

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



ITEM
18.1
(ID # 7034)

MEETING DATE:
Tuesday, May 22, 2018

FROM : TLMA-PLANNING:

SUBJECT: TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: Public Hearing on GENERAL PLAN AMENDMENT NOs. 1151 AND 1152, CHANGE OF ZONE NOs. 7872 AND 7873, PLOT PLAN NOs. 25837 AND 25838, TENTATIVE PARCEL MAP NOs. 36950 AND 36962 – EIR00546 – Intent to Certify an EIR - Applicant: Trammel Crow, Inc. – Representative: David Evans and Associates, Inc. – First Supervisorial District – Mead Valley Zoning District – Mead Valley Area Plan – Community Development: Light Industrial (CD:LI), Community Development: Business Park (CD:BP) - Location: Southerly of Oleander Avenue, northerly of Nance Street, westerly of Harvill Avenue, and easterly of Day Street - Zoning: Rural Residential, ½ acre minimum (R-R-½), Medium Manufacturing (M-M), Industrial Park (I-P) - REQUEST: GENERAL PLAN AMENDMENT NOs. 1151 and 1152 propose to change the General Plan Land Use Designation from a mix of Community Development: Light Industrial (CD:LI) and Community Development: Business Park (CD:BP) to entirely Community Development: Light Industrial (CD:LI). CHANGE OF ZONE NOs. 7872 and 7873 propose to change the zoning classification from a mix of Rural Residential (R-R), Rural Residential, ½ acre minimum (R-R-½), Medium Manufacturing (M-M), and Industrial Park (I-P) to entirely Industrial Park (I-P). PLOT PLAN NO. 25838 proposes the construction and operation of a 702,645 square foot warehouse/distribution/manufacturing building on 37.08 acres. PLOT PLAN NO. 25837 proposes the construction and operation of a 410,982 square foot warehouse/distribution/manufacturing building on 21.52 acres. TENTATIVE PARCEL MAP NO. 36950 proposes a Schedule H subdivision of 37.08 gross acres to consolidate the existing four parcels into one parcel. TENTATIVE PARCEL MAP NO. 36962 proposes a Schedule E subdivision of 21.52 gross acres into two parcels. APNs: 314-020-010, 314-020-017, 314-040-001, 314-040-002, 314-040-003, and 314-040-008. [Applicant fees 100%.] (18.1 of May 1, 2018)

Continued on page 2

ACTION:

Charles Leach, Assistant TLMA Director 5/16/2018

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Jeffries, seconded by Supervisor Perez and duly carried by unanimous vote, IT WAS ORDERED that the above matter is tentatively approved as recommended, and staff is directed to prepare the necessary documents for final action.

Ayes: Jeffries, Tavaglione, Washington, Perez and Ashley
Nays: None
Absent: None
Date: May 22, 2017
xc: Planning

Kecia Harper-Ihem
Clerk of the Board

Deputy

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RECOMMENDED MOTION FROM THE PLANNING COMMISSION: That the Board of Supervisors:

TENTATIVELY CERTIFY Environmental Impact Report No. 546 based on the findings incorporated in the EIR, and subject to the resolution adoption by the Riverside County Board of Supervisors; and,

TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 1151 that changes the land use designation for Parcels 314-040-002 and 314-040-008 from Community Development: Business Park (CD:BP) to Community Development: Light Industrial (CD:LI), in accordance with Exhibit 6, based on the findings and conclusions incorporated in the staff report, subject to adoption of the General Plan Cycle Resolution by the Board of Supervisors; and,

TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 1152 that changes the land use designation for Parcels 314-020-017 and 314-020-010 from Community Development: Business Park (CD:BP) to Community Development: Light Industrial (CD:LI), in accordance with Exhibit 6, based on the findings and conclusions incorporated in the staff report, subject to adoption of the General Plan Cycle Resolution by the Board of Supervisors; and,

TENTATIVELY APPROVE CHANGE OF ZONE NO. 7872 that changes the zoning classification of Parcel Nos. 314-040-002 and 314-040-008 from Rural Residential (R-R) to Industrial Park (I-P) and the portions of Parcel Nos. 314-040-001 and 314-040-003 that are zoned Medium Manufacturing (M-M) to Industrial Park (I-P) in accordance with Exhibit 3, subject to adoption of the zoning ordinance by the Board of Supervisors; and,

TENTATIVELY APPROVE CHANGE OF ZONE NO. 7873 that changes the zoning classification of Parcel No. 314-020-010 from Rural Residential, ½ acre minimum (R-R-½) to Industrial Park (I-P) in accordance with Exhibit 3, subject to adoption of the zoning ordinance by the Board of Supervisors; and,

APPROVE TENTATIVE PARCEL MAP NO. 36950, based upon the findings and conclusions incorporated into the staff report, and subject to the attached conditions of approval and final approval of General Plan Amendment No. 1151 and Change of Zone No. 7872; and,

APPROVE TENTATIVE PARCEL MAP NO. 36962, based upon the findings and conclusions incorporated into the staff report, and subject to the attached conditions of approval and final approval of General Plan Amendment No. 1152 and Change of Zone No. 7873; and

APPROVE PLOT PLAN NO. 25837, based upon the findings and conclusions incorporated into the staff report, and subject to the attached conditions of approval and final approval of General Plan Amendment No. 1151 and Change of Zone No. 7872; and

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APPROVE PLOT PLAN NO. 25838, based upon the findings and conclusions incorporated into the staff report, and subject to the attached conditions of approval and final approval of General Plan Amendment No. 1152 and Change of Zone No. 7873.

RECOMMENDED MOTION FROM STAFF: That the Board of Supervisors:

TENTATIVELY CERTIFY Environmental Impact Report No. 546 based on the findings incorporated in the EIR, and subject to resolution adoption by the Riverside County Board of Supervisors; and,

TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 1151 that changes the land use designation for Parcels 314-040-002 and 314-040-008 from Community Development: Business Park (CD:BP) to Community Development: Light Industrial (CD:LI), in accordance with Exhibit 6, based on the findings and conclusions incorporated in the staff report, subject to adoption of the General Plan Cycle Resolution by the Board of Supervisors; and,

TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 1152 that changes the land use designation for Parcels 314-020-017 and 314-020-010 from Community Development: Business Park (CD:BP); to Community Development: Light Industrial (CD:LI), in accordance with Exhibit 6, based on the findings and conclusions incorporated in the staff report, subject to adoption of the General Plan Cycle Resolution by the Board of Supervisors; and,

TENTATIVELY APPROVE CHANGE OF ZONE NO. 7872 that changes the zoning classification of Parcel Nos. 314-040-002 and 314-040-008 from Rural Residential (R-R) to Industrial Park (I-P) and the portions of Parcel Nos. 314-040-001 and 314-040-003 that are zoned Medium Manufacturing (M-M) to Industrial Park (I-P) in accordance with Exhibit 3, subject to adoption of the zoning ordinance by the Board of Supervisors; and,

TENTATIVELY APPROVE CHANGE OF ZONE NO. 7873 that changes the zoning classification of Parcel No. 314-020-010 from Rural Residential, ½ acre minimum (R-R-½) to Industrial Park (I-P) in accordance with Exhibit 3, subject to adoption of the zoning ordinance by the Board of Supervisors; and,

APPROVE PLOT PLAN NO. 25837, based upon the findings and conclusions incorporated into the staff report, and subject to the attached conditions of approval and final approval of General Plan Amendment No. 1151 and Change of Zone No. 7872; and

APPROVE PLOT PLAN NO. 25838, based upon the findings and conclusions incorporated into the staff report, and subject to the attached conditions of approval and final approval of General Plan Amendment No. 1152 and Change of Zone No. 7873.

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FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
NET COUNTY COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
SOURCE OF FUNDS: Applicant Fees 100%			Budget Adjustment:	No
			For Fiscal Year:	N/A

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

The overall project site is located southerly of Oleander Avenue, northerly of Nance Street, westerly of Harvill Avenue, and easterly of Day Street. The overall project site is split into two sites by Ellsworth Street that will hereinafter be referred to as the Building D and Building E sites, respectively. The Building D site is located east of Ellsworth Street and the Building E site is located west of Ellsworth Street. The applications being considered for each site are:

Building D

GENERAL PLAN AMENDMENT NO. 1151 proposes to change the General Plan land use designation for Parcels 314-040-002 and 314-040-008 from Community Development: Business Park (CD:BP) to Community Development: Light Industrial (CD:LI). The entire Building D site will then have a land use designation of Community Development: Light Industrial (CD:LI).

CHANGE OF ZONE NO. 7872 proposes to change the zoning classification for Parcels 314-040-002 and 314-040-008 from Rural Residential (R-R) to Industrial Park (I-P), and the portions of Parcels 314-040-001 and 314-040-003 that are zoned Medium Manufacturing (M-M) to Industrial Park (I-P). The entire Building D site will then have a zoning classification of Industrial Park (I-P).

TENTATIVE PARCEL MAP NO. 36950 proposes a Schedule H subdivision of 37.08 gross acres to consolidate the existing four parcels into one parcel and provide for public right-of-way dedication on Oleander Avenue and Ellsworth Street. Although defined as a Schedule H subdivision, in accordance with Section 3.1.B. of Ordinance No. 460, the subdivision is being required to provide Schedule E improvements that are more consistent with the industrial nature of the development. The Schedule E improvements are greater than those of a Schedule H subdivision.

PLOT PLAN NO. 25838 proposes the construction and operation of a 702,645 square foot warehouse/distribution/manufacturing building on 37.08-acres (gross) consisting of 15,000 square feet of office space, 10,000 square feet of mezzanine, and 677,645 square feet of warehouse with 109 truck loading bays, 251 trailer parking stalls, 439 automobile parking stalls, and all other necessary and required improvements on the project site and along the adjacent streets.

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Building E

GENERAL PLAN AMENDMENT NO. 1152 proposes to change the General Plan land use designation for Parcels 314-020-017 and 314-020-010 from Community Development: Business Park (CD:BP) to Community Development: Light Industrial (CD:LI). The entire Building E site will then have a land use designation of Community Development: Light Industrial (CD:LI).

CHANGE OF ZONE NO. 7873 proposes to change the zoning classification for Parcel 314-020-010 from Rural Residential, ½ acre minimum (R-R-½) to Industrial Park (I-P). The entire Building E site will then have a zoning classification of Industrial Park (I-P).

TENTATIVE PARCEL MAP NO. 36962 proposes a Schedule E subdivision of 21.52 gross acres into two parcels, one for the proposed development and one to be left vacant at this time, and provide for public right-of-way dedication on Oleander Avenue and Ellsworth Street.

PLOT PLAN NO. 25837 proposes the construction and operation of a 410,982 square foot warehouse/distribution/manufacturing building on 21.52 acres (gross) consisting of 15,000 square feet of office space and 395,982 square feet of warehouse, with 51 truck loading bays, 80 truck trailer parking stalls, and 260 automobile parking stalls, and all other necessary and required improvements on the project site and along the adjacent streets.

Environmental Impact Report

An Environmental Impact Report (EIR) has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). The EIR represents the independent judgement of Riverside County. The Draft EIR was circulated in May of 2017. Below is a summary of the significant and unavoidable impacts identified in the circulated Draft EIR:

Air Quality - AQMP Consistency

The Project would have the potential to result in or cause National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) violations due to the project's exceedance of regional operational emission thresholds for VOC and NOx. Therefore, the Project would have a significant and unavoidable cumulative effect on regional air pollution. All feasible mitigation has been adopted. However, impacts related to AQMP consistency would remain significant and unavoidable.

Air Quality – Operation Emissions-Regional

Although construction emissions are able to be mitigated to a level that does not exceed emission thresholds, operational emissions (primarily from mobile/vehicle emissions) for NOx and VOC are not able to be mitigated to a level below emission thresholds as no feasible mitigation exists to reduce mobile emissions. Therefore, impacts related to operational emissions of VOC and NOx would remain significant and unavoidable.

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Land Use and Planning

Although the change in land use designation from Business Park to Light Industrial does not represent a significant shift in planned land use of the subject site, the project site is mostly vacant and undeveloped under existing conditions and surrounded by vacant and rural residential type uses. Therefore, the proposed development of an industrial building and uses on the site would result in a substantial change to the site's use and a significant impact. Mitigation measures are proposed on the various impact topics (i.e. air quality, noise, traffic, etc.) to mitigate the impacts from the change from vacant to the proposed land use, but impacts to this change in land use remain potentially significant.

Noise – Operational

Project-related operational impacts would result in less than significant impact to noise-sensitive receptors associated with on-site operational activities with the installation of an 8 foot high noise attenuation barrier along the project's southern boundary. However, the project's generation of vehicle traffic and noise off-site along Oleander Avenue adjacent to and east of the project site would result in a significant direct and cumulative impact. No feasible mitigation exists to reduce these off-site impacts and impacts remain significant.

Transportation and Traffic - Conflict with Plan, Ordinance or Policy Establishing Standards for Circulation System and Conflict with an Applicable Congestion Management Plan

The Project would generate traffic that would exceed the significance thresholds for certain intersections and roadway segments. Mitigation measures for certain road improvements are included that address the direct impacts of the project. However, significant cumulative impacts remain for intersections where fair share fees are paid for the project's incremental impacts where improvements are not guaranteed to be completed prior to the project's operation. Additionally, the project would add traffic to freeway facilities that would impact already deficient facilities. These facilities are under the jurisdiction of Caltrans and Riverside County cannot assure the construction of improvements to state highway facilities that may be needed to address deficiencies. Mitigation is included for the project to pay its fair share of impacts on state highway facilities if such a program is established by Caltrans. Since this is not certain, impacts remain significant.

Nineteen comments were received during the 45-day public review period and one comment was received following the close of the public review period. These comments were reviewed and detailed responses to each comment were prepared and included in the Final EIR, which was posted on March 6, 2018, and with mailed notices to commenters sent on March 6, 2018.

For the reasons set forth above and in the EIR prepared for this Project, the proposed project will potentially have a significant effect on the environment related Air Quality, Land Use and Planning, Noise, and Transportation. Mitigation Measures from the Environmental Impact Report have been incorporated as conditions of approval on the project.

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Planning Commission Written Comments

Prior to the Planning Commission hearing, written comments were received from Debbie Walsh, Abigail Smith, and Blum Collins. Most comments included within the letters were previously submitted as comments on the Draft EIR and were addressed and responded to in the Response to Comments section included in the Final EIR. Some new comments were included in the recent letters and responses to these were specifically prepared and are included as a separate attachment to this Form 11.

The Planning Commission considered the project during a regularly scheduled public hearing on April 4, 2018. After hearing public testimony, the Planning Commission recommended approval of the project by a vote of 5-0.

Tentative Parcel Maps

On April 11, 2018, the applicant submitted a request to the Planning Department requesting to withdraw the application for Tentative Parcel Map Nos. 36950 and 36962 (See Attachment K). Based on discussions with the applicant on alternative methods to consolidate parcels and shift lot lines via a Parcel Merger and Lot Line Adjustment, staff is recommending modifying the Project to exclude Tentative Parcel Map Nos. 36950 and 36962. Exclusion of the Tentative Parcel Maps does not constitute a substantial modification to the project because the project's use, intensity, and impacts to the surrounding properties will remain the same. Requirements for street dedication and improvements are already conditioned on the respective Plot Plans.

Condition Revisions

Following the April 4th Planning Commission Hearing, the applicant identified that conditions 60.Planning.1-5 on the Plot Plans are redundant to conditions 60.Planning-CUL.1-5. The 60.Planning-CUL.1-5 are proposed to be retained and conditions 60.Planning.1-5 are recommended to be deleted.

As part of the responses to the public comments received, a condition is recommended to be included as shown below to provide further measures to limit truck traffic on Ellsworth Street.

The project proponent shall file a request with the Riverside County Transportation Department to install weight limit signs to restrict trucks with gross vehicle weight rating over 14,000-lbs. from traveling on Decker Road (Ellsworth Street) south of Oleander Avenue or as approved by the Director of Transportation.

To clarify the project's ability to accommodate a refrigerated warehouse use in relation to the EIR that does not include this in its analysis, the following is recommended to be added to the end of the project description condition for each Plot Plan (Advisory Notification.6)

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Refrigerated warehouse space is not permitted.

As part of the responses to public comments received, condition AND 15.Planning.14 on PP25837 and AND 15.Planning.16 on PP25838 is recommended to be revised as follows with the underlined text added:

Developer and all successors shall stipulate in building lease and sale agreements that yard trucks and forklifts shall not be fueled with diesel.

To allow flexibility if and when a funding mechanism is created to offset traffic impacts to freeways, condition 80.Transportation.16 on both Plot Plans is recommended to be updated as follows with the underlined text added:

In the event that Caltrans or other appropriate government agency establishes a fair-share funding program for cumulatively considerable impacts to freeway system segments caused by private development projects that would be applicable to the Project site, prior to the issuance of a building permit for the Project, the Project Applicant shall provide evidence to Riverside County that such fair-share fee has been paid. If Caltrans or other appropriate government agency has not established such a fee prior to building permit issuance, the Project Applicant shall have no further obligation associated with this mitigation measure.

Supplemental Wall Design

Staff presented a supplemental wall design at the May 1, 2018 Board of Supervisors meeting that includes for both Buildings D and E a 14 foot minimum screen wall along the entire southern boundary of each site as well as a 25 foot tall wing wall that extends from each of the buildings to further screen the loading bay areas. To clarify the proposal to be considered by the Board of Supervisors regarding this design, this is the design that the Planning Commission considered with its action on the project and therefore should be considered as part of the project to be considered by the Board of Supervisors.

Continuance from May 1, 2018

Since the May 1, 2018 public hearing, the applicant has discussed some project enhancements with First District staff and Planning staff. First is paving an extension of Ellsworth Street south of the development just to Redwood Drive. The paving would generally consist of approximately 20 feet width of pavement and there will be transition striping paved from the project's frontage on Ellsworth Street down to Redwood Drive. Second is enhanced landscaping along the southern boundary of Building D (PP25838) to include more mature landscaping for greater screening at project opening. These have been incorporated as conditions of approval. Details of each of these are forthcoming at this time and will be updated as they are received and reviewed.

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Impact on Residents and Businesses

All potential project impacts have been studied under CEQA and noticed to the public pursuant to the requirements of the County and State law.

SUPPLEMENTAL:

Additional Fiscal Information

All fees are paid by the applicant. There is no General Fund obligation.

ATTACHMENTS:

- A. Response to Public Comments
- B. Letter from Applicant
- C. Planning Commission Minutes
- D. Planning Commission Memos
- E. Planning Commission Staff Report
- F. Final EIR No. 546
- G. Plot Plan No. 25838 Exhibits
- H. Plot Plan No. 25837 Exhibits
- I. Tentative Parcel Map No. 36950 Exhibits
- J. Tentative Parcel Map No. 36962 Exhibits
- K. Indemnification Agreements

Trammell Crow Company

April 11, 2018

Riverside County Planning
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attention: Russell Brady, Planner


Project No.: PP25837 and PP25838

Subject: Dropping Parcel Map Request
Riverside County, California

Mr. Brady,

Trammell Crow Company respectfully request that requirements to obtain a parcel map for PP25837 and PP25838 be dropped from the project's Conditions of Approval. This request is made after a review of project development goals and County of Riverside requirements to best serve the community.

Sincerely,



David Drake
Senior Vice President
Trammell Crow Company



**PLANNING COMMISSION
MINUTE ORDER
APRIL 4, 2018**

I. AGENDA ITEM 4.4

GENERAL PLAN AMENDMENT NOS. 1151 AND 1152, CHANGE OF ZONE NOS. 7872 AND 7873, PLOT PLAN NOS. 25837 AND 25838, TENTATIVE PARCEL MAP NOS. 36950 AND 36962 – Intent to Certify an Environmental Impact Report (EIR) No. 546 – EIR00546 – Applicant: Trammel Crow, Inc. – Representative: David Evans and Associates, Inc. – First Supervisorial District – Mead Valley Zoning District – Mead Valley Area Plan – Community Development: Light Industrial (CD-LI) – Community Development: Business Park (CD-BP) – Location: Southerly of Oleander Avenue, northerly of Nance Street, westerly of Harvill Avenue, and easterly of Day Street – Zoning: Rural Residential – ½ acre minimum (R-R-½) – Medium Manufacturing (M-M) – Industrial Park (I-P).

II. PROJECT DESCRIPTION:

Building D - GENERAL PLAN AMENDMENT NO. 1151 proposes to change the General Plan Land Use Designation for Parcels 314-040-002 and 314-040-008 from Community Development: Business Park (CD-BP) to Community Development: Light Industrial (CD-LI) to make the entire Building D site Community Development: Light Industrial (CD-LI). **CHANGE OF ZONE NO. 7872** proposes to change the zoning classification for Parcels 314-040-002 and 314-040-008 from Rural Residential (R-R) to Industrial Park (I-P) and the portions of Parcels 314-040-001 and 314-040-003 that are zoned Medium Manufacturing (M-M) to Industrial Park (I-P) to make the entire Building D site Industrial Park (I-P). **PLOT PLAN NO. 25838** proposes the construction and operation of a 702,645 sq. ft. warehouse/distribution/manufacturing building on 37.08-acres (gross) consisting of 15,000 sq. ft. of office space, 10,000 sq. ft. of mezzanine, and 677,645 sq. ft. of warehouse space with 109 truck loading bays, 251 trailer parking stalls, 439 automobile parking stalls, and all other necessary and required improvements on the project site and along the adjacent streets. **TENTATIVE PARCEL MAP NO. 36950** proposes a Schedule "H" subdivision of 37.08 gross acres to consolidate the existing four (4) parcels into one (1) parcel and provide for public right-of-way dedication on Oleander Avenue and Ellsworth Street. **Building E - GENERAL PLAN AMENDMENT NO. 1152** proposes to change the General Plan Land Use Designation for Parcels 314-020-017 and 314-020-010 from Community Development: Business Park (CD-BP) to Community Development: Light Industrial (CD-LI) to make the entire Building E site Community Development: Light Industrial (CD-LI). **CHANGE OF ZONE NO. 7873** proposes to change the zoning classification for Parcels 314-020-010 from Rural Residential – ½ acre minimum (R-R-½) to Industrial Park (I-P) to make the entire Building E site Industrial Park (I-P). **PLOT PLAN NO. 25837** proposes the construction and operation of a 410,982 sq. ft. warehouse/distribution/manufacturing building on 21.52-acres (gross) consisting of 15,000 sq. ft. of office space and 395,982 sq. ft. of warehouse, with 51 truck loading bays, 80 truck trailer parking stalls, and 260 automobile parking stalls, and all other necessary and required improvements on the project site and along the adjacent streets. **TENTATIVE PARCEL MAP NO. 36962** proposes a Schedule "E" subdivision of 21.52 gross acres into two (2) parcels, one (1) for the proposed development and one (1) to be left vacant at this time, and provide for public right-of-way dedication on Oleander Avenue and Ellsworth Street.

