

Agenda Item No.:
Area Plan: Jurupa
Zoning District: Prado-Mira Loma
Supervisory District: Second
Project Planner: Christian Hinojosa
Board of Supervisors: June 14, 2011
Continued From: May 17, 2011

APPEALS OF PLANNING COMMISSION'S
DECISION TO ADOPT RESOLUTION NO.
2011-004, TO CERTIFY EIR NO. 450; DENY,
IN PART, AN APPEAL OF THE PLANNING
DIRECTOR'S ACTION; UPHOLD, IN PART,
AN APPEAL OF THE PLANNING
DIRECTOR'S ACTION; AND DENY PLOT
PLAN NO. 17788

Appellant: Michael Del Santo, SP 4 Dulles LP
Applicants: Millard Refrigerated Services,
Inc.

Engineers/Representatives: KCT
Consultants, Inc.

COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT

APPEAL JUSTIFICATION AND ANALYSIS

The Plot Plan was denied at Planning Commission on April 6, 2011. Michael Del Santo, SP 4 Dulles LP submitted an appeal on April 14, 2011. According to Michael Del Santo, SP 4 Dulles LP, the site is consistent with the General Plan land use designation and zoning; the site is infill within the existing Mira Loma Commerce Center and is surrounded by compatible uses; loading activities for the Plot Plan are greater than 600 feet from the nearest residences (Draft EIR p.4. 11-17) and the site is approximately 500 feet or more away from existing residential uses and is separated by existing industrial (non-residential) uses and a flood control channel; the applicant has been responsive to and agreed to numerous conditions of approval added during the five public hearings since October 2010 that address air quality concerns. Finally, the maximum unmitigated health risk at sensitive receptors nearest to the Plot Plan disclosed in Draft EIR00450 is 4.7 in one million; below the South Coast Air Quality Management District threshold of significance of 10 excess cases of cancer per one million people (Draft EIR, Figure 4.3-5 and Table 4.3-U). See attached Application for Appeal, dated April 14, 2011 for further details.

PROJECT DESCRIPTION AND LOCATION:

The Environmental Impact Report analyzes the potential environmental impacts of Plot Plan No. 17788.

The Plot Plan proposes to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 257 parking spaces and 51 loading docks on a 20.48 gross acre site.

The project site is located southerly of Philadelphia Avenue, easterly of Dulles Drive and westerly of Grapevine Street.

FURTHER PLANNING CONSIDERATIONS:

June 14, 2011

The project was continued from the May 17, 2011 Board of Supervisors hearing to the July 12, 2011 hearing. In light of additional information provided from a letter prepared by Michael Del Santo (Appellant), dated May 24, 2011, the project is reset for hearing to have further consideration by the Board of Supervisors before July 1, 2011. As a result of the Appellant's letter, Condition of Approval No. '0.PLANNING.52 has been revised to require 100 percent of the semi, tractor-trailer trucks (gross vehicle weight rating greater than 26,000 lbs.) onsite to meet or exceed 2007 truck standards.

D.M.

APPEALS OF PLANNING COMMISSION'S DECISION TO ADOPT RESOLUTION NO. 2011-004, TO CERTIFY EIR NO. 450; DENY, IN PART, AN APPEAL OF THE PLANNING DIRECTOR'S ACTION; UPHOLD, IN PART, AN APPEAL OF THE PLANNING DIRECTOR'S ACTION; AND DENY PLOT PLAN NO. 17788

BOS Staff Report: June 14, 2011

Page 3 of 5

RECOMMENDATIONS:

ADOPT RESOLUTION NO. 2011-171 CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 450, which has been completed in compliance with CEQA Guidelines; and,

UPHOLD the **APPEAL** and **APPROVE PLOT PLAN NO. 17788**, subject to the attached Conditions of Approval, and based upon the findings and conclusions incorporated in the staff report.

CONCLUSIONS:

1. The proposed project is in conformance with the Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) land use designation, and with all other elements of the Riverside County General Plan including the applicable Policy Areas.
2. The proposed project is consistent with the applicable policies of the Mira Loma Warehouse/Distribution Center Policy Area.
3. The proposed project is consistent with the Manufacturing-Medium (M-M) zoning classification of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348.
4. The public's health, safety and general welfare are protected through project design.
5. The proposed project is compatible with the present and future logical development of the area.
6. The proposed project will not preclude reserve design for the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSCHP).
7. The Environmental Impact Report has determined that most potential adverse impacts can be mitigated to a level of less than significant by the recommended mitigation measures. However, the Riverside County Planning Director will be required to adopt a statement of overriding findings for unavoidable impacts to Air Quality, Noise and Transportation and Traffic.

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

1. The project site is designated Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio), and is located within the Mira Loma Warehouse/Distribution Center Policy Area, on the Jurupa Area Plan.
2. The Community Development: Light Industrial land use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers and supporting retail uses. The industrial building potentially for warehousing and distribution and/or manufacturing is an industrial land use.
3. The Mira Loma Warehouse/Distribution Center Policy Area requires that in the Business Park, Light Industrial, and Heavy Industrial land use designations within the Jurupa Area Plan, warehousing and distribution uses, and other goods storage facilities, shall be permitted only in

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BOS Staff Report: June 14, 2011

Page 5 of 5

INFORMATIONAL ITEMS:

1. As of this writing, no letters, in support or opposition have been received.
2. The project site is not located within:
 - a. An Area subject to the Mt. Palomar Lighting Ordinance No. 655;
 - b. A City of Sphere of Influence;
 - c. The Stephen's Kangaroo Rat Fee Area (Ordinance No. 663.10);
 - d. An Airport Influence Area;
 - e. A Circulation Element Right-Of-Way;
 - f. An Agriculture Preserve;
 - g. A Redevelopment Area;
 - h. A WRCMSHCP Criteria Cell;
 - i. A High Fire area;
 - j. A County Fault Zone;
 - k. A Flood Zone;
 - l. An Area Drainage Plan Area; or,
 - m. A Dam Inundation Area.
3. The project site is located within:
 - a. The WRCMSHCP Fee Area (Ordinance No. 810);
 - b. A Development Impact Fee Area (Ordinance No. 659);
 - c. The Jurupa Community Service District;
 - d. A High Paleontological Potential (High B);
 - e. An Area Moderate Liquefaction Potential;
 - f. An Area Susceptible to Subsidence; and,
 - g. The boundaries of the Jurupa Unified School District.
4. The subject site is currently designated as Assessor's Parcel Number 156-360-014.

these impacts will be avoided or substantially lessened by the identified mitigation measures:

A. Aesthetics

1. Impacts:

The Project would not have a substantial effect upon a scenic highway corridor within which it is located. (Draft EIR, p. 4.1-6.) The Project site is located north of State Route 60, east of Etiwanda Avenue, south of Philadelphia Avenue, and west of the San Sevaire Flood Control Channel. The Project has access on Hopkins Street, De Forest Circle, and Dulles Drive within the Mira Loma Commerce Center. None of these roads are designated as a State or County Scenic Highway, and the Project site is not located within a scenic highway corridor. The nearest "State Eligible" Scenic Highways are State Route 91 west from Interstate 15, and Interstate 15 south from State Route 91 Interchange, as shown on Figure C-9 of the Riverside County Integrated Project (RCIP). The nearest Officially Designated State Scenic Highways are State Route 91 (from Anaheim to State Route 55) approximately 18 miles southwest of the Project site, and State Route 243 approximately 30 miles west of the Project site. For these reasons, it can be concluded that the Project will not have a substantial effect upon a scenic highway corridor, and no Project-specific mitigation measures are required since no significant adverse impacts are anticipated.

The Project would not substantially damage scenic resources and would not result in the creation of an aesthetically offensive site open to public view. (Draft EIR, P. 4.1-7.) Implementation of the Project will involve the development of parcels within an existing industrial park, with potential visual impacts of industrial buildings and processing facilities, truck, and material storage. Upon completion of the Project, these potential impacts will be alleviated with the installation of required setbacks and landscaping, as required by the County of Riverside and the approved Mira Loma Commerce Center Design Guidelines

1 County General Plan's Mount Palomar Nighttime Lighting Policy figures and as
2 defined by Riverside County Ordinance No. 655, and thus will not interfere with
3 the nighttime use of the observatory. Therefore, the Project is not subject to the
4 special lighting policies related to the protection of the Mt. Palomar Observatory
5 and will have no impact upon the nighttime use of the Mt. Palomar Observatory,
6 and no Project-specific mitigation measures are required.

7
8 Without appropriate mitigation, the Project may have the potential to
9 create a new source of substantial light or glare that would adversely affect day or
10 nighttime views in the area or expose residential property to unacceptable light
11 levels. The Project site is surrounded by existing industrial developments which
12 generate a moderate to high amount of ambient evening light. Currently, the
13 Project is vacant and undeveloped, and does not generate any ambient evening
14 light. It is reasonable to expect any industrial development within the Mira Loma
15 Commerce Center to generate a similar amount of light as neighboring existing
16 buildings in the industrial park. In addition, other lighting in the vicinity of the
17 site consists of ambient light from residential developments, to the west and east,
18 and from the State Route 60 to the south. (Draft EIR, p. 4.1-8.) Pursuant to State
19 CEQA Guidelines Section 15091, subdivision (a)(1), changes or alternatives have
20 been required in, or incorporated into, the Project which avoid or substantially
21 lessen the significant environmental effect identified in the Final EIR. Mitigation
22 Measure 1 would prevent the potential for significant impacts by the use of hoods
23 and other design features. Inclusion of these design features in the Project will be
24 required through implementation of standard County conditions of approval, plan
25 check, and permit procedures and the below-listed mitigation measure. Therefore,
26 impacts from lighting to the adjacent residential areas are considered to be less
27 than significant with mitigation incorporated. (Draft EIR, p. 4.1-8.)

28 As related to cumulative aesthetic impacts, the RCIP General Plan EIR

1 street lights and operational, signage, and landscape lighting sources shall
2 be shielded and situated so as to not cause glare or excessive light spillage
3 into adjacent residential areas. (Draft EIR, p. 4.1-8.)

4 B. Agricultural Resources

5 1. Impacts:

6 The Project would not result in any impacts from the conversion of
7 designated farmland into non-agricultural uses, and would not convert Prime
8 Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on
9 the maps prepared pursuant to the Farmland Mapping and Monitoring Program of
10 the California Department of Conservation, to non-agricultural use. (Draft EIR, p.
11 4.2-5.) Based on the maps for Western Riverside County, the Project site is
12 identified as a mix of Farmland of Local Importance and Urban and Built-Up
13 Land. The Project site is zoned Manufacturing – Medium (M-M) and Industrial
14 Park (I-P), and has not been under cultivation or dry farmed for at least 27 years.
15 The size of the individual properties of the Project site is not large enough to be
16 economically feasible to farm. The designation of a portion of the Project site,
17 and most of the adjacent properties as Urban and Built-Up Land indicates that this
18 property has not be farmed in many years and is not considered statewide or
19 locally important farmland. The designation of the balance of the Project site and
20 a small portion of the adjacent property as Farmland of Local Importance is likely
21 representative of the historical use of the property and its current undeveloped
22 state, rather than any current agricultural potential of the property. The Project site
23 does not contain Prime Farmland, Unique Farmland or Farmland of Statewide
24 Importance and thus mitigation is not required. (Draft EIR, p. 4.2-5.)

25 The Project would not conflict with an existing agricultural use or a
26 Williamson Act (agricultural preserve) contract. (Draft EIR, p. 4.2-7.) The
27 Project site is zoned M-M and I-P and there are no agricultural uses existing on
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1 native resident or migratory fish or wildlife species or with established native
2 resident migratory wildlife corridors or impede the use of native wildlife nursery
3 sites. (Draft EIR, p. 4.4-15.) No native resident or migratory fish or wildlife
4 species were observed on the Project site. (Draft EIR, p. 4.4-15; Draft EIR,
5 Appendix C.) No Project-specific mitigation measures are required since no
6 significant adverse impacts are anticipated.

7
8 The Project would not have a substantial adverse effect on any riparian
9 habitat or other sensitive natural community identified in local or regional plans,
10 policies, and regulations or by the California Department of Fish and Game or
11 U.S. Fish and Wildlife Service. (Draft EIR, p. 4.4-15.) No riparian habitat or
12 other sensitive natural communities were found on the Project site. (Draft EIR, p.
13 4.4-15; Draft EIR, Appendix C.) No Project-specific mitigation measures are
14 required since no significant adverse impacts are anticipated.

15 The Project would not have a substantial adverse effect on federally
16 protected wetlands as defined by Section 404 of the Clean Water Act (including,
17 but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling,
18 hydrological interruption, or other means. (Draft EIR, p. 4.4-15.) There are no
19 blueline streams or rivers depicted on the USGS topographic maps within one-
20 half mile of the Project site and no wetlands located on or near the Project site.
21 The Project will discharge all on-site storm water into the San Sevaine Channel,
22 which is maintained and owned by the County Flood Control District. San
23 Sevaine Channel eventually connects to the Santa Ana River, and there could be
24 potential indirect impacts to wetlands within the Santa Ana River and further
25 downstream. However, these potential impacts are addressed in Section 4.8
26 (Hydrology and Water Quality) of the Draft EIR and are addressed appropriately
27 in the findings related to potential impacts upon hydrology and water quality.
28 (Draft EIR, pp. 4.4-15 to 4.4-16.) No Project-specific mitigation measures are

1 The California gnatcatcher typically occupies sage scrub habitat, which does not
2 exist on the Project site. No riparian habitat, which would support the least Bell's
3 vireo, exists. The San Diego horned lizard normally occupies coastal sage scrub,
4 low elevation chaparral, annual grassland, oak and riparian woodlands, and
5 coniferous forests; however none of the habitats exist on the parcels. Therefore,
6 grading and construction necessary to implement the Project within the MLCC
7 will not result in significant impacts to these sensitive species or significant
8 habitats. (Draft EIR, p. 4.4-6.)

9 The burrowing owl is a small, brown, long-legged owl that inhabits open
10 grassland and arid scrub habitats. (Final EIR, p. 1.0-51.) Suitable habitat for
11 burrowing owls exists on all of the subject parcels; however, no burrowing owls
12 were observed during surveys of the Project site. Scattered California ground
13 squirrel burrows and other potential refuges such as debris piles occur
14 sporadically throughout the study area, but none were determined to be currently
15 occupied or recently used by burrowing owls. Monitoring did not reveal any
16 indication that this species was currently present on or directly adjacent to the site.
17 Significant adverse impacts are not expected based on the biological studies of the
18 site. (Draft EIR, p. 4.4-10.) Due to the migratory nature of the burrowing owl,
19 there is the possibility that burrowing owls could occupy the site prior to
20 commencement of Project grading and construction. If burrowing owls are
21 present at the site, preparation of the site, such as grading and construction, could
22 result in the loss of individual owls, eggs, or young, which would be considered
23 significant. (Draft EIR, p. 4.4-10.)

24 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1),
25 changes or alternatives have been required in, or incorporated into, the Project
26 which avoid or substantially lessen the significant environmental effect associated
27 with such species and habitat modification identified in the Final EIR. (Draft EIR,
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1 other approved local, regional, or state conservation plan. The Western Riverside
2 County Multiple Species Habitat Conservation Plan (MSHCP) is a
3 comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on
4 conservation of species and associated habitats in Western Riverside County. The
5 Project site is not located within a Criteria Area, and thus is not subject to the
6 HANS review process for discretionary development Projects. (Draft EIR, p. 4.4-
7 12.) The Project was reviewed for consistency with the MSHCP Section 6.1.2
8 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool
9 guidelines), the Section 6.1.3 (Protection of Narrow Endemic Plant Species
10 guidelines), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands
11 Interface) and Section 6.3.2 (Additional Survey Needs and Procedures), and with
12 the MSHCP's DSFLF conservation objectives. (Final EIR, pp. 1.0-51 to 1.0-52.)
13 Based upon the analysis in the EIR of consistency with the MSHCP, the results of
14 the focused biological surveys which evaluated the Project site for potential
15 biological impacts, and implementation of the listed mitigation measures for
16 potential impacts to the burrowing owl, it is concluded that the Project is
17 consistent with the provisions of the adopted MSHCP. (Draft EIR, p. 4.4-15.)
18 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
19 alternatives have been required in, or incorporated into, the Project which avoid or
20 substantially lessen the significant environmental effect identified in the Final
21 EIR. (Draft EIR, p. 4.4-15.) Implementation of mitigation measures MM Bio 1,
22 MM Bio 2, and MM Bio 3 would reduce the impact to a less than significant level
23 by imposing restrictions on certain development activities as related to sensitive
24 species, requiring pre-construction surveys for the species prior to development
25 activities, and requiring participation in the MSHCP mitigation fee program.

