. This alternative will generate
- 14 approximately 41.5 percent fewer trips daily than the proposed Project. Impacts
- 15 will be less than significant with implementation of mitigation. This alternative's
- 16 cumulative impacts will be significant due to uncertain timing of required off-site
- 17 improvements.
- 18 16. The Reduced Project Scope Alternative's impact on utilities is better as compared
- 19 to the proposed Project. This alternative will generate approximately 41.5 percent
- 20 less solid waste annually, and considered to be less than significant impact.
- 21 However, the Reduced Project Scope Alternative is the same as compared to the
- 22 proposed Project with respect to water and sewer services as there would be no
- 23 significant effect on water and sewer services.
- 24 17. The Reduced Project Scope Alternative's regional element impact is worse as
- 25 compared to the proposed Project. This alternative will generate a lesser number
- 26 of jobs and will have a positive impact upon area's job/housing ratio. No
- 27 significant impact.
- 28 18. The Reduced Project Scope Alternative is the most environmentally superior to

1 the proposed Project. (Id.; Draft EIR, p. 6.0-56.) The Reduced Project Scope
2 Alternative would introduce only 58.5% of the business park and
3 warehouse/distribution square footage that would be potentially built by the
4 proposed Project. As compared to the proposed Project, implementation of this
5 alternative would result in reduced daily traffic trips as well as associated air
6 emissions and noise resulting from development of the site. This alternative
7 would also have less of an impact upon local landfills due to a reduction in solid
8 waste generation. Project-related impacts to aesthetics, biological resources,
9 cultural resources, geology and soils, hazards and hazardous materials,
10 hydrology/water quality, land use and planning, mineral resources, public
11 services, and recreation will remain the same as the proposed Project under this
12 alternative. The Reduced Project Scope Alternative has slightly worse impacts
13 upon Population and Housing and Consistency with Regional Plans due to the
14 reduced number of jobs that will be created. Although Project-related impacts to
15 air quality and noise will be reduced under the Reduced Project Scope
16 Alternative, the Project's contribution to an existing exceedance of a significance
17 standard is still considered to be cumulatively significant. For this reason, this
18 alternative remains cumulatively significant with regard to air quality and noise
19 impacts. Cumulative transportation and traffic impacts due to the uncertainty of
20 the construction of regional improvements remain unchanged as compared to the
21 proposed Project. (Draft EIR, pp. 6.0-56 to 6.0-57.)

- 22 19. The outcomes offered by the Reduced Project Scope Alternative are limited when
23 compared to the proposed Project, to the extent that the proposed alternative will
24 not optimize the economic potential of the undeveloped parcels within the Mira
25 Loma Commerce Center in compliance with the site's land use designation. (Draft
26 EIR, p. 6.0-57.) The alternative will also not create an array of new employment
27 opportunities to utilize the skilled labor pool within Riverside County as
28

1 compared to the proposed Project. (Draft EIR, p. 6.0-57.) The proposed
2 alternative also will not improve the economic development potential of the Mira
3 Loma area by utilizing the site's location and proximity to major interstate
4 transportation corridors pursuant to the Mira Loma Warehouse/Distribution
5 Center policy in the Jurupa Area Plan to the same extent as the proposed Project.
6 (Draft EIR, p. 6.0-57.) This alternative would not result in maximum utilization
7 of the land use as compared to the proposed Project. Therefore, although the
8 Reduced Project Scope Alternative is an environmentally superior alternative, it is
9 not feasible for the economic, social, technological, and other factors identified
10 above and thus is not being further considered for development in lieu of the
11 proposed Project. (Draft EIR, p. 6.0-57.)

12 **BE IT FURTHER RESOLVED** by the Planning Commission that it has balanced the benefits
13 of the project against the unavoidable adverse environmental effects thereof, and has determined that the
14 following benefits outweigh and render acceptable those environmental effects:

