

PLACEHOLDER FOR <u>SCAQMD</u> (COMMENT LETTER A) <u>PG (6) OF (6)</u>



Letter A Responses to Comments from the South Coast Air Quality Management District (SCAQMD)

- A-1 In this introductory comment, the South Coast Air Quality Management District (SCAQMD) acknowledges Riverside County as the Lead Agency for the Project and provides an accurate summary of the proposed Project. No further response is required.
- A-2 The commenter states that there are inconsistencies in truck trip lengths and vehicle miles traveled (VMT) reported in *Technical Appendices B1* and *L1* attached to the DEIR and recommends that inconsistencies be reconciled, calculations be updated accordingly, and revised results be included in the FEIR. The County thanks the SCAQMD for recognizing the inconsistency and providing opportunity for correction in the FEIR. In response, the modeling in CalEEMod was updated and the results are presented in this FEIR, which do not change the significance conclusions reported in the DEIR. Refer to a memo prepared by the author of the Project's Air Quality Report, Urban Crossroads, Inc., entitled, "Rider & Patterson Business Center Air Quality Response to Comments" (herein, "Technical Air Quality Modeling Response Memo") dated February 22, 2024, which is herein incorporated by reference pursuant to State CEQA Guidelines Section 15150 and is included as *FEIR Attachment A*.

In the original modeling, truck VMT was slightly undercounted due to settings in CalEEMod that were inadvertently defaulted in the model. The non-residential home-work (H-W) percentage value defaulted to 62% instead of 100%. The corrected percentage value of 100% was used in the revised modeling presented in FEIR Attachment A. Table F-2, Truck Trip Vehicle Miles Traveled (VMT), shows the revised truck trip lengths and calculates an average trip length of 34.83 miles instead of 34.51 miles. Outputs from the updated operational CalEEMod run are provided in Attachment B to FEIR Attachment A. Table F-3, Summary of Peak Operational Emissions (Corrected), summarizes the results of the updated CalEEMod run. As shown in Table F-3, with the updated truck trip lengths, the Project's operational air pollutant emissions still would remain well below significance thresholds for all air pollutants and, consistent with the findings reached by the DEIR, the Project's operational emissions would result in a less-than-significant impact due to regional emissions, inclusive of the corrected VMT values for non-residential H-W trips. Table F-3 replaces Table 4.3-9 in the Draft EIR. The updated information represents a technical correction and does not constitute substantial new information or disclose a substantial increase in the severity of an impact compared to the SCAQMD's significance thresholds; as such, the inclusion of updated CalEEMod run data in the FEIR does not require recirculation of the DEIR.

	VMT/Trip	Fleet Mix	Number of Trucks	VMT/Weekday
LHDT1/LHDT2	15.3	10.71%	24	367.2
MHDT	14.2	10.71%	24	340.8
HHDT	40	78.57%	176	7,040.0
Total			224	7,748.0
CalEEMod Model	7,802.0			
Average Modeled	34.83			

Table F-2 Truck Trip Vehicle Miles Traveled (VMT)

(Urban Crossroads, 2024, Table 1)

Courses	Emissions (lbs/day)							
Source	VOC	NOx	СО	SOx	PM10	PM2.5		
Summer								
Mobile Source	4.74	27.48	61.96	0.34	19.06	5.23		
Area Source	18.6	0.25	25.83	0	0.03	0.05		
Energy Source	0	0.02	0.01	0	0	0		
Project Maximum Daily Emissions	23.34	27.75	87.8	0.34	19.09	5.28		
Existing	1.05	0.21	2.8	0	0.3	0.23		
Total Maximum Daily Emissions	22.29	27.54	85	0.34	18.79	5.05		
SCAQMD Regional Threshold	55	55	550	150	150	55		
Threshold Exceeded?	NO	NO	NO	NO	NO	NO		
Winter								
Mobile Source	4.52	28.89	51.34	0.33	19.06	5.23		
Area Source	14.39	0.03	0.01	0	0	0		
Energy Source	0	0.02	0.01	0	0	0		
Project Maximum Daily Emissions	18.91	28.94	51.36	0.33	19.06	5.23		
Existing	1.04	0.22	2.45	0	0.3	0.23		
Total Maximum Daily Emissions	17.87	28.72	48.91	0.33	18.76	5		
SCAQMD Regional Threshold	55	55	550	150	150	55		
Threshold Exceeded?	NO	NO	NO	NO	NO	NO		

Table F-3 Summary of Peak Operational Emissions (Corrected)

(Urban Crossroads, 2024, Table 2)

A-3 The commenter opines that the air quality analysis underestimates the emissions from trucks traveling from the Ports of Long Beach and Los Angeles and recommends that the County revise the calculations by applying more conservative trip lengths such as designating 40 miles for local trips and 70 miles for Port-related trips to ensure a more accurate assessment of emissions. As noted in the comment, the truck trip lengths utilized in the analysis are based on the Southern California Association of Government's (SCAG's) average truck trip lengths utilized in the 2016 Regional Transportation Plan. Because neither the end user of the proposed Project nor the destinations of truck trips are known at this time and are speculative, the average truck trip lengths utilized in the analysis are a representative estimate for truck trip lengths in the region. It should be noted that the truck trip lengths utilized in the analysis are an average for truck trips, and this would include trips to/from the Ports of Long Beach and Los Angeles as well as local trips. It is not reasonable to assume that every truck trip associated with the Project would be traveling to or from the Ports. Because not



every Project truck trip would be traveling to or from the Ports, the average trip lengths used in the analysis represent an appropriate and accurate estimate of reasonably foreseeable operational characteristics. No revision to the DEIR or its technical appendices are warranted pursuant to this comment.