26 Regarding cumulative impacts, build-out of the General Plan will result in
27 the direct mortality of individuals of listed, proposed or candidate species or the
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Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1), changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect identified in the Final EIR. In order to avoid violation of the MBTA or the California Fish and Game Code, general guidelines suggest that Project-related disturbances at active nesting territories be reduced or eliminated during the nesting cycle (generally February 1 to August 31). Should eggs or fledglings be discovered on site, the nest cannot be disturbed (pursuant to CDFG guidelines) until the young have hatched and fledged (matured to a state that they can leave the nest on their own). (See *infra* discussion of MM Bio 1.) MM Bio 2 will require surveying the property to avoid disturbance of potentially present species. To address the impacts associated with the cumulative loss of habitat for special status birds by the loss of foraging habitat, the Project shall be conditioned for payment of MSHCP mitigation fees as set forth under Ordinance No. 810, which is also imposed under MM Bio 3. Payment of these fees will mitigate for the cumulative loss of habitat associated with the species listed above and additional species identified in the MSHCP. (Draft EIR, p. 6.0-17.) After incorporation of mitigation measures, potential adverse impacts associated with special-status species and the cumulative impacts associated with the loss of foraging habitat will be reduced to a less than significant level. (Draft EIR, p. 6.0-17.)

2. Mitigation:

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

- a. Mitigation Measure Bio 1: In order to avoid violation of the MBTA and California Fish and Game Code site-preparation activities (removal of

1 actively or passively relocated. To adequately avoid active nests, no
2 grading or heavy equipment activity shall take place within at least 250
3 feet of an active nest during the breeding season (February 1 through
4 August 31), and 160 feet during the non-breeding season. (Draft EIR, p.
5 4.4-17.)

6 If burrowing owls occupy the site and cannot be avoided, active or
7 passive relocation shall be used to exclude owls from their burrows, as
8 agreed to by the Riverside County Environmental Programs Department.
9 Relocation shall be conducted outside the breeding season or once the
10 young are able to leave the nest and fly. Passive relocation is the
11 exclusion of owls from their burrows (outside the breeding season or once
12 the young are able to leave the nest and fly) by installing one-way doors in
13 burrow entrances. These one-way doors allow the owl to exit the burrow,
14 but not enter it. These doors shall be left in place 48 hours to ensure that
15 the owls have left the burrow. Artificial burrows shall be provided nearby.
16 The Project area shall be monitored daily for one week to confirm owl use
17 of burrows, before excavating burrows in the impact area. Burrows shall
18 be excavated using hand tools and refilled to prevent reoccupation.
19 Sections of flexible pipe shall be inserted into the tunnels during
20 excavation to maintain an escape route for any animals inside the burrow.
21 If active relocation is required, the Environmental Programs Department
22 shall be consulted to determine available, acceptable receiving sites, where
23 this species has a greater chance of successful long-term relocation. (Draft
24 EIR, p. 4.4-17.)

- 25 c. Mitigation Measure Bio 3: The County of Riverside is a participating
26 entity or permittee of the Western Riverside County Multiple Species
27 Habitat Conservation Plan (MSHCP). The purpose of the MSHCP is to
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1 have continued as mainly industrial and manufacturing uses. (Draft EIR, p. 4.5-
2 8.) There are no registered historical resources within Mira Loma Village, and no
3 construction will occur within Mira Loma Village. (Draft EIR, p. 4.5-8.) No
4 historical resources exist within or adjacent to the Project area, thus impacts from
5 the Project are considered to be less than significant. (Draft EIR, p. 4.5-8.) No
6 Project-specific mitigation measures are required since no significant adverse
7 impacts are anticipated.

8 Without mitigation, the Project may have potential impacts that alter or
9 destroy or cause a substantial adverse change in the significance of archaeological
10 sites or resources pursuant to State CEQA Guideline section 15064.5. (Draft EIR,
11 p. 4.5-6.) No evidence of the presence of an archaeological site was observed
12 during the archaeological impact assessment on the parcels; however, there is a
13 slight potential that archaeological resources may be identified in buried context
14 and impacted during Project-related excavations. Grading and construction
15 proposed will not result in any significant impacts to cultural or historic resources.
16 (Draft EIR, p. 4.5-6 to 4.5-7.) Further, no indirect impacts to cultural resources
17 located within the Project environs are anticipated as a result of the introduction
18 of additional urban activity associated with the proposed development. (Draft
19 EIR, p. 4.5-7.) The impact of the Project upon these archaeological sites is
20 considered to be below the level of significance. (*Id.*) However, prehistoric
21 resources may be identified in buried context and impacted during Project-related
22 excavations. Pursuant to State CEQA Guidelines section 15091, subdivision
23 (a)(1), changes or alternatives have been required in, or incorporated into, the
24 Project which avoid or substantially lessen the significant environmental effect
25 identified in the Final EIR. (See Draft EIR, pp. 4.5-6 to 4.5-7.) Mitigation
26 measures MM Cultural 1, MM Cultural 2, MM Cultural 3, and MM Cultural A, as
27 listed below, will ensure that potential Project impacts to currently unknown
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Without mitigation, the Project may have potential impacts to a paleontological resource, or site, or unique geologic feature. According to the RCIP General Plan, Paleontological Sensitivity map (Figure OS-8), the Project site is located within an area that has high potential for finding paleontological resources. The Project site is located within an area mapped as High B (Hb). The RCIP General Plan EIR states that this sensitivity rating is based on occurrence of fossils at a specific depth below the surface that are known to contain or have the correct age and depositional conditions to contain significant paleontological resources. "Hb" indicates that fossils are likely to be encountered at or below 4 feet of depth, and may be impacted during excavation by construction activities. (Draft EIR, p. 4.5-8.) However, the entire Mira Loma Commerce Center was mass graded in the 1990s and no paleontological resources were found. Therefore, potential Project impacts to paleontological resources are not expected and are considered to be less than significant. However, construction or development activities may uncover paleontological resources. Pursuant to State CEQA Guidelines Section 15091, subdivision (a)(1), changes or alternatives have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect identified in the Final EIR. Mitigation measures MM Cultural 1, MM Cultural 2, and MM Cultural 3, and MM Cultural A are to be implemented to prevent the potential for significant impacts. (Draft EIR, pp. 4.5-8 to 4.5-9.) Amendment of MM Cultural 1 and MM Cultural 2 and the addition of MM Cultural A by the Final EIR will not result in a change to the findings of significance determined in the Draft EIR. These mitigation measures will reduce impacts from the accidental uncovering of paleontological resources to below the level of significance by ensuring that any accidentally discovered and uncovered resources are carefully monitored, evaluated, and properly handled. (Draft EIR, p. 4.5-7.)

1 associated with cumulative impacts will be reduced to a less than significant level.
2 (Draft EIR, p. 6.0-18.)

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4 2. Mitigation:

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

- 9 a. Mitigation Measure Cultural A: Prior to the issuance of grading permits, a
10 qualified archaeologist (pursuant to the Secretary of the Interior's
11 standards and County guidelines) shall be retained by the Project
12 developer/permittee for limited archaeological monitoring of the grading
13 with respect to potential impacts to potential subsurface archaeological
14 and/or cultural resources. A pre-grading meeting between the
15 archaeologist and the excavation and grading contractor shall take place
16 to outline the procedures to be followed if buried materials of potential
17 historical, cultural or archaeological significance or paleontological
18 resources are accidentally discovered during earth-moving operations and
19 to discuss the implementation of mitigation measures MM Cultural 1,
20 MM Cultural 2 and MM Cultural 3. During grading operations, when
21 deemed necessary in the professional opinion of the retained
22 archaeologist (and/or as determined by the Planning Commission), the
23 archaeologist, the archaeologist's on-site representative(s), and any the
24 Native American tribal representative(s) (if any Native American cultural
25 or burial deposits are uncovered) shall actively monitor all Project-related
26 grading and shall have the authority to temporarily divert, redirect, or halt
27 grading activity to allow recovery of archaeological and/or cultural
28 resources. Prior to the issuance of grading permits, a copy of a fully

1 cultural resources. (Final EIR, p. 1.0-55.)

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3 iii. Grading or further ground disturbance shall not resume within the
4 area of the discovery until an agreement has been reached by the
5 archaeologist, with the concurrence of the Planning Commission,
6 as to the appropriate mitigation. (Final EIR, p. 1.0-55.)

7
8 c. Mitigation Measure Cultural 2: If human remains are encountered, State
9 Health and Safety Code section 7050.5 states that no further disturbance
10 shall occur until the County Coroner has made a determination of origin
11 and disposition pursuant to Public Resources Code section 5097.98. The
12 County Coroner shall be notified of the find immediately. Further,
13 pursuant to Public Resources Code section 5097.98(b), remains shall be
14 left in place and free from disturbance until a final decision as to the
15 treatment and disposition has been made. If the County Coroner
16 determines the remains to be Native American, the coroner shall notify the
17 Native American Heritage Commission within the period specified by law.
18 Subsequently, the Native American Heritage Commission shall identify
19 and notify the appropriate Native American Tribe who is the "most likely
20 descendant." The most likely descendant shall then make
21 recommendations and engage in consultation with the County and the
22 property owner concerning the treatment of the remains as provided in
23 Public Resources Code section 5097.98. (Final EIR, p. 1.0-55 to 1.0-56.)

24
25 d. Mitigation Measure Cultural 3: Should construction/development
26 activities uncover paleontological resources, work shall be moved to other
27 parts of the Project site and a qualified paleontologist shall be contacted to
28 determine the significance of these resources. If the find is determined to
be significant, avoidance or other appropriate measures shall be
implemented. Appropriate measures would include that a qualified

(30-40% g) general ground-shaking risk, as shown in the RCIP General Plan's Safety Element. The closest known active faults are the San Jose fault, 6 miles northwest, and the Cucamonga Fault, 9 miles northwest of the site. Other faults include the Chino fault, 10 miles southwest, the Elsinore fault, 12 miles southwest, and the San Andreas fault, 18 miles northeast. Due to the distance of faults, the risk of surface rupture is not expected to impact the Project site. (Draft EIR, pp. 4.6-7 to 8.) A maximum horizontal ground acceleration of 0.37g may occur from a 7.0 earthquake along the Cucamonga fault. Ground shaking from other active faults is expected to be lower. The Project will follow engineering and design parameters in accordance with the most recent edition of the UBC and/or the Structural Engineers Association of California parameters, as required in standard conditions of approval. Therefore, ground-shaking is expected to cause less than significant impacts to the Project. (Draft EIR, p. 4.6-8.) The USGS topographic maps do not depict close proximity of any steep slopes that could generate mudflow, large bodies of water that could produce seiches, or volcanoes. Therefore, there is no impact from these hazards, and no Project-specific mitigation measures are required.

The Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and will not potentially result in on- or off-site landslide, lateral spreading, collapse, rockfall hazards or ground subsidence. (Draft EIR, p. 4.6-9.) The Project site is suitable from a geotechnical standpoint, provided that the geotechnical studies are followed. The Project will be required to comply with the regulatory requirements of the California Building Code (Title 24 of the California Code of Regulations) and Riverside County's building ordinance (Riverside County Ordinance No. 457). Compliance with these regulations will adequately address all site-related soil conditions and therefore the any impact related to a potential instability of the

1 topsoil. (Draft EIR, p. 4.6-10.) The Project site is not within an area of wind
2 erosion or blowsand, but is located within the County's Agricultural Dust Control
3 Area No. 1, under Ordinance No. 484, prohibiting disturbance of land without
4 protection to prevent the soil from being blown onto other property and roads. All
5 grading will be in compliance with existing regulations, such as the NPDES
6 permit, and will use BMPs to prevent wind erosion. Compliance with these
7 mandatory requirements will reduce any wind erosion to less than significant. No
8 Project-specific mitigation measures are required since no significant adverse
9 impacts are anticipated.

10 The Project would not be located on expansive soil, as defined in Table
11 18-1-B of the Uniform Building Code, and would not create a substantial risk to
12 life or property. (Draft EIR, p. 4.6-10.) The geotechnical studies found that upper
13 the soil materials are granular and considered not critically expansive, and thus
14 specialized construction procedures to resist expansive soil forces are not
15 required. No Project-specific mitigation measures are required since no
16 significant adverse impacts are anticipated.

17 The Project would not change the site's deposition, siltation or erosion
18 which may modify the channel of a river or stream or the bed of a lake. (Draft
19 EIR, p. 4.6-11.) The Project will not substantially alter existing drainage or
20 streams. There are no blueline streams or rivers depicted on the USGS
21 topographic maps within one-half mile of the Project site, and no signs of a
22 natural water courses in the area that could be impeded by substantial erosion or
23 siltation related to Project. (Draft EIR, p. 4.6-10.) By preparing a site-specific
24 Storm Water Pollution Prevention Plan (SWPPP), the Project demonstrates
25 control and containment of erosion and siltation. (Draft EIR, pp. 4.6-10 to 4.6-
26 11.) Reduced infiltration due to paving could lead to increased volumes of storm
27 flows entering San Sevaine Channel. However, the channel was designed to
28

1 risk, seiches, mudflows, volcanic hazards, expansive soils, sediment deposition,
2 liquefaction, and the creation of cut or fill slopes greater than 2:1 or higher than
3 10 feet were all found to be less than significant in the NOP for this Project (Draft
4 EIR, Appendix A) and potential impacts from ground shaking risks, ground
5 subsidence, soil erosion, changes in topography or ground surface relief feature
6 and wind erosion were also found to be less than significant. The potential
7 geologic hazards that would affect this development have been addressed in the
8 RCIP General Plan EIR, and there will be no cumulative impact beyond that
9 addressed in the RCIP General Plan EIR. (Draft EIR, pp. 6.0-18 to 6.0-19.) No
10 mitigation measures are required. (Draft EIR, p. 6.0-19.)

11 2. Mitigation:

12 No Project-specific mitigation measures are required.

13 F. Hazards and Hazardous Materials

14 1. Impacts:

15 The Project would not create a significant hazard to the public or the
16 environment through the routine transport, use, or disposal of hazardous materials.
17 (Draft EIR, p. 4.7-4.) Plot Plan No. 17788 and Plot Plan No. 16979 are to be used
18 for warehousing/distribution and the site is zoned Manufacturing-Medium (M-M),
19 a compatible zone for this use. The M-M zoning designation allows certain land
20 uses which might use hazardous materials. However, as proposed, the Project
21 will not involve the routine transport, use or disposal of hazardous materials. The
22 remainder of the site is zoned Manufacturing-Medium (M-M), and Industrial Park
23 (I-P), and the use is speculative at this time. Future use of hazardous materials
24 would be subject to standard Riverside County Department of Environmental
25 Health policies and permitting procedures. Therefore, the impact is less than
26 significant, and no Project-specific mitigation measures are required since no
27 significant adverse impacts are anticipated.

1 approximately 1 1/4 mile to the east, and Jurupa Valley High School located
2 approximately 1 1/4 mile south of the Project site. Therefore, the Project will not
3 impact existing or proposed schools within one-quarter mile, and no Project-
4 specific mitigation measures are required since no significant adverse impacts are
5 anticipated.

6 The Project would not result in an inconsistency with an Airport Master
7 Plan or require review by the Airport Land Use Commission. (Draft EIR, p. 4.7-
8 6.) The Project site is within the mapped safety clearance zones associated with
9 the Ontario International Airport that regulates building heights. Typical building
10 heights would not exceed the allowable height. Therefore, the Project is
11 consistent with the Plan, will not require review by the Airport Land Use
12 Commission, and there will be no impact. No Project-specific mitigation
13 measures are required since no significant adverse impacts are anticipated.