III. MEETING SUMMARY:

The following staff presented the subject proposal:

Project Planner: Russell Brady at (951) 955-3025 or email at rbrady@rivco.org.

Spoke in favor:

Tommy Dirks, Applicant, Newport Beach, 92660

David Nazaryk, Applicant's Representative, 2412 N. San Miguel, Orange- did not speak, donated time

Lance Verdugo, Interested Party- did not speak, donated time

Lucy V. Lopez, Interested Party- did not speak, donated time

Arthur Lopez, Interested Party- did not speak, donated time

Mike Day, Interested Party, 760-275-6178

Yolanda Williams, Neighbor, P.O. Box 491, Perris, 92570

Gilbert Williams, Neighbor, P.O. Box 491, Perris, 92570- did not speak, donated time

John Light, Interested Party, Beaumont- did not speak

Daniel Brennan, Interested Party, Beaumont- did not speak

Neal Holdridge, 3501 Jamboree Road, Newport Beach- did not speak

Robert Schuck, Neighbor, 21305 Hicks Street, Perris, 92571- did not speak

Michael Delos Santos, Interested Party- did not speak

Gavin Powell, Applicant's Representative, 31085 Via Gilberto, Temecula- did not speak

Art Uata, Applicant's Representative, Corona, 92882- did not speak

Robert Ferrell, Neighbor, 3410 La Sierra Avenue, Riverside, 92503- did not speak

Michael Bolton, Neighbor, 19450 Clark Street, Perris, 92570- did not speak

Chris Tipe, Applicant- did not speak



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Stacey Scott, Applicant- did not speak
Robert Cuvls (not legible- Chute), Applicant- did not speak
Mark Drollmyer, Interested Party, did not speak
Manasi Chavan, Interested Party, did not speak
Gerard Avila, Neighbor, 18081 Clark Street, Perris, 92570
Ofelia Avila, Neighbor, 18081 Clark Street, Perris, 92570- did not speak, donated time
Lincoln Cooper, Neighbor, 19450 Clark Street, Perris, 92570
Hashish Winstead, Interested Party
Maria Franco, Interested Party- did not speak, donated time
Micah Winstead, Interested Party- did not speak, donated time
David Ponce, Interested Party, 1035 Alderwood Drive, Perris, 92571- did not speak
Arcelia Ponce, Interested Party, 1035 Alderwood Drive, Perris, 92571- did not speak
Charlie Menne, Interested Party, 3900 Indian Avenue, Perris, 92571- did not speak
Carrol Galluzo, Interested Party, 3900 Indian Avenue, Perris, 92571- did not speak
Heidi Salgatar, Interested Party, 3900 Indian Avenue, Perris, 92571- did not speak
Melissa Lomeli, Interested Party, 3900 Indian Avenue, Perris, 92571- did not speak
Fortunate Hove-Cooper, Interested Party, 19450 Clark Street, Perris, 92570- did not speak
Ruby Alvarado, Interested Party, 21585 Mary Street, Perris, 92570- did not speak
Maria A. Mora, Interested Party, 18786 Clark Street, Perris, 92570- did not speak
Martha Villalovos, Interested Party, 21585 Mary Street, Perris, 92570- did not speak
Kenneth Lawzenco, Interested Party, 7375 Pico Avenue, Riverside, 92509- did not speak
Marisa Bañuelos, Interested Party, 21967 Nance Street, Perris, 92570- did not speak
Russell Muranaka, Interested Party- did not speak
Clark Muranaka, Interested Party- did not speak
Ryan Lal, Interested Party, 3535 Inland Empire Boulevard, Ontario, 91764- did not speak
Valentine Cadogan, Interested Party, 3535 Inland Empire Boulevard, Ontario, 91764- did not speak
Randy Cook, Interested Party, 8789 Windmill Place, Riverside, 92508- did not speak
Theresa Cook, Interested Party, 8789 Windmill Place, Riverside, 92508- did not speak
Elizabeth A. Baumann, Interested Party, 2960 Floravista Court, Riverside, 92503- did not speak
Linda Ton, Interested Party- did not speak
Austin Hill, Applicant's Representative, 3535 Inland Empire Boulevard, Ontario, 91764- did not speak
Michael Chavez, Applicant's Representative, 3535 Inland Empire Boulevard, Ontario, 91764- did not speak
Nicole Welch, Applicant, 601 S. Figueroa Street #3600, Los Angeles, 90017- did not speak
Damien Peña, Neighbor, 21305 Hicks Street, Perris, 92571- did not speak
Monica Encinas, Neighbor, 951-616-3600
David Gray, Applicant's Representative
Alex Wolfe, Applicant's Representative
Neal Holdridge, Applicant's Representative
Haseeb Qureshi, Applicant's Representative
Tunde Ogunwole, Applicant's Representative

Spoke in opposition:
Sherry Wasso, Neighbor, Redwood Drive
Debbie Walsh, Neighbor, Mead Valley
Christine Wasso, Neighbor, Markham Street
Nick Stanley, Neighbor, Redwood Drive
Josh Bourgeois, Interested Party
Jeremy Ruiz, Neighbor, 21305 Hicks Street, Perris, 91752- did not speak

No one spoke in a neutral position.

IV. CONTROVERSIAL ISSUES:

None.

V. PLANNING COMMISSION ACTION:

Public Comments: Closed

Motion by Commissioner Shaffer, 2nd by Commissioner Taylor-Berger

A vote of 5-0



**PLANNING COMMISSION
MINUTE ORDER
APRIL 4, 2018**

ADOPTED Planning Commission Resolution No. 2018-004; and

The Planning Commission Recommend the Following Actions to the Board of Supervisors:

TENTATIVELY CERTIFY Environmental Impact Report No. 546; and

TENTATIVELY APPROVE General Plan Amendment No. 1151; and

TENTATIVELY APPROVE General Plan Amendment No. 1152; and

TENTATIVELY APPROVE Change of Zone No. 7872; and

TENTATIVELY APPROVE Change of Zone No. 7873; and

APPROVE Tentative Parcel Map No. 36950; and

APPROVE Tentative Parcel Map No. 36962; and

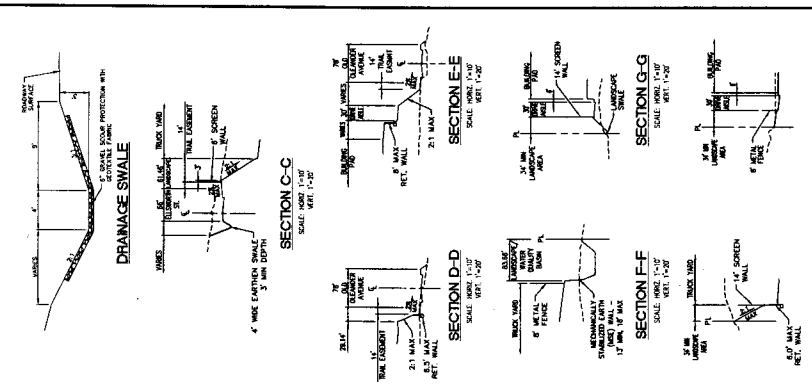
APPROVE Plot Plan No. 25837, and

APPROVE Plot Plan No. 25838, subject to conditions of approval as modified at hearing.

DRAFT

LEGEND

- NEW AC PAVEMENT
- NEW PCC PAVEMENT
- STREET ELEVATION
- ADA PATH OF TRAVEL
- CENTER LINE
- EXISTING
- NEW FENCE
- RETAINING WALL
- PROPOSED 5/4"
- SEWER
- FRENCH DRAIN



SECTION C-C
 SCALE: HORIZ. 1"=10' VERT. 1"=2'

SECTION D-D
 SCALE: HORIZ. 1"=10' VERT. 1"=2'

SECTION E-E
 SCALE: HORIZ. 1"=10' VERT. 1"=2'

SECTION F-F
 SCALE: HORIZ. 1"=10' VERT. 1"=2'

SECTION G-G
 SCALE: HORIZ. 1"=10' VERT. 1"=2'

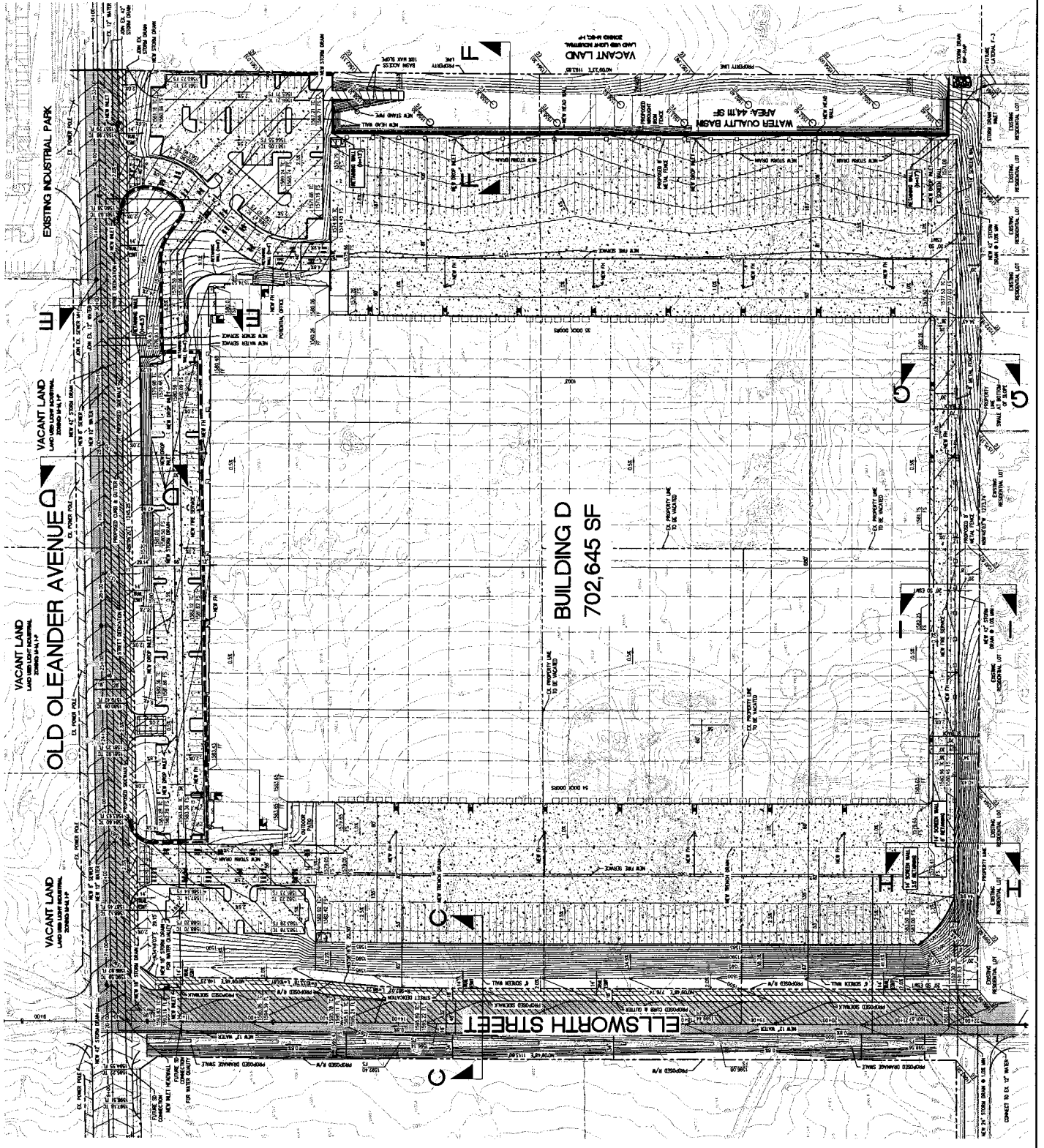
SECTION H-H
 SCALE: HORIZ. 1"=10' VERT. 1"=2'

SECTION I-I
 SCALE: HORIZ. 1"=10' VERT. 1"=2'

SECTION J-J
 SCALE: HORIZ. 1"=10' VERT. 1"=2'

SECTION K-K
 SCALE: HORIZ. 1"=10' VERT. 1"=2'

SECTION L-L
 SCALE: HORIZ. 1"=10' VERT. 1"=2'





HPA, Inc.
18811 Harbor Blvd., Ste. #100
Irvine, CA 92612
Tel: (949) 451-7700
Fax: (949) 451-1851
www.hpaarchitecture.com

CLIENT:
TRAMMELL CROW
COMPANY

3501 Harborview Road, Suite 200
Newport Beach, California 92660
Tel: (949) 477-4721
Fax: (949) 477-8107

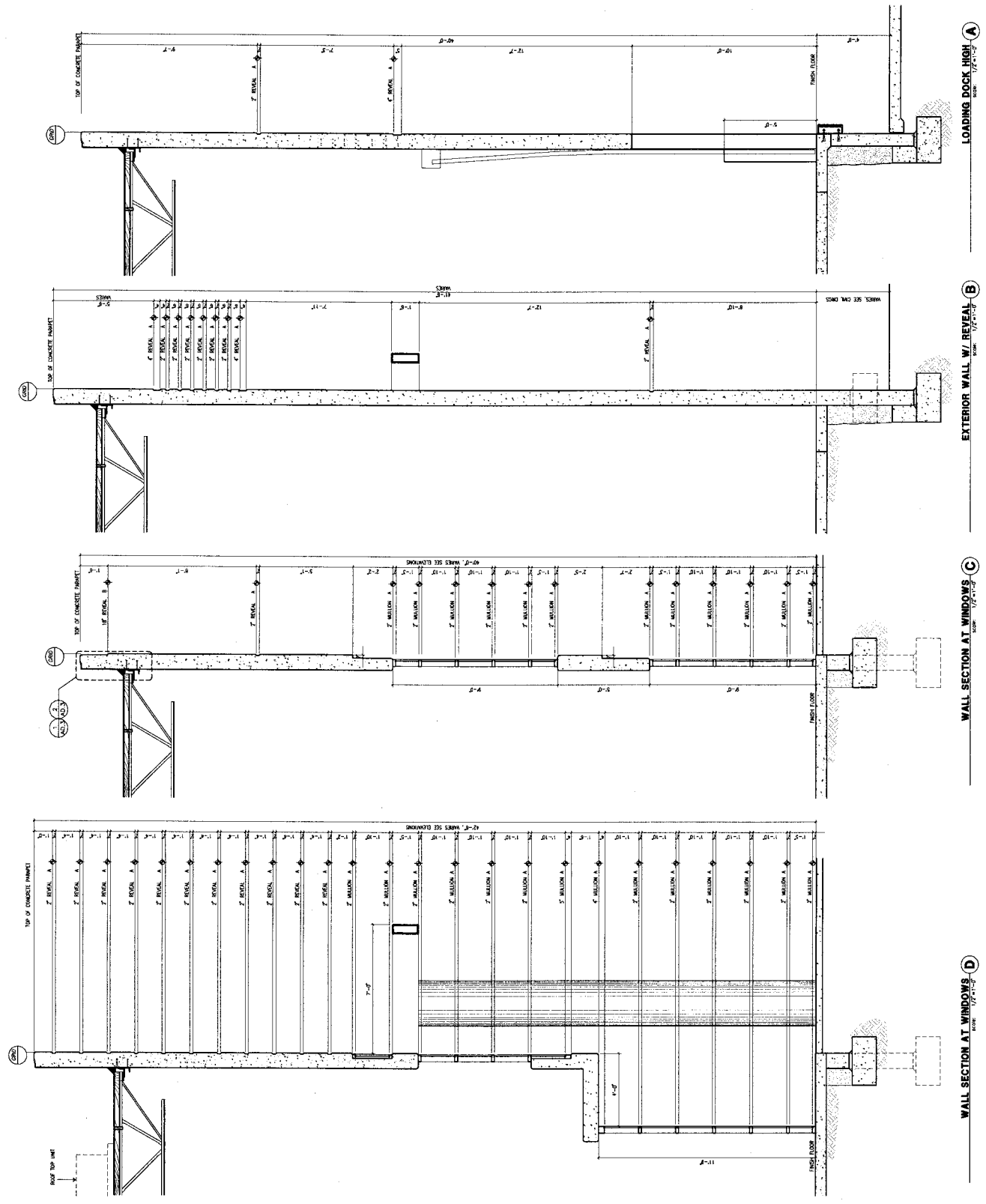
Project:
KNOX
BUSINESS
PARK
Building D
County of Riverside, CA

Consultants:
GAIL WALL COBBAN, INC.
ARCHITECT
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
INTERIOR
SKETCHING

Title: active inactive

Project Number: 14189
G.V.
Drawn by: 07/2016
Revision:

Show: **D-DAB4.1**



LOADING DOCK HIGH
DATE: 10/14/16

EXTERIOR WALL W/ REVEAL
DATE: 10/14/16

WALL SECTION AT WINDOWS
DATE: 10/14/16

WALL SECTION AT WINDOWS
DATE: 10/14/16

HPA
ARCHITECTS

1821 S. Bascom Ave., #100
Palo Alto, CA 94308-1770
Tel: (650) 853-1770
Fax: (650) 853-0861
email: info@hparch.com

Client:
TRAMMELL CROW
COMPANY

3501 Alhambra Road, Suite 200
Menlo Park, California 94025
Tel: (650) 477-4211
Fax: (650) 477-9707

Project:
KNOX
BUSINESS
PARK

Building D

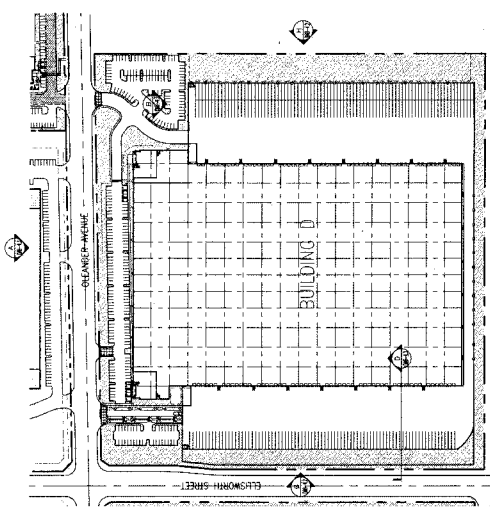
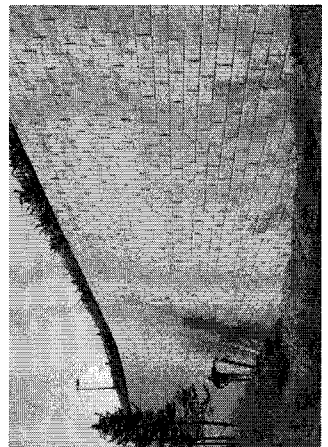
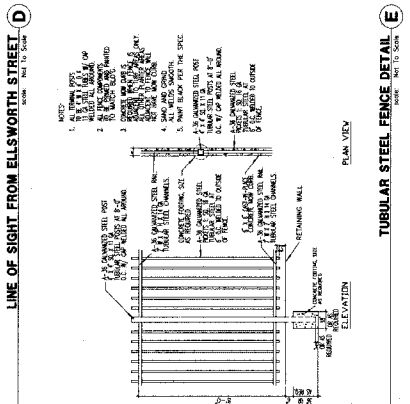
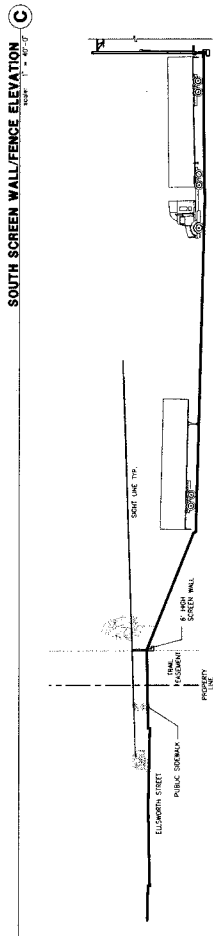
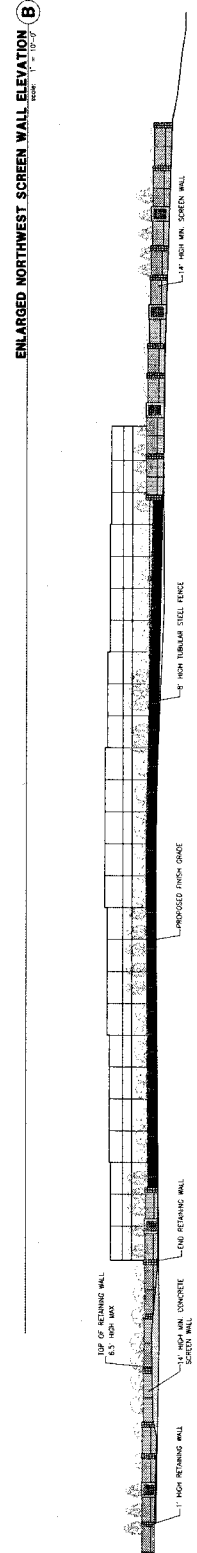
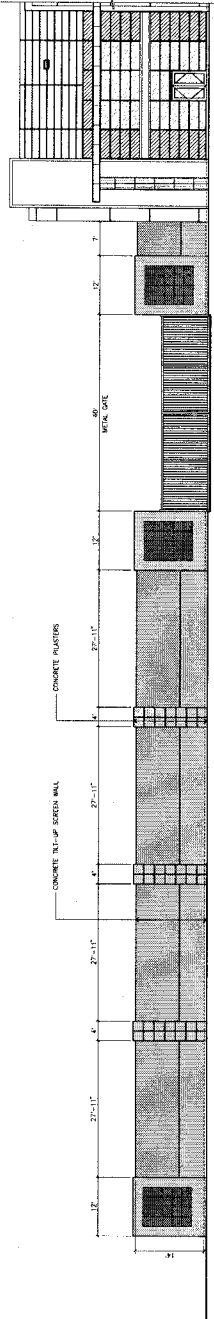
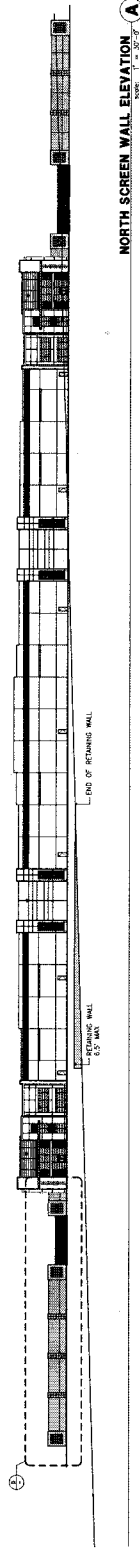
County of Riverside, CA