- 15 A. The proposed Project will optimize the economic potential of the currently undeveloped
16 parcels within the Mira Loma Commerce Center by developing the property in
17 compliance with the Project site's current land use designation. (Draft EIR, p. 3.0-18; see
18 also Draft EIR, p. 6.0-57 [noting that environmentally superior alternatives would not
19 optimize the economic potential of the undeveloped parcels].)
- 20 B. Development of the Project will generate additional employment opportunities for skilled
21 labor within Riverside County. (Draft EIR, p. 3.0-18.) Environmentally superior
22 alternatives would not create an array of new employment opportunities to utilize the
23 skilled labor pool within Riverside County to the same extent as the proposed Project
24 (See Draft EIR, p. 6.0-57.)
- 25 C. The proposed Project will maximize the site's existing location and proximity to major
26 interstate transportation corridors in the area, improving the economic development
27 potential of the area while utilizing existing transportation corridors. (Draft EIR, p. 3.0-
28

1
2 18.) Environmentally superior Project alternatives would not improve the economic
3 development potential of the Mira Loma area by utilizing the site's location and
4 proximity to major interstate transportation corridors pursuant to the Mira Loma
5 Warehouse/Distribution Center policy in the Jurupa Area Plan to the same extent as the
6 proposed Project. (Draft EIR, p. 6.0-57.)

7 D. Currently, the proposed Project site is highly disturbed and vacant, covered by non-native
8 vegetation and gravel. The proposed Project will utilize architectural style to
9 complement the existing development and landscaping in order to create a cohesive
10 design and theme within the Mira Loma Commerce Center. (Draft EIR, pp. 3.0-18; 4.1-
11 3; 4.1-5 to 4.1-8.)

12 E. The Southern California Association of Governments (SCAG) has determined that a
13 balance between an adequate supply of housing to employment opportunities is an overall
14 benefit. Currently, SCAG estimates that the unincorporated area of Western Riverside
15 County is Projected to be a jobs-poor area and will be housing-rich within the Jurupa
16 area. The proposed Project will bring additional jobs to the area, thereby contributing to a
17 better overall jobs-to-housing balance. (Draft EIR, pp. 5.0-4 to 5.)

18 F. Consistent with the California Legislature's intent in passing SB 375, co-locating jobs
19 and housing will reduce overall air quality emissions and greenhouse gas emissions by
20 reducing commuter trip length and, thus, reducing total vehicle miles traveled. (See Draft
21 EIR, pp. 4.3-21 to 4.3-32.)

22 G. The Project site is currently designated for Community Development: Light Industrial
23 (CD: LI) (0.25-0.60 Floor Area Ratio) use pursuant to the RCIP General Plan's Jurupa
24 Area Plan. The Project further implements the County of Riverside's land use planning
25 goals by placing the proposed Project within a designated area that is compatible with
26 such development. (Draft EIR, pp. 3.0-17 to 3.0-18; Draft EIR, pp. 4.9-3 to 4.9-4.)

27 H. The alternative locations to the Project site at the Di Tommaso Site and the March JPA
28 Meridian Specific Plan Site meet some Project objectives; however, neither alternative is

1 environmentally superior to the proposed Project, and neither alternative is superior to the
2 proposed Project with regards to the Project objectives. (Draft EIR, p. 6.0-56.)

- 3
4 I. The proposed Project is located within an existing 288-acre industrial park, the Mira
5 Loma Commerce Center. (Draft EIR, p. 3.0-1.) This industrial park was formed
6 approximately two decades ago, in 1990. (Draft EIR, p. 3.0-1.) The Project will build-
7 out the remaining vacant parcels in the industrial park and will be surrounded by other
8 developed parcels. (Draft EIR, p. 3.0-6.) Therefore, the Project will avoid urban sprawl
9 into previously undeveloped areas. (See *id.*)

10 **BE IT FURTHER RESOLVED** by the Planning Commission that the State CEQA Guidelines
11 (Section 15126 (g)) requires an EIR to discuss how a proposed project could directly or indirectly lead to
12 economic, population, or housing growth. A project may be growth-inducing if it removes obstacles to
13 growth, taxes community service facilities or encourages other activities which cause significant
14 environmental effects. The discussion is as follows:

15 A. Economic, Population, or Housing Growth

- 16 1. Urbanization of the Project site could potentially influence continued
17 development within adjacent properties by providing or extending roadways,
18 extending water and sewer service, or providing utility and energy services to the
19 immediate area. This could eliminate potential constraints for future development
20 in this area. (Draft EIR, p. 6.0-29.)
- 21 2. If access to the area were limited, improvement of roadways into the area might
22 encourage development of vacant land. However, the proposed Project site
23 currently has access from existing paved streets within the developed portion of
24 the Mira Loma Commerce Center and adjacent areas. These existing roads
25 currently provide access to various portions of the Project site. No new paved
26 access roads will be constructed to serve the Project vicinity. Since these roads
27 currently provide access to vacant land near the site, they would support the
28 development within vicinity of the Project, with or without the proposed Project.