14 The Project would not exceed the allowable heights under mapped safety
15 clearance zones associated with the Ontario Airport, and thus would not result in a
16 safety hazard for people working in the Project area, as it pertinent to operating in
17 proximity to Ontario Airport. (Draft EIR, p. 4.7-6.) Other than the Project's
18 location within the mapped safety clearance zones for Ontario Airport, the Project
19 is not located within an airport land use plan. Nonetheless, the Project is not
20 anticipated to result in any safety hazard for people working in the Project area,
21 because the buildings for the Project would be within the regulated height
22 standards pertaining to the airport's safety clearance zones. The Project is not
23 within the vicinity of a private airstrip, the Project is not within the vicinity of a
24 private airstrip or heliport, (Draft EIR, Appendix A; Draft EIR, p. 4.7-6.) The
25 Project would not result in a safety hazard for people working in the Project area,
26 and no Project-specific mitigation measures are required since no significant
27 adverse impacts are anticipated.
28

1 prior to construction to look for further evidence of contamination. (Final EIR, p.
2 1.0-56.) The mitigation measure added by the Final EIR will not result in a
3 change in the level of significance. Notwithstanding the finding that no hazardous
4 materials were found on-site, pursuant to State CEQA Guidelines section 15091,
5 subdivision (a)(1), changes or alternatives have been required in, or incorporated
6 into, the Project which avoid or substantially lessen the potentially significant
7 environmental effect identified in the Final EIR.

8
9 2. Mitigation:

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

- 14 a. Mitigation Measure Hazards 1: Soil piles, with pieces of cement, asphalt,
15 construction debris and minor household trash, abandoned tires, concrete
16 chunks and asphalt chunks located on portions of the Project site shall be
17 property disposed of according to applicable laws and regulations. (Draft
18 EIR, p. 4.7-7.)
- 19 b. Mitigation Measure Hazards 2: A pre-construction inspection of each plot
20 plan site shall be conducted by a qualified environmental professional to
21 look for contaminated soil as evidenced by discoloration, odors,
22 differences in soil properties, abandoned underground tanks or pipes or
23 buried debris. If contaminated soil is encountered during the pre-
24 construction inspection or during site development, work will be halted
25 and site conditions will be evaluated by a qualified environmental
26 professional. The results of the evaluation will be submitted to the County
27 of Riverside Department of Environmental Health, and the appropriate
28 response/remedial measures will be implemented, as directed by County

1 The Project would not place structures in a 100-year flood hazard area that
2 would impede or redirect flood flows; the Project would not increase the rate or
3 amount of surface runoff which would result in flooding on or off-site; and the
4 Project would not place housing within a 100-year flood hazard area as mapped
5 on a federal Flood Hazard Boundary or Flood Insurance Rate Map. (Draft EIR, p.
6 4.8-17.) The Project would not impede or redirect flows as there are no
7 discernable natural water courses that travel through the site. The construction of
8 the Project would change the drainage so that the run off of the Project lots would
9 flow into adjacent storm drains and then into San Sevaine Channel. According to
10 the FEMA Flood Insurance Rate Map, the subject property is not located within a
11 100-year flood zone or a 500-year flood zone. No housing is part of the planned
12 Project. Therefore, impacts are considered less than significant, and no Project-
13 specific mitigation measures are required since no significant adverse impacts are
14 anticipated.

15 The Project would not expose people or structures to a significant risk of
16 loss, injury, or death involving flooding, including flooding as a result of the
17 failure of a levee or dam. (Draft EIR, p. 4.8-18.) Dam failure and subsequent
18 inundations are considered very unlikely and would most likely result only from a
19 catastrophic event. South of the Prado Dam are various areas affected by
20 potential dam inundation. However, the Project is located approximately 5 miles
21 northwest and upstream to the closest dam inundation area of the Prado Dam.
22 The Project will not place structures within a 100-year or 500-year flood zone.
23 No other flooding potential has been identified. Impacts will be less than
24 significant, and no Project-specific mitigation measures are required since no
25 significant adverse impacts are anticipated.

26 The Project would not significantly change the absorption rates or the rate
27 and amount of surface runoff or change the amount of surface water in any water
28

1 of pollutants in storm water; and/or (2) storm water comes into contact with soil
2 amendments, exposed stockpiles of construction materials, or contaminated soils,
3 and this storm water is allowed to discharge offsite. (Draft EIR, p. 4.8-13.)
4 During operation, tenants may be required to obtain an Industrial Storm Water
5 General Permit Order 97-03-DWQ requiring implementation of management
6 measures that will achieve certain performance standards and monitoring. The
7 Project's receiving water bodies are San Sevaine Channel, Reach 3 of the Santa
8 Ana River, Prado Basin and Chino groundwater sub-basin III. Reach 3 of the
9 Santa Ana River, is listed as impaired for pathogens on the Clean Water Act's
10 Section 303(d) list. Bacteria and virus pathogens have been typically identified
11 only if the land use involves animal waste. Since the Project's six plot plans will
12 not entail the use of animal waste, the Project will not contribute to this existing
13 condition. (Draft EIR, p. 4.8-14.) In order to reduce the discharge of expected
14 pollutants (oil & grease, trash & debris, organic compounds and metals), the
15 Project proponent will be required to be in compliance with the WQMP. As such,
16 a WQMP will be processed with the six plot plans proposed by the Project. The
17 Project includes treatment and capture of its expected pollutants with Best
18 Management Practices, including grassy swales located on Plot Plan No. 18876
19 and Plot Plan No. 18877, catch basins filters and stormfilter treatment units.
20 (Draft EIR, p. 4.8-15.) Because the site will be a source of oil & grease, trash &
21 debris, organic compounds, and metals in storm water discharges, and since the
22 Project includes grassy swales, catch basins filters and stormfilter treatment units
23 which generally have a medium/high efficiency removal for these pollutants, the
24 Project is not considered to have a significant effect related to violating water
25 quality standards. Pursuant to State CEQA Guidelines section 15091, subdivision
26 (a)(1), changes or alternatives have been required in, or incorporated into, the
27 Project which avoid or substantially lessen the significant environmental effect
28

1 Pollutants of Concern (POCs) and substantiate with calculations how on-site
2 BMPs will treat all POCs before the run-off exits the site; so the water will not
3 have negative effects downstream. Pursuant to State CEQA Guidelines section
4 15091, subdivision (a)(1), changes or alternatives have been required in, or
5 incorporated into, the Project which avoid or substantially lessen the significant
6 environmental effect identified in the Final EIR. By developing and
7 implementing a Final WQMP, incorporation of mitigation measure MM Hydro 2,
8 which requires completion of the Final WQMP, and a "fair share" contribution to
9 the ADP, any significant effects will be substantially lessened related to existing
10 drainage patterns in a manner that would result in substantial erosion or siltation.
11 After implementing these measures, impacts can be considered less than
12 significant after mitigation. (Draft EIR, pp. 4.8-15 to 4.8-16.)

13 Without mitigation, the Project may contribute new sources of polluted
14 runoff that would impact water quality. However, impacts to storm water
15 drainage capacity and impacts that otherwise substantially degrade water quality
16 are considered less than significant. (Draft EIR, pp. 4.8-17 to 18.) The Project will
17 utilize the San Sevaine Channel and would not require a new storm drain
18 connection. The capacity is approximately 12,300 cubic feet per second, and the
19 channel is concrete-lined and was constructed to carry flows from a 100-year
20 storm event. Therefore, the Project's total expected storm water runoff has been
21 planned for and will be accommodated by the current facilities, and impacts to
22 storm water drainage capacity are considered less than significant. (Draft EIR, p.
23 4.8-17.) The Project will add large amounts of impervious surfaces, thereby
24 allowing less water to percolate into the ground and generating more surface
25 runoff. Paved areas will collect dust, soil, oil, grease, trash and debris present in
26 surface water runoff. The Project will be required through compliance with the
27 WQMP to effectively treat all pollutants (sediment/turbidity, nutrients, oil &
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1 and will discharge into a concrete-lined flood control channel. The Project's
2 impervious surfaces may result in additional runoff. The Project proponent will
3 be required to prepare a site-specific Storm Water Pollution Prevention Plan
4 (SWPPP) in accordance with the State Water Resources Control Board's
5 (SWRCB) General Permit for Construction Activities, which demonstrates its
6 compliance with the requirement to control and contain erosion and siltation in its
7 runoff. (Draft EIR, p. 6.0-20.) The Project will not create a higher potential for
8 erosion offsite since the San Sevaine Channel is designed to convey the water
9 from the Project and the area's 100-year storm. (Draft EIR, p. 6.0-20.) The
10 Project's Final WQMP will identify all the Pollutants of Concern (POCs) and
11 substantiate with calculations how on-site BMPs will treat all POCs before the
12 run-off exits the site. By developing and implementing a Final WQMP,
13 incorporation of mitigation measure MM Hydro 2 which highlights the
14 requirement to prepare the Final WQMP, and a "fair share" contribution to the
15 ADP, any significant effects will be substantially lessened related to existing
16 drainage patterns in a manner that would result in substantial erosion or siltation.
17 (Draft EIR, p. 6.0-20.) By complying with regulatory requirements and with
18 identified mitigation measures, Project-related and cumulative hydrology and
19 water quality impacts will be less than significant. (Draft EIR, p. 6.0-20; see
20 *supra* discussion of mitigation on Project-related impacts.) Pursuant to State
21 CEQA Guidelines Section 15091, subdivision (a)(1), changes or alternatives have
22 been required in, or incorporated into, the Project which avoid or substantially
23 lessen the significant environmental effect identified in the Final EIR. Mitigation
24 measures, as listed below and further discussed above, will reduce Project-related
25 impacts to water quality by requiring compliance with NPDES and other
26 regulatory requirements. (Draft EIR, p. 6.0-21.) After incorporation of these
27 mitigation measures, potential adverse impacts associated with cumulative
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document may warrant coverage under the General Permit for Industrial Activities. Therefore, prior to issuance of the certificate of occupancy, building occupants shall determine whether or not coverage under the Industrial permit is warranted for their operations, and submit their Industrial SWPPP to the Department of Building and Safety. (Draft EIR, p. 4.8-19.)

H. Land Use and Planning

1. Impacts:

The Project would not result in a substantial alteration of the present or planned land use of an area. (Draft EIR, p. 4.9-3.) The Project is located within an existing 288 acres of industrial park and composed of vacant in-fill lots. Land uses within the vicinity are generally industrial and manufacturing land uses to the north, northwest, west and south although directly south and west of the Project site is the Mira Loma Village residential development. To the east of the Project site, on the east side of the San Sevaine Flood Control Channel, are residential land uses. The RCIP General Plan's Jurupa Area Plan designates the Project site for Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) land uses. Property to the north, northeast, west, south southwest and southeast are also designated for Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) land uses, with the exception of property within the Mira Loma Village residential development which is designated as Community Development: Medium Density Residential (CD: MDR) (2 - 5 Dwelling Units per Acre) with a sliver of Community Development: Commercial Retail (CD: CR) (0.20 - 0.35 Floor Area Ratio) along Etiwanda Avenue. Property east of the San Sevaine Flood Control Channel is designated for Community Development: Medium High Density Residential (CD: MHDR) (5 - 8 Dwelling Units per Acre), Community Development: Medium Density Residential (CD:

1 proposed zoning of the area or incompatibility with existing surrounding zoning,
2 and no Project-specific mitigation measures are required since no significant
3 adverse impacts are anticipated.

4 The Project would not have a significant environmental impact due to
5 inconsistency with existing and planned surrounding land uses or inconsistency
6 with the land use designations and policies of the RCIP General Plan, and the
7 Project would not have a significant environmental impact due to inconsistency
8 with the Multi-Species Habitat Conservation Plan (MSHCP) component of the
9 RCIP General Plan Open Space Element, the applicable habitat conservation plan
10 or natural community conservation plan. (Draft EIR, p. 4.9-20.) The MLCC is
11 located within the General Plan's Jurupa Area Plan (JAP). (Draft EIR, p. 4.9-6.)
12 The Foundation Component that applies to the MLCC is Community
13 Development and the Jurupa Area Plan Land Use designation is Community
14 Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio). A review
15 of the Multipurpose Open Space Element indicates that the Project site is
16 primarily designated as urban built-up land, and reasonably should not be
17 included in the inventory of areas of significant open space and conservation
18 value. (Draft EIR, p. 4.9-6.) In the Multipurpose Open Space Element, the
19 subject property is located within an area that may contain mineral resources of
20 unknown quality, but State Mineral Resource mapping indicates that the site is
21 not located in a Designated Area of Statewide or Regional Significance. The
22 Project site does not contain mineral resources, there are no known mines on or
23 near the Project site, and the Project site is within an existing industrial center that
24 has been mass graded and improved and is not expected to have an impact on the
25 availability of locally important mineral resources. Additionally, this potential
26 impact was addressed under the underlying Parcel Map 26365 and found to be not
27 significant. (Draft EIR, p. 4.9-7.) The RCIP General Plan Agricultural Resources
28

1 Park (CD: BP) (0.25-0.60 Floor Area Ratio), Community Development: Light
2 Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) and Community Development:
3 Heavy Industrial (CD: HI) (0.15-0.50 Floor Area Ratio), warehousing,
4 distribution and other goods storage facilities, shall be permitted in a specified
5 area. (Draft EIR, p. 4.9-10.)

6 According to the JAP Circulation Map, a portion of the MLCC falls within
7 a designated existing interchange; however specific JAP policies do not consider
8 this particular designation; rather the policies describe continued road
9 improvement as provided in the RCIP General Plan. (Draft EIR, p. 4.9-10.) JAP
10 Circulation Policy JUR 13.4 states, "Evaluate major commercial and industrial
11 Projects consisting of 20 acres or larger for the provision of park-and-ride
12 facilities." (Draft EIR, p. 4.9-10.) According to the JAP Trails and Bikeway
13 System Map, the closest regional trail is located along the San Sevaine Channel,
14 with no trails or bikeway systems within the proposed industrial Project area.
15 (Draft EIR, p. 4.9-15.) The MLCC does not fall within any designated criteria
16 area for the Multi-Species Habitat Conservation Plan. Therefore, the Project does
17 not anticipate the inclusion of any property acreage to an MSHCP conservation
18 areas, and no Project impacts to adjacent MSHCP conservation areas are
19 anticipated. (Draft EIR, p. 4.9-15; see Draft EIR, p. 4.9-17.)

20 According to the JAP Flood Hazards Map (Draft EIR, p. 4.9-18), the
21 proposed MLCC Project does not fall within the 100-year or 500-year flood zone
22 designation. Although within a Liquefaction Susceptibility area with Moderate
23 Deep Groundwater Susceptible Sediments in the Seismic Hazards map, the
24 Project site is outside critically designated Shallow Groundwater Susceptible
25 Sediments liquefaction areas. (Draft EIR, p. 4.9-19.)

26 Based upon the above discussion, the Project will not have a significant
27 environmental impact due to inconsistency with existing and planned land uses or
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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 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
18 located adjacent to a State classified or designated area or existing surface mine.
19 (Draft EIR, p. 4.10-2.) According to the General Plan and the JAP, there are no
20 State classified or designated mineral resource areas or existing surface mines in
21 the area or on the Project site. Therefore, no impacts are expected by the Project
22 as an incompatible land use to mineral resources, and no Project-specific
23 mitigation measures are required since no significant adverse impacts are
24 anticipated.

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

1 upon the adjacent residential areas. The Project will have no significant impact,
2 and no Project-specific mitigation measures are required.

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

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

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

24 The Project will not cumulatively exceed official regional or local
25 population Projections. (Draft EIR, p. 4.12-3.) It is anticipated that the site
26 development will not exceed official regional or local population Projections.
27 The Project is an in-fill development within the MLCC, an existing
28

1 median income. (Draft EIR, p. 4.12-2.) The Project may create a demand for
2 housing so future employees may choose to relocate closer to the Project site.
3 However, the majority of the jobs created by the Project is anticipated to be filled
4 from the surrounding area, thereby limiting the number of persons requiring
5 housing moving to the area. The demand for additional housing created by the
6 Project is considered less than significant, and no Project-specific mitigation
7 measures are required.