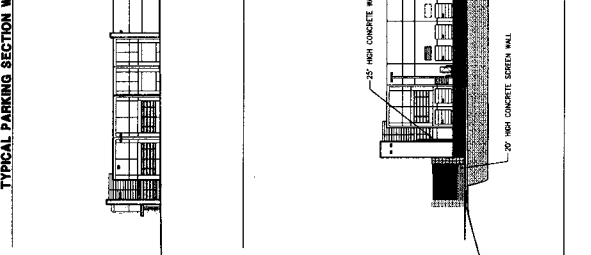
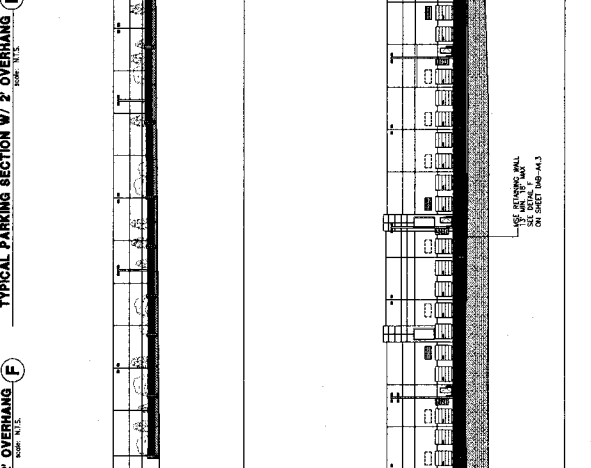
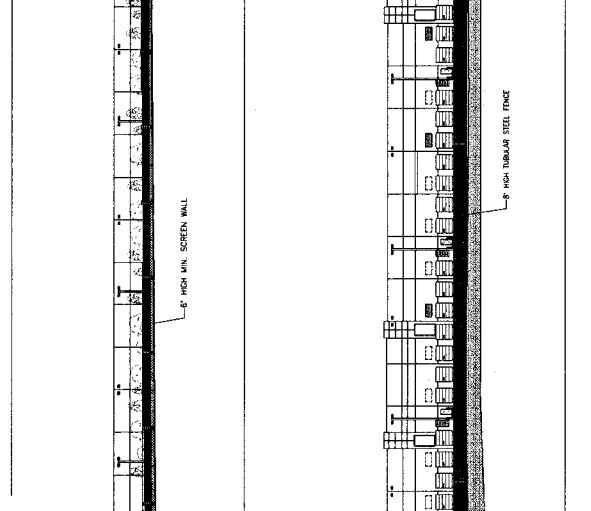
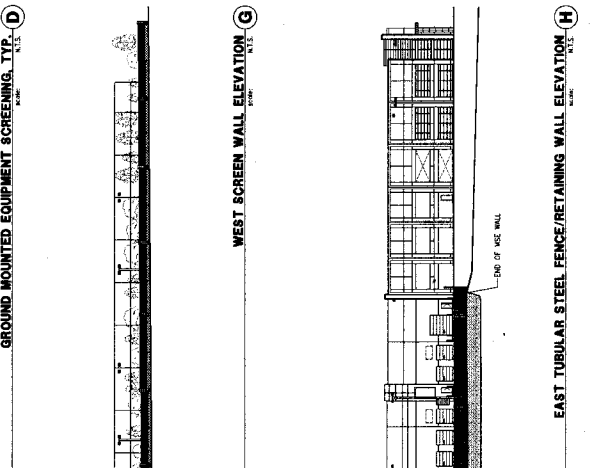
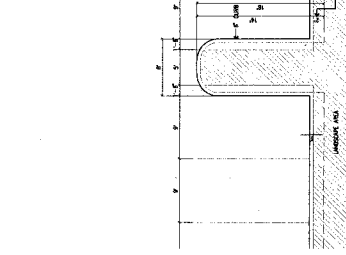
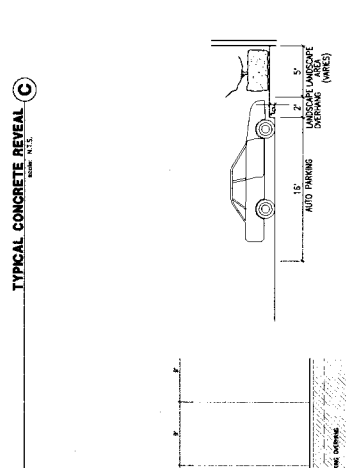
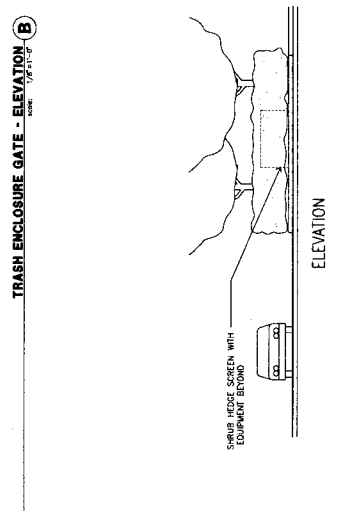
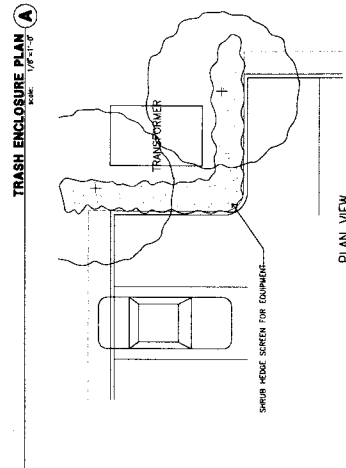
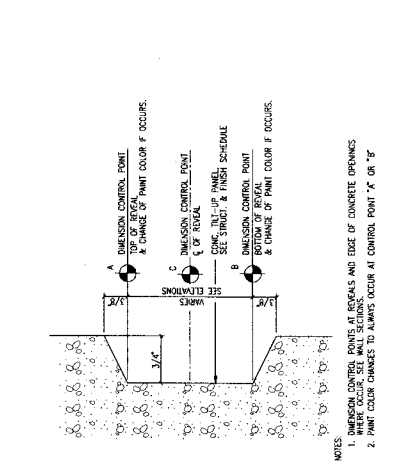
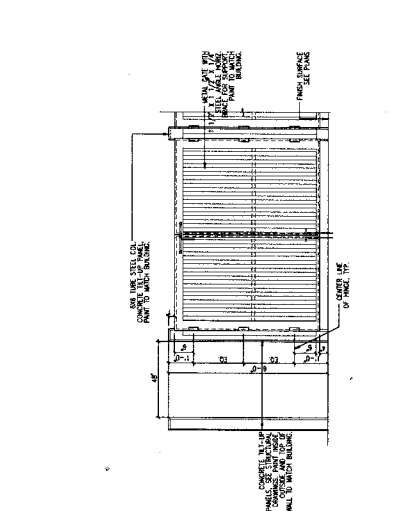
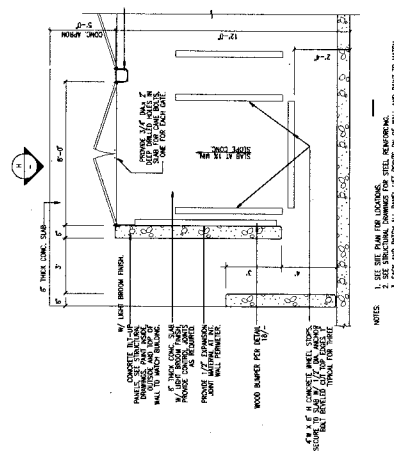
Consultants:
CIVIL: DAVID EVANS ASSOC.
STRUCTURAL: W&S JAZZ
MECHANICAL: E&P PERKINS
ELECTRICAL: LANCOSOR
LANDSCAPE: HUNTERLANDSCAPE
SPRINKLER: COLEMAN

The SCREEN WALL ELEVATIONS

Project Number: 11189
Drawn by: G.L.C.
Date: 02/27/16
Revision:

Sheet: **D-DAB-4.3**







HPA ARCHITECTURE
 18831 Bayview Ave., Ste. #100
 San Francisco, CA 94134
 Tel: (415) 498-1770
 Fax: (415) 498-0851
 email: hpa@hpaarch.com

Owner:
TRAMMELL CROW COMPANY

3501 Junction Road, Suite 230
 Newport Beach, California 92660
 Tel: (949) 477-7271
 Fax: (949) 477-9107

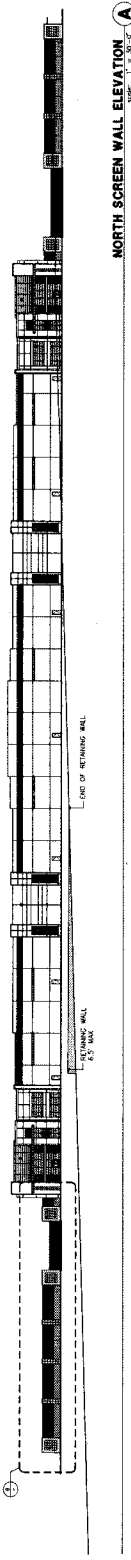
Project:
KNOX BUSINESS PARK

KNOX III
 County of Riverside, CA

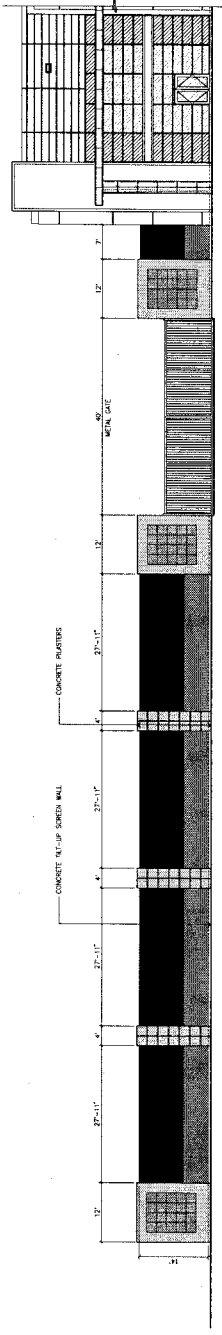
Consultants:
DAVID EVANS & ASSOC.
 CIVIL ENGINEERING ARCHITECTURE PLUMBING ELECTRICAL LANDSCAPE INTERIOR LANDSCAPE RESTORATION SCULPTURE

Thin: SCREEN WALL ELEVATIONS
 Project Number: 14189
 Drawn by: C.V.
 Date: 04/10/19
 Revision:

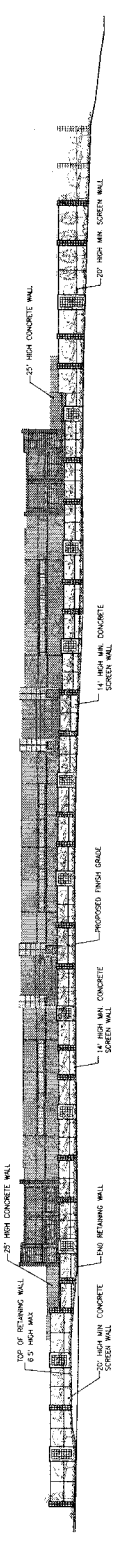
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III-DAB-4.3



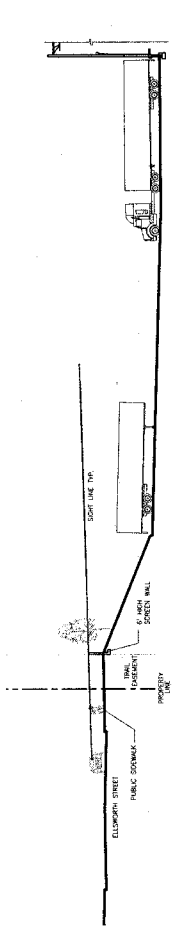
A
 NORTH SCREEN WALL ELEVATION
 SCALE: 1/8" = 1'-0"



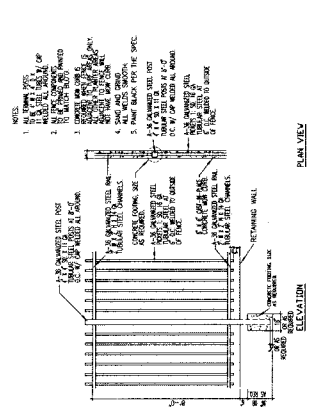
B
 ENLARGED NORTHWEST SCREEN WALL ELEVATION
 SCALE: 1/8" = 1'-0"



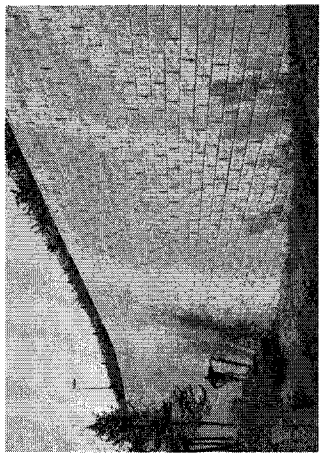
C
 SOUTH SCREEN WALL/FENCE ELEVATION
 SCALE: 1/8" = 1'-0"



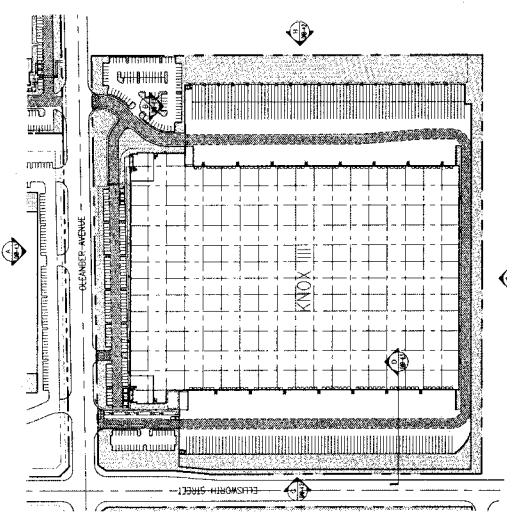
D
 LINE OF SIGHT FROM ELLSWORTH STREET
 SCALE: 1/8" = 1'-0"



E
 TUBULAR STEEL FENCE DETAIL
 SCALE: 1/8" = 1'-0"



F
 MECHANICALLY STABILIZED EARTH (MSE) WALL
 SCALE: 1/8" = 1'-0"



G
 KEYMAP
 SCALE: 1/8" = 1'-0"

17



HPA Inc.
18211 Sandstone Avenue, #4, #100
Irvine, CA 92614
Tel: 949 473 7370
Fax: 949 473 4551
email: hpa@hpaarch.com

CONTACT:
**TRAMMELL CROW
COMPANY**

3501 Jamboree Road, Suite 200
Newport Beach, California 92660
Tel: (949) 477-4231
Fax: (949) 477-9107

Project:
**KNOX
BUSINESS
PARK**

KNOX III

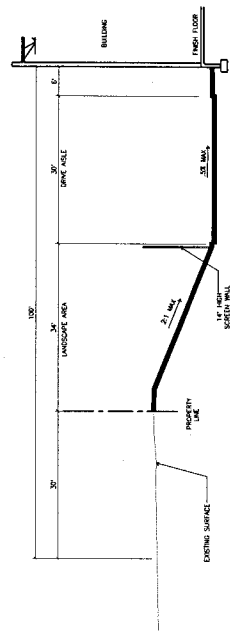
County of Riverside, CA

Consultants:
CIVIL: DAVID EVANS & ASSOC.
STRUCTURAL: STEVENSON
MECHANICAL: MCKENNA
PLUMBING: PULLARINO
ELECTRICAL: ELECTROCORP
LANDSCAPE: HUNTER LANDSCAPE
PAINTS/COATINGS: PRINCELETON
SCAFFOLDING: SCAFFOLDING

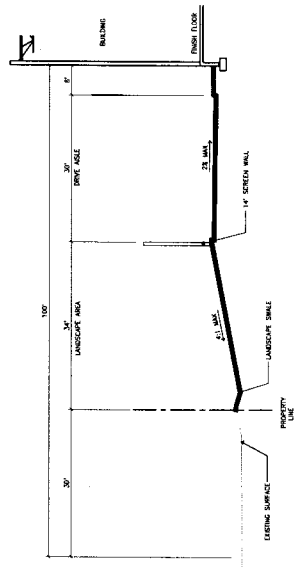
THE SCREENWALL ELEVATIONS

Project Number: 14189
City: C.V.
Drawn By: [blank]
Date: 04/18/18
Revision: [blank]

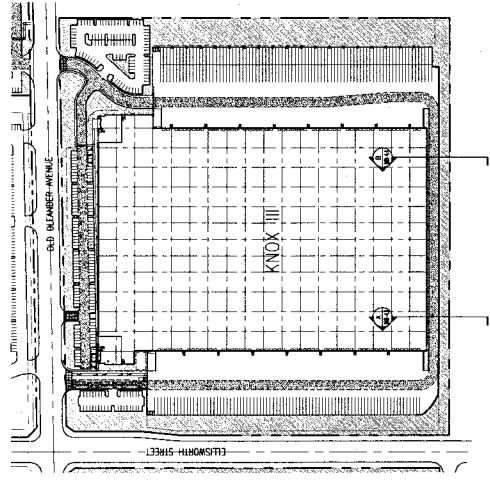
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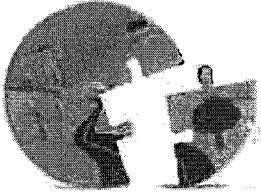
SECTION A
ELEVATION



SECTION B
ELEVATION



KEY PLAN
ELEVATION

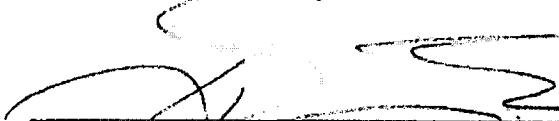


RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

INDEMNIFICATION AGREEMENT REQUIRED FOR ALL PROJECTS

The owner(s) of the property, at their own expense, agree to defend, indemnify and hold harmless the County of Riverside and its agents, officers, and employees from and against any lawsuit, claim, action, or proceeding (collectively referred to as "proceeding") brought against the County of Riverside, its agents, officers, attorneys and employees to attack, set aside, void, or annul the County's decision to approve any tentative map (tract or parcel), revised map, map minor change, reversion to acreage, conditional use permit, public use permit, surface mining permit, WECS permit, hazardous waste siting permit, temporary outdoor event permit, plot plan, substantial conformance, revised permit, variance, setback adjustment, general plan amendment, specific plan, specific plan amendment, specific plan substantial conformance, zoning amendments, and any associated environmental documents. This defense and indemnification obligation shall include, but not limited to, damages, fees and/or costs awarded against the County, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by applicant, property owner, the County, and/or the parties initiating or bringing such proceeding.



Property Owner(s) Signature(s) and Date

HARRY MURANAKA TRUSTEE C-R COUSINS MONEY PURCHASE
PRINTED NAME of Property Owner(s) PENSION PLAN

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets, if necessary.

If the property owner is a corporate entity, Limited Liability Company, partnership or trust, the following documentation must also be submitted with this application:

- *If the property owner is a limited partnership, provide a copy of the LP-1, LP-2 (if an amendment) filed with the California Secretary of State.*
- *If the property owner is a general partnership, provide a copy of the partnership agreement documenting who has authority to bind the general partnership and to sign on its behalf.*
- *If the property owner is a corporation, provide a copy of the Articles of Incorporation and/or a corporate resolution documenting which officers have authority to bind the corporation and to sign on its behalf. The corporation must also be in good standing with the California Secretary of State.*
- *If the property owner is a trust, provide a copy of the trust certificate.*

Riverside Office • 4080 Lemon Street, 12th Floor
P.O. Box 1408, Riverside, California 92502-1408
(951) 955-3200 • Fax (951) 955-1811

Desert Office • 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 • Fax (760) 863-7040

"Planning Our Future... Preserving Our Past"

INDEMNIFICATION AGREEMENT PROPERTY OWNER INFORMATION

- *If the property owner is a Limited Liability Corporation, provide a copy of the operating agreement for the LLC documenting who has authority to bind the LLC and to sign on its behalf.*

If the signing entity is also a corporate entity, Limited Liability Company, partnership or trust, the above documentation must also be submitted with this application. For any out of State legal entities, provide documentation showing registration with the California Secretary of State.