1 (Draft EIR, p. 6.0-29.)

2
3 3. Potable water will be provided to the proposed development by the Jurupa
4 Community Services District. A system of water lines was constructed on the site
5 through the development of the Mira Loma Commerce Center in the early 1990s.
6 These facilities will be utilized by the proposed Project for the provision of water
7 throughout the Project. The proposed Project will tie into these existing water
8 lines. Based on the Water Supply Assessment created for the EIR, JCSD has
9 sufficient water supplies for the Project from JCSD's existing and planned
10 entitlements and resource conservation programs. No new or expanded
11 entitlements are expected as a result of the proposed Project. Since potable water
12 pipelines currently exist at the site, there will be no requirement to extend water
13 lines past properties without current potable water service. Therefore, the
14 proposed Project will not increase the number of parcels where water service is
15 currently available. (Draft EIR, p. 6.0-29.)

16 4. Sewer lines were also constructed on the Project site during the development of
17 the Mira Loma Commerce Center in the early 1990s. These facilities will be
18 utilized by the proposed Project for the provision of sewer service throughout the
19 Project. No new or expanded entitlements are expected as a result of the proposed
20 Project. Since sewer lines currently exist at the site, there will be no requirement
21 to extend sewer lines past properties without sewer service. Therefore, the
22 proposed Project will not increase the number of parcels where sewer service is
23 currently available. (Draft EIR, pp. 6.0-29 to 6.0-30.)

24 5. As discussed in the Consistency with Regional Plans section of the EIR (Section
25 5.0 of the Draft EIR) the proposed Project can be projected to generate between
26 567 and 1,101 employees. (Draft EIR, p. 6.0-30.) The creation of 567 new
27 employees (*i.e.*, jobs) comprises 0.09% of the forecasted employment for the
28 Subregion in 2015 and 0.07% in 2025. For the unincorporated areas of the

1 Western Riverside County, the Project will constitute 0.29% of the forecasted
2 employment in 2015 and 0.21% in 2025. (Draft EIR, p. 6.0-30.) The creation of
3 1,101 new employees (*i.e.*, jobs) comprises 0.17% of the forecasted employment
4 for the Subregion in 2015 and 0.13% in 2025. For the unincorporated areas of the
5 Western Riverside County, the Project will constitute 0.56% of the forecasted
6 employment in 2015 and 0.40% in 2025. (Draft EIR, p. 6.0-30.)

7
8 6. The SCAG region as a whole is Projected to have 1.39 jobs per housing unit in
9 2025 under SCAG's *2004 RTP Growth Forecast*. (Draft EIR, p. 6.0-30.) The
10 jobs/housing ratio for Western Riverside County is projected to be 1.04 in 2010
11 and 2015, 1.05 in 2020 and 1.06 in 2025. Therefore, Western Riverside County is
12 projected to be a jobs/housing balanced area. However, the jobs/housing ratio for
13 the unincorporated portion of the Western Riverside County subarea is projected
14 to be 0.63 in 2010, 0.67 in 2015, 0.69 in 2020 and 0.71 in 2025. This indicates
15 that the unincorporated portion of Western Riverside County is projected to be a
16 jobs-poor area. Overall, SCAG's *The New Economy and Jobs/Housing Balance*
17 *in Southern California* Projects the Jurupa area, within which the proposed
18 Project is located, will be housing-rich in 2025, while the areas immediately south
19 and east (Riverside, Corona, and Norco and Moreno Valley) will be jobs-rich and
20 the areas immediately north and west (San Bernardino County) will be very jobs-
21 rich. According to the RCIP General Plan, the most populated unincorporated
22 area of the County is the Jurupa Area Plan, with approximately 22 percent of the
23 population and 30 percent of the employment. (Draft EIR, p. 6.0-30.)

24 7. According to the RCIP General Plan, new employees from commercial and
25 industrial development, and new population from residential development
26 represent direct forms of growth. These direct forms of growth have a secondary
27 effect of expanding the size of local markets and inducing additional economic
28 activity in the areas. (Draft EIR, p. 6.0-30.)