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

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

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

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

6 2. Mitigation:

7 No Project-specific mitigation measures are required.

8 L. Recreation

9 1. Impacts:

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

19 The Project would not create a demand for additional housing, particularly as
20 related to housing affordable to households earning 80% or less of the County's
21 median income. (Draft EIR, p. 4.12-2.) The Project may create a demand for
22 housing so future employees may choose to relocate closer to the Project site.
23 However, the majority of the jobs created by the Project is anticipated to be filled
24 from the surrounding area, thereby limiting the number of persons requiring
25 housing moving to the area. The demand for additional housing created by the
26 Project is considered less than significant, and no Project-specific mitigation
27 measures are required.
28

specific mitigation measures are required.

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

2. Mitigation:

No Project-specific mitigation measures are required.

M. Utilities

1. Impacts:

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

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

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

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

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

27 The Project would not impact the maintenance of public facilities,
28

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

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

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

26 The Project will have no significant cumulative impacts related to water
27 and sewer and solid waste services. (Draft EIR, p. 6.0-27.) Although potential
28

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

11 d. Mitigation Measure Utilities 4: The property owner shall require
12 landscaping contractors to practice grass recycling and/or grass
13 composting to reduce the amounts of grass material in the waste stream.
14 (Draft EIR, p. 4.16-44.)

15 e. Mitigation Measure Utilities 5: The property owner shall require
16 landscaping contractors to use mulch and/or compost for the development
17 and maintenance of Project site landscaped areas. (Draft EIR, p. 4.16-44.)

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

22 N. Air Quality

23 1. Impacts:

24 The Project would not conflict with or obstruct implementation of the
25 applicable air quality plan. (Draft EIR, p. 4.3-37.) The Air Quality Management
26 Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive
27 program that will lead the SCAB into compliance with all federal and state air
28

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

16 The Project would not expose sensitive receptors to a hazard index of 1.0
17 or greater for chronic non-cancer risks associated with Diesel Particulate Matter
18 ("DPM"), which is a Toxic Air Contaminant or TAC. (Draft EIR, pp. 4.3-66.)
19 Non-cancer risks are considered less than significant from both the Project
20 operation alone and when considered with cumulative Projects. (Draft EIR, p.
21 4.3-72.) The relationship for the non-cancer health effects of DPM was modeled,
22 and based on the assumption of 10 minute idling per truck at the Project site, the
23 maximum DPM concentration of 0.087 $\mu\text{g}/\text{m}^3$ occurs at the Project site with the
24 hazard index is 0.017, which is less than 2% of the allowed threshold. Based on
25 this, non-cancer risks from the Project's DPM emissions are considered less than
26 significant. Therefore, despite MM Air 7 which prohibits all vehicles from idling
27 in excess of 5 minutes, even at 10 minutes, the impact is already less than
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1 the discharge of air contaminants or other material that may cause the detriment,
2 nuisance, or annoyance to any considerable number of people. Pursuant to State
3 CEQA Guidelines Section 15091, subdivision (a)(1), changes or alternatives have
4 been required in, or incorporated into, the Project which avoid or substantially
5 lessen the significant environmental effect identified in the Final EIR. The above-
6 noted programs, along with incorporating limits on idling time during
7 construction from MM Air 2 and during Project operation from MM Air 7, will
8 help to reduce impacts related to odors from the Project to less than significant
9 levels. (Draft EIR, pp. 4.3-57.)

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

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

1 EIR. (Final EIR, pp. 1.0-15, 3.0-8, see *infra* discussion of MM Air 3e and Air 3f.)
2 These mitigation measures will help further reduce the already less-than-
3 significant levels of PM-10 and PM-2.5 further below SCAQMD's threshold
4 levels. (Final EIR, pp.1.0-6.) Mitigation measures MM Air 3e and Air 3f, and
5 the other mitigation measures added and amended by the Final EIR, will not result
6 in any change in the level of significance for these criteria pollutants. (Id.)

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

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

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

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

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

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

1 Avenue in close proximity to the proposed plot plans that would serve the
2 same purpose as this mitigation measure offered up by the SCAQMD.
3 (Draft EIR, p. 4.3-68 to 69.)

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

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

1 use compatibility. However, both short-term and long-term Project-generated
2 emissions have been shown to be significant on a regional level, which in turn
3 would mean the Project would have significant cumulative impacts. (Draft EIR,
4 p. 4.3-50; Final EIR, p. 1.0-45.) As a result, the Project will contribute to
5 cumulatively considerable net increases of criteria pollutants. (Draft EIR, p. 4.3-
6 50.)

7 Changes or alterations have been required in, or incorporated into, the
8 Project that help reduce the potential impacts, but impacts will remain significant
9 and unavoidable. (Draft EIR, pp. 4.3 73 to 4.3-74, 4.3-69; Final EIR, p. 1.0-45.)
10 Mitigation measures MM Air 1 through MM Air 13 from the Draft EIR will be
11 implemented, and several mitigation measures were added and amended by the
12 Final EIR, and will be implemented, as follows: MM Air 3a, MM Air 3b, MM Air
13 3c, MM Air 3d, MM Air 3e, MM Air 3f, MM Air 8, MM Air 14, and MM Air 15.
14 These measures will be implemented to reduce emissions during construction and
15 operations. (See *infra* discussion of mitigation) The measures added and
16 amended by the Final EIR will not result in a change in the level of significance
17 related to this potential impact. After mitigation, Project-generated emissions
18 would be reduced; however, there would be no quantitative reduction associated
19 with the imposed mitigation measures. (Draft EIR, p. 4.3-69.) Therefore, there
20 would be no change in the estimated criteria pollutant emissions for the Project.
21 (Draft EIR, p. 4.3-69; Final EIR, p. 1.0-45; see Draft EIR, Section 6.0 [further
22 discussing cumulative impacts related to Air Quality].) Pursuant to State CEQA
23 Guidelines section 15091, specific economic, legal, social, technological or other
24 considerations, including provision of employment opportunities for highly
25 trained workers, make infeasible the mitigation measures or Project alternatives
26 identified in the Final EIR. (Subd. (a)(3).)

27 The Project includes specific design considerations and mitigation
28

1 during construction activities; obtain coverage under the appropriate NPDES
2 General Construction Permit for Storm Water Discharges Associated with
3 Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002 prior to
4 obtaining the grading permits and shall implement Best Management Practices as
5 set forth in their Storm Water Pollution Prevention Plans. (See Draft EIR, pp.
6 4.3-34 to 4.3-36 [further discussing the Project's design considerations].)

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

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

27 The analysis estimates of the Project's GHG emissions during
28

1 EIR, p. 4.3-53.) A conservative estimate was used, as actual emissions will likely
2 be smaller due to implementation of SB 1368 which will phase-out the use of out-
3 of-state coal-fired power plants, and implementation of AB 32 which will likely
4 reduce carbon intensity throughout the state. (Draft EIR, pp. 4.3-53.) GHG
5 emissions associated with the combustion of natural gas used by the Project were
6 estimated using the current URBEMIS model, which showed that the estimated
7 emissions annually are approximately 960 Mt/year. (Draft EIR, p. 4.3-54.)
8 Landscape equipment servicing the Project site was also analyzed using the
9 current URBEMIS model, which estimated the Project's annual landscape
10 equipment emissions to be 2.72 Mt. (Draft EIR, pp. 4.3-54.) URBEMIS was also
11 used to calculate the CO₂ emissions from Project-related vehicle usage as
12 approximately 14,776 Mt annually. Future reductions can be expected as a result
13 of AB 1493 (2002), which requires emissions reductions in California's new light
14 duty vehicle fleet, starting in model year 2009, which could reduce vehicle
15 emissions by 27% by 2030. (Draft EIR, p. 4.3-55.) The total carbon dioxide
16 emissions generated from Project operation is 17,954.72 Mt per year, primarily
17 from vehicle use followed by electricity consumption at 82 and 12 percent. Not
18 included in this estimate are emissions from construction related electricity,
19 natural gas, and mobile sources nor are emissions from wastewater treatment and
20 landfill of solid waste during Project operation. Given the global nature of GHG
21 and their ability to alter the Earth's climate, it is not anticipated that a single
22 development Project, even one this size, would have an effect on global climate
23 conditions. It is, however, reasonably foreseeable that emissions resulting from
24 this Project in combination with statewide, national, and international emissions
25 could cumulatively contribute to a change in Earth's climate, i.e., global warming.
26 (Draft EIR, p. 4.3-56 to 57.)

27 To lessen the impacts related to global warming and GHG production, the
28

1 contribute to exceeding the localized significance thresholds on a long-term basis,
2 as discussed in the Draft EIR (Draft EIR, p. 4.3-47) and the findings within this
3 section, above, the Project's emissions would exceed the long-term and short-term
4 regional significance thresholds. (Draft EIR, pp. 4.3-32, 58.) Therefore, on a
5 regional level, the Project could result in the exposure of sensitive receptors to
6 substantial pollutant concentrations. Therefore, impacts are considered significant
7 despite mitigation. (Draft EIR, p. 4.3-58.)

8 As previously indicated, emissions of ROG, NOX, and CO will be
9 significant based on SCAQMD's regional significance threshold. (See *supra*
10 discussion of criteria pollutants; Draft EIR, pp. 4.3-41, 4.3-42; Final EIR, pp. 1.0-
11 6, 1.0-45.) Additionally, short-term emissions of PM-10 and PM-2.5 will be
12 significant based on SCAQMD's localized significance thresholds. (Draft EIR, p.
13 4.3-44; Final EIR, pp. 1.0-8 to 1.0-11; see *supra* discussion of criteria pollutants.)
14 In high concentrations, CO can cause serious health problems in humans by
15 limiting the red blood cells' ability to carry oxygen. The health threat from lower
16 levels of CO is most serious for those who suffer from heart disease, like angina,
17 clogged arteries, or congestive heart failure. In those persons, a single exposure
18 of CO at low levels may cause chest pain and reduce the ability to exercise;
19 repeated exposures may contribute to other cardiovascular effects. In healthy
20 people, breathing high levels of CO may result in vision problems, reduced ability
21 to work or learn reduced manual dexterity, and difficulty performing complex
22 tasks. At extremely high levels, CO is poisonous and can cause death. CO also
23 contributes to the formation of smog ground-level ozone, which can trigger
24 serious respiratory problems. (Draft EIR, p. 4.3-7 [citing SCAQMD 1993].)

25 NO_x's most important oxides in air pollution are nitric oxide (NO) and
26 nitrogen dioxide (NO₂). NO₂ at atmospheric concentrations is a potential irritant
27 and can cause coughing in healthy persons, due to increase resistance to air flow
28

1 proposed plot plan sites (PP18876, PP18877 and PP18879) and most of the other
2 three plot plan sites (PP16979, PP17788 and PP18879). (Final EIR, pp. 2.0-96,
3 2.0-98.) A 1,500-foot setback would encompass the entire Project site. (*Id.*)
4 Thus, either setback would prevent development of the Project site in accordance
5 with the current land use designation as Community Development: Light
6 Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) and zoning as Medium-
7 Manufacturing (M-M) and Industrial Park (I-P). (Final EIR, p. 2.0-96.)

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

20 The Project would expose sensitive receptors to diesel exhaust, a toxic air
21 contaminant, at a level that exceeds 10 excess cancer cases per one million
22 people. (Draft EIR, pp. 4.3-66; 4.3-72.) Changes or alterations have been
23 required in, or incorporated into, the Project that help reduce the potential
24 impacts, but impacts will remain significant and unavoidable. (Draft EIR, pp. 4.3-
25 67, 4.3-72.)

26 The Mira Loma Village neighborhood is located adjacent to Plot Plan Nos.
27 18876 and 18877, and the retirement community of Country Village is located
28

1 (Draft EIR, pp. 4.3-61 to 63.) There exists a strong relationship between cancer
2 risk from DPM and proximity to Etiwanda Avenue, Philadelphia Street, Jurupa
3 Street, and Mission Boulevard/Van Buren Boulevard (all roadways are used
4 heavily by diesel trucks). (Draft EIR, p. 4.3-63.)

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

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

26 Regarding the use of setbacks from diesel sources, the Draft EIR identifies
27 the provision of a minimum 300 meter setback (1,000 feet) from truck traffic to
28

1 6.0-32). Accordingly, a setback requirement is infeasible.

2
3 The Project is located in an area where the existing background DPM
4 concentrations currently cause sensitive receptors in the Project vicinity to be
5 exposed to cancer risks from DPM of greater than 10 in one million. Therefore,
6 the Project's contribution to this pre-existing problem is considered a significant
7 cumulative impact. (p. 4.3-75 of Draft EIR) The Project's impacts related to
8 DPM are unavoidable adverse impacts, as the Project- related and cumulative
9 impacts to air quality cannot be successfully mitigated to a level below
10 significance, and therefore unavoidable adverse impacts remain. (p. 6.0-28 of
11 Draft EIR.) Pursuant to State CEQA Guidelines, section 15091, specific
12 economic, legal, social, technological or other considerations, including provision
13 of employment opportunities for highly trained workers, make infeasible the
14 mitigation measures or Project alternatives identified in the Final EIR. (Subd.
15 (a)(3).)

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

12.)

The Project is within Riverside County located in the community of Mira Loma. The Project consists of vacant in-fill lots within a land use designation of Community Development: Light Industrial (CD: LI) (0.25-0.60 Floor Area Ratio) which is limited to warehousing/distribution, assembly and light manufacturing, and repair facilities. The plot plans located closest to existing residences have been zoned Industrial Park (I-P) while the other three plot plans have been zoned Medium-Manufacturing (M-M). The Project is consistent with the land use designation, will not conflict with the implementation of the AQMP, and therefore, impacts can be considered less than significant. (Draft EIR, pp. 6.0-12 to 6.0-13.)

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

In addition to the analysis of Project-related air quality impacts, the Air Quality Study and the health risk assessment analyzed the cumulative impacts associated with diesel exhaust attributed to the Project, RCIP General Plan build-

1 are cumulatively considerable when considered in combination with other
2 statewide, national and international emissions, and will be potentially significant.
3 (Draft EIR, p. 6.0-14.) Pursuant to State CEQA Guidelines, section 15091,
4 specific economic, legal, social, technological or other considerations, including
5 provision of employment opportunities for highly trained workers, make
6 infeasible the mitigation measures or Project alternatives identified in the Final
7 EIR. (Subd. (a)(3).)

8
9 2. Mitigation:

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

- 14 a. Mitigation Measure Air 1: During construction, mobile construction
15 equipment will be properly maintained at an off-site location, which
16 includes proper tuning and timing of engines. Equipment maintenance
17 records and equipment design specification data sheets shall be kept on-
18 site during construction. (Draft EIR, p. 4.3-67.)
- 19 b. Mitigation Measure Air 2: The Project proponent shall assure that the
20 following requirement be incorporated into all relevant construction
21 drawings and the contract between the Project proponent and the general
22 contractor: Construction vehicles shall be prohibited from idling for a
23 period in excess of 5 minutes both on-site and off-site. Each subcontractor
24 or material supplier shall be responsible for compliance with this provision
25 and the general contractor will have responsibility to oversee
26 implementation. Further, the general contractor shall place a sign at each
27 building driveway notifying equipment operators that idling times shall
28 not exceed five minutes. (Draft EIR, p. 4.3-67.)

1 traffic flow on the arterial system to off-peak hour, and/or
2 signal synchronization to improve traffic flow. (Final EIR,
3 pp. 1.0-14 to 1.0-15.)

4
5 iii. Mitigation Measure Air 3c: Electricity from power poles
6 shall be used instead of temporary diesel- or gasoline-
7 powered generators to reduce the associated emissions.
8 Approval will be required by the Department of Building
9 and Safety's Grading Division prior to issuance of a
10 grading permit. (Final EIR, p. 1.0-15.)