In addition to the above, provide a copy of a Preliminary Title Report for the property subject to this application. The Preliminary Title Report must be issued by a title company licensed to conduct business in the State of California and dated less than six months prior to the date of submittal of this application. The Assistant TLMA Director may waive the requirement for a Preliminary Title Report if it can be shown to the satisfaction of the Assistant TLMA Director that the property owner(s) has owned the property consistently for at least the last five years.

ONLY FOR WIRELESS PROJECTS (SEE BELOW)

If the application is for a plot plan for a Wireless Communication Facility, the property owner(s) and the cellular service provider must sign the indemnification paragraph above. If the application is for a plot plan for a wireless communication co-location, only the co-locating service provider needs to sign the indemnification paragraph above.

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RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

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Donald Parker 3-5-2018
Property Owner(s) Signature(s) and Date

DONALD PARKER
PRINTED NAME of Property Owner(s)

If the property is owned by multiple owners, the paragraph above must be signed by each owner. Attach additional sheets, if necessary.

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Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

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RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

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Lance R. Verdugo 3-6-18 Danesh Verdugo 3-6-18
Property Owner(s) Signature(s) and Date

Lance R. Verdugo Danesh Verdugo
PRINTED NAME of Property Owner(s)

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(951) 955-3200 • Fax (951) 865-1811

Desert Office • 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 • Fax (760) 863-7040

INDEMNIFICATION AGREEMENT PROPERTY OWNER INFORMATION

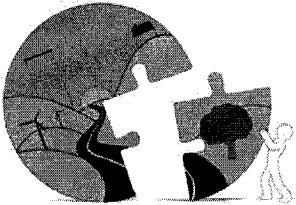
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Charissa Leach, P.E.
Assistant TLMA Director

RIVERSIDE COUNTY PLANNING DEPARTMENT

Memorandum

DATE: April 3, 2018
TO: Planning Commission
FROM: Russell Brady, Project Planner
RE: Item 4.4 – Condition Updates, Comment Letter

The below conditions of approval related to cultural resources and monitoring are recommended to be deleted from Tentative Parcel Map Nos. 36950 and 36962. Conditions of approval regarding cultural resources and monitoring pursuant to the mitigation measures from the EIR are still included within Plot Plan Nos. 25837 and 25838. Grading and building permits will refer to the Plot Plan conditions rather than the Tentative Parcel Map conditions, so the conditions on the Tentative Parcel Map would not have been the appropriate conditions to apply regardless.

Tentative Parcel Map No. 36950: 60.Planning.1 through 60.Planning.5, and 70.Planning.2, and 70.Planning.3.

Tentative Parcel Map No. 36962: 60.Planning.1 through 60.Planning.6, and 70.Planning.2.

Similarly, conditions 60.Planning-EPD.2 on Plot Plan No. 25837, Tentative Parcel Map No. 36950, and Tentative Parcel Map No. 36962 are duplicative of 60.Planning-EPD.1 on all cases and are recommended to be deleted.

In addition, to these condition deletions, other revisions to conditions of approval for the Plot Plans and Tentative Parcel Maps are attached to this memo. Some include clarifications to ensure proper reference to and consistency with EIR Mitigation Measures (MM) and Rules and Regulations (RR). Others include fixing typos.

Conditions from Transportation were revised to address alternative secondary access as required by the Tentative Parcel Map consistent with Ordinance No. 460 requirements and consistent with the areas analyzed in the project's EIR. The revisions to secondary access would require improvements (24' width of pavement) to Ellsworth Street south of the project site to Markham Street. Due to concerns from the nearby residents that improvements to this section of Ellsworth Street could allow for truck traffic to pass by to connect to Markham Street despite what mitigation measures are included in the EIR for truck traffic to be directed on Oleander, these improvements are understood to not be desirable from the nearby residents (or the applicant or staff) and is a result of a requirement of Ordinance No. 460. This condition is recommended for incorporation with consideration of the Tentative Parcel Maps due to its requirement per Ordinance No. 460, but discussion is anticipated regarding this requirement and whether the applications for the Tentative Parcel Maps may be set

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P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

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Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

aside to remove the requirement for improvements to Ellsworth Street south of the project site to Markham Street.

Also attached is the comment letter received yesterday from Debbie Walsh.

Condition Revisions

PP25838

60.Planning.10 RR-387 – Blasting Noise Plan

Prior to the issuance of grading permits, a blasting noise and vibration monitoring and abatement plan shall be submitted to and approved by the County of Riverside. The contractor shall be required to comply with the approved plan.

- a) Pre-blasting inspections shall be offered to property owners within 200 feet of the blast site.
- b) Existing damage of each structure shall be documented.
- c) Post-blasting inspections shall be offered to assess any new or additional damage to each structure once blasting activities have ceased for those property owners who accepted pre-blast inspections.
- d) Property owners within at least 200 feet of the blast site shall be notified via postings on the construction site at least 24 hours before the occurrence of major construction-related noise and vibration impacts (such as grading and rock blasting) which may affect them.
- e) The County may impose conditions and procedures on the blasting operations as necessary. The construction contractor shall comply with these measures for the duration of the blasting permit. The County may inspect the blast site and materials at any reasonable time.

60.Planning-CUL.1 – Project-Archaeologist **Archaeologist/Monitor**

MM4.5-45a

Prior to the issuance of grading permits, the developer/permit applicant shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed by the Archaeological Monitor and Native American Monitors that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit who will assure that the Native American representatives have had adequate time to review and comment prior to finalization. These measures shall include, but shall not be limited to, the following: a) Archaeological Monitor: An adequate number of qualified archaeological and Native American monitors shall be present to ensure that all earth moving activities are observed; the monitor shall be on site during all grading activities for areas to be monitored including any off site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of

inspections will be determined by the Project Archaeologist in consultation with the Native American monitors.

60.Planning-CUL.3 – Cultural Sensitivity Training

MM4.5-45b

The Project Archaeologist and a representative designated by the Tribe shall attend the pre grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the Project site. A sign in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

60.Transportation.4 – RR-440

Mitigation Measure ~~RR-44~~RR-40

Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site. To implement this requirement, the requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors, including the following notes.

- Delivery trucks shall use the most direct route between the construction site and the I-215 Freeway via Harley Knox Boulevard and Harvill Avenue;
- Construction traffic during the AM peak hour (7:00am-9:00am) and PM peak hour (4:00pm-6:00pm) shall be minimized. The construction contractor shall assure that construction-related trips (passenger cars and trucks) do not exceed 138 trips in the AM peak hour and 151 trips in the PM peak hour (inbound and outbound combined). The construction contractor shall be responsible for periodic monitoring and shall be required to supply the County of Riverside with monitoring records upon the County's request

70.Planning-CUL.1 – Artifact Disposition

MM4.5-67

Prior to building final, provide evidence to the satisfaction of the County Archaeologist that all

archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project; such as testing of archaeological sites that took place years ago), have been curated at the Western Science Center, a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

70.Planning-CUL.1 – Phase IV Cultural Report Required

MM4.5-78

Upon completion of the implementation phase, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with the grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre grade meeting. A report documenting the field and analysis results and interpretation of the artifact and research data within the research context shall be completed and submitted to the satisfaction of the Lead Agency (County of Riverside) prior to issuance of any building permits. The report will include Department of Parks and Recreation (DPR) and Primary Archaeological Site Forms. A final copy shall be submitted to the Eastern Information Center (EIC) and Native American tribes that request a copy.

80.Transportation.15 – RR-440

Mitigation Measure ~~RR-44~~**RR-40**

Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site. To implement this requirement, the requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors, including the following notes.

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responsible for periodic monitoring and shall be required to supply the County of Riverside with monitoring records upon the County's request

90.Planning.2 - AQ/NOx Additional Funding

Prior to Building Final Inspection, ~~in recognition that the project will have significant and unavoidable regional air quality impacts,~~ the project applicant shall submit to the County a contribution of \$389,526 to be used by the County towards projects to off-set air quality impacts in the Mead Valley Area. **Funds shall be maintained separately and shall not be comingled with County General funds or spent on other County projects unrelated to Mead Valley. Funds shall be used solely for purposes of benefitting the Mead Valley Area.**

90.Planning.8 MM TRA 4.15-43 – Truck Travel Signs

Prior to building permit final inspection, the developer or successor in interest shall be required to install and perpetually maintain durable, legible, weather-proof signs at exit driveways that prohibit trucks from traveling south on Ellsworth Street (previously known as Decker Road).

90.Planning.11 Trail Maintenance

The applicant shall enter into a trail maintenance agreement with the Regional Park and Open-Space District or form or annex into a County managed Landscape lighting Maintenance District accepting trails maintenance as approved by the Riverside County Planning Department for the maintenance of the all-community trail(s) identified on this project. The applicant, or successors-in-interest or assignees, shall be responsible for the maintenance of said trails and easement areas along south side of Oleander Avenue and east side of Ellsworth Street **until** such time as the maintenance is taken over by the appropriate maintenance District or entity. The applicant must provide a letter of agreement to the Planning Department and the Park District that the trail maintenance will be provided.

90.Transportation.10 — Off-Site Access SL1

~~The project proponent shall provide/acquire sufficient public off-site rights-of-way to provide for paved access road to a paved and maintained road. Said access road shall be constructed with 32' of AC pavement within a 60' dedicated right-of-way in accordance with County Standard No. 106, Section A (32'/60'), at a grade and alignment approved by the Transportation Department. The project proponent shall provide the appropriate environmental clearances for said off-site improvements prior to recordation or the signature of any street improvement plans.~~

~~Said off-site access road shall be the northerly extension of Decker Road (Ellsworth Street) to Harley Knox Boulevard and the easterly extension of Harley Knox Boulevard to a paved County maintained Harley Knox Boulevard.~~

PM36950

50. Transportation.7 – Off-Site Access 2

The landowner/developer shall provide/acquire sufficient public off-site rights-of-way to provide for a paved access road to a paved County maintained road. Said access road shall be constructed with a **minimum of 24' 32'** of A.C. pavement within a 60' dedicated right-of-way in accordance with County Standard No. 106, Section A (24'32'/60') at a grade and alignment as approved by the Transportation Department. Should the applicant fail to provide/acquire said off-site right-of-way, the map shall be returned for redesign. The applicant shall provide the appropriate environmental clearances for said off-site improvements prior to recordation or the signature of any street improvement plans.

Said off-site access road shall be the ~~northerly~~ **southerly** extension of Decker Road (Ellsworth Street) to ~~Harley Knox Boulevard~~ **Markham Street** and the ~~easterly~~ extension of Harley Knox Boulevard to a paved County maintained Harley Knox Boulevard.

or as approved by the Director of Transportation.

~~60. Planning-EPD.2 Burrowing Owl Relocation~~

~~Prior to the issuance of a grading permit, a Burrowing Owl Relocation Plan shall be prepared if burrowing owls are determined to be occupying the project site at the time of the 30-Day pre-construction burrowing owl survey. The relocation plan shall comply with the Burrowing Owl Species Account Objectives within Appendix B of Volume 2 – The MSHCP Reference Document. Passive relocation shall not be allowed at the project site.~~

~~If it is determined during the 30-day preconstruction survey that burrowing owls have colonized the project site prior to the initiation of construction, the project proponent will immediately inform the Riverside County Biologist, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and the Regional Conservation Authority, and would need to retain a Biologist that holds a Memorandum of Understanding with the County of Riverside to prepare a Burrowing Owl Protection and Relocation Plan for approval by the County of Riverside and Wildlife Agencies prior to initiating ground disturbance. The relocation plan will include the following:~~

- ~~-The locations of the nests and the owls proposed for relocation.~~
- ~~-The locations of the proposed relocation sites.~~
- ~~-The numbers of adult owls and juveniles proposed for relocation.~~
- ~~-The time of year when relocation is proposed to take place.~~

~~The name of the biologist proposed to supervise the relocation, and the details of his/her previous experiences capturing, handling, and relocating burrowing owls, including the outcomes of their previous relocation efforts (survival/mortality rates and site fidelity rates of the relocated owls), and relevant permits held.~~

~~A detailed description of the proposed method of capture, transport, and acclimation of the current project's owls on the proposed relocation site.~~

~~A detailed description of relocation site preparations (e.g., the design and dimensions of the artificial release burrows and hacking cage, duration of hacking activities (including food and water provision).~~

~~Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-term retention on the relocation site.~~

60.Planning.1—Controlled Grading

~~Several bedrock milling features at cultural sites CA-RIV-8401 and CA-RIV-8402 will be impacted during construction activities and the soils surrounding them will be disturbed. A controlled grading program will be developed by the Project Archaeologist and included in the Cultural Resources Monitoring Program. The controlled grading program shall require the systematic removal of the ground surface to allow for the identification, documentation and recovery of any subsurface cultural deposits. Results of the controlled grading program shall be included in the Phase IV Monitoring Report.~~

60.Planning.2—Cultural Sensitivity Tr.

~~The Project Archaeologist and a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the Project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.~~

60.Planning.3—Feature Relocation

~~Building D Site: In accordance with the letter dated February 2, 2017 to Heather Thomson, County Archaeologist from Project Archaeologist Brian F. Smith and Associates, regarding "Relocation of Bedrock Milling Features~~

Located Within Knox Business Park (Decker Parcels I and II" and as a condition of the grading permit for the Building D Site (Planning Case No. 36950), before construction activities are allowed to start, and using professional archaeological methods, any visible artifacts associated with Sites CA-RIV-8401 and CA-RIV-8402 shall be recovered and recorded, and photo documentation of each situ shall occur. The current Department of Parks and Recreation forms for the sites shall be updated, detailing which features were relocated, the process through which this was done, and updated maps using sub meter GIS technology to document the new location of each feature. The relocation information shall be included in a Phase IV Monitoring Report.

60.Planning.4— Native Monitor

Prior to the issuance of grading permits, the developer/permit applicant shall enter into a monitoring agreement with the Pechanga and Soboba Native American Tribes. A Native American monitor shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, and trenching. In conjunction with an Archaeological Monitor, the Native American Monitor shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition.

60.Planning.5— Project Archaeologist

Prior to the issuance of grading permits, the developer/permit applicant shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit. These measures shall include, but shall not be limited to, the following: a) Archaeological Monitor: An adequate number of qualified monitors shall be present to ensure that all earth moving activities are observed; the monitors shall be on-site during all grading activities for areas to be monitored including any off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

70.Planning.2— Artifact Disposition

Prior to grading final, provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project; such as testing of archaeological sites that took place

years ago), have been curated at the Western Science Center, a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

70.Planning.3—Phase IV Cultural Report

Prior To Grading Permit Final (Archaeological Monitoring/Phase IV Report Submittal): The developer/holder shall prompt the Project Archaeologist to submit one (1) wet-signed paper copy and (1) CD of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The County Archaeologist shall review the report to determine adequate compliance with the approved conditions of approval. Upon determining the report is adequate, the County Archaeologist shall clear this condition

PP25837

15.E Health.2 Use-Noise Study

Noise Consultant:

Urban Crossroads

41 Corporate Park Suite 300

Irvine Ca 92606

(949)660-1994

Noise Study: "Knotx Business Park, Noise Impact Analysis, County of Riverside", July 8, 2015 (09349-11)

Based on the County of Riverside, Industrial Hygiene Program's review of the aforementioned Noise Study, PP25837 shall comply with the recommendations set forth under the Industrial Hygiene Program's response letter dated August 30, 2015 c/o Steve Uhlman.

For further information, please contact the Industrial Hygiene Program at (951) 955-8980.

15.Planning.12 Mezzanine /Second Floor Limit

Beyond the mezzanine area shown on APPROVED EXHIBIT C, no tenant improvement permit, or any other building permit, shall be granted for any further second story, second floor, mezzanine, or interior balcony unless a plot plan, conditional use permit, public use permit, substantial conformance or a revised permit is approved by the Planning Department pursuant to Section 18.12 of Ordinance No. 348 in order to assure adequate parking remains within the property. ~~Only a one story building was approved as part of this permit and reviewed for parking standards.~~

60.Planning.8 RR-387 – Blasting Noise Plan

Prior to the issuance of grading permits, a blasting noise and vibration monitoring and abatement plan shall be submitted to and approved by the County of Riverside. The contractor shall be required to comply with the approved plan.

- a) Pre-blasting inspections shall be offered to property owners within 200 feet of the blast site.
- b) Existing damage of each structure shall be documented.
- c) Post-blasting inspections shall be offered to assess any new or additional damage to each structure once blasting activities have ceased for those property owners who accepted pre-blast inspections.
- d) Property owners within at least 200 feet of the blast site shall be notified via postings on the construction site at least 24 hours before the occurrence of major construction-related noise and vibration impacts (such as grading and rock blasting) which may affect them.
- e) The County may impose conditions and procedures on the blasting operations as necessary. The construction contractor shall comply with these measures for the duration of the blasting permit. The County may inspect the blast site and materials at any reasonable time.

60.Planning-EPD.2 BUOW RELOCATION PLAN

~~If it is determined during the 30-day preconstruction survey that burrowing owls have colonized the project site prior to the initiation of construction, the project proponent will immediately inform the Riverside County Biologist, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and the Regional Conservation Authority, and would need to retain a Biologist that holds a Memorandum of Understanding with the County of Riverside to prepare a Burrowing Owl Protection and Relocation Plan for approval by the County of Riverside and Wildlife Agencies prior to initiating ground disturbance. Passive relocation shall not be allowed at the project site. The relocation plan will include the following:~~

- The locations of the nests and the owls proposed for relocation.
- The locations of the proposed relocation sites.
- The numbers of adult owls and juveniles proposed for relocation.
- The time of year when relocation is proposed to take place.
- The name of the biologist proposed to supervise the relocation, and the details of his/her previous experiences capturing, handling, and relocating burrowing owls, including the outcomes of their previous relocation efforts (survival/mortality rates and site-fidelity rates of the relocated owls), and relevant permits held.
- A detailed description of the proposed method of capture, transport, and acclimation of the current project's owls on the proposed relocation site.
- A detailed description of relocation site preparations (e.g., the design and dimensions of the artificial release burrows and hacking cage, duration of hacking activities (including food and water provision).
- Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-term retention on the relocation site.

60.Planning-EPD.4

Prior to the issuance of a grading permit, a biologist who holds an MOU with the County of Riverside shall submit documentation that the appropriate mitigation credits have been purchased in accordance with the mitigation measures described in section 5.0 (Project Design Features/Mitigation Measures) of the document entitled "Determination of Biologically Equivalent or Superior Preservation for PM 36962 (APNs 314-020-010, 314-020-017, 314-020-019" Dated: December 2015, Revised July 2016 and prepared by Hernandez Environmental Services which consists of the off-site purchase of 0.262 acre of mitigation credits at the Riverside Corona Resource Conservation District in-lieu fee program.

60.Planning-CUL.1 – Archaeologist/Monitor

MM4.5-45a

Prior to the issuance of grading permits, the developer/permit applicant shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed by the Archaeological Monitor and Native American Monitors that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit who will assure that the Native American representatives have had adequate time to review and comment prior to finalization. These measures shall include, but shall not be limited to, the following: a)

Archaeological Monitor: An adequate number of qualified archaeological and Native American monitors shall be present to ensure that all earth moving activities are observed; the monitor shall be on site during all grading activities for areas to be monitored including any off site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist in consultation with the Native American monitors.

60.Planning-CUL.2 – Controlled Grading

MM4.5-4e5c

Building E Site Controlled Grading: Several bedrock milling features at cultural sites CA RIV 8901, CA RIV 1330/H and CA RIV 11874 will be impacted during construction activities and the soils surrounding them will be disturbed. A controlled grading program will be developed by the Project Archaeologist, in consultation with the Native American representatives, and included in the Cultural Resources Monitoring Program. The controlled grading program shall require the systematic removal of the ground surface to allow for the identification, documentation and recovery of any subsurface cultural deposits. Results of the controlled grading program shall be included in the Phase IV Monitoring Report.

60.Planning-CUL.3 – Cultural Sensitivity Training

MM4.5-4b5b

The Project Archaeologist and a representative designated by the Tribe shall attend the pre grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the Project site. A sign in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

60.Transportation.4 – RR-410

Mitigation Measure ~~RR-41~~RR-40

Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site. To implement this requirement, the requirement to comply with the temporary traffic control plan shall be noted on all grading and

building plans and also shall be specified in bid documents issued to prospective construction contractors, including the following notes.

- Delivery trucks shall use the most direct route between the construction site and the I-215 Freeway via Harley Knox Boulevard and Harvill Avenue;
- Construction traffic during the AM peak hour (7:00am-9:00am) and PM peak hour (4:00pm-6:00pm) shall be minimized. The construction contractor shall assure that construction-related trips (passenger cars and trucks) do not exceed 138 trips in the AM peak hour and 151 trips in the PM peak hour (inbound and outbound combined). The construction contractor shall be responsible for periodic monitoring and shall be required to supply the County of Riverside with monitoring records upon the County's request

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MM4.5-67

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Upon completion of the implementation phase, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with the grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre grade meeting. A report documenting the field and analysis results and interpretation of the artifact and research data within the research context shall be completed and submitted to the satisfaction of the Lead Agency (County of Riverside) prior to issuance of any building permits. The report will include Department of Parks and Recreation (DPR) and Primary Archaeological Site Forms. A final copy shall be submitted to the Eastern Information Center (EIC) and Native American tribes that request a copy.

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Prior to the issuance of a building permit, a biologist who holds an MOU with the County of Riverside shall submit documentation that the appropriate mitigation credits have been purchased in accordance with the mitigation measures described in section 5.0 (Project Design Features/Mitigation Measures) of the document entitled "Determination of Biologically Equivalent or Superior Preservation for PM 36962 (APNs 314-020-010, 314-020-017, 314-020-019" Dated: December 2015, Revised July 2016 and prepared by Hernandez Environmental Services which consists of the off-site purchase of 0.262 acre of mitigation credits at the Riverside Corona Resource Conservation District in-lieu fee program.