1
2
3
4
5
6
7
8
8. Due to the economic impacts of the proposed Project, it can be concluded that the Project will have some growth-inducing impacts. However, because the proposed Project is consistent with the Project site's General Plan land use designations; will not require the extension of infrastructure into an area that currently lacks water and sewer lines and roads; and will not require the development of new water sources or the expansion of sewer treatment facilities; these growth inducing impacts are not considered to be significant. (Draft EIR, p. 6.0-31.)

9
10
11
BE IT FURTHER RESOLVED by the Planning Commission that the Project will implement applicable elements of the Riverside County General Plan as follows:

12
13
14
15
16
17
18
19
A. Land Use Element

20
21
22
23
24
25
26
27
28
Development of the site is permitted by the Riverside County's Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) land use designation. The Project is therefore consistent with the Land Use Element in that the property would be developed in accordance with the Community Development Foundation Component land use designation applied to the site by the General Plan, and in accordance with the Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) land use designation applied to the site by the Jurupa Area Plan.

B. Circulation Element

The Project will construct or contribute its fair share of the costs associated with the construction of signalization intersections, the improvement of certain intersections and/or the construction of additional turn lanes. As described above, the Project will implement mitigation measures that address Project-specific and cumulative transportation and traffic impacts, and based thereon, the Planning Commission finds that the Project is consistent with the General Plan Circulation Element. All required improvements that are directly attributable to the Project would be constructed as part of the Project and costs would be contributed for

1 improvements to affected off-site roadways through payment of the
2 Transportation Uniform Mitigation Fees (TUMF), Mira Loma Road and Bridge
3 Benefit District, Zone A fees and Development Impact Fees (DIF).
4

5 C. Multipurpose Open Space Element

6 The Multipurpose Open Space Element of the RCIP General Plan describes an
7 open space system which includes methods for the acquisition, maintenance, and
8 operation of a variety of open spaces. The County's open spaces are utilized for
9 visual relief, natural resources protection, habitat protection, recreational uses, and
10 protection from natural hazards for public health and safety. A review of the
11 Multipurpose Open Space Element indicates that the Project site is primarily
12 designated as urban built-up land. Based on this determination, it is reasonable to
13 conclude that this land is not included in the inventory of areas of significant open
14 space and conservation value. (Draft EIR, p. 4.9-6.)

15 D. Safety Element

16 The Safety Element of the RCIP General Plan indicates that the subject property
17 is not located within a 100 or 500-year flood plain area (General Plan Figure S-9,
18 100- and 500- Year Flood Hazard Zones) or within an area of low liquefaction
19 susceptibility.

20 E. Noise Element

21 The EIR assesses the full range of concerns with regards to the projected noise
22 impacts associated with the Project. As described above, the Project will
23 implement mitigation measures that address Project-related noise impacts, and
24 based thereon, the Planning Commission finds that the Project is consistent with
25 the RCIP General Plan Noise Element.

26 F. Housing Element

27 The Project is consistent with the land use designations. The site does not
28 currently contain housing, is not designated by the RCIP General Plan to provide

1 housing, and the Project does not propose housing; therefore, the Housing
2 Element is not applicable to the Project site. The Project also would not disrupt or
3 divide any established community because the Project site is is composed of
4 vacant in-fill lots located within the Mira Loma Commerce Center (MLCC), an
5 existing industrial park.

6 G. Air Quality Element

7 The Project is required to implement mitigation measures intended to reduce
8 direct air quality impacts to the greatest feasible extent. Implementation of the
9 mitigation measures would ensure consistency with the Air Quality Element. Not
10 unlike other development projects in Riverside County, and as disclosed in the
11 EIR prepared for the RCIP General Plan, direct and cumulative air quality impacts
12 would remain significant and unmitigable. Although the Project will have
13 significant direct air quality impacts and its contribution to air quality impacts is
14 cumulatively considerable, mitigation measures presented would reduce those
15 impacts to the greatest extent possible, in conformance with SCAQMD, EPA, and
16 CARB requirements.

17 H. Administration Element

18 The Administration Element contains information regarding the structure of the
19 General Plan as well as general planning principles and a statement regarding the
20 vision for Riverside County. No policy directives are included in this Element.