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

1 provided and be prohibited from running TRUs when the truck is not in
2 use. (Final EIR, p. 3.0-9.)

3 g. Mitigation Measure Air 6: Service equipment at the facilities will be
4 either low-emission propane powered or electric. (i.e., forklifts). (Draft
5 EIR, p. 4.3-67.)

6 h. Mitigation Measure Air 7: Prohibit all vehicles from idling in excess of
7 five minutes. (Draft EIR, p. 4.3-67.)

8 i. Mitigation Measure Air 8: In order to promote alternative fuels, and help
9 support "clean" truck fleets, the developer/successor-in-interest shall
10 provide building occupants and businesses with information related to
11 SCAQMD's Carl Moyer Program, or other State programs that restrict the
12 operation to "clean" trucks, such as 2007 or newer model year or 2010
13 compliant vehicles. (Draft EIR, p. 4.3-67.)

14 j. Mitigation Measure Air 9: Provide specific entrances and exits that
15 minimize truck emissions to homes. (Draft EIR, p. 4.3-67.)

16 k. Mitigation Measure Air 10: Implement signal synchronization to improve
17 track flow. (Draft EIR, p. 4.3-68.)

18 l. Mitigation Measure Air 11: Each plot plan proponent shall be responsible
19 for providing information about park-and-ride programs for employees.
20 (Draft EIR, p. 4.3-68.)

21 m. Mitigation Measure Air 12: The Project developer on each plot plan shall
22 provide information to building occupants on incentives and programs
23 related to low-sulfur fuels and particulate traps, as well as other
24 technologies available to business or truck fleets that reduce diesel
25 particulate matter created by the SCAQMD. (Draft EIR, p. 4.3-68.)

26 n. Mitigation Measure Air 13: Although the nature of the Project does not
27 include the use of many appliances, if appliances are installed, they will be
28

1 provide adequate noise attenuation to the Project site for railroad noise. Potential
2 impacts from railroad noise will be less than significant, and no Project-specific
3 mitigation measures are required since no significant adverse impacts are
4 anticipated.

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

23 Without mitigation, the Project was determined to not result in a
24 substantial temporary or periodic increase in ambient noise levels above levels
25 existing without the Project. Therefore, construction-related noise impacts will be
26 less than significant. (Draft EIR, pp. 4.11-13; see also Final EIR, p. 1.0-56
27 [noting less than significant prior to mitigation].) Construction noise generates
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1 located within one-quarter of a mile from an inhabited dwelling provided that
2 construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during
3 the months of June through September or between the hours of 6:00 p.m. and 7:00
4 a.m. during the months of October through May. Riverside County Community
5 Health Agency, Department of Public Health concluded that based upon their
6 calculations, the recommendations should provide sufficient attenuation to reduce
7 the exterior noise levels to below 65 dB(A) during the day and 45 dB(A) at night.
8 (See Draft EIR, Appendix I.) Due to compliance with the ordinance,
9 construction-related noise impacts will be less than significant. Nonetheless, the
10 recommendations of the Department of Public Health are further included as
11 mitigation measures MM Noise 1, MM Noise 5, MM Noise 6, and MM Noise 7.
12 (Draft EIR, p. 4.11-13; see *infra* discussion of Mitigation.) MM Noise 1 pertains
13 to construction noise and highlights the requirements imposed by Section 1.G.1 of
14 Riverside County Ordinance No. 457. Although the impacts are already less than
15 significant, additional mitigation measures have been added to further reduce
16 construction-related noise through MM Noise 2 requiring maintenance of proper
17 mufflers on equipment, and MM Noise 3 and MM Noise 4, assuring that
18 construction staging and equipment operation areas are not located close to
19 existing sensitive receptors. (Draft EIR, p. 4.11-13.)

20 Even without mitigation, the Project would not likely expose persons to an
21 excessive amount of vibration or groundborne noise impacts. Construction
22 activity can result in varying degrees of ground vibration that spread through the
23 ground and diminish in strength with distance. Sensitive receptors that may be
24 affected by construction-related vibration associated with the Project include
25 residences located to the east and south of the Project boundary. The use of heavy
26 construction equipment generates vibration levels that would not exceed the
27 annoyance threshold of 80 Vdb. The nearest sensitive receptor is the Mira Loma
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1 noise impacts from loading operations or truck movements. Nighttime dock
2 operations would be sufficient for the impact to be significant, unless mitigated
3 and exacerbated if trailers are delivered or picked up at night. Daytime
4 operational noise is not considered a source of significant impact if a barrier
5 shields the visibility of the loading activity from any ground-floor observers.

6 Pursuant to State CEQA Guidelines section 15091, subdivision (a)(1),
7 changes or alternatives have been required in, or incorporated into, the Project
8 which avoid or substantially lessen the significant environmental effect identified
9 in the Final EIR. (Draft EIR, pp. 4.11-16 to 17.) Mitigation measures MM Noise
10 5, MM Noise 6, MM Noise 7, MM Noise 8, and MM Noise 9 would reduce or
11 eliminate impacts related to the Project exceeding Riverside County General Plan
12 standards. Mitigation Measure MM Noise 9 requires no nocturnal activities at
13 Plot Plan Nos. 18876 and 18877, near the residences. (Draft EIR, p. 4.11-17; see
14 *infra* discussion of MM Noise 9.) Due to building orientation, intervening land
15 uses and the orientation of the nearest residences, the noise impacts from potential
16 nocturnal operations associated with Plot Plan No. 18879, Plot Plan No. 17788
17 and Plot Plan No. 16979 will be mitigated to below the level of significance
18 through implementation of the remaining mitigation measures. MM Noise 5
19 indicates the county's nighttime/daytime noise standards, MM Noise 6 requires
20 the placement of an 8-foot noise barrier for certain activities and distances from
21 residences, MM Noise 7 requires further acoustic analysis to evaluate the
22 effectiveness of mitigation measures, and MM Noise 8 prohibits nocturnal loading
23 activities within certain distances from residences. (Draft EIR, p. 4.11-17; Final
24 EIR, p. 1.0-57.) Implementation of the above-listed mitigation measures will
25 reduce these potential operational noise effects to below the level of significance.
26 (Draft EIR, pp. 4.11-17, 4.11-20; see *supra* discussion regarding mitigation
27 measures.)
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1 increases in noise levels along roadways in the Project vicinity. This would affect
2 land uses along specific streets and could be adverse for sensitive land uses.
3 However, the County requires that noise impacts and mitigation be analyzed at
4 full capacity of the roadways. Thus, individual Projects would provide noise
5 control beyond existing noise levels in anticipation for future development. As
6 such, individual Project mitigation would serve to reduce Project related noise
7 impacts to less than significant levels. (Draft EIR, p. 6.0-22.) However, because
8 the existing noise environment already exceeds County standards without
9 incorporation of the Project, and since the Project will be adding to that noise
10 environment, the Project will have cumulative impacts associated with noise.
11 (Draft EIR, p. 6.0-22.)

12 Mitigation measures have been incorporated which will reduce Project-
13 related noise impacts to less than significant levels. No mitigation measures have
14 been included in the Project that can reduce the Project's contribution to a
15 cumulative impact related to the already noisy environment. (Draft EIR, p. 6.0-
16 22.) After incorporation of mitigation measures, the Project noise impacts will be
17 reduced to levels below significance. However, cumulative impacts remain, and a
18 Statement of Overriding Considerations will be required prior to Project approval.
19 (Draft EIR, p. 6.0-23.) Pursuant to State CEQA Guidelines section 15091,
20 subdivision (a)(3), specific economic, legal, social, technological or other
21 considerations, including provision of employment opportunities for highly
22 trained workers, make infeasible the mitigation measures or Project alternatives
23 identified in the Final EIR.

24 2. Mitigation:

25 The Project has been modified to mitigate or avoid these potentially significant
26 impacts by the following mitigation measures, which are hereby adopted and will
27 be implemented as provided in the Mitigation, Monitoring, and Reporting
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combined activities occur within 600 feet of an existing home. These wall heights can be reduced by performing a subsequent acoustical analysis after the final grading plan is complete. (Draft EIR, p. 4.11-20.)

- g. Mitigation Measure Noise 7: Prior to the issuance of building permits for Plot Plan No. 16979 and Plot Plan No. 18879, an acoustical analysis shall be submitted for the Plot Plan for which a building permit is being requested to the Riverside County Planning Department and the Riverside County Department of Public Health, Office of Industrial Hygiene verifying that the perimeter barrier required by mitigation measure MM Noise 6, above, reduces potential nocturnal (10 p.m. to 7 a.m.) noise impacts for that Plot Plan to noise levels mandated by Riverside County Ordinance No. 847. If the acoustical analysis determines that a higher perimeter barrier is required to bring nocturnal noise impacts to Riverside County Ordinance No. 847 levels, the required perimeter barrier shall be raised, as required by the acoustical analysis, to a maximum height of 12 feet to reduce potential noise impacts to Ordinance No. 847 levels. (Draft EIR, p. 4.11-20.)
- h. Mitigation Measure Noise 8: No nocturnal loading/unloading shall occur within 100 feet of any residence. No combined trucking movements and unloading/loading shall occur within 200 feet of any residence from 10 p.m. to 7 a.m. (Draft EIR, p. 4.11-20.)
- i. Mitigation Measure Noise 9: No nocturnal operations within Plot Plan No. 18876 and Plot Plan No. 18877 shall take place between the hours of 10 p.m. and 7 a.m. (Draft EIR, p. 4.11-20.)

P. Transportation and Traffic

1. Impacts:

The Project would not result in a change in air traffic patterns, including

1 developer-installed transit amenities are required. Impacts related to adopted
2 policies, plans, or programs supporting alternative forms of transportation are
3 therefore considered less than significant, and no Project-specific mitigation
4 measures are required. Regardless, additional mitigation measure MM Trans 8 is
5 provided to include bicycle racks promoting alternative transportation. This
6 mitigation measure will help ensure that this potential impact threshold remains
7 below the level of significance. (See *infra* discussion regarding MM Trans 8;
8 Draft EIR, p. 4.15-20.)

9 The Project would not alter waterborne, rail or air traffic. (Draft EIR, p.
10 4.15-19.) It does not include any waterborne, rail or air traffic, and will not
11 require the alteration of such traffic. Therefore, there will be no impacts, and no
12 Project-specific mitigation measures are required.

13 The Project would not cause an effect upon, or a need for new or altered
14 maintenance of roads. (Draft EIR, p. 4.15-19.) It will not involve the
15 construction of public roadways. There may be potential impacts to existing
16 roadways resulting in the need for increased road maintenance from increased
17 truck traffic, but this is addressed through County conditions of approval, plan
18 check and permit procedures, and code enforcement practices, therefore impacts
19 upon public facilities, such as roads, will be less than significant, and no Project-
20 specific mitigation measures are required.

21 The Project would not cause an effect upon circulation during the Project's
22 construction. (Draft EIR, p. 4.15-19.) Considering the temporary nature of
23 construction activity, the nature of traffic circulation in the Project area, and
24 established County requirements for traffic control on public roadways during
25 construction, there will be no impacts upon circulation during the Project's
26 construction, and no Project-specific mitigation measures are required.

27 The Project would not significantly impact planned or existing bike trails in the
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1 substantial in relation to the existing traffic load and capacity of the street system.
2 The Project will contribute to the overall violation of County LOS standards in
3 ten of the nineteen study area intersections. However, six of the intersections will
4 violate the LOS standards even without the construction of the Project. Pursuant
5 to State CEQA Guidelines section 15091, subdivision (a)(1), changes or
6 alternatives have been required in, or incorporated into, the Project which avoid or
7 substantially lessen the significant environmental effect identified in the Final
8 EIR. Mitigation measures MM Trans 1 through MM Trans 8 will be required to
9 reduce the significant impacts by improvement of signs, signals, and intersections,
10 as well as the payment of mitigation fees for assisting with off-site improvements
11 and through installing bike racks to facilitate alternative modes of transportation.
12 (See *infra* discussion regarding mitigation; Draft EIR, pp. 4.15-17; 4.15-19 to 20.)
13 The Project will be required to pay development and impact fees (*i.e.*, TUMF and
14 RBBD) to fund improvements cumulatively necessitated by area development .
15 Once mitigation measures are implemented, impacts will be reduced to less than
16 significant. (Draft EIR, pp. 4.15-17; 4.15-19 to 4.15-20.)

17 Without mitigation, the Project may substantially increase hazards due to a
18 design feature or incompatible uses related to the residential traffic associated
19 with the Mira Loma Village neighborhood. The proposed six plot plans will be
20 similar and compatible with uses within the existing development, as well as with
21 the other existing industrial development to the north and west. The increased
22 truck traffic generated by the Project may create a hazard or increase incompatible
23 uses related to the residential traffic associated with the Mira Loma Village
24 neighborhood. (Draft EIR, p. 4.15-17.) The Project will be conditioned to
25 improve various segments of surrounding roadways, which will lessen hazards
26 related to trucks traveling on roadways near smaller vehicles. Pursuant to State
27 CEQA Guidelines section 15091, subdivision (a)(1), changes or alternatives have
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1 traffic congestion on State Route 60 and Interstate 15, and selected roadway
2 segments and intersections. Adverse impacts to the circulation network would
3 occur if roadway improvements and trip reduction measures and programs are not
4 implemented. The existing level of service for the study area intersections vary
5 from LOS A to F. The following intersections currently operate at an
6 unacceptable level of service: SR-60 Westbound On-Ramp/ Mission Boulevard;
7 SR-60 Eastbound Off-Ramp/ Mission Boulevard; Etiwanda Avenue/ Inland
8 Avenue; Etiwanda Avenue/ Airport Drive – Slover Avenue(Draft EIR, p. 6.0-25.).
9 The effect of Project-generated traffic is that all the studied intersections will have
10 longer delay due to the inclusion of traffic-generated traffic, absent the
11 incorporation of off-site improvements. (Draft EIR, p. 6.0-25.)

12 Following implementation of area-wide offsite improvements as required
13 by identified mitigation measures, delays at study area intersections will be
14 substantially reduced and all of the intersections within the study area will operate
15 at LOS D or better. In future conditions, including the cumulative impact of
16 development within the Project area, intersections within the study area will
17 operate at LOS D or better following implementation of area-wide offsite
18 improvements. (Draft EIR, p. 6.0-25.)

19 Mitigation measures have been incorporated which will reduce Project-
20 related traffic impacts to less than significant levels. Increases in traffic brought
21 about by new development can be mitigated through payment of mitigation fees
22 and County-wide and Project-level roadway improvements. (Draft EIR, p. 6.0-
23 26.) The cumulative effects of the Project can be reduced by the payment of fees
24 (e.g., TUMF, DIF). These fees may be used by the County to upgrade
25 intersections and roadway segments. Although the development will pay fees to
26 mitigate cumulative impacts, the actual construction of the required off-site
27 improvements cannot be determined with certainty. Thus, it is possible that the
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1 turn, through, right-turn lane; Westbound: One shared left-turn, through,
2 and right-turn lane. (Draft EIR, pp. 4.15-20.)

- 3 c. Mitigation Measure Trans 3: Install stop signs at all Project driveways
4 exiting onto De Forest Circle, Noble Court, and Dulles Drive. (Draft EIR,
5 pp. 4.15-20.)
- 6 d. Mitigation Measure Trans 4: Sight distance at the Project entrance
7 roadway shall be reviewed with respect to standard County of Riverside
8 sight distance standards at the time of preparation of final grading,
9 landscape and street improvement plans. (Draft EIR, pp. 4.15-20.)
- 10 e. Mitigation Measure Trans 5: Participate in the phased construction of off-
11 site traffic signals through payment of traffic signal mitigation fees. (Draft
12 EIR, pp. 4.15-20.)
- 13 f. Mitigation Measure Trans 6: Signing/striping should be implemented in
14 conjunction with detailed construction plans for the Project site. (Draft
15 EIR, pp. 4.15-20.)
- 16 g. Mitigation Measure Trans 7: The Project will participate in the cost of
17 off-site improvements through payment of the Transportation Uniform
18 Mitigation Fee (TUMF), the Traffic Signal Mitigation Fee, the Mira Loma
19 Road and Bridge Benefit District (RBBD), Zone A, and site development
20 impact fees. These fees shall be collected and utilized as needed by the
21 County of Riverside to construct the improvements necessary in the
22 Project influence area to maintain the required level of service and build
23 roads to the general plan build-out level. (Draft EIR, pp. 4.15-20.)
- 24 h. Mitigation Measure Trans 8: Install bike racks on all six of the plot plans.
25 (Draft EIR, pp. 4.15-20.)