The commenter recommends that Project-specific air dispersion modeling be relied upon for the A-4 Project's operational phase emissions rather than using SCAQMD's local significance thresholds (LSTs) to determine localized air quality impacts. According to air quality experts at Urban Crossroads, Inc., use of SCAQMD's Mass Rate LST Look-up tables provides for a conservative screening analysis for localized impacts. Nonetheless, air dispersion modeling utilizing AERMOD version 23132 was performed for the Project's construction and operational emissions at SCAQMD's request and modeling outputs are presented in the Technical Air Quality Modeling Response Memo, which is herein incorporated by reference pursuant to State CEQA Guidelines Section 15150 and is included herein as FEIR Attachment A. Modeling in AERMOD was performed consistent with SCAQMD recommendations, with emissions modeled using volume sources covering the Project site. For construction emissions, fugitive dust emissions were modeled as a ground-based area source, while volume sources were used for construction equipment exhaust emissions. In order to account for operational emissions that would occur on-site, a separate CalEEMod run was prepared utilizing an on-site trip length of 0.75 miles for all vehicles. As shown below on Table F-4, Dispersion Modeling Localized Significance Summary – Peak Construction, and Table F-5, Localized Significance Summary - Peak Operations, for construction and operation, respectively, Project construction and operational emissions would not exceed SCAQMD localized significance thresholds at the maximally exposed receptor location, consistent with the conclusion drawn by the DEIR. Outputs from the CalEEMod localized operations run are presented in Attachment C to FEIR Attachment A. This technical addition to emission calculations does not constitute substantial new information or disclose a substantial increase in the severity of an impact compared to the SCAQMD's significance thresholds; as such, the inclusion of air dispersion modeling data in the FEIR does not require recirculation of the DEIR.

	СО		NO ₂	PM10	PM2.5		
Peak Construction	Averaging Time						
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours		
Peak Day Localized Emissions	0.05	0.01	2.17E-02	2.65	1.25		
Background Concentration ^A	1.6	0.8	0.044				
Total Concentration	1.65	0.81	0.07	2.65	1.25		
SCAQMD Localized Significance	20	0	0.19	10.4	10.4		
Threshold	20	9	0.18	10.4	10.4		
Threshold Exceeded?	NO	NO	NO	NO	NO		

Table F-4	Dispersion	Modeling I	Localized Sig	nificance S	Summary –	Peak Cor	nstruction
	Dispersion	in ouching i		,	2 a	1 Call 601	1001 0001011

^A Highest concentration from the last three years of available data. Per SCAQMD LST guidance, PM_{10} and $PM_{2.5}$ background concentrations are not considered.

Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in parts per million (ppm). (Urban Crossroads, 2024, Table 3)



	C	0	NO ₂	PM ₁₀	PM2.5		
Peak Operations	Averaging Time						
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours		
Peak Day Localized Emissions	1.44E-02	9.21E-03	9.72E-04	0.08	0.03		
Background Concentration ^A	1.6	0.8	0.044				
Total Concentration	1.61	0.81	0.04	0.08	0.03		
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5		
Threshold Exceeded?	NO	NO	NO	NO	NO		

Table F-5 Dispersion Modeling Localized Significance Summary – Peak Operations

^A Highest concentration from the last three years of available data. Per SCAQMD LST guidance, PM₁₀ and PM_{2.5} background concentrations are not considered.

Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm. (Urban Crossroads, 2024, Table 4)

- A-5 The commenter expresses concerns about potential public health impacts of siting warehouses within close proximity of sensitive land uses, and recommends that if the revised air quality emissions calculations result in significant adverse impacts, all feasible mitigation measures that go beyond what is required by law should be utilized to minimize or eliminate significant adverse air quality impacts. However, based on the Health Risk Assessment (HRA) that was prepared for the proposed Project and included as DEIR Technical Appendix B2, both construction and operational cancer and non-cancer health risks would be well below the significance thresholds established by SCAQMD. It should be noted that there is no currently-approved methodology for analyzing cumulative health impacts. Based on SCAQMD's White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, "...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR." Therefore, the analysis for this Project appropriately assumed that individual projects that do not exceed SCAQMD significance thresholds would not result in a significant impact with regard to cumulative risk. As such, because the Project would not exceed the applicable significance thresholds with regard to cancer and non-cancer health risk, the Project would not result in a cumulativelyconsiderable increase in risk. Pursuant to State CEQA Guidelines Section 15126.4(a)(3), "[m]itigation measures are not required for effects which are not found to be significant." Therefore, the County finds that additional mitigation measures are not required to address the Project's lessthan-significant air quality impacts (after mitigation) and less-than-significant effects to human health. No revision to the DEIR is warranted pursuant to this comment.
- A-6 The commenter provides three mitigation measures and two design considerations it recommends be included in the FEIR in order to reduce the Project's mobile-source related operational air quality emissions. These include use of zero-emission (ZE) trucks, the phasing in of clean operating trucks faster than the law requires, limiting the number of trucks that access the Project site, marking truck routes, and provisions for overnight truck parking. As discussed further below, there are several economic and infrastructure constraints that make the suggested mitigation measure to mandate ZE trucks and phase in clean trucks faster than the law requires infeasible today and likely well into the future. The first major issue that makes requiring all trucks accessing the Project site to be ZE



infeasible, is that there is not enough electrical grid power to sustainably charge these trucks under current and near-term conditions. For example, one trucking company tried to electrify just 30 trucks at a terminal in Joliet, Illinois. Shortly after this plan began, local officials shut it down, commenting that it would draw more electricity than is needed to power the entire city.¹ Even more relevant, a California company attempted to electrify 12 forklifts, which require significantly less power than trucks.² Local power utilities told the California company that it was not possible.³ In a May 2023 report by Resources for the Future, titled "Medium- and Heavy-Duty Vehicle Electrification: Challenges, Policy Solutions, and Open Research Questions," the report states that medium- and heavy-duty electric vehicle (MHDEV) charging (which may exceed several megawatts (MWs) of demand for large fleets) could destabilize electricity distribution systems.⁴ Therefore, significant investments into the grid, transmission system, and generation capacity is required.⁵ If the Project requires each and every truck entering the facility to be ZE, doing so would put a significant strain on California's power grid; and a strain that the grid cannot handle in the short-term, must less sustain in the long run.