21 **BE IT FURTHER RESOLVED** by the Planning Commission that the Project is in
22 conformance with the conservation requirements of the Western Riverside County Multiple Species
23 Habitat Conservation Plan (MSHCP) in that:

- 24 A. The Project site is not located within a MSHCP Criteria Area and as such is not
25 designated for conservation by the MSHCP. Thus, the Project would not conflict with
26 Reserve Assembly, because the Project site is not identified for conservation.
- 27 B. The proposed Project complies with the policies of Section 6.1.2 of the MSHCP that
28

1 protect species associated with vernal pools and riparian/riverine areas. No vernal pools
2 and no riparian/riverine areas exist on the Project site; therefore no vernal pool and no
3 riparian/riverine species are expected to occur. Section 6.1.2 of the MSHCP focuses on
4 protection of riparian/riverine areas and vernal pool habitat types based on their value in
5 the conservation of a number of MSHCP covered species, none of which has any
6 potential to occur on the Project site. (Draft EIR, p. 4.4-12.)

- 7
8 C. Within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific
9 focused surveys for Narrow Endemic Plant Species are required. (Draft EIR, p. 4.4-12.)
10 The Project site is located within the Narrow Endemic Plant survey area for the Brand's
11 phacelia (*Phacelia stellaris*) (Area 7) as shown on Figure 6-1 of the MSHCP. (*Id.*)
12 However, the Conservation Summary Report Generator identified three narrow endemic
13 plan species, San Diego ambrosia (*Ambrosia pumila*), Brand's phacelia (*Phacelia*
14 *stellaris*) and San Miguel savory (*Satureja chandleri*) as potentially occurring on the
15 Project site. (*Id.*) Section 6.1.3 of the MSHCP describes the habitat for the San Diego
16 ambrosia as being open floodplain terraces or in the watershed margins of vernal pools.
17 (*Id.*) San Miguel savory habitat consists of coastal sage scrub, chaparral, cismontane
18 woodland, riparian woodland, and valley and foothill grasslands. (*Id.*) Habitat for
19 Brand's phacelia is described as sandy washes and/or benches in alluvial flood plains.
20 (*Id.*) A Narrow Endemic Plant Species Habitat Assessment, dated August 15, 2009, was
21 completed for the Brand's Phacelia, San Miguel Savory and San Diego Ambrosia by
22 Ecological Sciences, Inc. (Final EIR, p. 1.0-52.) Suitable habitat to support Brand's
23 phacelia, San Miguel savory, or San Diego ambrosia was not recorded onsite during the
24 survey effort, which was conducted in July 2009. (*Id.*) Given the site's exposure to
25 extensive anthropogenic disturbances associated with historic mass grading,
26 infrastructure development, and recurring weed abatement activities, absence of sandy
27 washes and/or benches associated with alluvial flood plains, dense coverage of non-
28 native vegetation and extreme rarity of the species, Brand's phacelia is not expected to

1 occur on the subject parcels. (*Id.*) Likewise, due to the absence of rocky, gabbroic and
2 metavolcanic substrates within coastal sage scrub, chaparral, cismontane woodland,
3 riparian woodland, and valley and foothill grasslands, San Miguel savory is not expected
4 to occur on site. (*Id.*) Finally, given the absence of open floodplain terraces, vernal
5 pools, sparse non-native grasslands or ruderal habitats in association with river terraces,
6 vernal pools, and/or alkali playas, the San Diego ambrosia is also not expected to occur
7 on the subject site due to lack of suitable habitat. (*Id.*) Based on the lack of suitable
8 habitat for San Diego ambrosia, Brand's phacelia and San Miguel savory on the Project
9 site and the lack of any NEPSSA species being observed during biological surveys, the
10 Project is consistent with MSHCP Section 6.1.3. (Draft EIR, p. 4.4-13.)

11 Based on the lack of suitable habitat for San Diego ambrosia, Brand's phacelia and San
12 Miguel savory on the Project site and the lack of any NEPSSA species being observed
13 during biological surveys, the Project is consistent with MSHCP Section 6.1.3. (Draft
14 EIR, pp. 4.4-12 to 4.4-13.)