26 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered the
27 following alternatives identified in EIR No. 450 in light of the environmental impacts which cannot be
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the Project site, although the Project site would likely continue to be the location of illegal dumping of debris, household waste, tires and other materials.

10. For hydrology and water quality impacts, the No Project Alternative is better as compared to the Project. No change in Project site runoff and runoff from paved parking areas and streets, contaminated with oil and grease, heavy metals and sediment will be avoided. Less than significant impacts.
11. The No Project Alternative's land use/planning impacts are worse as compared to the Project. Not consistent with Jurupa Community Plan, and not consistent with existing zoning.
12. The No Project Alternative's mineral resources impact is the same as compared to the Project. No mineral resource potential for the Project site and thus no environmental impacts.
13. The No Project Alternative's noise impact is better as compared to the Project. No construction related noise. Existing use will not add additional noise to existing noise environment. There will be no cumulative impacts.
14. For the population and housing impact, the No Project Alternative is worse as compared to the Project. No benefit to jobs to housing ratio.
15. The No Project Alternative's impact to public services is worse as compared to the Project. No impacts upon fire services, sheriff services, libraries and schools. But no fair share mitigation fees paid pursuant to Ordinance No. 659 and State-mandated school impact fees will be paid.
16. The No Project Alternative's recreation impact is worse as compared to the Project. Will have no impact upon existing recreational facilities. But no fair share mitigation fees for regional parks and trails pursuant to Ordinance No. 659 will be paid.
17. The No Project Alternative's impact on transportation and traffic is better as compared to the Project. No generation of new daily trips and therefore no impact

6.0-36 to 6.0-39.) Therefore, the No Project Alternative is inconsistent with the project objectives and undesirable from a policy standpoint, and it is rejected as infeasible based on the economic, social, technological, and other factors identified. (Draft EIR, p. 6.0-57; see *Cal. Native Plant Soc'y v. Santa Cruz*, *supra*, 177 Cal.App.4th at p. 998.)

Q. Di Tommaso Property Alternative Site

1. This alternative considers the development of the Project on an alternative site: the Di Tommaso property, in western Riverside County, located in the Mira Loma area, east of Interstate 15, north of Galena Street and west of Wineville Road. (Draft EIR, p. 6.0-39.)
2. For aesthetic impacts, the Di Tommaso Property Alternative Site is worse as compared to the Project. This alternative will result in the development of vacant parcels with business park and warehouse/ distribution buildings. But the Project design will not be subject to design and landscaping guidelines in the MLCC Design Guidelines. (See discussion on Draft EIR pages 1.0-14, 3.0-18, 6.0-32, and Draft EIR Appendix K.) Potential impacts will be below the level of significance.
3. The Di Tommaso Property Alternative Site's air quality impact is the same as compared to the Project. This alternative will exceed SCAQMD regional short-term threshold for ROG and NOx, regional long-term threshold for ROG, NOx, and CO, and localized short-term threshold for PM-10 and PM-2.5. This alternative will also exceed significance thresholds for cancer risk due to diesel exhaust. The Di Tommaso Property Alternative Site's air quality impact is cumulatively significant. It contributes to exceedance of air quality standards and cumulative cancer risk due to diesel exhaust. This alternative in combination with statewide, national, and international emissions could cumulatively contribute to a change in Earth's climate, i.e., global climate change.

- 1 along some road segments are above outdoor noise standards, Project will
2 contribute to increased noise levels on these roads.
- 3 12. For population and housing impacts, the Di Tommaso Property Alternative Site is
4 the same as compared to the Project. Project will not result in the displacement of
5 existing residents. Same positive impact upon jobs to housing ratio.
- 6 13. The Di Tommaso Property Alternative Site's impact on public services is the
7 same as compared to the Project. No significant impact upon fire services, sheriff
8 services, libraries and schools. Fair share mitigation fees will be paid pursuant to
9 Riverside County Ordinance No. 659 and State- mandated school impact fees.
- 10 14. The Di Tommaso Property Alternative Site's impact on recreation is the same as
11 compared to the Project. Will have no impact upon existing recreational facilities.
12 Project will pay fair share mitigation fees for regional parks and trails pursuant to
13 Ordinance No. 659.
- 14 15. The Di Tommaso Property Alternative Site's transportation and traffic impact is
15 the same as compared to the Project. This alternative will generate 8,540 trips
16 daily. Impacts will be less than significant with implementation of mitigation.
17 Cumulative impacts will be significant due to uncertain timing of required off-site
18 improvements.
- 19 16. The Di Tommaso Property Alternative Site's impact on utilities is the same as
20 compared to the Project. This alternative will generate approximately 2,939.78
21 tons of solid waste annually, but will have no significant impact and no significant
22 effect on water and sewer services.
- 23 17. The Di Tommaso Property Alternative Site's regional element impact is the same
24 as compared to the Project. This alternative will generate approximately the same
25 number of jobs and will have a positive impact upon area's job/housing ratio. No
26 significant impact.
- 27 18. Infeasibility of Di Tommaso Alternative. The Di Tommaso alternative will have
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1 design and landscaping requirements. Potential impacts will be below the level of
2 significance.

3 3. The March JPA Meridian Specific Plan Alternative Site's air quality impact is the
4 same as compared to the Project. This alternative will exceed SCAQMD regional
5 short-term threshold for ROG and NOx, regional long-term threshold for
6 ROG, NOx, and CO, and localized short-term threshold for PM-10 and PM-2.5. It
7 will also exceed significance thresholds for cancer risk due to diesel exhaust.
8 This alternative's air quality impact is cumulatively significant. It contributes to
9 exceedance of air quality standards and cumulative cancer risk due to diesel
10 exhaust. This alternative in combination with statewide, national, and
11 international emissions could cumulatively contribute to a change in Earth's
12 climate, i.e., global climate change.

13 4. The March JPA Meridian Specific Plan Alternative Site's biological resources
14 impact is the same as compared to the Project. Project development will likely
15 result in potential loss of Burrowing Owl habitat and raptor foraging habitat. No
16 significant effect, with mitigation.

17 5. The March JPA Meridian Specific Plan Alternative Site's cultural resources
18 impact is the same as compared to the Project. No significant effect with same
19 mitigation measures as the Project.

20 6. For geology and soils, the March JPA Meridian Specific Plan Alternative Site's
21 impact is the same as compared to the Project. Standard of conditions of approval
22 and compliance with regulatory requirements will reduce impacts to below the
23 level of significance.

24 7. For hazards and hazardous materials impact, the March JPA Meridian Specific
25 Plan Alternative Site is the same as compared to the Project. Hazardous
26 materials, emissions and contaminants for the Project would be approved and
27 monitored by Riverside County Health Department and state and federal agencies.
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14. The March JPA Meridian Specific Plan Alternative Site's impact on recreation is the same as compared to the Project. This alternative will have no impact upon existing recreational facilities. Project will pay fair share mitigation fees for regional parks and trails pursuant to Riverside County Ordinance No. 659.
 15. The March JPA Meridian Specific Plan Alternative Site's impact on transportation and traffic is the same as compared to the Project. This alternative will generate 8,540 trips daily. Impacts will be less than significant with implementation of mitigation. Cumulative impacts of this alternative will be significant due to uncertain timing of required off-site improvements.
 16. The March JPA Meridian Specific Plan Alternative Site's impact on utilities is the same as compared to the 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 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. Infeasibility of March JPA Alternative. The March JPA alternative will have no change from the Project with regards to the regional element because the alternative generates 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.) The alternative meets some Project objectives, but is not environmentally superior to the Project or superior with regards to the Project objectives. (See, *supra*, discussion of failings of the alternative relative to the Project.) Notably, the alternative does not optimize the economic potential of the undeveloped parcels within the Mira Loma Commerce Center, continue the adopted Mira Loma Commerce Center theme and design standard qualities, contribute to the

Specifically, long term emissions will be less but will still exceed the thresholds of significance. Emissions will also exceed significance thresholds for cancer risk due to diesel exhaust. Emissions are also cumulatively significant as the alternative contributes to exceeding air quality standards and cumulative cancer risk due to diesel exhaust. Further, in combination with statewide, national, and international emissions, emissions could cumulatively contribute to a change in Earth's climate, i.e., global climate change; although the impacts would be less than those of the Project. (Draft EIR, p. 6.0-47 through -48.)

- c. Biological resource impacts are the same – likely resulting in potential loss of Burrowing Owl habitat and raptor foraging habitat – resulting in no significant effect, with mitigation. (Draft EIR, p. 6.0-48.)
- d. Cultural resource impacts are the same, resulting in no significant effect with the same mitigation measures. (Draft EIR, p. 6.0-48.)
- e. Geology and soils impacts are the same, resulting in no significant geology and soil issues, with standard conditions of approval and compliance with regulatory requirements reducing impacts below the level of significance. (Draft EIR, p. 6.0-49.)
- f. Hazards and hazardous materials impacts are the same, resulting in less than significant impacts, with hazardous materials, emissions and contaminants approved and monitored by Riverside County Health Department and state and federal agencies. (Draft EIR, p. 6.0-49.)
- g. Hydrology and water quality impacts are the same, resulting in no significant effect, as storm drainage facilities will be constructed and mitigation measures implemented. (Draft EIR, p. 6.0-49.)
- h. Land use and planning impacts are the same, with the alternative generally being consistent with the Jurupa Area Plan land use designation and

- 1 o. Utilities impacts are better – generating approximately 41.5 percent less
2 solid waste annually – but still considered to be less than significant.
3 Water and sewer service impacts are the same, with no significant effect.
4 (Draft EIR, p. 6.0-56.)
5 p. Regional element impacts are worse – generating fewer jobs and reducing
6 the positive impact on the area’s job/housing ratio – but still considered
7 not to be a significant impact. (Draft EIR, pp. 6.0-52 to 6.0-56.; Final
8 EIR, p. 1.0-65.)

9 2. Environmentally Superior Alternative. As discussed above, the No Project
10 Alternative is the environmentally superior alternative. However, where the No
11 Project Alternative is environmentally superior, CEQA also requires that an
12 environmentally superior alternative be identified from among the remaining
13 alternatives. (State CEQA Guidelines, § 15126.6(e)(2).) As set forth in the EIR,
14 that other environmentally superior alternative is the Reduced Scope Alternative.
15 (*Id.*; Draft EIR, p. 6.0-56.) Compared to the Project, the Reduced Scope
16 Alternative would result in reduced daily traffic trips, less associated air emissions
17 (including reduced health-risk impacts), less noise resulting from development of
18 the site, and less impact upon local landfills due to reduced solid waste
19 generation. However, even with the reductions set forth above, it must be noted
20 that the Reduced Scope Alternative would still create all of the same significant
21 and unavoidable environmental effects as the Project would, in that it would cause
22 significant impacts to air quality, health risk, greenhouse gases, noise, and traffic.
23 Project-related impacts to aesthetics, biological resources, cultural resources,
24 geology and soils, hazards and hazardous materials, hydrology/water quality, land
25 use and planning, mineral resources, public services, and recreation would remain
26 the same as compared to the Project. (See Draft EIR, Table 6.0F.) The Reduced
27 Scope Alternative has worse impacts upon Population and Housing and
28

1 in half by dramatically reducing the development density on each one.
2 (See also, *infra*, items dealing with reduced utility of each parcel.)

- 3 b. The Reduced Scope Alternative does not avoid any of the significant and
4 unavoidable impacts observed under the Project. (Annotated Final EIR,
5 pp. 6.0-52 to 6.0-56.) As already noted, and although the Project's
6 significant environmental impacts would be somewhat reduced, the
7 Reduced Scope Alternative would also have significant and unavoidable
8 impacts, including all of those that are significant and unavoidable with
9 the Project. (See, *supra*, discussing impacts under Reduced Scope
10 Alternative.)
- 11 c. The Reduced Scope Alternative would fail to establish an industrial
12 property of lasting quality and value based upon adopted land use and
13 zoning regulations and anticipated user groups because the alternative fails
14 to optimize the use of the Project site. (Annotated Final EIR, pp. 6.0-46,
15 6.0-47.) The reduced scale of the alternative results in a commensurate
16 reduction in the utility of the site, quality and value of the overall project,
17 and anticipated number of users and user groups that will be able to find
18 value in using the site. (See *id.*)
- 19 d. The Reduced Scope Alternative would not optimize the economic
20 potential of the undeveloped parcels within the Mira Loma Commerce
21 Center in compliance with the site's land use designation. (Draft EIR, p.
22 6.0-57.) The Project site's land use designation is "Light Industrial," and
23 the reduced scale of the alternative would commensurately reduce the
24 economic potential for the site by reducing the square-footage of industrial
25 manufacturing or warehousing space that can be utilized, thus reducing its
26 earnings potential. (Annotated Final EIR, pp. 6.0-46, 6.0-47.)
- 27 e. The Project site's zoning designation is "M-M" (manufacturing – medium)
28

1 Alternative also fails to implement important portions of the Riverside
2 County Integrated Project, General Plan and Jurupa Area Plan land use
3 designations and policies by not fully utilizing the Project site, and thus
4 failing to provide the highest priority to infill space pursuant to Jurupa
5 Area Plan policy 5.3. (Draft EIR, pp. 3.0-1, 3.0-18, 6.0-32.)

- 6 i. By failing to maximize the use of infill space, the Reduced Scope
7 Alternative promotes sprawl by forcing the warehousing and
8 manufacturing uses that would otherwise be located at the Project site into
9 potentially non-urbanized areas – unlike the Project site – thus thwarting
10 the policies underlying beneficial anti-sprawl initiatives and laws, such as
11 SB 375. (Annotated Final EIR, pp. 4.3-32, 4.3-34, 3.0-1, 3.0-18, 6.0-32.)
- 12 j. Due to its reduced scale, reduced square-footage, reduced industrial
13 production, and reduced jobs, the Reduced Scope Alternative will result in
14 fewer fees, taxes, and tax increment that would otherwise be collected
15 under the Project for the County to use for providing services to citizens.
16 (Annotated Final EIR, pp. 7.0-1 to 7.0-10.)
- 17 k. The Reduced Scope Alternative will also place a higher burden on the
18 property owner for per-acre fees and taxes that are applied to the property
19 regardless of income and square-footage because reducing the scale of the
20 project commensurately reduces the income attainable for paying those
21 fees. (Annotated Final EIR, pp. 6.0-46, 6.0-47, 7.0-1 to 7.0-10.)

22 Based on the above-noted considerations, the Reduced Scope Alternative does not
23 meet the Project objectives to the same extent as the Project, will not avoid any of
24 the significant and unavoidable impacts caused by the Project, and is infeasible
25 based on policy, economic, social, technological, and other factors identified
26 above and in the record as a whole. (E.g., Draft EIR, p. 6.0-57.)

27 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has balanced the economic,
28

1 complies with and supports the Mira Loma Warehouse/Distribution Center policy for
2 locating warehouse and distribution facilities in the area to maximize the use of their
3 proximity to the major transportation corridors. (Draft EIR, pp. 6.0-57.)

4 F. The Project will optimize the use of the site's location and proximity to major interstate
5 transportation corridors pursuant to the Mira Loma Warehouse/Distribution Center policy
6 in the Jurupa Area Plan. (Draft EIR, pp. 6.0-39, 6.0-43, 6.0-46, 6.0-47, 6.0-57.)

7 G. The prevention of sprawl is one of the driving factors behind SB 375, a relatively new
8 law that strongly encourages local land use jurisdictions to use infill development and
9 restrict growth to within existing urbanized areas. (Annotated Final EIR, pp. 4.3-32, 4.3-
10 34.) The Project furthers the policies supporting SB 375 by creating an infill
11 development in an existing industrial park, thus utilizing the undeveloped parcels in the
12 Mira Loma Commerce Center. (Annotated Final EIR, pp. 3.0-1, 3.0-18, 6.0-32.)