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Mitigation Measure ~~RR-44~~**RR-40**

Project construction activities are required to comply with the California Manual on Uniform Traffic Control Devices, which specify that temporary traffic controls shall be provided during construction, such as a flag person, during all phases of construction to facilitate the flow of construction traffic on streets abutting the Project site. To implement this requirement, the requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors, including the following notes.

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90.Planning.2 – AQ/NOx Additional Funding

Prior to Building Final Inspection, ~~in recognition that the project will have significant and unavoidable regional air quality impacts,~~ the project applicant shall submit to the County a contribution of \$228,772 to be used by the County towards projects to off-set air quality impacts in the Mead Valley Area. **Funds shall be maintained separately and shall not be comingled with County General funds or spent on other County projects unrelated to Mead Valley. Funds shall be used solely for purposes of benefitting the Mead Valley Area.**

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Prior to building permit final inspection, the developer or successor in interest shall be required to install and perpetually maintain durable, legible, weather-proof signs at exit driveways that prohibit trucks from traveling south on Ellsworth Street (previously known as Decker Road).

90.Planning.10 Trail Maintenance

The applicant shall enter into a trail maintenance agreement with the Regional Park and Open-Space District or form or annex into a County managed Landscape lighting Maintenance District accepting trails maintenance as approved by the Riverside County Planning Department for the maintenance of the all-community trail(s) identified on this project. The applicant, or successors-in-interest or assignees, shall be responsible for the maintenance of said trails and easement areas along south side of Oleander Avenue **until** such time as the maintenance is taken over by the appropriate maintenance District or entity. The applicant must provide a letter of agreement to the Planning Department and the Park District that the trail maintenance will be provided.

90.Transportation.10 – Off-Site Access SL1

The project proponent shall provide/acquire sufficient public off-site rights-of-way to provide for paved access roads*[s]** to a paved and maintained road. Said access roads*[s]** shall be constructed with 32' of AC pavement within a 60' dedicated right-of-way in accordance with County Standard No. 106, Section A (32'/60'), at a grade and alignment approved by the Transportation Department. The project proponent shall provide the appropriate environmental clearances for said off-site improvements prior to recordation or the signature of any street improvement plans.

Said off-site access road shall be the ~~westerly~~**easterly** extension of Oleander Avenue to a paved County maintained Oleander Avenue.

or as approved by the Director of Transportation.

PM36962

50.Transportation.6 – Off-Site Access 2

The landowner/developer shall provide/acquire sufficient public off-site rights-of-way to provide for a paved access road to a paved and maintained road. Said access road shall be constructed with a **minimum of 24' 32'** of A.C. pavement within a 60' dedicated right-of-way or as approved by the Director Transportation in accordance with County Standard No. 106, Section A (24'32'/60') at a grade and alignment as approved by the Transportation Department. Should the applicant fail to provide/acquire said off-site right-of-way, the map shall be returned for redesign. The applicant shall provide the appropriate environmental clearances for said off-site improvements prior to recordation or the signature of any street improvement plans.

Said off-site access road shall be the ~~westerly~~ **easterly** extension of Oleander Avenue to a paved County maintained ~~Day Street~~ **Oleander Avenue**.

Said off-site access road shall be the southerly extension of Decker Road (Ellsworth Street) to Markham Street.

or as approved by the Director of Transportation.

60.Planning-EPD.2

~~Prior to the issuance of a grading permit, a Burrowing Owl Relocation Plan shall be prepared if burrowing owls are determined to be occupying the project site at the time of the 30-Day pre-construction burrowing owl survey. The relocation plan shall comply with the Burrowing Owl Species Account Objectives within Appendix B of Volume 2 - The MSHCP Reference Document. Passive relocation shall not be allowed at the project site.~~

~~If it is determined during the 30-day preconstruction survey that burrowing owls have colonized the project site prior to the initiation of construction, the project proponent will immediately inform the Riverside County Biologist, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and the Regional Conservation Authority, and would need to retain a Biologist that holds a Memorandum of Understanding with the County of Riverside to prepare a Burrowing Owl Protection and Relocation Plan for approval by the County of Riverside and Wildlife Agencies prior to initiating ground disturbance. The relocation plan will include the following:~~

~~-The locations of the nests and the owls proposed for relocation.~~

~~-The locations of the proposed relocation sites.~~

~~-The numbers of adult owls and juveniles proposed for relocation.~~

~~-The time of year when relocation is proposed to take place.~~

~~-The name of the biologist proposed to supervise the relocation, and the details of his/her previous experiences capturing, handling, and relocating burrowing owls, including the outcomes of their previous relocation efforts (survival/mortality rates and site fidelity rates of the relocated owls), and relevant permits held.~~

~~-A detailed description of the proposed method of capture, transport, and acclimation of the current project's owls on the proposed relocation site.~~

~~-A detailed description of relocation site preparations (e.g., the design and dimensions of the artificial release burrows and hacking cage, duration of hacking activities (including food and water provision).~~

~~-Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-term retention on the relocation site.~~

60.Planning-EPD.4

Prior to the issuance of a grading permit, a biologist who holds an MOU with the County of Riverside shall submit documentation that the appropriate mitigation credits have been purchased in accordance with the mitigation measures described in section 5.0 (Project Design Features/Mitigation Measures) of the document entitled "Determination of Biologically Equivalent or Superior Preservation for PM 36962 (APNs 314-020-010, 314-020-017, 314-020-019" Dated: December 2015, Revised July 2016 and prepared by Hernandez Environmental Services which consists of the off-site purchase of 0.262 acre of mitigation credits at the Riverside Corona Resource Conservation District in-lieu fee program.

60.Planning.1—Controlled Grading

~~Some of The bedrock milling features at CA-RIV-8901 and CA-RIV-1330 and CA-RIV-11874 will be impacted during construction activities and the soils surrounding them will be disturbed. Prior to a grading permit being issued, a controlled grading program will be developed by the Project Archaeologist and will be required in order to identify and evaluate any previously unidentified subsurface artifacts or features. The document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit.~~

60.Planning.2—Cultural Sensitivity Tr.

~~The Project Archaeologist and a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project site and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the Project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.~~

60.Planning.3—Feature Relocation

In accordance with the letter dated February 2, 2017 to Heather Thomson, County Archaeologist from Project Archaeologist Brian F. Smith and Associates, regarding "Relocation of Bedrock Milling Features Located Within Knox Business Park (Decker Parcels I and II" and as a condition of the grading permit for the Building E Site (Planning Case No. 36962), before construction activities are allowed to start, and using professional archaeological methods, any visible artifacts associated with Sites CA-RIV-1330H and CA-RIV-11874 shall be recovered and recorded, and photo documentation of each situ shall occur. The current Department of Parks and Recreation forms for the sites shall be updated, detailing which features were relocated, the process through which this was done, and updated maps using sub meter GIS technology to document the new location of each feature. The relocation information shall be included in a Phase IV Monitoring Report.

60.Planning.4 — Grading Plan Notes

Prior to issuance of a grading permit for Planning Case No. 36962, the developer/permit applicant shall provide evidence to the County Archaeologist that the following notes have been provided on the Grading Plan: "Temporary fencing shall be provided for the protection of the off-site parcel located to the immediate west during any grading activities within 100 feet of the western property boundary. The fence shall be installed under the supervision of the County approved archaeologist prior to commencement of grading or brushing and be removed only after grading operations have been completed."

60.Planning.5 — Native Monitor

Prior to the issuance of grading permits, the developer/permit applicant shall enter into a monitoring agreement with the Pechanga and Soboba Native American Tribes. A Native American monitor shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, and trenching. In conjunction with an Archaeological Monitor, the Native American Monitor shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition.

60.Planning.6 — Project Archaeologist

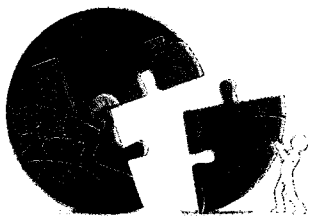
Prior to the issuance of grading permits, the developer/permit applicant shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist has been contracted to implement a Cultural Resource Monitoring Program. A

Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the County Archaeologist for review and approval prior to issuance of the grading permit. These measures shall include, but shall not be limited to, the following: a)

Archaeological Monitor: An adequate number of qualified monitors shall be present to ensure that all earth moving activities are observed; the monitors shall be on-site during all grading activities for areas to be monitored including any off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

70.Planning.2 — Artifact Disposition

Prior to Grading Permit final, the developer shall prompt the archaeologist to provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been curated at the Western Science Center, a curation facility that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.



RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

Memorandum

DATE: May 22, 2018
TO: Board of Supervisors
FROM: Russell Brady, Project Planner
RE: Item 18.1 – Additional Public Comments - RAGLM

Attached are additional comments from Dr. John L. Minnella representing Residents Association of Greater Lake Mathews (RAGLM).

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P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

From: Maxwell, Sue
To: COB Agenda; Johnson, George; Leach, Charissa; Perez, Juan; Young, Alisa; District 4 Supervisor V. Manuel Perez; District 2; District 3; District 5; Supervisor Jeffries - 1st District
Cc: Brady, Russell
Subject: May 22, 2018 Agenda Item 18.1 - Public Comment Opposing GPA 1151, 1152 (Dr John Minnella-Romano)
Date: Tuesday, May 22, 2018 8:28:34 AM

Good morning,

The email below was received via COB in opposition to the proposed warehouse project in Mead Valley. Please review, if possible, before today's Board Meeting, May 22, 2018, Item 18.1 (MT 7034).

This has been printed and included with back-up to Item 18.1.

With warm regards,

Sue Maxwell

Board Assistant

Clerk of the Board of Supervisors

4080 Lemon Street, 1st Floor, Room 127

Riverside, CA 92501

(951) 955-1069 Fax (951) 955-1071

Mail Stop #1010

smaxwell@rivco.org

<http://rivcocob.org/>

<https://www.facebook.com/RivCoOfOb/>



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From: Maxwell, Sue

Sent: Tuesday, May 22, 2018 7:56 AM

To: 'Dr. John L. MINNELLA-Romano' <drjminnella@yahoo.com>; COB-Agenda <COB-Agenda@RIVCO.ORG>; Russell Brady <russellb@migcom.com>; Supervisor Jeffries - 1st District <district1@RIVCO.ORG>

Cc: Debbie Walsh <abilene149@gmail.com>; Debbie Walsh <debbiewalsh@debbiewalshsupervisor.com>

Subject: RE: May 22, 2018 Agenda Item 18.1. GPA 1151, 1152

Dr. Minnella-Romano,

The Clerk of the Board of Supervisors is in receipt of your opposition letter sent via email regarding Item 18.1, and has included it in the record for May 22, 2018.

Sincerely,

Sue Maxwell

Board Assistant

Clerk of the Board of Supervisors

4080 Lemon Street, 1st Floor, Room 127

Riverside, CA 92501

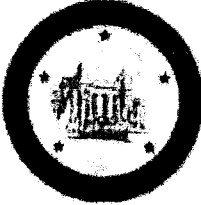
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From: Dr. John L. MINNELLA-Romano [<mailto:drjminnella@yahoo.com>]

Sent: Monday, May 21, 2018 11:48 PM

To: COB-Agenda <COB-Agenda@RIVCO.ORG>; COB <COB@RIVCO.ORG>; Russell Brady <russellb@mgcom.com>; Supervisor Jeffries - 1st District <district1@RIVCO.ORG>

Cc: Debbie Walsh <abilene149@gmail.com>; Debbie Walsh <debbiewalsh@debbiewalshsupervisor.com>

Subject: May 22, 2018 Agenda Item 18.1. GPA 1151, 1152

Honorable Supervisors:

The Residents Association of Greater Lake Mathews ("RAGLM") continues to be unanimously and adamantly opposed to Agenda Item 18.1, GPA 1151 and 1152, the Knox Business Park, which is again before you on May 22, 2018.

Our opposition is essentially the same as it was on May 1, 2018, when we addressed you; and for the reasons set forth in the communication today, May 21, 2018, of the Residents Association of Mead Valley ("RAMV") and of their attorneys made separately.

Please do not interpret our possible non-appearance before you on May 22, 2018, as some evidence of a like of interest or support for opposing this ill-considered project. It is just the contrary.

I must also make you aware that RAGLM and our supporters are prepared, albeit reluctantly, to take all necessary legal actions to stop this project because of its serious negative impact on our community. We do not want to see the County spending valuable money but the anticipated

negative impact on Greater Lake Mathews compels such an effort to protect us from this step-by-step encroachment and threat to our rural way of life. We implore you to consider carefully your vote on May 22, 2018, and avoid such litigation and cost by denying Board approval.

Cordially and respectfully,

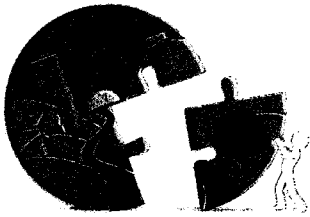
FOR THE BOARD OF DIRECTORS
RESIDENTS ASSOCIATION OF
GREATER LAKE MATHEWS

John L. Minnella
President
JLM:bs
cc: RAMV; Attorney; RAGLM Bd.

J.L. MINNELLA AND ASSOCIATES/MINNELLA ROMANO AND
ASSOCIATES

[signed] Dr. John L. Minnella

California, USA address: 1820 East 17th Street, Santa Ana, California 92705-8604. Telephone: 714/543-9005; Facsimile: 714/542-2495. Email: drjminnella@yahoo.com or minnellalaw@usbcglobal.net. Affiliated offices also in: Managua, NICARAGUA (Headquarters); Port Harcourt, NIGERIA; and Phnom Penh, CAMBODIA. Website: www.minnellalaw.com.



RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

Memorandum

DATE: May 22, 2018
TO: Board of Supervisors
FROM: Russell Brady, Project Planner
RE: Item 18.1 – Additional Public Comments

Attached are additional comments from Abigail Smith with staff responses to these as well as comments in opposition from Daniel Burruel, Debbie Walsh, and Ray and Peggy Miller for consideration by the Board of Supervisors.

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Desert Office · 77588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

Brady, Russell

From: Brady, Russell
Sent: Monday, May 21, 2018 5:25 PM
To: 'Abigail A. Smith'
Subject: RE: BOS Hearing May 22, Item 18.1

Thank you for your comments. I will provide them to the Supervisors for their consideration.

Our most recent responses provided last week from your comments on April 30th detail the County's position on the items you've noted here. These include the necessity of the CEQA Findings of Fact and Statement of Overriding Consideration, the ability to approve the Plot Plans subject to the approval of the respective General Plan Amendments and Changes of Zone, the status of the Tentative Parcel Maps and why they are still included in the description based on the Planning Commission's action on them, and feasible mitigation for air quality.

Additionally, the Board of Supervisors package for tomorrow (page 8 of the Form 11) notes the proposed limited extension of paving of Ellsworth that has been requested to just Redwood Drive.

Russell Brady
Riverside County Planning
4080 Lemon Street 12th Floor
Riverside, CA 92501
951-955-3025



RIVERSIDE COUNTY
PLANNING DEPARTMENT

How are we doing? Click the Link and tell us

From: Abigail A. Smith [mailto:abby@socalceqa.com]
Sent: Monday, May 21, 2018 4:54 PM
To: Brady, Russell <rbrady@RIVCO.ORG>
Subject: BOS Hearing May 22, Item 18.1

Mr. Brady:

Residents appreciate the County's most recent response to comments (RTC) regarding the GPA 1151 and 1152 Project (Knox Business Park). Nevertheless, there are outstanding issues that should be resolved before the Board of Supervisors approves the Project (or tentatively approves the Project) tomorrow, May 22, 2018 at 10:30 a.m. (Agenda Item 18.1).

First, Residents are unable to comment on the CEQA Findings of Fact and Statement of Overriding Considerations because these are not included within the Staff Report/Board Submittal. Even if, arguably, these are not required to be disclosed in advance, the public cannot comment on them when they are not part of the Agenda Package/Board Submittal. And it is unclear whether the public hearing has been closed, so that the public may never have the opportunity to comment on these approvals (note that the Agenda lists Item 18.1 as part of the public hearing calendar, though the Board indicated at the last meeting that the public hearing may be closed on this item). It is also not clear that the Board can certify (or tentatively certify) the Final EIR without them.

Second, contrary to the RTC, the Findings of Fact and Statement of Overriding Considerations do not appear in the Planning Commission Staff Report/PC Submittal to the best of our understanding. We reviewed that document and did not see these

approvals. Nonetheless, we reiterate that there are feasible, environmentally superior alternatives that should be adopted in lieu of the proposed Project.

Third, as we have commented, we do not believe it is appropriate to approve the proposed Plot Plans without first approving the General Plan Amendment. As the Staff Report/Board Submittal reads, the Plot Plans are recommended for "Approval" while the GPA is recommended for only "Tentative Approval."

Fourth, we reiterate that the EIR is required, in the Project Description, to disclose the proposed permits and land use approvals that are associated with the subject project. The EIR lists the Tentative Parcel Maps as part of "the project", yet these are proposed to be "dropped" per the applicant's recent request. We have stated that such a change warrants revisions to the EIR's Project Description.

Fifth, please note that the Agenda for the May 22, 2018 Board meeting still lists the Tentative Parcel Maps as part of the Project. This is apparently incorrect.

Furthermore, residents are still confused as to what is proposed for approval with respect to Ellsworth/Decker Road, i.e., whether it will be improved, left unimproved, or partially improved. The record is not clear on this point. As we have said, this is a very important issue for local residents.

Finally, we continue to believe there are feasible mitigation measures for significant air quality impacts that should be adopted. These include measures to address NOx impacts. We have provided the County with a number of examples of feasible air quality mitigation measures that should be adopted before the Project can be approved.

Thank you for your consideration of these comments, and for including this email in your record of the Project/Item 18.1.

Abby Smith

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From: "Brady, Russell" <rbrady@RIVCO.ORG>
Date: Thursday, May 17, 2018 at 9:41 AM
To: "Abigail A. Smith" <abby@socalceqa.com>
Subject: RE: BOS Hearing May 1, Item 18.1

Abby, attached are responses to your comments received on April 30th with your comment letter bracketed for reference to the responses.

Russell Brady
Riverside County Planning
4080 Lemon Street 12th Floor
Riverside, CA 92501
951-955-3025



**RIVERSIDE COUNTY
PLANNING DEPARTMENT**

How are we doing? Click the Link and tell us

From: Abigail A. Smith [mailto:abby@socalceoa.com]
Sent: Monday, April 30, 2018 5:02 PM
To: Brady, Russell <rbrady@RIVCO.ORG>; COB <COB@RIVCO.ORG>
Subject: BOS Hearing May 1, Item 18.1

To the Riverside County Board of Supervisors:

Attached, please find a letter regarding **Item 18.1** on the Board Agenda for the **May 1, 2018** Board hearing, re: the Knox Business Park Buildings D and E project.

Thank you for including this letter with your record of the Project.

Abby Smith

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County of Riverside California

From: BurrueI, Daniel
To: Supervisor Jeffries - 1st District
Cc: District5; District 4 Supervisor V. Manuel Perez; District3; District2; COB; Brady, Russell
Subject: PLOT PLAN 26173
Date: Tuesday, May 08, 2018 11:20:33 AM

Greetings:

Am writing to express my opposition to...

The two proposed warehouses at Oleander X Decker; GPA 1151 & 1152 - Knox Business Park Building D & E Project - Final Environmental Impact Report No. 546.

as well as...

The proposed warehouse at Rider X Harvill. PLOT PLAN NO. 26173
Intent to Adopt a Mitigated Negative Declaration EA42984.

It is understood that although Supervisor Jeffries is not voting in favor of warehouses, a simple plot plan is all that is required for approval, which is deceptive to say the least.

I also understand that this project requires a general plan amendment. Besides my opposition to this, I have a question for the board: Why would you carry on in a surreptitious fashion?

I request that this letter of opposition be included in the public record. Thank you...

Cordially,

Daniel BurrueI

RAMV.ORG
PO Box 2433
Perris, CA 92572
abilene149@gmail.com

May 22, 2018

Riverside County Board of Supervisors
Clerk of the Board
4080 Lemon Street.
Riverside, CA 92501

Dear Honorable Supervisors:

Re: Item 18.1 - Opposition to GPA 1151 & 1152 & zone changes 7873 & 7872 - Final Environmental Impact Report No. 546 for proposed Knox Business Park Buildings D and E

Request Item 18.1 be reopened for public comment.

Request for continuance was based on the Proposed Approvals being Uncertain, Incomplete and/or Inconsistent with Project.

Residents are unable to comment on the CEQA Findings of Fact and Statement of Overriding Considerations because these are not included within the Staff Report/Board Submittal. Even if, arguably, these are not required to be disclosed in advance, the public cannot comment on them when they are not part of the Agenda Package/Board Submittal.

Developer failed to repost the required "Posting of Public Notices for Development Projects Requiring Change of Land Use" with the correct date of the public hearing. **Signs are currently posted with May 1, 2018 date. Meeting date May 22, 2018.** This is a violation of TLMA requirements for on-site postings of notices of public hearings for development applications within a proposed project's boundaries whenever a change in land use is proposed.

<http://planning.rctlma.org/Portals/0/DevelopmentProcess/Posting%20Requirements/03-02%20posting%20requirements.pdf>



The Rural Association of Mead Valley (RAMV.org) representing over 19,000 residents of the rural community of Mead Valley is adamantly opposed to General Plan Amendment 1151 & 1152 and zone changes 7873 & 7872 a project that proposes to build two logistics warehouses at Decker Road and Oleander Street on 58.6 acres of land directly adjacent to rural homes along Redwood Drive in Mead Valley. These two warehouses will generate well over 800 truck trips per day. Many of these trucks will be using Decker Road to Markham to Day to Cajalco which is the fastest and shortest route to the I-91. The project is located south of Oleander Avenue, north of Redwood Drive, east of Day Street, and west of Harvill Avenue. Ellsworth Street / Decker Road transects the Project site.