15 D. Section 6.1.4 of the MSHCP sets forth guidelines which are intended to address indirect
16 effects associated with locating development in proximity to the MSHCP Conservation
17 Area, where applicable. Section 6.1.4 states that as the MSHCP Conservation Area is
18 assembled, "hard-line" boundaries shall be established and development may occur
19 adjacent to the MSHCP Conservation Area. Future development in proximity to the
20 MSHCP Conservation Area may result in Edge Effects that will adversely affect
21 biological resources within the MSHCP Conservation Area. To minimize such Edge
22 Effects, the following guidelines shall be implemented in conjunction with review of
23 individual public and private development Projects in proximity to the MSHCP
24 Conservation Area. (Draft EIR, p. 4.4-13.) The Project site is located approximately
25 2,000 feet west of Subunit 2 [Jurupa Mountains] of the Jurupa Area Plan (i.e., Criteria
26 Cell 2048). However, the land located between the Project site and Criteria Cell 2048
27 consists primarily of existing residential development. The Project site is also located
28

1 approximately 7,800 feet east of Subunit 3 [Delhi Sands Area] of the Jurupa Area Plan
2 (i.e., Criteria Cell 2045). The land located between the Project site and Criteria Cell 2045
3 consists primarily of developed industrial land and Interstate 15. Due to the distance
4 between the proposed Project and proximate criteria cells, the urban/wildlands interface
5 guidelines set forth in Section 6.1.4 of the MSHCP is not applicable to the proposed
6 Project. (Draft EIR, p. 4.4-13.)
7

8 E. Pursuant to MSHCP Section 6.3.2, additional surveys for certain species are required if
9 the Project is located in criteria areas shown on Figure 6-2 (Criteria Area Species Survey
10 Area), Figure 6-3 (Amphibian Species Survey Areas With Critical Area), Figure 6-4
11 (Burrowing Owl Survey Areas With Criteria Area) and Figure 6-5 (Mammal Species
12 Survey Areas With Criteria Area) of the MSHCP. The Project site is located outside of
13 any Critical Area Species Survey Area (CASSA) for plants and mammals and no CASSA
14 plant species were observed during the focused surveys for the site. However, the Project
15 site is located within the area shown on Figure 6-4 (Burrowing Owl Survey) of the
16 MSHCP. The biological survey of the Project site found potentially suitable burrowing
17 owl habitat on all parcels within the proposed Project, however, burrowing owl was not
18 observed during either the 2002 biological survey of the site or the 2005 focused
19 burrowing owl survey. (Draft EIR, p. 4.4-13) It was also not observed in the 2009
20 focused burrowing owl survey, as described above. (Final EIR, p. 1.0-53.) Pursuant to
21 burrowing owl Objective 6 in Section B of the MSHCP Reference Document, a 30-day
22 pre-construction presence/absence survey for burrowing owl is required where suitable
23 habitat is present due to the presence of potential habitat on portions of the Project site. If
24 burrowing owls are present, they shall be relocated by passive or active relocation as
25 agreed to by the Riverside County Environmental Programs Department. (Draft EIR, p.
26 4.4-15.)

27 F. Pursuant to the MSHCP Conservation Objectives for DSFLF, the subject site is not
28 located within a MSHCP Criteria Area (Jurupa Area Plan), Cell, Special Linkage Area, or

1 Sub Unit for DSFLF. (Final EIR, p. 1.0-53.) However, portions of the site are mapped
2 as containing Delhi Soils, a habitat component strictly associated with DSFLF. (*Id.*) The
3 Delhi Sands flower-loving fly is found at low numbers and is narrowly distributed within
4 the Plan Area. (*Id.*) This species is restricted by the distribution and availability of open
5 habitats within the fine, sandy Delhi series soils. (*Id.*) USFWS has identified three main
6 population areas are known to currently or to have at one time existed in the Plan Area.
7 (*Id.*) One is located in the northwestern corner of the Plan Area, a second is located in
8 the Jurupa Hills, and the third is located in the Agua Mansa Industrial Center area. (*Id.*)
9 According to the MSHCP, the Delhi Sands flower-loving fly requires a specific habitat-
10 type and will require site-specific considerations, protection and enhancement of this
11 limited habitat-type, and species-specific management to maintain the habitat and
12 populations. (*Id.*)