Not only can local and state electrical infrastructure not yet sustain fully electric trucks, the logistical and operational barriers of using such trucks is also extremely prohibitive. To gain widespread use, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time, payloads, and maintenance.⁶ However, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.⁷ Additionally recharge times are substantially longer than diesel refueling. For example, a clean diesel truck can spend 15 minutes fueling anywhere in the country and then travel about 1,200 miles before fueling again.⁸ In contrast, today's long-haul battery electric trucks have a range of about 150-330 miles and can take up to 10 hours to charge.⁹

Moreover, fleets without a charging depot will need to rely on public charging stations. Unfortunately, significant investment must first be made before widespread public charging is feasible.¹⁰ Lastly, weight of MHDEVs is also a significant issue that will lead to increased operational barriers. Battery-electric trucks, which run on two approximately 8,000 pound lithium ion batteries, are far heavier than clean diesel trucks.¹¹ Because trucks are subject to strict federal and state weight limits, as seen by weighing stations throughout California and the United States, requiring zero-

⁷ Id.

¹ https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates

 $^{^{2}}$ Id.

³ *Id*.

⁴ https://media.rff.org/documents/Report_23-03_v3.pdf.

⁵ Id.

⁶ Id.

⁸ https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates

⁹ Id.

¹⁰ https://media.rff.org/documents/Report_23-03_v3.pdf.

¹¹ https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates



emission battery electric trucks will significantly decrease the payload of each truck, thus requiring more trucks to be on the road and increasing both traffic congestion and tailpipe emissions.¹²

Finally, if the above challenges were not enough, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries uses in zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.¹³ It is estimated that it could take up to 35 years to acquire all the minerals needed to generate enough truck batteries for current levels of global production.¹⁴ Additionally, expanding capacity and sourcing this amount of material creates massive environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.¹⁵

An EIR must describe feasible measures that could minimize the project's significant adverse impacts. 14 Cal Code Regs §15126.4(a)(1). An EIR may decline to propose a mitigation measure that would not effectively address a significant impact. An EIR also need not identify and discuss mitigation measures that are infeasible. Nor must an EIR analyze in detail mitigation measures it concludes are infeasible. The County has determined that mandating the Project to use only ZE trucks is infeasible. That said, the Project's electrical room and truck trailer parking area are designed to accommodate electric truck charging on-site, when the technology becomes available and ZE trucks start to service the Project site.

Further, SCAQMD adopted a Warehouse Indirect Source Rule, Rule 2305, in May 2021. Rule 2305 applies to warehouse operators and owners of warehouses greater than or equal to 100,000 square feet of indoor floor space within a single building that may be used for warehousing activities. The Project includes the development of a speculative warehouse that would be subject to compliance with Rule 2305. Since the proposed building is not anticipated to be leased and operated by the Project Applicant or current owner, it is not feasible to commit to specific provisions of Rule 2305; however, future tenants will be obligated to comply with its provisions. In general, the Rule establishes the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, which is a points system that is based upon the actual number of trucks that come to and leave the warehouse. Each year the operator will be obligated to determine how many points the warehouse is required to achieve using a formula set out in the Rule. If the required number of points are not achieved, the warehouse operator would be required to pay a fee to the SCAQMD, which would use collected funds to improve air quality. Although compliance with Rule 2305 is not mitigation and the SCAQMD has not published a nexus study showing how the use of collected funds has nexus to the warehouse's air quality impacts, the program is intended to reduce air quality effects associated with the warehouse industry, including the Project, throughout the Air Basin. Compliance with Rule 2305 would reduce air quality effects associated with the warehouse industry, including the Project,

 12 *Id*.

 15 Id.

¹³ https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates

 $^{^{14}}$ Id.



throughout the air basin, although quantification of such reductions is not feasible at this time. Thus, the County determines that additional mitigation is not warranted. Generally, operational air pollutant emissions associated with trucks will continue to decrease over time as increasingly stringent emission standards take effect.

Regarding the commenter's suggested design features, there are no requirements that would prohibit trucks from parking overnight inside the Project site. The placement of signage on public roads marking truck routes is the responsibility of Riverside County and other local jurisdictions and as such is not a prudent design feature to impose on the Project. No revision to the DEIR is warranted pursuant to this comment.

A-7 The commenter reminds the County that if the Project requires the use of new stationary and portable sources of air pollutants, permits from SCAQMD would be required and when permits are required, the SCAQMD would become a Responsible Agency. SCAQMD defines the role of a Responsible Agency and requests that the FEIR be revised to include a discussion about new stationary and portable equipment requiring air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify SCAQMD as a Responsible Agency. Although the end users of the proposed Project are not known and installation of new stationary sources such as emergency generators, fire pumps, or boilers is not anticipated, should these sources be installed at the Project site, the facility would be required to comply all applicable SCAQMD rules, including Rule 219. SCAQMD is identified as potential Responsible Agency on DEIR pp. 1-15 and 3-10 for this purpose.

Should the proposed Project require installation of equipment subject to SCAQMD permitting requirements, the applicant would be required to submit an application with detailed equipment specifications. Additionally, as part of the permit application process, the applicant would be required to demonstrate that emissions generated by the equipment would not result in significant health impacts. Accordingly, because equipment requiring permits from SCAQMD are not anticipated, and because any stationary equipment that may be proposed by future tenants of the proposed building would be subject to compliance with applicable SCAQMD Rules, including Rule 219, no revision to the DEIR is warranted pursuant to this comment.

- A-8 The commenter requests written responses to all comments at least 10 days prior to certification of the FEIR. SCAQMD thanks the County for the opportunity to provide comments and concludes the letter by providing contact information. Comment is acknowledged. In accordance with Section 15088(b) of the State CEQA Guidelines, all commenters on the Project's DEIR will receive a copy of these responses to comments no less than 10 days prior to certification of the Project's FEIR.
- A-9 The commenter includes Attachment 1 which shows Table 4-8: Truck Fleet Mix provided in the DEIR and a table showing SCAQMD staff calculations for total truck trips per day. Please refer to the response to Comment A-2, which includes a discussion of the Project's anticipated operational-related air quality impacts with corrections made to the non-residential H-W trips, which the updated analysis demonstrates would be below all applicable thresholds of significance.