Environmental Justice. Mead Valley qualifies as an underrepresented and poor community under Title VI of the Civil Rights Act of 1964 (Title VI) with 72% of the residents of Mead Valley being Hispanic or Latino and over 43% of Mead Valley residents living below the poverty level according to the 2010 Census. The EIR does not address Environmental Justice and the impacts on Mead Valley as a minority community. There are numerous warehouses currently in the pipeline and many that are vacant. Do we really need more warehouses? Can the area take on over 800 more truck trips per day on Cajalco Road., Markham, Decker and Day streets that pass by our schools? Do we need warehouses just feet from minority resident's homes where children and the elderly live?

Are we trading the health, safety and welfare of this poor Hispanic rural community for the chance that there will be jobs once these two warehouses are built in 2020? It is a roll of the dice and our lives are at risk. Trucks increasing severe hazards on our roads, air pollution destroying our health, noise affecting our mental well-being and hearing.

- **DEIR Air Quality analysis is not accurate.** The developers of the warehouse at 17789 Harvill frequently have trucks lined up along Harvill Ave. idling for up to an hour. The warehouse is using diesel powered truck goats and must fill up at the truck stop at Harvill X Cajalco. These truck goats are running 24-7 and adding tons of toxic pollution into the air and yet were not included in the EIR air pollution study model. These truck goats were observed on Harvill without California license plates. Are they California compliant? What will be used at the warehouses at Decker X Oleander? The poorly planned truck access into the 2 proposed warehouse facilities at Decker X Oleander will result in similar conditions as exist in the present warehouse at 17789 Harvill.

The Harvill warehouse facility is allowing trucks in the bays and parking areas to idle their trucks for hours and yet CARB allows only 5 minutes idling time. Idling trucks are less fuel efficient and produce tons of additional pollution. Can we believe this developer when he is stating he will agree to a 3 minute idle time when he is not honoring his 5 minute idle time limit required by CARB at his other warehouses. The increased idle time has led to greater discrepancies in the EIR air quality NOX and VOC numbers which may well be up to 10 times higher than is being reported in the DEIR which is well beyond the acceptable limit.

- **Thirty-five foot buffer between homes (sensitive receptors) and the property line of the warehouse. The developer has stated the buffer is between the warehouse wall and the homes, not the property line between the warehouse and rural parcels.** "Buffer Zone: An area of land separating one parcel or land from another that acts to soften or mitigate the effects of one land use on the other." WRCOG Good Neighbor Guidelines – Just 35 feet of vegetation from the property line of rural zoned property to the warehouse driving and parking areas along the south boundaries. CARB, SCAQMD and WRCOG buffer measurement from property line to the warehouse. This is not sufficient as residents do use their entire property. Using full sized trees in the presentation that appear to be 60 feet tall is deceptive making it seem as though there is more of a buffer between homes and the warehouse than actually exists.
- **Secondary Access (Decker Road) will allow over 800 truck trips per day on Decker Road which leads to Markham –** Traffic signs do not deter truck drivers from using certain streets. The warehouse at 17789 Harvill has signage required in the COA and EIR directing trucks to use Harley Knox, but in fact many trucks are using Cajalco Road to the I-15 as their preferred route as it is much shorter and faster. Also signage not to idle for more than 5 minutes, but they are idling for long periods of time. For truck drivers time is money. As more warehouses become operational throughout the area, Cajalco Road will become gridlocked. The I-215 Freeway is already backed up to Nuevo Road during peak hours most of the day.
- Markham Street is used by hundreds of parents as they take their children to school each day. Adding over 800 truck trips per day on this already overburdened two lane country road that is already known for deadly accidents because of the steep winding grade to Day Street will result in more deadly accidents. Every day we observe a number of logistics trucks already using Markham up that grade.

- Trucks will be using our streets and vacant parcels to park their trucks attracting prostitutes, more crime, urinating in public and leaving their trash. Trucks are idling for hours as they sleep in their rigs or eat their meals surrounding the Harvill warehouse.
- HES incorrectly determined that the Project site contains no wetlands or vernal pools as defined by the 1987 Corps of Engineers Wetland Delineation Manual. Therefore, no vernal pool or fairy shrimp Focused Survey Report were ever performed or included in FEIR or DEIR 485 as required by CEQA. The Oleander Business Park EIR 485 contains reports for Fairy Shrimp and Vernal Pool studies as they exist nearby. 17789 Harvill warehouse is part of the Oleander Business Park.

2.4.2 MULTIPLE SPECIES HABITAT CONSERVATION PLAN

"The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in Western Riverside County. Riverside County approved the MSHCP on June 17, 2003. An Implementation Agreement (IA) between the US Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFG), and the County of Riverside was executed and associated 10(a)(1)(B) Permit No. TE-088609 was issued on June 22, 2004. As shown on Figure 2-4, *MSHCP Plan Map*, TPM No. 33942 is not located within the MSHCP Criteria Area. However, the Project is still subject to review for consistency with the MSHCP's Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool Guidelines, the Protection of Narrow Endemic Plant Species guidelines, and the Additional Survey Needs and Procedures. Surveys required under the MSHCP for the Project site include focused surveys for burrowing owl."

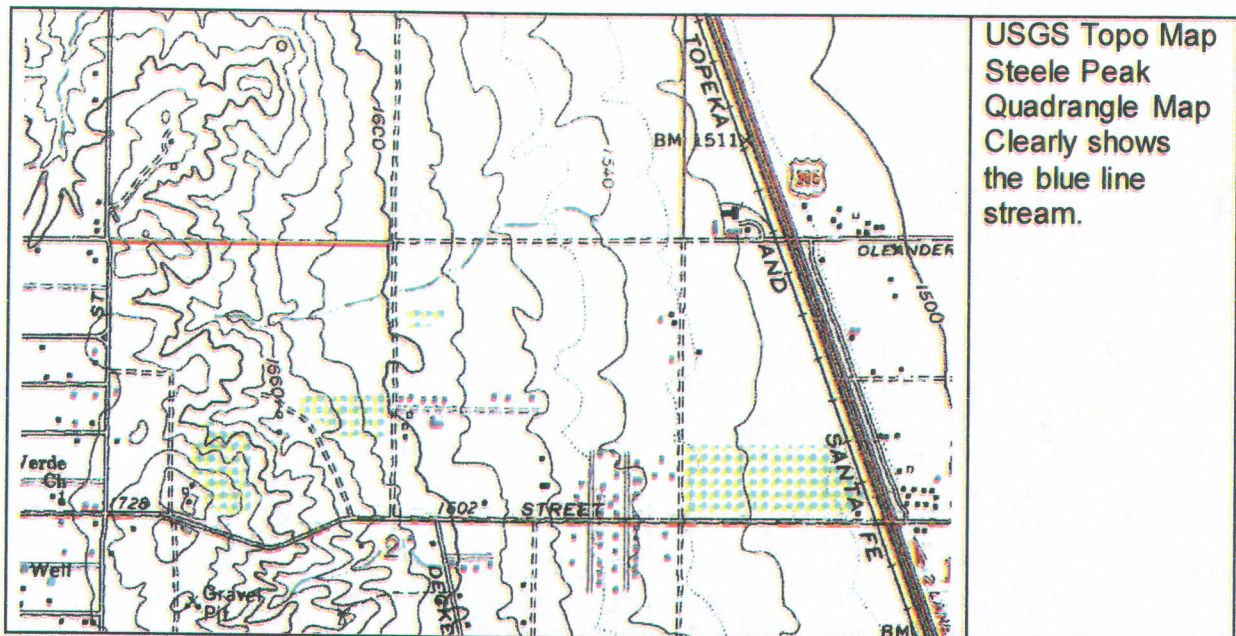
HES inaccurately concluded that Building D Site and the Building E site contain no "Waters of the United States" under federal jurisdiction and no "Waters of the State" under California Department of Fish and Wildlife jurisdiction. According to the (USGS), any stream shown as a solid or broken blue line on 7.5 Minute Series quadrangle maps prepared by the U.S. Department of the Interior Geological Survey (USGS). A blue line stream may be any creek, stream or other flowing water feature, perennial or ephemeral, indicated on USGS quadrangle maps, with the exception of man-made watercourses. The United States Army Corps of Engineers uses USGS blue line stream markings as a preliminary indicator of "Waters of the United States". Streams identified on USGS maps in such a manner are therefore generally subject to federal environmental regulations" (FEIR 485 Oleander Business Park, Page 93).

Blue Line Stream listed on (USGS) maps are located on both Building "E" and "D" sites.

<http://www.floodcontrol.co.riverside.ca.us/GlossaryTerms.aspx>.



Riverside County GIS Flood Mapping clearly shows the blue line stream starting in the arroyo east of Day street and continuing across parcels that include Building "E" and "D".



Sensitive Receptors (Rural Residential) properties with homes.

"The potential for sensitive receptors to be affected is primarily a concern to the south of the project site, where residential uses are currently located". (EIR 485, pg. 4-65)

"The SCAQMD recommends a buffer distance of 300 meters between distribution /warehouse facilities and sensitive receptors. The closest existing sensitive receptor is a residential parcel located 225 meters to the southwest of the project site that is zoned Rural Residential. No other existing sensitive receptors are located within 300 meters of the project site. Some areas to the north and southwest are zoned for rural residential, but are designated under the General Plan for public facilities and business park, respectively; therefore, it is unlikely that sensitive receptors would be located on these

parcels to the north and southwest. It should be noted that the Project is bound by the I-215 freeway to the east and beyond that, the General Plan designations are light industrial. Land uses to the south and west are designated as Business Park under the General Plan. Based on the proximity of an existing sensitive residential receptor within 300 meters of the Project site's southern boundaries, the Project would contribute to adverse health effects associated with diesel particulate emissions concentrations (see Figure 4-14, *Sensitive Receptor 300 Meter Buffer Zone*).” (EIR 485, pg. 4-65)

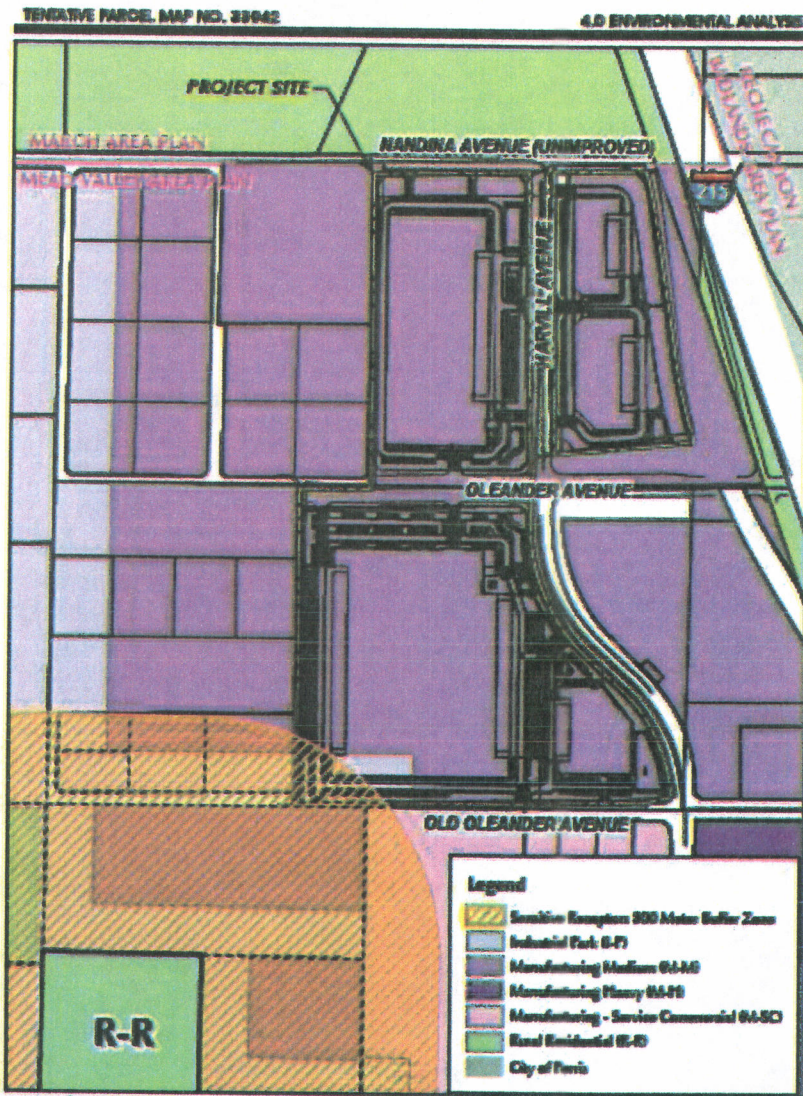


FIGURE 4-14
Sensitive Receptor 300 Meter Buffer Zone



At the warehouse at 17789 Harvill Ave. owned by this same developer there are a number of serious issues of concern that are not being addressed: Trucks lined up along Harvill Ave. to Harley Knox Blvd as they wait to enter the warehouse facility. Trucks coming from the I-15 and La Sierra area using Cajalco Road to Harvill and going north to this same warehouse. Trucks are unable to enter the warehouse facility using the center right/left turn lane because it is blocked with truck traffic and therefore trucks go from the center median to the far right lane and make an illegal U-turn to get into line. All of these trucks are idling for 45 minutes or more. There were a few near misses as cars are traveling 50+ around a blind curve and cannot possibly see a 53' logistics truck as these trucks turn and block the entire road. Pictures taken Monday, May 14, 2018 between 10:00- 11:45am.



Truck coming from Cajalco making a U-turn into line



Another truck making a U-turn

What is at stake here. Our quality of life, safety, health and rural lifestyle. The entire area is also affected as this project is set to add over 800 truck trips per day onto our already congested roads and freeways.

This project is an intrusion into our rural community, threatens our rural lifestyle and quality of life. Mead Valley Area Plan - Land use element clearly shows the proposed warehouse Project to be located within the Business Park land use area of the Mead Valley Area Plan. Business Park land use acts as a buffer between Industrial and

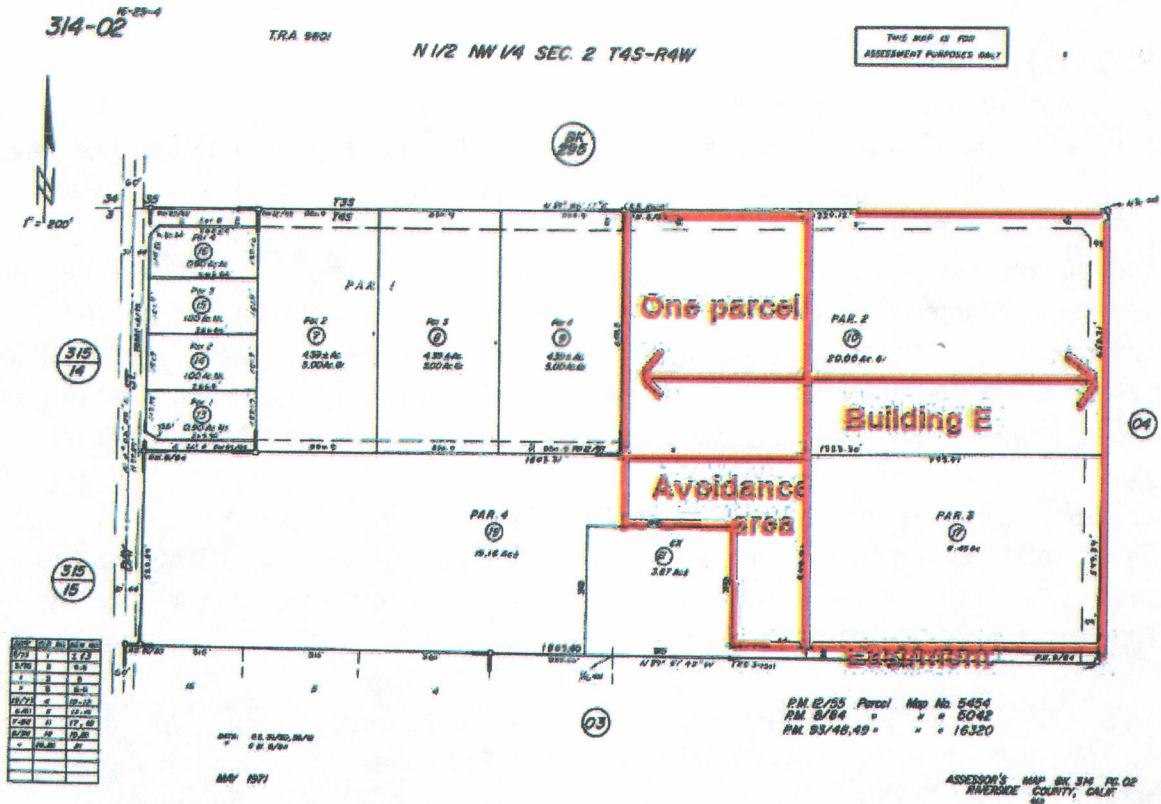
residential land uses recreating more compatible land uses.

Planning Commission speaker slips. The majority of the people who filled out speaker slips do not live in Mead Valley and yet checked the box stating that they were neighbors to the project (See Attachment). They also wore t-shirts stating, "We are Mead Valley" when in fact the vast majority do not live in Mead Valley. Most who filled out speaker slips either owned parcels within the project site, were connected to the developer, or had some other material interest in the Project. The actual residents who live in Mead Valley and will be directly affected by the adverse traffic, air pollution, noise and light trespass from this 1.1 million sq. ft. warehouse Project are opposed to these two proposed warehouses that will produce tons of toxic deadly pollution into the air, noise trespass, truck traffic, safety hazards and add over 800 trucks to our local roads including: Cajalco, Decker, Markham, Day, Clark, Brown, Alexander, Harvill and Wood Roads.

The Developer has requested that Parcel Maps be removed and yet there are easements, avoidance areas and lot line adjustments that cannot be overlooked. Parcel Maps for this project must be consistent with Ordinance 460.

Parcel: 10
Check Digit: 5

the page/block number, and the third segment identifies the parcel number



"Conditions from Transportation were revised to address alternative secondary access as required by the Tentative Parcel Map consistent with Ordinance No. 460

requirements and consistent with the areas analyzed in the project's EIR. The revisions to secondary access would require improvements.

(24' width of pavement) to Decker Road south of the project site to Markham Street. Due to concerns from the nearby residents that improvements to this section of Decker Road could allow for truck traffic to pass by to connect to Markham Street despite what mitigation measures are included in the EIR for truck traffic to be directed on Oleander, these improvements are understood to not be desirable from the nearby residents (or the applicant or staff) and is a result of a requirement of Ordinance No. 460. This condition is recommended for incorporation with consideration of the Tentative Parcel Maps due to its requirement per Ordinance No. 460, but discussion is anticipated regarding this requirement and whether the applications for the Tentative Parcel Maps may be set aside to remove the requirement for improvements to Ellsworth Street south of the project site to Markham Street." (Memorandum, Planning Department April 2, 2018).

See Parcel Map for Building "E" that includes avoidance area, easement to access EMWD water reservoir, lot line adjustment, required by Ord. 460. Standard road with is 32' and is now being changed to 24' will that be wide enough for trucks to make a U-turn?

PM36950

50.Transportation.7 – Off-Site Access 2

"The landowner/developer shall provide/acquire sufficient public off-site rights-of-way to provide for a paved access road to a paved County maintained road. Said access road shall be constructed with a **minimum of 24' 32'** of A.C. pavement within a 60' dedicated right-of-way in accordance with County Standard No. 106, Section A (24'32'/60') at a grade and alignment as approved by the Transportation Department. Should the applicant fail to provide/acquire said off-site right-of-way, the map shall be returned for redesign. The applicant shall provide the appropriate environmental clearances for said off-site improvements prior to recordation or the signature of any street improvement plans.

Said off-site access road shall be the **southerly** extension of Decker Road (Ellsworth Street) to **Markham Street** and the easterly extension of Harley Knox Boulevard to a paved County maintained Harley Knox Boulevard **or as approved by the Director of Transportation.**"

Air pollution for the Inland Empire is continuing to increase dramatically. Our area has some of the worst air pollution in the nation. The EIR states air pollution is improving, but the facts prove differently. <https://www.dailynews.com/2018/04/18/southern-california-has-some-of-the-worst-air-pollution-in-the-country-report-finds/>

Business Park zoning acts as a buffer between Very Low Density Residential A-1-1 and RR Rural Residential Zoning to the south and west of the project and Light Industrial along Harvill Ave.

"Business Park (BP) - The Business Park land use designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, clean industry and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR" (Riverside County General Plan – Mead Valley Area Plan).

1. Recent changes to the Conditions of Approval just came out Thursday afternoon for this project.

a. Federal Migratory Bird Act - Burrowing Owl mitigation was struck out. Specific provisions in the statute include:

- Establishment of a Federal prohibition, unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention . . . for the protection of migratory birds . . . or any part, nest, or egg of any such bird." (16 U.S.C. 703)

A recent study last year showed no burrowing owls located on the Project site and yet I have observed two nesting pairs on this site. See picture that I took August 2017 after the study was performed. Saturday, April 28, 2018, I observed another pair of nesting burrowing owls on this site. In 2015 a burrowing owl survey did find burrowing owls. Burrowing Owls have been plentiful in this location for over 30 years. The EIR and Conditions of Approval are required to follow state and federal law. Burrowing Owls are a species of Special Concern. A new study must be performed that accurately surveys the project site for burrowing owls.



Nesting Burrowing Owl pictures on the project site taken July 2017.

2. Conditions of Approval state: Also attached is the comment letter received yesterday from Debbie Walsh. No such letter is attached. I requested this letter be made part of the public record. The letter was emailed to Russell Brady and the Secretary of the Planning Commission.