13 Pursuant to the MSHCP, conservation for the DSFLF within the Plan Area will occur
14 according to the process described in either Objective 1A, Objective 1B or Objective 1C.
15 (Final EIR, p. 1.0-53.) Under Objective 1A, surveys for the DSFLF will not be required
16 on a Project-by-Project basis. (*Id.*) Under Objectives 1B and 1C, Project-by-Project
17 surveys in accordance with USFWS "Interim General Survey Guidelines for the Delhi
18 Sands flower-loving fly" will be required. (*Id.*) Currently, Riverside County is only
19 implementing Objective 1B, in accordance with the USFWS-approved Section
20 10(a)(1)(B) permit, Federal Fish and Wildlife Permit No. TE088609-0, which states that
21 "The Permittees shall implement species Objective 1B for the Delhi Sands flower-loving
22 fly in accordance with Table 9-2 of the MSHCP." (Final EIR, pp. 1.0-53 to 1.0-54)
23 Pursuant to Objective 1B, if a Project site is determined to be occupied, seventy-five
24 percent conservation of the mapped Delhi soils and/or suitable habitat onsite would be
25 conserved. (Final EIR, p. 1.0-54.) If it is determined that seventy-five percent
26 conservation on the occupied site is infeasible or the USFWS concurs that such
27 conservation would not contribute to the long-term conservation of the species,
28

1 conservation may occur within the conservation areas identified in Objective 1A at a ratio
2 of three-times-to-one (3:1) the mapped Delhi soils or subject to Service concurrence, the
3 habitat of the species as identified by survey biologist on the identified occupied site.
4 (Id.)

5 The discussion of Objective 1B states that "surveys shall be conducted for future Projects
6 within the approximately 5,100 acres of mapped Delhi Soils within the Plan Area."
7 (Final EIR, p. 1.0-54.) It further states that "it is understood that surveys would be
8 conducted within suitable habitat areas of the mapped Delhi soils as determined by the
9 surveying biologist." (Id.) As described above, the Project site remains highly altered
10 due to extensive anthropogenic disturbances and does not currently contain potential
11 DSFLF habitat for these reasons. (Id.) Therefore, pursuant to Objective 1B, focused
12 surveys for the DSFLF are not required and no onsite conservation is required, and the
13 proposed Project is consistent with the MSHCP's conservation objectives for the DSFLF.
14 (Id.)

15
16 G. Pursuant to Section 6.4 of the MSHCP, fuel management is required to be considered.
17 Because the Project site is not located adjacent to the MSHCP Conservation Area,
18 impacts of fuel management would not affect the Conservation Area.

19 **BE IT FURTHER RESOLVED** by the Planning Commission that Plot Plan No. 16979, Plot
20 Plan No. 17788, Plot Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan No.
21 18879 are consistent with the County of Riverside General Plan as adopted by the Riverside County
22 Board of Supervisors on October 7, 2003.

23 **BE IT FURTHER RESOLVED** by the Planning Commission that it has reviewed and
24 considered EIR No. 450 in evaluating the project, that EIR No. 450 is an accurate and objective
25 statement that complies with the California Environmental Quality Act and reflects the County's
26 independent judgment, and that EIR No. 450 is incorporated herein by this reference.

27 **BE IT FURTHER RESOLVED** by the Planning Commission that it **CERTIFIES** EIR No. 450
3 and **ADOPTS** the Mitigation Monitoring and Reporting Plan specified therein.

1
2 **BE IT FURTHER RESOLVED** by the Planning Commission that Plot Plan No. 16979, Plot
3 Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan No. 18879, on file with the
4 Clerk of the Board, including the final conditions of approval and exhibits, are hereby approved for the
5 real property described and shown in such plot plans, and said real property shall be developed
6 substantially in accordance with Plot Plan No. 16979, Plot Plan No. 18875, Plot Plan No. 18876, Plot
7 Plan No. 18877 and Plot Plan No. 18879, unless these plot plans are amended by the Planning
8 Commission.

9 **BE IT FURTHER RESOLVED** by the Planning Commission that Plot Plan No. 17788 is
10 hereby denied based on the findings included in the staff report that are incorporated herein by this
11 reference.

12 **BE IT FURTHER RESOLVED** by the Planning Commission that copies of Plot Plan No.
13 16979, Plot Plan No. 18875, Plot Plan No. 18876, Plot Plan No. 18877 and Plot Plan No. 18879 shall be
14 placed on file in the Clerk of the Board, in the Office of the Planning Director, and in the Office of the
15 Building and Safety Director, and that no applications for other development approvals shall be accepted
16 for real property described and shown in the project, unless such applications are substantially in
17 accordance herewith.