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (1) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (2) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (3) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (4) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (5) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (6) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (7) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (8) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (9) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (10) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (11) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (12) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (13) OF (27)



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PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (19) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (20) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (21) OF (27)



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PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (26) OF (27)



PLACEHOLDER FOR Channel Law Group, LLP (COMMENT LETTER B) PG (27) OF (27)



Letter B Responses to Comments from Channel Law Group, LLP representing Rural Association of Mead Valley (RAMV)

- **B-1** In this introductory comment, Channel Law Group, LLP states that they represent the Rural Association of Mead Valley (RAMV) and have comments on the DEIR for consideration. The County acknowledges the commenter's client as RAMV. No further response is required.
- **B-2** The commenter provides a summary of the approvals requested by the Project Applicant, but mistakenly asserts that the Project would require approval of a Foundation General Plan Amendment (FGPA) due to the requested changes to the site's General Plan land use designations and zoning classifications. The commenter further notes that RAMV previously submitted a letter to the Riverside County Airport Land Use Commission (RCALUC) raising this concern along with other environmental deficiencies, and includes this RCALUC comment letter as Exhibit A to this comment letter. The commenter also provides information on the General Plan Foundation Component Amendment Process as Exhibit B, requests that these issues be evaluated, and further requests recirculation of the Project's DEIR.

This comment is incorrect in stating that an FGPA is required for the Project. The Riverside County General Plan Land Use Element identifies five (5) separate Foundation Component designations, including Agriculture, Rural, Rural Community, Open Space, and Community Development. Pursuant to Riverside County General Plan Chapter 11, Administration Element¹⁶, an FGPA only is required for proposed land use designation changes from, but not to, the Open Space Foundation Component; to or from the Community Development Foundation Component (except under certain circumstances); or to or from the Rural Foundation Component or the Rural Community Foundation Component (except under certain circumstances). As discussed in DEIR Subsection 2.4.2, under existing conditions the Project site is designated for "Community Development – Medium Density Residential (CD-MDR)" land uses. The Project's proposed GPA would redesignate approximately 36.0 acres of the Project site for "Community Development – Light Industrial (CD-LI)" land uses, with no changes proposed to the western 4.9 acres of the Project site, which would continue to be designated for CD-MDR land uses. As the site's existing and proposed General Plan land use designations all already fall within the Community Development Foundation Component, an FGPA is not required for the Project based on the criteria listed in Chapter 11 of the Riverside County General Plan.¹⁷ Accordingly, no revision to the DEIR is warranted pursuant to this comment.

B-3 The commenter requests inclusion on the notification list for future public notices related to the Project and provides contact information. As requested, the County will include Channel Law Group, LLP on the notification list for future public notices related to the Project, and will provide the

¹⁶ <u>https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch11-Admin-120815.pdf</u>

¹⁷ Id.
commenter with a copy of the responses to this comment letter no less than 10 days prior to certification of the Project's EIR.

- B-4 The commenter includes Exhibit A for reference which is a letter from RAMV addressed to Riverside County Airport Land Use Commission dated February 5, 2023. This comment is acknowledged, but does not directly relate to the Project's DEIR or the analysis presented in the Project's DEIR. Additionally, this comment again incorrectly alleges that the Project will require an FGPA; please refer to the responses to Comment B-2 which provides an explanation as to why an FGPA is not required for the proposed Project. Please refer to the discussion and analysis presented in the Project's DEIR, which address the remaining issues identified by this comment. As this comment does not identify any specific deficiencies in the Project's EIR, no further response is necessary.
- B-5 The commenter includes Exhibit B for reference which is information regarding the General Plan Foundation Component Amendment Process. For the reasons noted in the responses to Comment B-2, the Project does not require approval of an FGPA; thus, the information included in Exhibit B to this comment letter, which relates only to the FGPA process, is not applicable to the proposed Project.



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (1) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (2) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (3) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (4) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (5) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (6) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (7) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (8) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (9) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (10) OF (11)



PLACEHOLDER FOR Rural Association of Mead Valley (COMMENT LETTER C) PG (11) OF (11)



Letter C Response to Comments from the Rural Association of Mead Valley (RAMV)

- C-1 The commenter repeats Comment B-2 and incorrectly alleges that the Project must complete the Foundation General Plan Amendment (FGPA) process before an EIR can be completed and requests that a new EIR be prepared to address errors in the DEIR. The Riverside County General Plan Land Use Element identifies five (5) separate Foundation Component designations, including Agriculture, Rural, Rural Community, Open Space, and Community Development. Pursuant to Riverside County General Plan Chapter 11, Administration Element¹⁸, an FGPA only is required for proposed land use designation changes from, but not to, the Open Space Foundation Component; to or from the Community Development Foundation Component (except under certain circumstances); or to or from the Rural Foundation Component or the Rural Community Foundation Component (except under certain circumstances). As discussed in DEIR subsection 2.4.2, under existing conditions the Project site is designated for "Community Development – Medium Density Residential (CD-MDR)" land uses. The Project's proposed General Plan Amendment (GPA) would redesignate approximately 36.0 acres of the Project site for "Community Development – Light Industrial (CD-LI)" land uses, with no changes proposed to the western 4.9 acres of the Project site, which would continue to be designated for CD-MDR land uses. As the site's existing and proposed General Plan land use designations all already fall within the Community Development Foundation Component, an FGPA is not required for the Project based on the criteria listed in Chapter 11 of the Riverside County General Plan. Accordingly, no revision to the DEIR is warranted pursuant to this comment.
- C-2 The commenter inaccurately states that there are violations of the Riverside County General Plan and the Mead Valley Area Plan (MVAP) among other concerns. The commenter is referred to the Project-specific General Plan Consistency Analysis, which is included as *Technical Appendix N* to the Project's DEIR. The analysis in DEIR Subsection 4.11, *Land Use and Planning*, and the consistency analysis presented in *Technical Appendix N* demonstrate that the proposed Project would be consistent with, or otherwise would not conflict with, the policies contained in the General Plan and MVAP. This comment does not identify any specific deficiencies in the analysis presented in DEIR Subsection 4.11 or *Technical Appendix N*; therefore, no revision to the DEIR is warranted pursuant to this comment.
- C-3 The commenter states that the EIR's Notice of Preparation (NOP) was sent to the State Clearinghouse during the holidays and requests an extension of the public comment period. For purposes of responding to this comment letter, it is assumed that the commenter's references to the "NOP" are instead intended to refer to the Project's Notice of Availability (NOA) for the DEIR. The Project's DEIR was distributed for a 46-day public review period that commenced on December 28, 2023 and concluded on February 12, 2024. The public review period for the Project's DEIR fully complied with the requirements of Section 15085 of the State CEQA Guidelines. The commenter met the filing

¹⁸ https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch11-Admin-120815.pdf

deadline without need for an extension and the County received no late comment letters or other requests for extension of the comment period.