3. Conditions of Approval regarding secondary access (Decker / Ellsworth Street). Residents do not want 800 truck trips per day going down Decker Road in front of their

homes, whether the county is required to pave Decker or not these trucks will use Decker Road.

4. There are occupied homes located within the Industrial Corridor. On the project site Building "D" is a double wide mobile home which has been occupied for over 20 years. At the corner of Oleander X Harvill is a mobile home, garage and outbuildings occupied for over 30 years. Along Cajalco Road near Seaton are a number of homes. Along Patterson south of Cajalco are a number of homes. Statements by the Planning Commission that no homes were located within the Industrial Corridor are not accurate.

Good Neighbor Guidelines For Siting New and/or Modified Warehouse/Distribution Facilities

<http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF>.

In 2005, a Regional Air Quality Task Force Policy Committee was set up to deal with the immense and growing air pollution problems created by the huge number of high cube warehouses coming into Mira Loma and Jurupa Valley being built next to homes.

John Tavaglione, Supervisor, District 2;
John Field, Senior Deputy, Office of Supervisor John Tavaglione, District 2;
Larry Dressel, Mayor, City of Beaumont
Frank Hall, Council Member, City of Norco
Ron Loveridge, Mayor, City of Riverside.

Main Goals. Minimize exposure to diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.

Warehouses at Oleander X Decker are built on speculation and can accommodate two tenants each. With four tenants these warehouses would certainly have a higher chance of needing refrigerated hook-ups. Idling trucks are a real problem as they will be waiting to enter the facility along Oleander. Refrigerated trucks at the proposed warehouses will idle until they are unloaded and completely loaded which is far more than the 3 minutes allowed by CARB.

Goal 2:

Eliminate diesel trucks from unnecessarily traversing through residential neighborhoods.

These two warehouses will be bringing 800 truck trips a day through our quiet rural neighborhoods using our two lane country roads and going past two elementary schools and a middle school near Cajalco Road and Clark Street.

Decker Road ends at Markham and goes up a steep grade with an "S" curve where a large number of accidents have occurred. K-rails line the street to protect homes from cars flying off of Markham.

The staff report states trucks will not use Decker Road, but it is required by Transportation as a secondary access. The County feels that weight limit signs will

prevent these trucks from taking the shortest and fastest route to the I-91. Truck drivers know that the CHP must cite drivers and therefore they can ignore these signs.

Goal 3. Eliminate trucks from using residential areas and repairing vehicles on the streets. Trucks are still parked along residential streets in Mead Valley. Who will cite them? We do not have enough Code Enforcement officers to take care of that task. Decker will become a truck parking area. Dirt fields will become truck parking lots as is currently seen on Oleander X Harvill south of warehouse at Harvill. No restrooms and attracting prostitutes into our area 24-7. Trucks idling for hours as the drivers sleep creating more pollution.

Goal 4. Reduce and/or eliminate diesel idling within the warehouse/distribution center.

Benefits:

1. Reduces exposure of diesel emissions to residences and other sensitive receptors.

Recommended Guidelines:

- Require the installation of electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading, and when trucks are not in use;
- Train warehouse managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks within the facility;
- Require signage that informs truck drivers of the California Air Resources Board (CARB) regulations (which include anti-idling regulations);
- Post signs requesting that truck drivers turn-off engines when not in use;
- Restrict idling within the facility to less than ten (10) minutes

Who will be enforcing these measures? No one inside the warehouse will be monitored to make sure that trucks are idling for 3 minutes or 5 minutes.

Developer refuses to install electric hook-ups to prevent excessive idling and also refuses to put in adequate buffering between rural homes and this warehouse.

Residents will be living 35' from a massive warehouse with over 800 truck trips per day. WRCOG good neighbor policy highly recommends a 1,000 foot buffer from the property line. Claims by the developer that there is a 191' buffer are not accurate as the measurement the developer is using is from the warehouse building to the first house. Not from the property line to the warehouse.

Goal 5:

Establish a diesel minimization plan for on- and off-road diesel mobile sources to be implemented with new projects.

Encourage warehouse/distribution center fleet owners to replace their existing diesel fleets with new model vehicles and/or cleaner technologies, such as electric or compressed natural gas;

- Require all warehouse/distribution centers to operate the cleanest vehicles available;
- Provide incentives for warehouses/distribution centers and corporations which partner with trucking companies that operate the cleanest vehicles available;
- Encourage the installation of clean fuel fueling stations at facilities

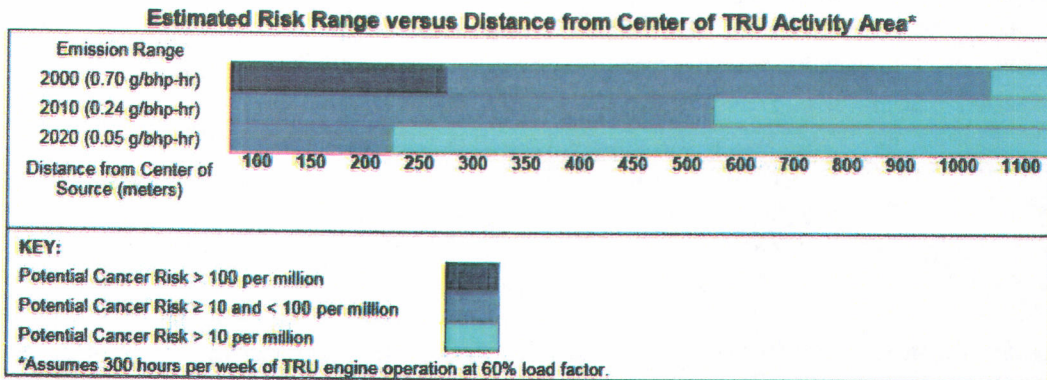
Require the posting of signs outside of the facility providing a phone number where neighbors can call if there is an air quality issue

Statements that these warehouses will use 2010 or newer trucks also goes back to monitoring. Warehouses nearby allow older trucks (paint falling off) to use their facilities with COA requiring 2010 or newer trucks.

Why do we suggest buffer zones?

The reduction of potential cancer risk levels at locations where TRUs operate is a direct result of the reduction of diesel PM emissions. Figure 1-1 compares the cancer risk range at various distances assuming 300 hours of TRU activity per week. For year 2000, the current fleet average emission rate of 0.7 g/bhp-hr was used. In 2020, the statewide fleet PM emission rate would be reduced 92 percent from the 2000 baseline year to 0.05 g/bhp-hr. Figure 1-1 below illustrates the significant reduction of the estimated near source risk as the diesel PM emission rate is reduced from the current fleet emission rate to the much lower emission rate in 2020.⁴

Figure 1-1



The County of Riverside was a big part in creating the WRCOG Good Neighbor Policy Guidelines and yet we are being told they do not apply "guidelines only". These policies are not even being used as guidelines anymore. Does Riverside County no longer care about the residents who live in Riverside County in regards to their health, safety and welfare? This warehouse Project far exceeds AQMD regional thresholds for NOx and VOC and yet these warehouse over 1.1 million sq. ft are right in our backyard. No buffer whatsoever. A few trees planted along the back wall. The very minimum needed by the developer. This will not stop the noise, air pollution, truck traffic, crime and prostitution that comes with warehouses and high truck traffic. Over 800 additional semi trucks traveling to Cajalco Road, Harley Knox Blvd. and Harvill Ave. each day. These roads are already gridlocked during commute times. Harley Knox off ramp is over capacity and trucks are backing up onto the freeway.

What is the solution. Keep the Business Park designation that is our vision for the community. Local residents, small businesses and better jobs. The entire area is becoming over saturated with mega warehouses. Wholesale land use changes are being made and the consequences are replacing workers with robots in the near future leading to increased poverty and reduced County revenue.

Policies:

The following policies apply to Industrial and Business Park designated properties within the Community Development General Plan Foundation Component, as further depicted on the area plan land use maps

Community Design

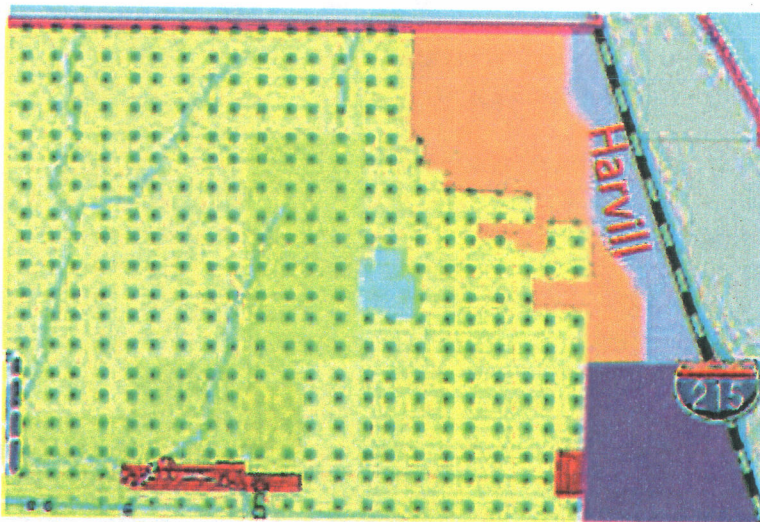
LU 30.2 Control heavy truck and vehicular access to minimize potential impacts on adjacent properties.

Most of the project is designated Business Park (BP) Land Use in the Riverside County General Plan. Massive Logistics warehouses bring in low paying temps jobs, while small business create "clean industry" with highly skilled labor.

Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Employee intensive uses, including research & development, technology centers, corporate offices, "clean" industry and supporting retail uses.
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Light Industrial (LI) Land Use.

Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.
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<p>COMMUNITY DEVELOPMENT</p> <ul style="list-style-type: none"> Light Industrial High Industrial Business Park Public Facilities Mixed Use Planning Area 	<p>RURAL COMMUNITY</p> <ul style="list-style-type: none"> State Residential (2 ac min) Very Low Density Residential (1 ac min) Low Density Residential (0.5 ac min)
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S
Mauve color is Business Park, light purple is Industrial, dark purple is Community

Center,

Warehouses are being proposed outside of the Business Park land use area changing the Mead Valley Area Plan and Vision

According to the **Environmental Assessment (E.A.) Number 40250 for the current warehouse project (Oleander Business Park):**

“Findings of Fact: Proposed land use and zoning for the project site includes Industrial Park and Business Park; both of which are contained within the Community Development Foundation Component of the Riverside County Land Use Designations. Therefore, the development of the proposed project may incrementally increase the amount of potentially hazardous substances in the project area.”

Source: County General Plan Program EIR Section 4.11 “Hazardous Materials,” project specific Phase I Environmental Site Assessment, URS, September 28, 2004; project specific “General Biological Survey,” L&L Environmental, March 8, 2005; and project specific “Geotechnical Investigation,” Southern California Geotechnical, November 4, 2004.

PROJECT

The Project proposes to build two high-cube logistics warehouses totaling 1,113,627 square feet. Building "D" is a 702,645 square foot located to the east of Decker/Ellsworth Street and south of Old Oleander on 37.1 acres; and Building "E" is a 410,982 square foot building to the west of Decker/Ellsworth and south of Oleander on 21.5 acres.

The project site Plot Plans for Buildings E and D contain parking spaces for 331 trucks and trailers—251 at Building Site D and 80 at Building Site E. The Project will also contain 160 loading docks— 109 at Building D and 51 at Building E. The Plot Plans in EIR 546 indicate that Building E and D will be located directly adjacent to rural residential properties along the southern property boundary line. These types of high cube logistics warehouses operate 24 hours a day and 7 days per week.

After reviewing EIR 546 a large number of major flaws are readily apparent in this document that raise a number of health and safety concerns to the residents of our rural neighborhoods, Community of Mead Valley, surrounding Communities of Greater Lake Mathews, Greater Mead Valley, Woodcrest, Orangecrest and the City of Riverside

There currently is a similar Knox Business Center high cube warehouse at 17789 Harvill that has multiple tenants, which is creating enormous delays in trucks staging (queuing) outside of the facility. More than 30 trucks have been observed lining up on Harvill Ave and along the Harley Knox overpass with their engines idling for hours as they wait their turn to enter this facility. This is causing a traffic nightmare, CARB violations, and safety hazards on Harvill Ave. as these trucks are idling for hours and blocking traffic as cars are turning left from Harley Knox onto Harvill Ave. Some near accidents have been observed. Harvill Ave. was never built to County width standards and therefore trucks cannot park along Harvill Ave. without being in the right lane of traffic. This problem continues during some peak hours of operation.

First

Many of the EIR documents are using out of date information from 2014 and 2015 such as Biological Reports, Cultural Reports, Traffic Studies, etc. Conditions for this project have changed dramatically in a number of ways. Traffic studies fail to include additional mega high cube warehouses currently under construction in the vicinity that were once zoned for residential and commercial land uses. Habitat for wildlife is diminishing rapidly forcing more animals to look for suitable habitat land nearby. **Several warehouses are currently under construction along the eastern portion of Harvill between Markham and Cajalco. These are not included in EIR 546.**

The EIR is flawed at it fails to mention that Building D and E are built to accommodate more than one tenant. The Buildings have two entrance gates and truck access locations along Old Oleander Ave. There are two offices on the northeast and northwest side of each building. There are two separate loading docks and parking spaces on each side of the buildings. Oleander is 78' in width with 2 lanes. See Figure 3-8, Plot Plan No. 25838. Oleander is the primary access for both Building E and D requiring arriving trucks to enter the facilities turning left into the truck entrances. Traffic studies Appendix J1 Traffic Impact Analysis. "Consistent with the 2015 Traffic Study, the ITE High-Cube Warehouse / Distribution Center land use (ITE Land Use Code 152) has been utilized for the purposes of this supplemental analysis" It is unclear as to what information has been updated and what information is still contained from the 2015 traffic study. Various maps show Building E with outdated Plot Plan information and inaccurate outdated traffic assumptions. The fact that Harvill Ave. is undersized cannot be over stated. Trucks cannot park along the street without blocking the right hand lane.

- Urban Crossroads noise analysis study for the "Project"
"The traffic noise levels provided in this analysis are based on the traffic forecasts found in the Knox Business Park Traffic Impact Analysis prepared by Urban Crossroads, Inc. in June 2015 (page 23). Outdated traffic report almost 3 years ago. Based on Urban Crossroads noise analysis outdated study as numerous warehouses are currently under construction along Harvill south and east of Markham as part of the Majestic Business Park. One very large warehouse was just completed north of Harley Knox x Nandina.
- 1) 4.5-2 Thirty days prior to grading, a qualified biologist shall make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report to be reviewed and accepted by the County of Riverside. If the species is determined to be present, and the MSHCP's stated objectives 1-4 for burrowing owl have not yet been met as determined by the Riverside County Environmental Programs Department, mitigation shall be required in compliance with the MSHCP, Appendix E which states:
 - a. If the site contains or is part of an area supporting less than 35 acres of suitable habitat or the survey reveals that the site and surrounding areas

support less than 3 pairs of burrowing owls, then the on-site burrowing owls shall be passively or actively relocated following accepted protocols.

- b. If the site (including adjacent areas) supports 3 or more pairs of burrowing owls, supports greater than 35 acres of suitable habitat and is non-contiguous with MSHCP conservation Area Lands, at least 90 percent of the area with long term conservation value and burrowing owls shall be conserved on-site. If grading and construction activities occur between February 1 and August 31 and within 150 feet of suitable raptor nesting locations (trees), a focused raptor survey shall be conducted by a qualified biologist prior to issuance of grading permits. If active nests are located within the portion of the site to be disturbed, measures shall be initiated to avoid impacts to nesting raptors. Measures to avoid impacts will include identifying the location and creating a buffer zone around the tree within which impacts shall be avoided until the juveniles have fledged. (Mitigation Measures – EIR 485 - page 199).

EXHIBIT 1-A: LOCATION MAP



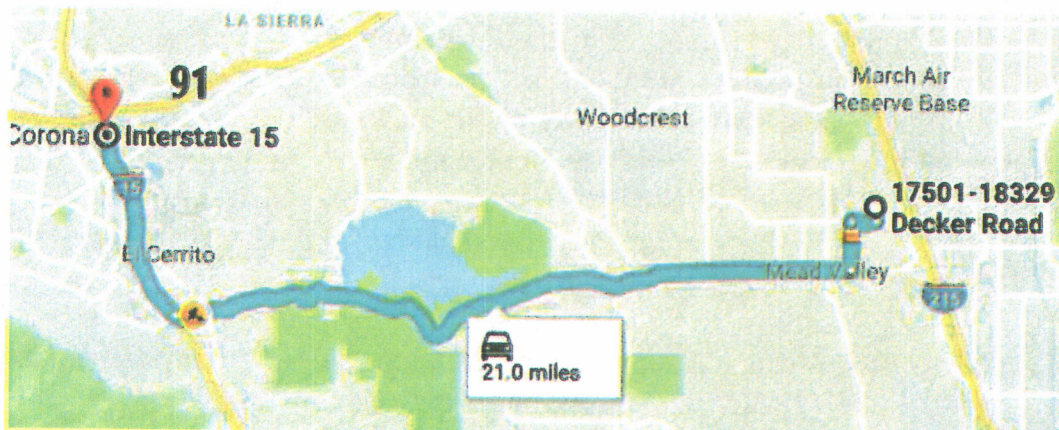
Old Oleander is also undersized for these types of logistics warehouses. Entrances have short distances between them which will make it difficult

for trucks to try to turn left into the four truck driveways. Multiple tenants will make turning into these warehouses by trucks even more difficult. The center continuous left-turn lane will only support a few trucks at a time. It is quite possible that trucks will be forced to queue along the shoulder of Oleander Road and then try to turn left into one of the four driveways as other trucks are trying to turn left into a driveway just down the street. Trucks may even back up onto Decker and Harvill Ave and idle as they wait in line. The area to the north will remain unimproved which will attract trucks to use this area for breaks all the while the trucks are idling. EIR air pollution analysis assumes idling time of just 3 minutes which is impossible to attain. Monitoring is impossible to determine what idling times are actually attained.

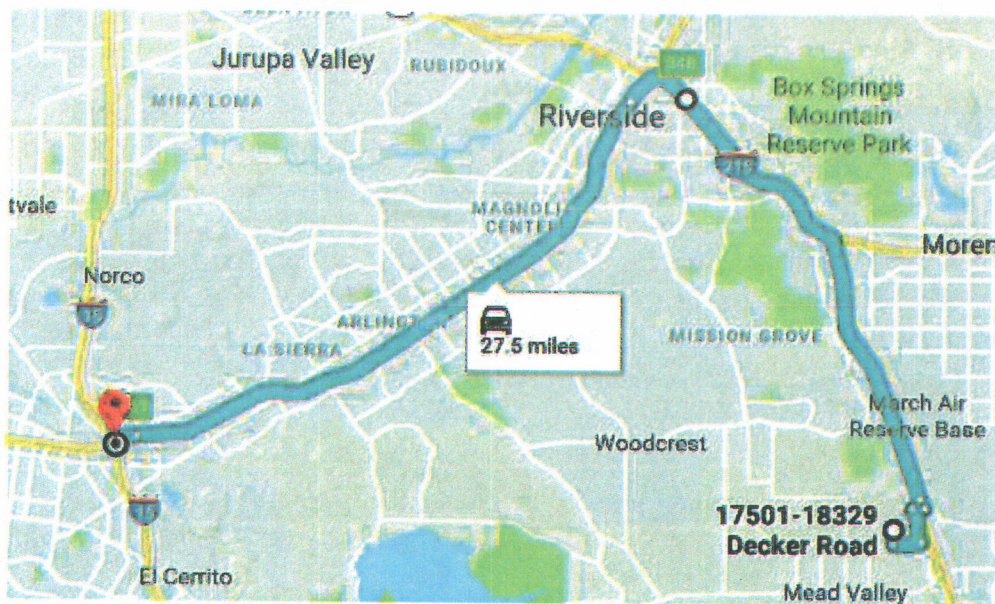
Old Oleander is an Industrial Collector and is designated to have 2 lanes with a minimum right-of-way of 78-feet. Industrial Collectors are circulatory streets with a continuous left-turn lane with at least one end connecting to a road of equal or greater classification.

Decker Road – Decker Road is a north-south oriented roadway bisecting the Project. The Project proposes to construct Decker Road from Oleander Avenue to the southern Project boundary at its ultimate full section width as a secondary highway (100-foot right-of-way). The EIR does not adequately address the fact that Decker road south of the project boundaries is a non-dedicated unimproved dirt road. Trucks will be driving down a narrow street with 3 speed humps, pot holes, uneven surfaces, dust, mud and no painted markings on the road. No stop sign or street sign at Markham Street X Decker Road. Decker Road is not suitable for heavy truck traffic 24-7 and the noise pollution, air pollution, vibration and Jake Brake noise created from these trucks will destroy the quality of life for thousands of rural residents who live along the routes that these trucks will be traveling. The EIR does not analyze or address this in the traffic study or any other appendices or reports.

The EIR state numerous times that trucks from this project will not use Decker Road south to Markham to access Day Street. This is not based on accurate information. Using Google maps one can easily see that the shortest distance from the Project site is to use Cajalco Road to the I-91 X I-15 Interchange with a distance of 21 miles.



Using El Sobrante to La Sierra to the I-91 is also a much faster route than using Harvill to the I-60 to the I-91. **The EIR states that ALL vehicles will be using Old Oleander to Harvill to access the Harley Knox onramps onto the I-215 Freeway.** The distance for that route is 27.5 miles and has massive traffic congestion during peak hours. The EIR is flawed in its analysis.



Traffic conditions have changed dramatically since this study was performed in 2015. The EIR is flawed and a new current traffic study must be performed. Traffic backs up to Nuevo Road going North and all the way to Orange County going South on the I-215.