18 **BE IT FURTHER RESOLVED** by the Planning Commission that the custodians of the
19 documents upon which this decision is based are the Clerk of the Board of Supervisors and the County
20 Planning Department and that such documents are located at 4080 Lemon Street, Riverside, California.

Riverside County Board of Supervisors
Request to Speak

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: R. P. Moore Johnson

Address: 26785 Camino Seco
(only if follow-up mail response requested)

City: Venecia Zip: 92590

Phone #: 951-506-9925

Date: _____ Agenda # 16.2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

Support Oppose Neutral

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

Support Oppose Neutral

I give my 3 minutes to: _____

Riverside County Board of Supervisors
Request to Speak

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Rosa M. Velmas

Address: 5122 E. Hyle St. Riverside Ca
(only if follow-up mail response requested)

City: Riverside Zip: 92509

Phone #: (951) 681-2827

Date: 5-17-11 Agenda # 16.2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

Support Oppose Neutral

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

Support Oppose Neutral
Protest

I give my 3 minutes to: _____

Riverside County Board of Supervisors
Request to Speak

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Stephen Anderson

Address: 11378 Fara Blvd
(only if follow-up mail response requested)

City: Mira Loma Zip: 91752

Phone #: 7

Date: 5-17-11 Agenda # 16.2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:
Support Oppose Neutral
Opposed to the Ordinance of Indus Trial Road

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

Support Oppose Neutral

I give my 3 minutes to: _____

Riverside County Board of Supervisors
Request to Speak

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Francisco Doney, US EPA

Address: 600 Wilshire Blvd, Suite 1460
(only if follow-up mail response requested)

City: Los Angeles Zip: 90017

Phone #: 213-244-1834

Date: 5/17/2011 Agenda # 16.2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:
Support Oppose X Neutral

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

Support Oppose X Neutral

I give my 3 minutes to: _____

Riverside County Board of Supervisors
Request to Speak

g. M. Foster

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Rachel Lopez

Address: 60599 Lucretia Mc
(only if follow-up mail response requested)

City: Community Zip: 91752
Surupa Valley

Phone #: _____

Date: 5/17/11 Agenda # 16.2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:
 Support _____ Oppose _____ Neutral _____

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

Oppose project.
 Support _____ Oppose _____ Neutral _____

I give my 3 minutes to: _____

Riverside County Board of Supervisors
Request to Speak

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: CHARLES LANATHOUR

Address: _____
(only if follow-up mail response requested)

City: M.L. Zip: 91752

Phone #: _____

Date: 5-17-11 Agenda # 16-2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:
 Support _____ Oppose _____ Neutral _____

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

Oppose project
 Support _____ Oppose _____ Neutral _____

I give my 3 minutes to: Rachel Lopez

Riverside County Board of Supervisors
Request to Speak

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Robert Gutierrez

Address: 9437 Donna Way
(only if follow-up mail response requested)

City: Riverside Ca Zip: 92509

Phone #: 951 2621-6220

Date: 5/17/11 Agenda # 16.2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

Support Oppose Neutral

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:
Oppose Matter.

Support Oppose Neutral

I give my 3 minutes to: Robert Lopez

Riverside County Board of Supervisors
Request to Speak

Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Roger Freund

Address: 3188 McCray St
(only if follow-up mail response requested)

City: Riverside Zip: 92506

Phone #: 951 686-1070

Date: 5/7/11 Agenda # 16.2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

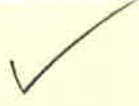
Support Oppose Neutral
PROTECT

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

Support Oppose Neutral

I give my 3 minutes to: _____

**Riverside County Board of Supervisors
Request to Speak**



Submit request to Clerk of Board (right of podium),
Speakers are entitled to three (3) minutes, subject
Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Charity Schiller

Address: Applicant's representative, only
wishes to speak if called
upon.
(only if follow-up mail response requested)

City: _____ **Zip:** _____

Phone #: 951-826-8223

Date: May 17, 2011 **Agenda #** 16.2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

_____ **Support** _____ **Oppose** _____ **Neutral**

Note: If you are here for an agenda item that is filed
for "Appeal", please state separately your position on
the appeal below:

X **Support** X **Oppose** _____ **Neutral**
Appeal of applicant Appeal of CCAEJ

I give my 3 minutes to: _____