- C-4 The commenter states that the NOP (referring to the NOA) does not show that the Project is within an Environmental Justice Area and that the Attorney General's Office of Environmental Justice is not checked. Environmental Justice is not an environmental analysis topic under the CEQA Statute and Guidelines. An Environmental Justice Element consistency checklist is part of the Project's application materials, which demonstrates Project constancy with the County's environmental justice policies. Additionally, the commenter is referred to Subsection 2.2 of the Project's DEIR, which discloses that the Project site is within an Environmental Justice Community. The California Department of Justice (DOJ) and other State agencies are made aware of EIRs, including this EIR, through the California Office of Planning and Research State Clearinghouse for CEQA documents. The State link for this EIR is: https://ceqanet.opr.ca.gov/Project/2022120110. As this comment does not identify any deficiencies with the DEIR, no revisions to the DEIR are warranted pursuant to this comment.
- C-5 The commenter alleges that the NOP (referring to the NOA) provided inaccurate information because Page 6, which included a figure that identified the site's existing General Plan land use designation, identified the site as being designated for "Medium Density Residential (MDR)" while the commenter alleges that the southern portions of the Project site are designated for "Rural Community – Very Low Density Residential (RC-VLDR)." The County has reviewed this issue and has verified that all portions of the Project site are designated for MDR land uses under existing conditions, and no portion of the Project site is designated for RC-VLDR land uses. Accordingly, the County finds that the Project's NOA was correct in its identification of the Project site's existing land use designation as MDR.
- C-6 The commenter inaccurately states that the Project's proposed Change of Zone would violate the General Plan because it would require an FGPA. The commenter is referred to the response to Comment C-1, which explains the reasons why an FGPA is not required for the proposed Project. In addition, the County's Foundation General Plan Amendment process applies only to proposed changes to General Plan land use designations and is unrelated to zoning. Thus, the County finds that the Project's proposed Change of Zone would not require an FGPA.
- C-7 The commenter inaccurately states that findings for the Foundation Component General Plan Amendment cannot be made for the proposed Project and cites Ordinance 348 Section 2.5 (F). As previously stated in response to Comment C-1, an FGPA is not required for the proposed Project because the Project's existing and proposed General Plan land use designations all fall within the Community Development Foundation Component. Because the Project does not require an FGPA, Section 2.5 of Ordinance No. 348 is not applicable to the proposed Project and no FGPA-related findings are required.
- **C-8** The commenter states that General Plan Amendments proposing a change of land use designation from one Foundation Component to another only will be entertained by the County of Riverside at

eight-year intervals, with the next eight-year interval to take place in 2024. While this is correct, the Project is not subject to an FGPA process for the reasons noted in the response to Comment C-1.

- **C-9** The commenter opines that the Project would violate the MVAP because the Project site is located outside of the Mead Valley industrial corridor, and provides a quote from the MVAP. However, as noted by the quote provided in this comment, the "predominantly rural community character with an equestrian focus" intended for the MVAP area is "reflected" by the Very Low Density Residential (VLDR) and Low Density Residential (LDR) land use designations within the Rural Foundation Component portions of the MVAP. Under existing conditions, the Project site is designated by the MVAP for MDR land uses within the Community Development Foundation Component, and therefore the Project site is not within a portion of the MVAP that is targeted for rural community land uses. Furthermore, it should be noted that the MVAP does not identify any specific policies establishing an industrial corridor. Commenter is referred also to the Project-specific General Plan Consistency Analysis, which is included as *Technical Appendix N* to the Project's DEIR. The analysis in EIR Subsection 4.11, Land Use and Planning, and the consistency analysis presented in Technical Appendix N demonstrate that the proposed Project would be consistent with, or otherwise would not conflict with, the policies contained in the General Plan and MVAP. As this comment does not identify any deficiencies in the analysis presented in the DEIR, no revisions to the DEIR are warranted pursuant to this comment.
- **C-10** The commenter states that the Project is located within an Environmental Justice Community, alleges that the Project would violate the General Plan Healthy Communities/Environmental Justice Element, and asserts that the Project would remove affordable housing from the Mead Valley community. The commenter is referred to the Project-specific General Plan Consistency Analysis, which is included as Technical Appendix N to the Project's DEIR. The analysis in DEIR Subsection 4.11, Land Use and Planning, and the consistency analysis presented in Technical Appendix N demonstrate that the proposed Project would be consistent with, or otherwise would not conflict with, the policies contained in the General Plan and MVAP, inclusive of policies contained within the General Plan Healthy Communities Element. As this comment does not identify any deficiencies in the analysis provided, no revision to the DEIR is warranted to further address the General Plan Healthy Communities Element. Additionally, under existing conditions the Project site is designated by the MVAP for CD-MDR land uses. The CD-MDR land use designation allows for the development of residential uses at densities ranging from 2 to 5 dwelling units per acre (du/ac). The CD-MDR land use designation is intended to accommodate traditional single family uses and does not allow for densities that would be conducive to affordable housing. Moreover, Chapter 8 (Housing Element) of the Riverside County General Plan identifies specific portions of the County that are intended for development with affordable housing in order to meet the County's Regional Housing Needs Allocation (RHNA) obligations for affordable housing. As shown on Housing Element Figure P-24, the Project site is not identified as a location that is intended to accommodate affordable

housing.¹⁹ Therefore, the County finds that the Project would not violate the General Plan Health Communities Element (inclusive of Environmental Justice policies contained therein) and would not remove any affordable housing opportunities from the Mead Valley community. No revision to the DEIR is warranted pursuant to this comment.