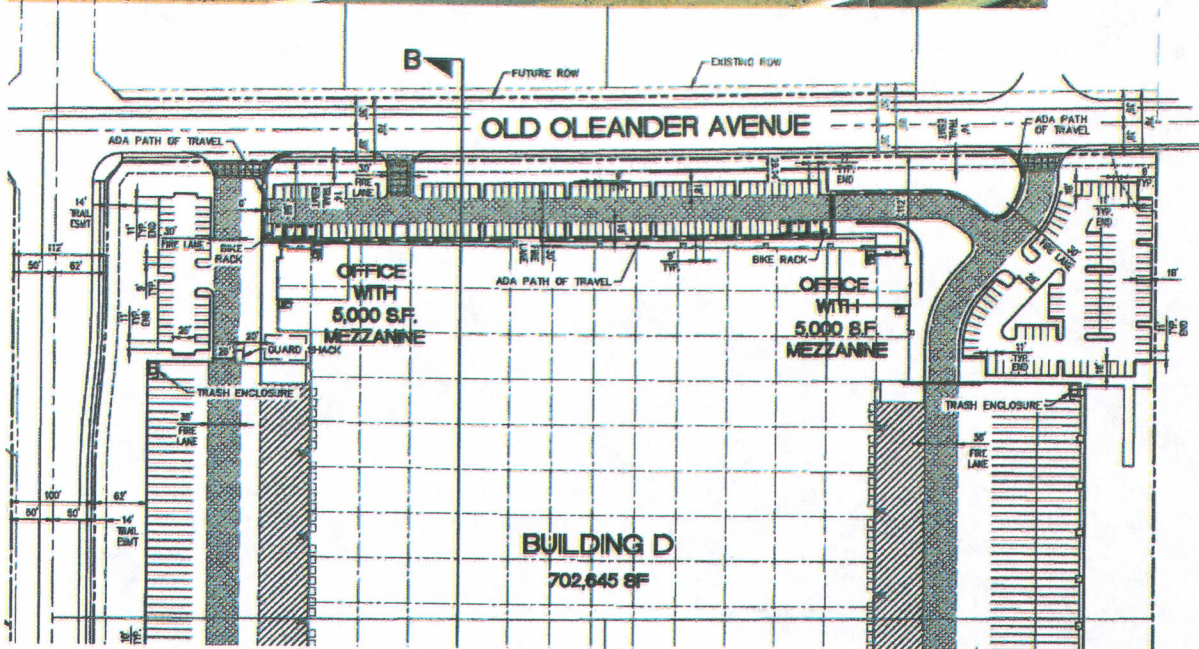
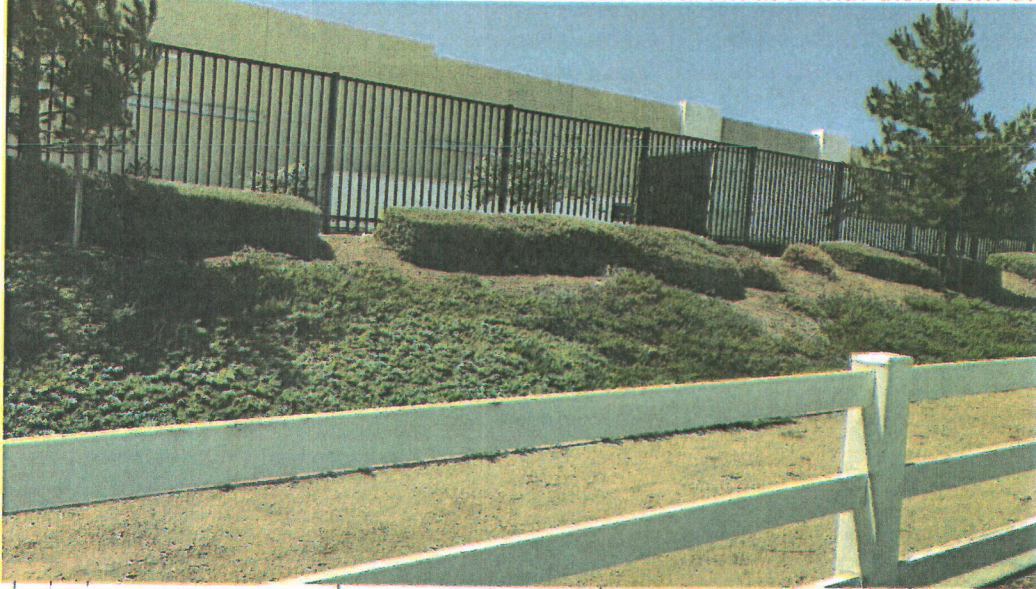


Harvill Ave right hand lane blocked as trucks are trying to gain entry into the logistics warehouse at Harvill X Old Oleander Road. Trucks are blocking traffic as cars are turning left from Harley Knox onto Harvill Ave. There were a number of near accidents caused by these trucks stopped in the right lane of traffic. The developer states this problem is solved, but there are still problems with trucks coming in all at once and backing up along Harvill.



Truck blocking Harvill as the driver turns left from the center median to get into the warehouse gate entrance. This is the same type of conditions that trucks will incur trying to turn left from Old Oleander into the driveways of Buildings E and D. Trucks that are

unloaded and trying to travel to Harvill will be idling in the road as they wait to get past trucks parked in the middle of the road. Statements that there are adequate room at the entrances does not allow for 2 tenants for each warehouse with their own entrance.



The EIR 546 fails to analyze the impacts from multiple tenants and inadequately analyzes truck queuing and staging areas along Oleander Ave. These proposed warehouses will be operating 24 hours per day and 7 days per week directly adjacent to rural homes. EIR does not mention trucks idling on local roads or vacant lots.

Second.

The project seeks to merge a number of parcels together with various zoning and land use designations to create 2 large parcels in order to build two distinct high cube logistics warehouses. These two high cube warehouses are being considered as one

project totaling over 1.1 million sq ft. This type of piecemealing or segmentation is not allowed under CEQA. Therefore EIR 546 must be revised and recirculated so that this error to piecemeal the project can be corrected.

The State CEQA Guidelines define a project under CEQA as "the whole of the action" that may result either directly or indirectly in physical changes to the environment. This broad definition is intended to provide the maximum protection of the environment.

In general, if an activity or facility is necessary for the operation of a project, or necessary to achieve the project objectives, or a reasonably foreseeable consequence of approving the project, then it should be considered an integral project component that should be analyzed within the environmental analysis. The project description should include all project components, including those that will have to be approved by responsible agencies. When future phases of a project are possible, but too speculative to be evaluated, the EIR should still mention that future phases may occur, provide as much information as is available about these future phases, and indicate that they would be subject to future CEQA review.

CEQA case law has established the following general principles on project segmentation for different project types:

"For a phased development project, even if details about future phases are not known, future phases must be included in the project description if they are a reasonably foreseeable consequence of the initial phase and will significantly change the initial project or its impacts" *Laurel Heights Improvement Association v Regents of University of California* (1988) 47 Cal. 3d 376.

EIR 546 does not mention future Trammel Crow phases for warehouses within the Knox Business Park or the impacts that these future high cube warehouses will have on the surrounding rural neighborhoods, Community of Mead Valley, surrounding Communities of Greater Lake Mathews, Greater Mead Valley, Woodcrest, Orangecrest or the City of Riverside.

No mention of the impacts of the Mid-County Parkway that exits onto the I-215 near Placentia / Rider Streets bringing thousands of additional trucks to Cajalco Road going west to the I-91.

For a linear project with multiple segments such as a highway, individual segments may be evaluated in separate CEQA documents if they have logical termini and independent utility. *Del Mar Terrace Conservancy, Inc. v. City Council* (1992) 10 Cal. App. 4th 712. For a planning approval such as general plan amendment, the project description must include reasonably anticipated physical development that could occur in view of the approval. *City of Redlands v. County of San Bernardino* (2002) 96 Cal. App. 4th 398. For a project requiring construction of offsite infrastructure (e.g., water and sewer lines), the offsite infrastructure must be included in the project description. *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App. 4th 713. For modification of a permit for an existing facility, the scope of the project description can be limited to the scope of the permit modification and does not cover the entire facility. *Citizens for East Shore Parks v. State Lands Commission* (2011) 202 Cal.App.

4th 549. (<https://ceqaportal.org/tp/ProjectDiscription03-23-161.pdf>).

Building Industrial High Cube logistics warehouses at this location will set a precedent for future warehouses in the rural and business park zoned areas next to and nearby this proposed project.

Third

The EIR assessment for Building "E" on the west side of Decker Road has been modified substantially in the number of parcels, combined lot size and building size. Modification to the EIR for Building "E" describe different scenarios in regards to traffic flow, differing elevation height measurement of the building and various other inconsistencies that affect every aspect of the Environmental Impact Report. This EIR must be rejected because the project description is inaccurate and is described differently in different parts of the document. The approval by the ALUC is also inconsistent and inaccurate with the EIR in the project size and description.

Building height is described in the ALUC public hearing as a request to go from 44' to 55'. EIR 546 and project description do not mention the new height of 55' in their reports and analysis. How will this impact noise, air pollution, traffic, number of trucks being processed each day, etc.

County of Inyo v. City of Los Angeles (1977) 32 Cal. App. 3d 795:

"EIR was rejected because the project description was inaccurate and was described differently in different parts of the document" (AEP CEQA Portal, CEQA Portal Topic paper)

Project Description in the State CEQA Guidelines.

The project description is addressed in the following sections of the State CEQA Guidelines:

Section 15378 – Defines the term "project" as used within CEQA, and the types of actions that either do or don't constitute a project for the purposes of CEQA.

Section 15124 – Discusses the types of information about a proposed project that should be included in the Project Description.

Fourth

MVAP 6.1 In conjunction with the first warehousing/distribution building proposed for the industrial area located along Interstate 215 (including land designated Light Industrial, Business Park, and Light Industrial with a Community Center Overlay) whereby the cumulative square footage of warehousing/distribution space in the area would exceed 200,000 square feet, an Environmental Impact Report (EIR) shall be prepared that assesses the potential impacts of the project. The EIR must address air quality, including a health risk assessment of diesel particulates and impacts to sensitive receptors, truck traffic and noise, and the cumulative impacts of reasonably foreseeable warehouse development in the area (Mead Valley Area Plan, pg. 32).

Final EIR 546 does not adequately address air quality, including the health risk assessment of diesel particulates and impacts to sensitive receptors, truck traffic, excessive truck idling and noise, and the cumulative impacts of reasonably foreseeable warehouse development in the area. Impacts such as noise pollution, truck traffic impacts to sensitive receptors (rural residential property) that abuts this project, impacts of using Decker Road which is a unimproved dirt road with speed bumps, pot holes, uneven surfaces, lack of painted road lines, no stop sign and no road sign. Decker is listed as the secondary access to Buildings D and E. No mention in the EIR that Decker Road will allow trucks from this Project to use a large number of local roads to get to the Ports.

Noise: According to the Riverside County General Plan N.1 Noise Element, "Sound refers to anything that is or may be perceived by the ear. Noise is defined as "unwanted sound" because of its potential to disrupt sleep, rest, work, communication, and recreation, to interfere with speech communication, to produce physiological or psychological damage, and to damage hearing."

The Noise Element is a mandatory component of the General Plan pursuant to the California Planning and Zoning Law, Section 65302(f).

Research pursuant to Section 46050.1 of the Health and Safety Code. It also can be utilized as a tool for compliance with the State of California's noise insulation standards.

Noise Sensitive Land Uses

A series of land uses have been deemed sensitive by the State of California. These land uses require a serene environment as part of the overall facility or residential experience. Many of these facilities depend on low levels of sound to promote the well being of the occupants. These uses include, but are not necessarily limited to; schools, hospitals, rest homes, long term care facilities, mental care facilities, and residential uses, places of worship, libraries, and passive recreation areas. Activities conducted in proximity to these facilities must consider the noise output, and ensure that they don't create unacceptable noise levels that may unduly affect the noise-sensitive uses. N-4

Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits (AI 105, 107). The current project is not restricted in any way and will be operating 24-7. Construction operations are also not limited and will be allowed to pour concrete 24-7 (allowing for loud noise, light trespass, dust, air pollution, traffic 24-7).

Require a minimum setback of 1000ft. SCAQB, WRCOG highly recommend 1000 foot buffer setbacks from industrial land uses. Mead Valley Area Plan requires setbacks from sensitive receptors.

<http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/chapter-2---air-quality-issues-regarding-land-use.pdf>

N 15.2 Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. (AI 105)

Policies:

N 16.1 Restrict the placement of sensitive land uses in proximity to vibration-producing land uses. (AI105)

<http://www.rivcocob.org/ords/800/847.pdf>

Noise: Rural Community VLDR

Maximum DB 7:00 am - 10:00 pm - 55db / 10:00pm - 7:00am 45 db.

LI zone 7:00 am - 10:00 pm - 75db / 10:00pm - 7:00am 55 db.

b. Power Tools and Equipment. No person shall operate any power tools or equipment between the hours of 10:00 p.m. and 8:00 a.m. such that the power tools or equipment are audible to the human ear inside an inhabited dwelling other than a dwelling in which the power tools or equipment may be located. No person shall operate any power tools or equipment at any other time such that the power tools or equipment are audible to the human ear at a distance greater than one hundred (100) feet from the power tools or equipment. Blasting and rock crushing will be performed for almost two years. The sound from this operation will penetrate nearby homes with objectionable excessive sound trespass.

Warehouse construction is allowed to operate with loud noise at distances greater than 2 blocks from the site at night with bright lights, generators, and concrete pumping machines and concrete trucks. Neighbors at these distances cannot sleep because of the light trespass and noise generated from construction operations.

Almost 2 years of rock blasting and crushing next to homes will create excessive noise, dust, PM 10 and PM 25, air pollution, and vibration.

EIR claims that air pollution is getting better, while that is not the case as air pollution is getting worse.

<http://www.latimes.com/local/la-now/la-me-ln-bad-air-days-20171115-story.html>

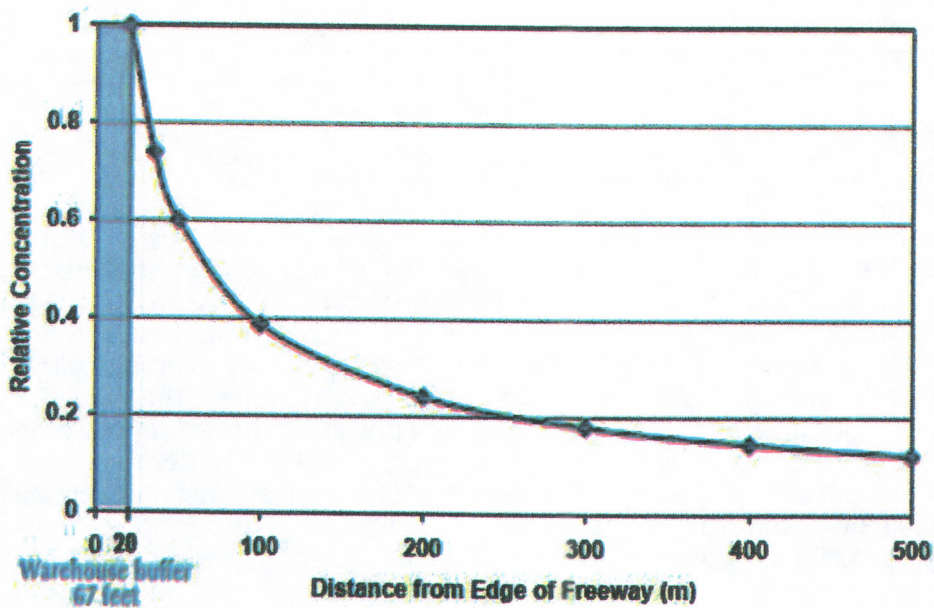
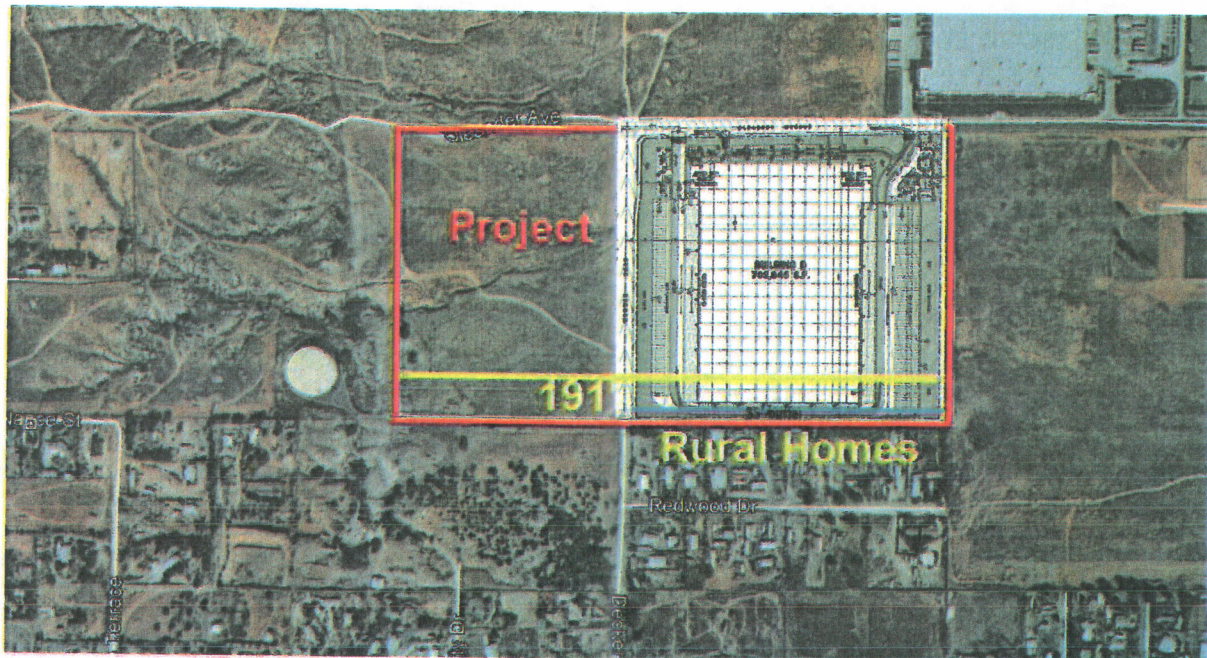
<https://www.dailynews.com/2017/05/24/why-is-southern-californias-air-quality-so-bad-its-smog-season/>

<https://www.pe.com/2017/04/18/southern-californias-smog-clean-up-future-is-far-from-clear/>

EIR 546 not only fails to meet CEQA guidelines, but also falls short of the Riverside County General Plan - Mead Valley Area Plan for land use with NO buffer between sensitive receptors and Building "D". The total square footage of Building "D" and "E" will be over 1.1 million square feet of high cube warehouses up to 55' tall removing all view of the valleys and mountains from residents living nearby and up the hill at Day Street. The buildings will have very tall slopes up to 17' tall next to homes, a secondary highway and community trail. The EIR does not address the ineffective noise / pollution barriers that will be put in place as an attempt to protect rural residents against harmful

cumulative effects of noise pollution, air pollution, light trespass, truck traffic, vibration day and night 24-7. EIR states buffer of 191' between residents and warehouse. The actual buffer is just 67' from the property line between rural residents and the warehouse. Trucks utilizing the southern driveway will be much closer to resident's homes.

The warehouse similar to this on Harvill has numerous truck trailers parked in the north section auto parking areas which in the case of this project will be next to resident's homes. The warehouses at Oleander X Decker is designed with a driveway around the south end of the warehouse. Trailers will park along this southern driveway near resident's backyards.



Maximum buffer from property line to south warehouse wall 67'. EIR states 191' buffer.

Figure 2-1

**Relative Concentration of Diesel Particulate Matter
in Relation to the Distance from The Edge of a Freeway**

Source: South Coast Air Quality Management District. Adapted from the California Air Resources Board's Diesel Risk Reduction Plan.

A comparison of total cancer risk and cancer risk from diesel particulate matter emissions in rural and urban areas shows that cancer risk associated with elevated levels of diesel particulate both decrease rapidly within the first 100 – 150 meters from the edge of a roadway (Table 2-2). Estimated cancer risk from diesel particulate matter along rural and urban roadways is decreased approximately 68 percent at a distance 150 m (492 ft) from the edge of the roadway. Clearly, these data demonstrate that a minimum distance that separates sources of diesel emissions from nearby receptors is effective in reducing potential cancer risk. The AQMD recognizes that physical separation of the receptors from the pollution sources is not always reasonable or feasible particularly in mature communities. For example, in southern Los Angeles county a sequence of land use decisions in urban areas allowed freeway construction through existing neighborhoods.

Table 2-2

**Cancer Risks from Diesel Particulate Matter at the
Edge of Roadways in Rural and Urban Areas**

Distance from Edge of Roadway (meters)	Diesel Particulate Matter Cancer Risk (in one million)		Total Cancer Risk (in one million)*	
	Rural	Urban	Rural*	Urban*
20 m	475	890	589	1104
150 m	151	277	187	343
500 m	86	159	107	197

Source: South Coast Air Quality Management District. Adapted from the California Air Resources Board's Diesel Risk Reduction Plan.

*To account for gasoline vehicle emissions, the diesel PM risk was multiplied by 1.24. This represents the relative risk contribution from benzene, 1, 3 butadiene, formaldehyde, and acetaldehyde on a basin-wide basis. It is assumed that the vast majority of benzene, 1, 3 butadiene, formaldehyde, and acetaldehyde emissions come from on-road gasoline vehicles.

The AQMD provides guidance for analyzing cancer risks from diesel particulate matter from mobile sources at facilities such as truck stops and warehouse distribution centers in the document titled *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. This document may be downloaded at <http://www.aqmd.gov/ceqa/hdbk.html>. This guidance describes analysis of potential cancer risks associated with diesel particulates from truck idling and movement (such as truck stops, warehouse and distribution centers, or transit centers), ship hotelling at ports, and train idling. It is suggested that projects with diesel-powered mobile sources use this health risk guidance document to quantify potential cancer risks from the diesel particulate emissions.