13 H. The Project will provide mitigation fees and tax increment to the County of Riverside.
14 (Annotated Final EIR, p. 7.0-7 to 7.0-9.) As limited examples, the Project will pay over
15 \$2,000 per acre in fire fees, over \$2,000 per acre for sheriff services, and over \$2 million
16 total in TUMF fees. (E.g., Draft EIR pp. 4.13-4, 4.15-10.) Expenditure of these funds
17 will further benefit the area by creating revenues that contribute to employment
18 opportunities for the skilled labor pool within Riverside County. (Annotated Final EIR,
19 p. 3.0-18.)

20 I. Through creating an in-fill commercial development within an existing
21 business/warehouse park, the Project will provide additional employment opportunities
22 for skilled labor in the region, (Draft EIR, p. 3.0-18; Annotated Final EIR, pp. 4.13-6,
23 5.0-4 to 5.0-5, 6.0-32), which is recognized by CEQA as an acceptable project benefit.
24 (See State CEQA Guidelines, § 15091(a)(3) ("provision of employment opportunities for
25 highly trained workers").

26 J. The Project will generate several hundred jobs and provide a substantial percentage of the
27 forecasted employment needed in Western Riverside County. (Annotated Draft EIR p.
28

adjacent to the Project site furthers the public policies in SB 375 for restricting development to urbanized areas. (Annotated Final EIR, pp. 4.3-32, 4.3-34, 4.3-72.)

S. The Project's location adjacent to existing transportation corridors provides a local benefit by ensuring that truck traffic primarily travels on existing truck roadways – rather than through residential developments. (Annotated Final EIR, pp. 3.0-18, 4.3-72, 4.9-9, 4.16-12.)

T. The Project will convert an existing graveled and highly disturbed vacant area covered by weedy vegetation into a landscaped area surrounding the exterior of the Project, with an overall cohesive design and theme with the existing structures and landscaping. (E.g., Draft EIR, pp. 3.0-18; 4.13; 4.1-5 to 4.1-8.) Again, this is a visual benefit provided by the Project building out infill parcels in the Mira Loma Commerce Center.

U. The Project is located within an existing 288-acre industrial park started approximately two decades ago, and will build out and make economical use of the remaining vacant parcels in the industrial park. (Draft EIR, p. 3.0-1, 3.0-6.)

V. In order to minimize impacts and ensure consistent land use planning, the Project will be built on the most appropriate site from a regional perspective. (E.g., Draft EIR, p. 6.0-56 [looking at other sites but confirming that the Project site is the most appropriate one].)

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

A. Economic, Population, or Housing Growth

1. Urbanization of the Project site could potentially influence continued development within adjacent properties by providing or extending roadways, extending water and sewer service, or providing utility and energy services to the immediate area. This could eliminate potential constraints for future development

1 increase the number of parcels where sewer service is currently available. (Draft
2 EIR, pp. 6.0-29 to 6.0-30.)

3 5. As discussed in the Consistency with Regional Plans section of the EIR (Section
4 5.0 of the Draft EIR) the Project can be projected to generate between 567 and
5 1,101 employees. (Draft EIR, p. 6.0-30.) The creation of 567 new employees
6 (*i.e.*, jobs) comprises 0.09% of the forecasted employment for the Subregion in
7 2015 and 0.07% in 2025. For the unincorporated areas of the Western Riverside
8 County, the Project will constitute 0.29% of the forecasted employment in 2015
9 and 0.21% in 2025. (Draft EIR, p. 6.0-30.) The creation of 1,101 new employees
10 (*i.e.*, jobs) comprises 0.17% of the forecasted employment for the Subregion in
11 2015 and 0.13% in 2025. For the unincorporated areas of the Western Riverside
12 County, the Project will constitute 0.56% of the forecasted employment in 2015
13 and 0.40% in 2025. (Draft EIR, p. 6.0-30.)

14 6. The SCAG region as a whole is Projected to have 1.39 jobs per housing unit in
15 2025 under SCAG's *2004 RTP Growth Forecast*. (Draft EIR, p. 6.0-30.) The
16 jobs/housing ratio for Western Riverside County is projected to be 1.04 in 2010
17 and 2015, 1.05 in 2020 and 1.06 in 2025. Therefore, Western Riverside County is
18 projected to be a jobs/housing balanced area. However, the jobs/housing ratio for
19 the unincorporated portion of the Western Riverside County subarea is projected
20 to be 0.63 in 2010, 0.67 in 2015, 0.69 in 2020 and 0.71 in 2025. This indicates
21 that the unincorporated portion of Western Riverside County is projected to be a
22 jobs-poor area. Overall, SCAG's *The New Economy and Jobs/Housing Balance*
23 *in Southern California* Projects the Jurupa area, within which the Project is
24 located, will be housing-rich in 2025, while the areas immediately south and east
25 (Riverside, Corona, and Norco and Moreno Valley) will be jobs-rich and the areas
26 immediately north and west (San Bernardino County) will be very jobs-rich.
27 According to the RCIP General Plan, the most populated unincorporated area of
28

1 the construction of signalization intersections, the improvement of certain
2 intersections and/or the construction of additional turn lanes. As described above,
3 the Project will implement mitigation measures that address Project-specific and
4 cumulative transportation and traffic impacts, and based thereon, the Board of
5 Supervisors finds that the Project is consistent with the General Plan Circulation
6 Element. All required improvements that are directly attributable to the Project
7 would be constructed as part of the Project and costs would be contributed for
8 improvements to affected off-site roadways through payment of the
9 Transportation Uniform Mitigation Fees (TUMF), Mira Loma Road and Bridge
10 Benefit District, Zone A fees and Development Impact Fees (DIF).

11 C. Multipurpose Open Space Element

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

21 D. Safety Element

22 The Safety Element of the RCIP General Plan indicates that the subject property
23 is not located within a 100 or 500-year flood plain area (General Plan Figure S-9,
24 100- and 500- Year Flood Hazard Zones) or within an area of low liquefaction
25 susceptibility.

26 E. Noise Element

27 The EIR assesses the full range of concerns with regards to the projected noise
28

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the Project is in conformance
2 with the conservation requirements of the Western Riverside County Multiple Species Habitat
3 Conservation Plan (MSHCP) in that:

- 4 A. The Project site is not located within a MSHCP Criteria Area and as such is not
5 designated for conservation by the MSHCP. Thus, the Project would not conflict with
6 Reserve Assembly, because the Project site is not identified for conservation.
- 7 B. The Project complies with the policies of Section 6.1.2 of the MSHCP that protect
8 species associated with vernal pools and riparian/riverine areas. No vernal pools and no
9 riparian/riverine areas exist on the Project site; therefore no vernal pool and no
10 riparian/riverine species are expected to occur. Section 6.1.2 of the MSHCP focuses on
11 protection of riparian/riverine areas and vernal pool habitat types based on their value in
12 the conservation of a number of MSHCP covered species, none of which has any
13 potential to occur on the Project site. (Draft EIR, p. 4.4-12.)
- 14 C. Within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific
15 focused surveys for Narrow Endemic Plant Species are required. (Draft EIR, p. 4.4-12.)
16 The Project site is located within the Narrow Endemic Plant survey area for the Brand's
17 phacelia (*Phacelia stellaris*) (Area 7) as shown on Figure 6-1 of the MSHCP. (*Id.*)
18 However, the Conservation Summary Report Generator identified three narrow endemic
19 plan species, San Diego ambrosia (*Ambrosia pumila*), Brand's phacelia (*Phacelia*
20 *stellaris*) and San Miguel savory (*Satureja chandleri*) as potentially occurring on the
21 Project site. (*Id.*) Section 6.1.3 of the MSHCP describes the habitat for the San Diego
22 ambrosia as being open floodplain terraces or in the watershed margins of vernal pools.
23 (*Id.*) San Miguel savory habitat consists of coastal sage scrub, chaparral, cismontane
24 woodland, riparian woodland, and valley and foothill grasslands. (*Id.*) Habitat for
25 Brand's phacelia is described as sandy washes and/or benches in alluvial flood plains.
26 (*Id.*) A Narrow Endemic Plant Species Habitat Assessment, dated August 15, 2009, was
27 completed for the Brand's Phacelia, San Miguel Savory and San Diego Ambrosia by
28

1 biological resources within the MSHCP Conservation Area. To minimize such Edge
2 Effects, the following guidelines shall be implemented in conjunction with review of
3 individual public and private development Projects in proximity to the MSHCP
4 Conservation Area. (Draft EIR, p. 4.4-13.) The Project site is located approximately
5 2,000 feet west of Subunit 2 [Jurupa Mountains] of the Jurupa Area Plan (i.e., Criteria
6 Cell 2048). However, the land located between the Project site and Criteria Cell 2048
7 consists primarily of existing residential development. The Project site is also located
8 approximately 7,800 feet east of Subunit 3 [Delhi Sands Area] of the Jurupa Area Plan
9 (i.e., Criteria Cell 2045). The land located between the Project site and Criteria Cell 2045
10 consists primarily of developed industrial land and Interstate 15. Due to the distance
11 between the Project and proximate criteria cells, the urban/wildlands interface guidelines
12 set forth in Section 6.1.4 of the MSHCP is not applicable to the Project. (Draft EIR, p.
13 4.4-13.)

- 14 E. Pursuant to MSHCP Section 6.3.2, additional surveys for certain species are required if
15 the Project is located in criteria areas shown on Figure 6-2 (Criteria Area Species Survey
16 Area), Figure 6-3 (Amphibian Species Survey Areas With Critical Area), Figure 6-4
17 (Burrowing Owl Survey Areas With Criteria Area) and Figure 6-5 (Mammal Species
18 Survey Areas With Criteria Area) of the MSHCP. The Project site is located outside of
19 any Critical Area Species Survey Area (CASSA) for plants and mammals and no CASSA
20 plant species were observed during the focused surveys for the site. However, the Project
21 site is located within the area shown on Figure 6-4 (Burrowing Owl Survey) of the
22 MSHCP. The biological survey of the Project site found potentially suitable burrowing
23 owl habitat on all parcels within the Project, however, burrowing owl was not observed
24 during either the 2002 biological survey of the site or the 2005 focused burrowing owl
25 survey. (Draft EIR, p. 4.4-13) It was also not observed in the 2009 focused burrowing
26 owl survey, as described above. (Final EIR, p. 1.0-53.) Pursuant to burrowing owl
27 Objective 6 in Section B of the MSHCP Reference Document, a 30-day pre-construction
28

1 Sands flower-loving fly in accordance with Table 9-2 of the MSHCP.” (Final EIR, pp.
2 1.0-53 to 1.0-54) Pursuant to Objective 1B, if a Project site is determined to be occupied,
3 seventy-five percent conservation of the mapped Delhi soils and/or suitable habitat onsite
4 would be conserved. (Final EIR, p. 1.0-54.) If it is determined that seventy-five percent
5 conservation on the occupied site is infeasible or the USFWS concurs that such
6 conservation would not contribute to the long-term conservation of the species,
7 conservation may occur within the conservation areas identified in Objective 1A at a ratio
8 of three-times-to-one (3:1) the mapped Delhi soils or subject to Service concurrence, the
9 habitat of the species as identified by survey biologist on the identified occupied site.
10 (*Id.*)

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

- 20 G. Pursuant to Section 6.4 of the MSHCP, fuel management is required to be considered.
21 Because the Project site is not located adjacent to the MSHCP Conservation Area,
22 impacts of fuel management would not affect the Conservation Area.

23 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Plot Plan No. 17788 is
24 consistent with the County of Riverside General Plan as adopted by the Riverside County Board of
25 Supervisors on October 7, 2003.

26 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has reviewed and
27 considered EIR No. 450 in evaluating the Project, that EIR No. 450 is an accurate and objective
28

**RIVERSIDE COUNTY PLANNING DEPARTMENT
PP17788 EIR00450
VICINITY/POLICY AREAS**

Supervisor Tavaglione
District 2

Date Drawn: 6/7/11
Vicinity Map

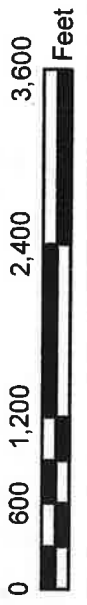


Zoning District: Prado-Mira Loma
Township/Range: T2SR6W

Section: 4

Assessors Bk. Pg. 156-36
Thomas Bros. Pg. 643 H5, H6, J5, J6
Edition 2009

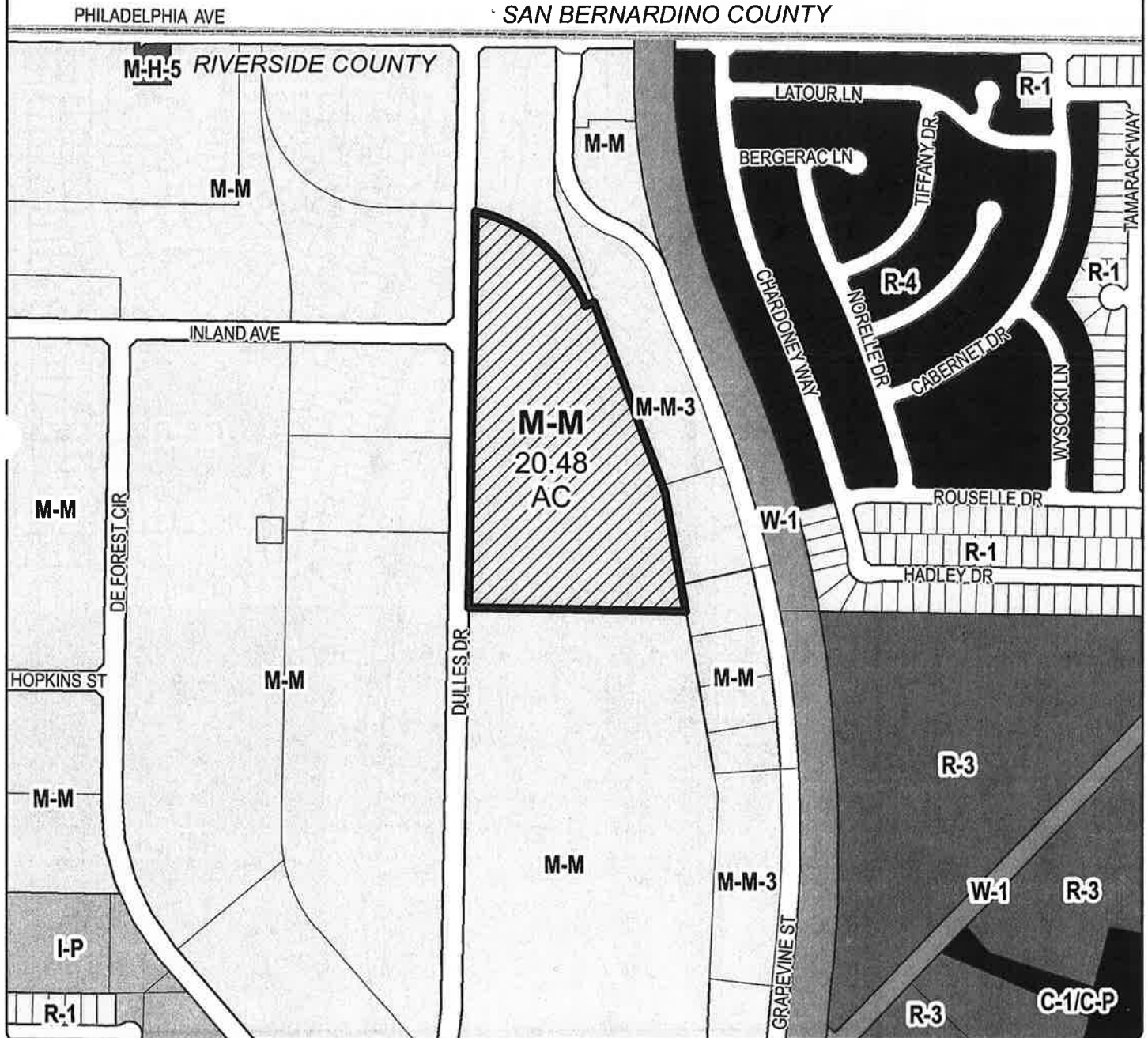
DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.lima.co.riverside.ca.us/index.html>