- C-11 The commenter alleges that the Project would violate the General Plan and MVAP Vision; however, the commenter does not identify any specific conflicts that would occur. The County has reviewed the Project and has determined that it would not conflict with either the General Plan or MVAP Vision. Additionally, the commenter is referred to DEIR Section 4.11, *Land Use and Planning*, and DEIR *Technical Appendix N*, which demonstrate that the Project would be consistent with or otherwise would not conflict with the policies contained in the Riverside County General Plan and MVAP. As this comment does not identify any deficiencies in the DEIR, no revisions to the DEIR are warranted pursuant to this comment.
- **C-12** The commenter alleges that the Project would violate the MVAP and the Rural Equestrian Community intended for the MVAP area. The commenter is referred to Table 1 of the MVAP, which clearly indicates that equestrian-related uses are intended in areas that are designated for "Estate Density Residential (EDR)," "Very Low Density Residential (VLDR)," and "Low Density Residential (LDR)" within the General Plan Rural Community Foundation Component. Under existing conditions, the Project site is designated for MDR land uses within the Community Development Foundation Component. Thus, while the commenter is correct that the MVAP encourages equestrian uses within portions of the MVAP area, the Project site is not targeted by the MVAP for development with such uses. Additionally, the commenter is referred to DEIR Section 4.11, *Land Use and Planning*, and DEIR *Technical Appendix N*, which demonstrate that the Project would be consistent with or otherwise would not conflict with the policies contained in the Riverside County General Plan and MVAP. As this comment does not identify any deficiencies in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.
- C-13 The commenter inaccurately states that the Project would violate the General Plan and Ordinance 348 Section 2.5, but does not provide any evidence demonstrating such a violation. Furthermore, Section 2.5 of Riverside County Ordinance No. 348 addresses the FGPA process, while an FGPA is not required for this Project for the reasons previously noted in the response to Comment C-1; thus, Section 2.5 of Ordinance No. 348 is not applicable to the proposed Project. As this comment does not identify any deficiencies in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.
- C-14 The commenter states that the Project would violate the MVAP, General Plan, and General Plan Vision by removing existing rural homes to build a warehouse, but does not identify any specific General Plan policy or Vision statement that would prohibit the current property owners from seeking

¹⁹ <u>https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2021-elements-Ch08-SiteInvMaps-9.28.21.pdf</u>



redevelopment of their properties as proposed by the Project. Three existing homes would be removed from the property as part of the Project. The commenter is referred to DEIR Section 4.11, *Land Use and Planning*, and DEIR *Technical Appendix N*, which demonstrate that the Project would be consistent with or otherwise would not conflict with the policies contained in the Riverside County General Plan and MVAP. As indicated in DEIR *Technical Appendix N*, there are no policies within the General Plan or MVAP that prohibit the removal of residential structures in the Mead Valley community to allow for redevelopment with non-residential uses. As this comment does not identify any deficiencies in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

- C-15 The commenter states that because the Project site is located within Criteria Cell No. 2432 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the Project would violate the MSHCP requirements related to the MSHCP Habitat Acquisition and Negotiation Strategy (HANS). The commenter is directed to the analysis under DEIR subheading 4.4.4.B.1 (Project Relationship to MSHCP Reserve Assembly) and the analysis presented under Threshold a. in DEIR Subsection 4.4, Biological Resources. As stated therein, the MSHCP Criteria for Cell 2432 is to conserve 70 to 80 percent of Cell Group B, focusing on the southern portion of the Cell Group. The Project site is located within the northeastern corner of Criteria Cell 2432, which in turn is located in the northern portion of Cell Group B. The Project site represents approximately 15 percent of northeastern portion of Cell Group B, while the conservation criteria for Cell Group B is intended to focus on the southern portion of the Cell Group. Furthermore, the Project was subject to the MSHCP HANS process (HANS Case No. HANS02366), which resulted in a determination by the RCA, CDFW, and USFWS that no conservation is required on the Project site for the reasons stated above. Furthermore, the analysis of Threshold e. in EIR Subsection 4.4 discloses that the Project would result in impacts to 0.13-acre of southern willow scrub habitat, which is the only sensitive natural community present on the Project site, and concludes that with implementation of Mitigation Measure MM 4.4-1 the Project's impacts to 0.13-acre of southern willow scrub habitat would be reduced to less-than-significant levels. Therefore, the County finds that the Project would not result in a violation of the MSHCP HANS requirements, and contains only very limited (i.e., 0.13-acre) areas of sensitive natural vegetation communities. As this comment does not identify any deficiencies in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.
- C-16 The commenter alleges that the surrounding rural roads are not equipped for large-scale trucking. The commenter is referred to the Project-specific Traffic Analysis (TA) included as DEIR *Technical Appendix L2*, which demonstrates that the Project's truck traffic will use paved public roads. Also, with the construction of improvements included in the Project's design, payment of Development Impact Fees (DIF) and Transportation Uniform Mitigation Fees (TUMF), and with payment of fair-share contributions towards improvements not included in the DIF or TUMF program, all study area intersections would operate at an acceptable Level of Service (LOS). Furthermore, on December 28, 2018, updates to the State CEQA Guidelines were approved by the Office of Administrative Law (OAL). As part of the updates to the CEQA Guidelines, thresholds of significant for evaluation of impacts to transportation have changed. As required by Senate Bill (SB) 743, new Threshold b. of the CEQA Guidelines for Transportation requires an evaluation of impacts due to Vehicle Miles



Traveled (VMT), which replaced the LOS criteria (i.e., automobile delay) that has been utilized in the past to evaluate potential effects to transportation under CEQA. Pursuant to CEQA Guidelines Section 15064.3(a), "...a project's effect on automobile delay shall not constitute a significant environmental impact." Accordingly, no revision to the DEIR is warranted pursuant to this comment.

- **C-17** The commenter states that the Project is surrounded by residential homes. The DEIR acknowledges that there are residential uses in close proximity to the Project site, and a description of the land uses surrounding the Project site is provided in DEIR Subsection 2.3. Additionally, the analysis presented throughout the Project's DEIR includes an analysis of potential impacts to the existing residential uses in the surrounding community. Specifically, DEIR Subsection 4.3, Air Quality, includes an analysis of potential Project impacts due to localized air quality emissions and health risk impacts, and demonstrates that the Project's long-term operations would not expose any nearby sensitive receptors, including the residential receptors in the surrounding areas, to localized air quality impacts or cancer/non-cancer health risks exceeding the South Coast Air Quality Management District (SCAQMD) thresholds of significance. Additionally, DEIR Subsection 4.13, Noise, includes an analysis of the Project's potential impacts due to operational and traffic-related noise. The analysis in Subsection 4.13 demonstrates that the Project would not result in any operational-related noise impacts, but discloses that the Project would result in a significant and unavoidable traffic-related noise impact along the segment of Patterson Avenue north of Placentia Avenue, where an unmitigable noise increase of up to 6.1 dBA CNEL is projected. As part of their deliberations regarding approval of the proposed Project, the Riverside County Planning Commission and Board of Supervisors will hold publicly-noticed hearings to consider Project approval, at which time the Planning Commission and Board of Supervisors will consider the merits of the proposed Project. As part of their deliberations, the Planning Commission and Board of Supervisors will evaluate whether to approve, conditionally approve, or deny approval of the Project in light of the Project's significant and unavoidable impacts to the environment, including the Project's significant and unavoidable trafficrelated noise impacts to one segment of Patterson Avenue north of Placentia Avenue. As this comment does not identify any deficiencies in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.
- **C-18** The commenter states that trucks will travel within 1,000 feet of existing homes and a school for underprivileged children. Assuming the existing school referenced in this comment refers to the Oak Grove Center referenced in Comment C-20, it should be noted that the Oak Grove at the Ranch is located approximately 645 feet west of the Project site, while there is an existing daycare facility (Small Wonder Family Child Care; herein, "SWFCC") located approximately 182 feet to the west of the Project site. Because the SWFCC facility is located closer to the Project site than the Oak Grove at the Ranch facility, the SWFCC facility was used as the closest representative sensitive receptor location to evaluate the Project's potential localized impacts to school-aged children. As demonstrated in the analysis presented in DEIR Subsection 4.3, *Air Quality*, Project operations would not expose the SWFCC to localized air quality impacts or cancer/non-cancer health risks exceeding the SCAQMD thresholds of significance, thereby demonstrating that the Project would not expose children at the SWFCC facility to substantial air pollutant concentrations. Because the Oak Grove at the Ranch facility is located further from the Project site than the SWFCC, and because localized air



quality emissions disperse with distance from a source, it can be concluded from information presented in the DEIR that the Oak Grove at the Ranch facility also would not be exposed to localized air quality impacts or cancer/non-cancer health risks exceeding the SCAQMD thresholds of significance. Nonetheless, in response to this comment, potential impacts to Oak Grove at the Ranch were modeled by Urban Crossroads, Inc., the results of which are presented in *Final EIR Attachment B*, and unequivocally demonstrate that impacts would be less than significant.

Regarding the topic of noise, the analysis in DEIR Subsection 4.13, *Noise*, demonstrates that the proposed Project would not expose the SWFCC facility to operational or traffic-related noise levels exceeding the County's thresholds of significance; thus, it also can be concluded that the proposed Project would not expose children at the Oak Grove at the Ranch facility to operational or traffic-related noise impacts exceeding the County's thresholds of significance because the facility is located further from the Project site than SWFCC. Based on the analysis presented in the DEIR, the Project would not result in any localized impacts to the Oak Grove at the Ranch facility. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

- C-19 The commenter states the Project is within an existing housing project (Country Place). The DEIR acknowledges that the Project site contains three existing homes under existing conditions; however, the analysis of Threshold a. in DEIR Subsection 4.15, *Population and Housing*, demonstrates that Project impacts due to the displacement of existing residents and housing would be less than significant. As this comment does not identify any deficiencies with the discussion presented in DEIR Subsection 4.15, no revision to the DEIR is warranted pursuant to this comment.
- **C-20** The commenter reiterates that the proposed warehouse is less than 1,000 feet from the Oak Grove at the Ranch facility, and alleges that the NOP (which again is assumed to refer to the NOA) did not explicitly identify this facility. The Project's NOA forms were prepared in full conformance with the requirements of Section 15087(a) of the State CEQA Guidelines, which does not require NOAs to include detailed descriptions of surrounding land uses. Rather, the commenter is referred to DEIR Subsection 2.3, which discloses the location of the Oak Grove at the Ranch facility and describes this facility as "...a non-public learning center for socially-, emotionally-, and behaviorally-challenged children and adolescents, ages 5 to 22 years." The commenter is referred also to the response to Comment C-18 and *FEIR Attachment B*, which demonstrates that the Project's localized air quality and noise impacts to the Oak Grove at the Ranch would not exceed the identified thresholds of significance. As this comment does not identify any deficiencies in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.
- C-21 The commenter expresses concern over noise impacts to nearby homes and alleges that no screening walls are part of the site plans. The commenter is directed to DEIR subsection 3.5.4.E, *Walls and Fencing*, which includes a description of walls and fences proposed as part of the Project. As indicated therein, the Project has been designed to include 14-foot-high screen walls surrounding the Project's truck courts, which have been included in order to reduce operational noise associated with truck docking activities. Additionally, DEIR subsection 3.5.4.B includes a description of a proposed 20-foot-tall landscaped buffer/berm that would be created in the western portion of the warehouse



building site and that would serve as a landscaped buffer from the existing homes to the west. Thus, the County disagrees with the commenter's assertion that no screening walls are included as part of the plans. Additionally, DEIR Subsection 4.13, Noise, includes an analysis of potential operational noise impacts, and demonstrates that Project-related operational noise would not expose any nearby sensitive receptors to noise levels exceeding the County's thresholds of significance. Moreover, the DEIR discloses that the Project would result in a significant and unavoidable traffic-related noise impact along the segment of Patterson Avenue north of Placentia Avenue, where an unmitigable noise increase of up to 6.1 dBA CNEL is projected. As part of their deliberations regarding approval of the proposed Project, the Riverside County Planning Commission and Board of Supervisors will hold publicly-noticed hearings to consider Project approval, at which time the Planning Commission and Board of Supervisors will consider the merits of the proposed Project. As part of their deliberations, the Planning Commission and Board of Supervisors will evaluate whether to approve, conditionally approve, or deny approval of the Project in light of the Project's significant and unavoidable impacts to the environment, including the Project's significant and unavoidable trafficrelated noise impacts to one segment of Patterson Avenue north of Placentia Avenue. As this comment does not identify any deficiencies in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