RIVERSIDE COUNTY PLANNING DEPARTMENT
PP17788 EIR00450
EXISTING ZONING

Supervisor Tavaglione
 District 2

Date Drawn: 6/7/11
 Exhibit 2



Zoning District: Prado-Mira Loma
 Township/Range: T2SR6W
 Section: 4

Assessors Bk. Pg. 156-36
 Thomas Bros. Pg. 643 H5, H6, J5, J6
 Edition 2009



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FACILITY

- [illegible]

LAND OWNER
 WILLIAM BREWSTER, JR.[illegible]

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NAME	DATE	TIME	LOCATION	REMARKS	STATUS
JOHN DOE	10/15/2023	14:30	Room 101	Completed task A	OK
JANE SMITH	10/15/2023	15:00	Room 102	Completed task B	OK
ALICE BROWN	10/15/2023	15:30	Room 103	Completed task C	OK
BOB WHITE	10/15/2023	16:00	Room 104	Completed task D	OK
CHARLIE GREEN	10/15/2023	16:30	Room 105	Completed task E	OK
DAVID BLACK	10/15/2023	17:00	Room 106	Completed task F	OK
EVE YELLOW	10/15/2023	17:30	Room 107	Completed task G	OK
FRANK BLUE	10/15/2023	18:00	Room 108	Completed task H	OK
GRACE PURPLE	10/15/2023	18:30	Room 109	Completed task I	OK
HEIDI PINK	10/15/2023	19:00	Room 110	Completed task J	OK
IGOR BROWN	10/15/2023	19:30	Room 111	Completed task K	OK
JACK GREEN	10/15/2023	20:00	Room 112	Completed task L	OK
JANE WHITE	10/15/2023	20:30	Room 113	Completed task M	OK
JOHN BLACK	10/15/2023	21:00	Room 114	Completed task N	OK
JULIA YELLOW	10/15/2023	21:30	Room 115	Completed task O	OK
KARL BLUE	10/15/2023	22:00	Room 116	Completed task P	OK
KAREN PURPLE	10/15/2023	22:30	Room 117	Completed task Q	OK
KEVIN PINK	10/15/2023	23:00	Room 118	Completed task R	OK
KIM BROWN	10/15/2023	23:30	Room 119	Completed task S	OK
LEO GREEN	10/15/2023	00:00	Room 120	Completed task T	OK
LUCY WHITE	10/15/2023	00:30	Room 121	Completed task U	OK
MARC BLACK	10/15/2023	01:00	Room 122	Completed task V	OK
MARIA YELLOW	10/15/2023	01:30	Room 123	Completed task W	OK
MATTHEW BLUE	10/15/2023	02:00	Room 124	Completed task X	OK
MELBA PURPLE	10/15/2023	02:30	Room 125	Completed task Y	OK
MICHAEL PINK	10/15/2023	03:00	Room 126	Completed task Z	OK
MIRIAM BROWN	10/15/2023	03:30	Room 127	Completed task AA	OK
MORRIS GREEN	10/15/2023	04:00	Room 128	Completed task AB	OK
MURIEL WHITE	10/15/2023	04:30	Room 129	Completed task AC	OK
NATHAN BLACK	10/15/2023	05:00	Room 130	Completed task AD	OK
NEENA YELLOW	10/15/2023	05:30	Room 131	Completed task AE	OK
NORMAN BLUE	10/15/2023	06:00	Room 132	Completed task AF	OK
OLIVIA PURPLE	10/15/2023	06:30	Room 133	Completed task AG	OK
OSCAR PINK	10/15/2023	07:00	Room 134	Completed task AH	OK
PAUL BROWN	10/15/2023	07:30	Room 135	Completed task AI	OK
PATRICIA GREEN	10/15/2023	08:00	Room 136	Completed task AJ	OK
PETER WHITE	10/15/2023	08:30	Room 137	Completed task AK	OK
PHYLLIS BLACK	10/15/2023	09:00	Room 138	Completed task AL	OK
RALPH YELLOW	10/15/2023	09:30	Room 139	Completed task AM	OK
RUTH BLUE	10/15/2023	10:00	Room 140	Completed task AN	OK
STEVE PURPLE	10/15/2023	10:30	Room 141	Completed task AO	OK
SUE PINK	10/15/2023	11:00	Room 142	Completed task AP	OK
TIMOTHY BROWN	10/15/2023	11:30	Room 143	Completed task AQ	OK
TINA GREEN	10/15/2023	12:00	Room 144	Completed task AR	OK
TOM WHITE	10/15/2023	12:30	Room 145	Completed task AS	OK
TRACY BLACK	10/15/2023	13:00	Room 146	Completed task AT	OK
TYLER YELLOW	10/15/2023	13:30	Room 147	Completed task AU	OK
VALERIE BLUE	10/15/2023	14:00	Room 148	Completed task AV	OK
VANESSA PURPLE	10/15/2023	14:30	Room 149	Completed task AW	OK
VICTOR PINK	10/15/2023	15:00	Room 150	Completed task AX	OK
WILLIAM BROWN	10/15/2023	15:30	Room 151	Completed task AY	OK
WENDY GREEN	10/15/2023	16:00	Room 152	Completed task AZ	OK
WILLIAM WHITE	10/15/2023	16:30	Room 153	Completed task BA	OK
WYATT BLACK	10/15/2023	17:00	Room 154	Completed task BB	OK
WYATT YELLOW	10/15/2023	17:30	Room 155	Completed task BC	OK
WYATT BLUE	10/15/2023	18:00	Room 156	Completed task BD	OK
WYATT PURPLE	10/15/2023	18:30	Room 157	Completed task BE	OK
WYATT PINK					

CONCLUSION

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BEIJING PAPER
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ACCEPTED FOR PUBLICATION 15/10/2017
15/10/2017, 15:01:10, 15/10/2017, 15:01:10, 15/10/2017

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1. **What is the purpose of the study?** The purpose of the study is to determine the effect of the use of the Internet on the learning of the English language.

2. **What is the research question?** The research question is: "What is the effect of the use of the Internet on the learning of the English language?"

3. **What is the hypothesis?** The hypothesis is: "The use of the Internet will have a positive effect on the learning of the English language."

4. **What is the significance of the study?** The significance of the study is that it will provide information on the effect of the use of the Internet on the learning of the English language, which will be useful for teachers and students.

5. **What is the scope of the study?** The scope of the study is limited to the use of the Internet on the learning of the English language, and it will not cover other aspects of the learning process.

6. **What is the methodology?** The methodology is a quantitative research design, which involves the use of a survey to collect data from a sample of students.

7. **What are the variables?** The independent variable is the use of the Internet, and the dependent variable is the learning of the English language.

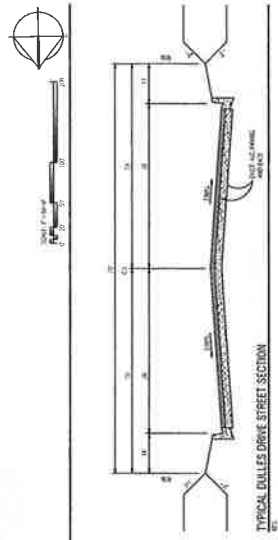
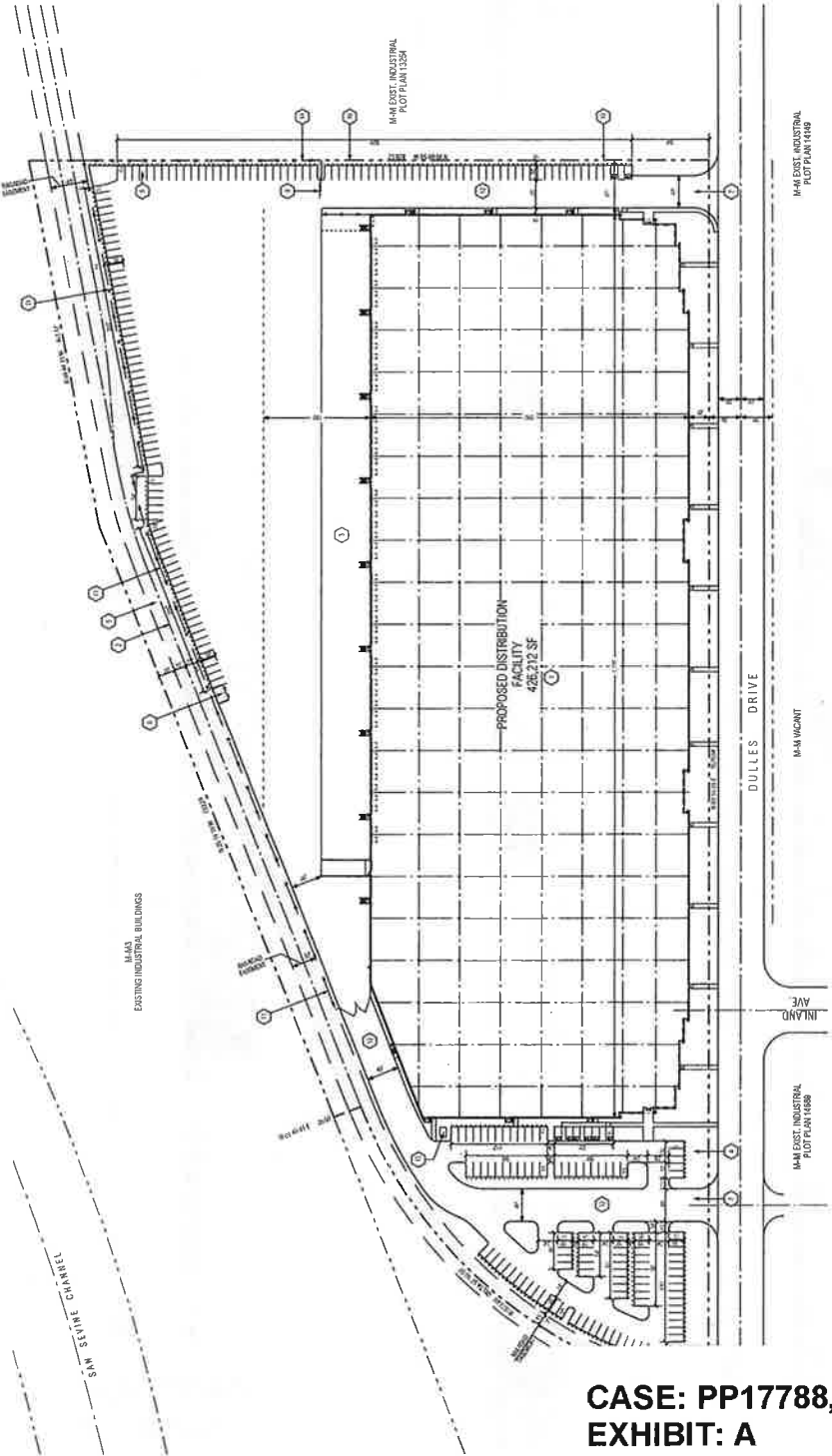
8. **What are the data collection methods?** The data collection method is a survey, which will be distributed to a sample of students.

9. **What are the data analysis methods?** The data analysis method is a statistical analysis, which will be used to determine the effect of the use of the Internet on the learning of the English language.

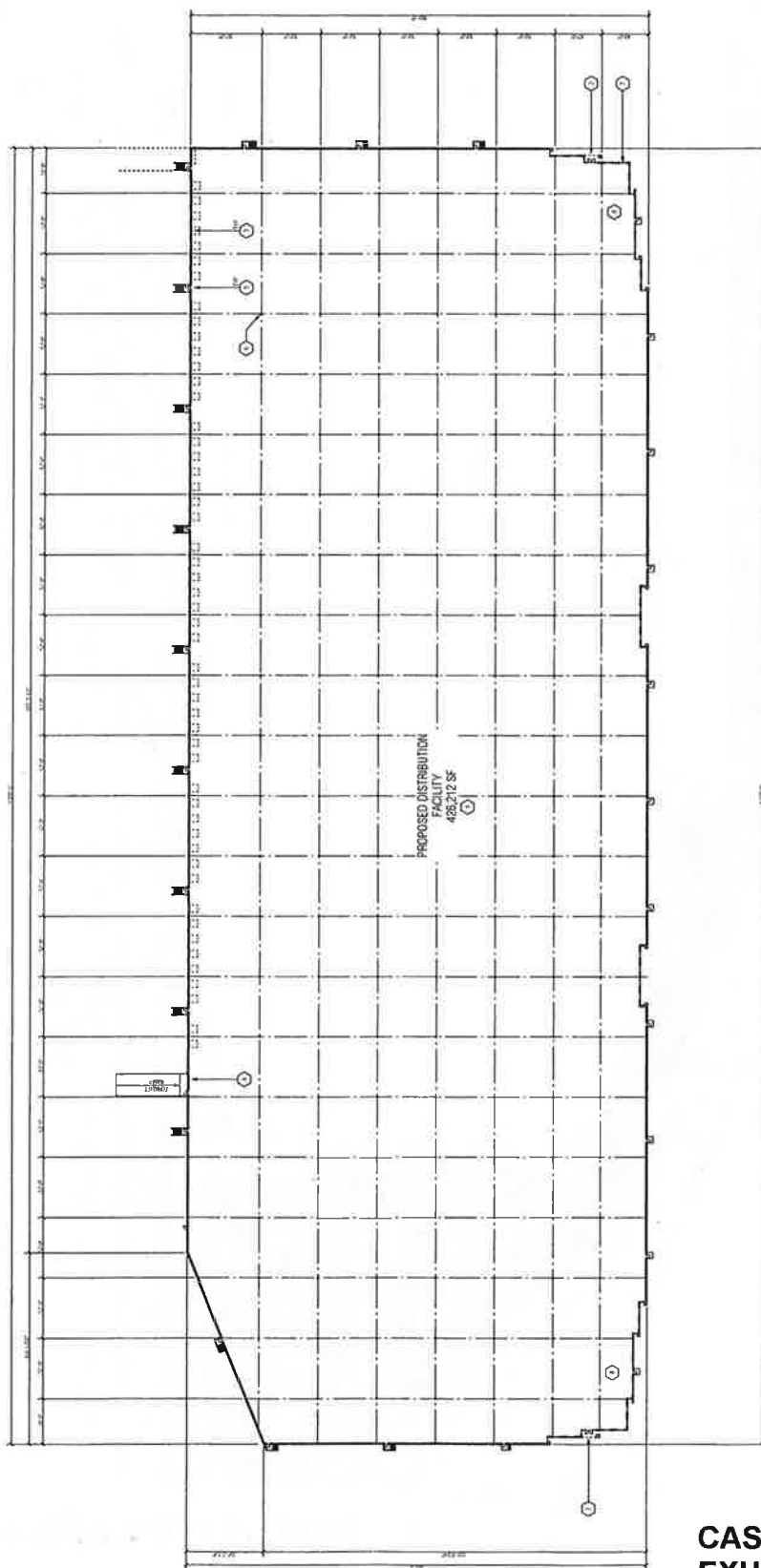
10. **What are the conclusions?** The conclusion is that the use of the Internet has a positive effect on the learning of the English language.

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1) THE PROPOSED BUILDING WAS NOT COVERED BY THE ACT. THE ACT DOES NOT APPLY TO A REHABILITATION PROJECT. THE PROJECT WAS NOT COVERED BY THE ACT BECAUSE IT WAS A REHABILITATION PROJECT. THE PROJECT WAS NOT COVERED BY THE ACT BECAUSE IT WAS A REHABILITATION PROJECT.



CASE: PP17788, AMD. #2
EXHIBIT: A
DATED: 7/12/10
PLANNER: C. HINOJOSA

[illegible]

DOOR PLAN

- KEYNOTES**

CASE: PP17788, AMD. #2
EXHIBIT: C
DATED: 7/12/10
PLANNER: C. HINOJOSA