- C-22 The commenter expresses a concern that GHG emissions, NO_x, and PM_{2.5} will increase in an Environmental Justice community. The commenter is referred to the discussion and analysis presented in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*. The analysis in Subsection 4.3 discloses the Project's level of air quality emissions, including emissions of NO_x and PM_{2.5}, and demonstrates that the Project's level of operational air quality emissions would not exceed any of the SCAQMD regional or localized thresholds of significance; thus, DEIR Subsection 4.3 provides substantial evidence that the Project's operational-related air quality impacts, including localized air quality impacts, would be less than significant. The analysis in DEIR Subsection 4.8 discloses the Project's level of GHG emissions, identifies GHG emissions as a potentially significant impact, and imposes Mitigation Measure MM 4.8-1 (requiring compliance with the County's Climate Action Plan) to reduce the Project's impacts due to GHG emissions to less-than-significant levels. As this comment does not identify any deficiencies in the analyses presented in DEIR Subsections 4.3 or 4.8, no revision to the DEIR is warranted pursuant to this comment.
- C-23 The commenter notes that the Project area has some of the worst smog in the nation. The existing air quality conditions within the South Coast Air Basin (SCAB) are described in DEIR Subsection 4.3.1, which also includes a detailed discussion of improvements to regional air quality, and demonstrates that ozone (O₃) levels in the local area have decreased substantially over the last 30 years. Regardless, the DEIR acknowledged the existing air quality conditions in the SCAB, including conditions related to smog (O₃), and this comment does not identify any deficiencies in the discussion or analysis presented in DEIR Subsection 4.3. No revision to the DEIR is warranted pursuant to this comment.
- C-24 The commenter states "traffic impacts," without providing any context or identifying any deficiencies in the analysis presented in the DEIR. As noted in the response to Comment C-16, due to changes in the State CEQA Guidelines, the analysis of potential traffic impacts relies on a VMT metric rather



than an LOS metric. The analysis in DEIR Subsection 4.18 *Transportation*, includes an analysis of the Project's potential impacts due to VMT, and discloses that the Project would result in a significant and unavoidable impact due to VMT. As this comment does not identify any deficiencies with the analysis or conclusions presented in DEIR Subsection 4.18, no revision to the DEIR is warranted pursuant to this comment.

- C-25 The commenter states "health impacts," without providing any context or identifying any deficiencies in the analysis presented in the DEIR. The DEIR included an extensive analysis of potential health risk impacts. Specifically, DEIR Subsection 4.3 included an analysis of localized air quality impacts and potential impacts due to cancer and non-cancer health risks associated with Diesel Particulate Matter (DPM). The analysis in EIR Subsection 4.3 demonstrates that the Project's localized air quality impacts and impacts due to cancer and non-cancer related health risks would be below the thresholds of significance promulgated by SCAQMD, thereby resulting in less-than-significant health risk impacts. With respect to potential health effects associated with the Project's regional criteria air pollutant emissions, the commenter is referred to Threshold c. under Subheading D in DEIR Subsection 4.3, *Air Quality*, which provides an explanation as to why it is not possible to correlate the Project's regional criteria air quality pollutant emissions to specific health impacts. As this comment does not identify any deficiencies in the DEIR's analysis of potential health impacts, no revision to the DEIR is warranted pursuant to this comment.
- C-26 The comment states that Rider Street is a rural road with a large ditch along the southern portion and requests that flood control improvements be part of the plans. The commenter is referred to the discussion provided in subsection 3.5.4.G.2 of the DEIR, which includes a description of the Project's proposed drainage improvements. In addition, the commenter is referred to the discussion and analysis presented in DEIR Subsection 4.10, *Hydrology and Water Quality*, which includes an analysis of the Project's potential impacts due to drainage. As indicated by the DEIR, the Project would include improvements to Rider Street along the Project site's frontage with this roadway. Improvements planned along this segment of Rider Street would include curb, gutter, and sidewalk. As shown on DEIR Figure 4.10-3, *Proposed Conditions Hydrology Map*, a public storm drain in Rider Street storm drain would be located between Harvill Street to the east and the western Project boundary. No revision to the DEIR is warranted pursuant to this comment.
- C-27 The commenter alleges that Southern California Edison (SCE) does not have the capacity to generate electricity for the current warehouses located in Mead Valley. There is no evidence in the Project's administrative record or elsewhere demonstrating that there would be inadequate electric capacity to serve the proposed Project. Furthermore, in the extremely unlikely scenario in which any property is unable to be provided electricity service, any new development on the property would not be permitted to be constructed and/or occupied until a source of energy could be resolved. Moreover, pursuant to Measure R2-CE1 of the Riverside County Climate Action Plan (CAP), the Project would be required to generate at least 20% of the warehouse building's anticipated energy demands through on-site renewable energy production, such as solar panels, which would serve to reduce the Project's



demand for energy resources. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

- C-28 The commenter reiterates that Environmental Justice is not included in the NOP (which is presumed to be referring to the NOA) and states that the California Department of Justice (DOJ) should be included in the list of public agencies requiring public notice for the Project's EIR. Environmental Justice is not an environmental analysis topic under the CEQA Statute or State CEQA Guidelines. An Environmental Justice Element consistency checklist is part of the Project's application materials demonstrating consistency with the County's environmental justice policies. The DOJ and other State agencies are made aware of EIRs, including the Project's EIR, through the California Office of Planning and Research State Clearinghouse for CEQA documents. The State link for this EIR is: https://ceqanet.opr.ca.gov/Project/2022120110. Also, the DOJ submitted comments on the DEIR, contained in the FEIR as Comment Letter D. No revision to the DEIR is warranted pursuant to this comment.
- C-29 The commenter again incorrectly asserts that the Project requires a Foundation General Plan Amendment and incorrectly alleges that an MSHCP HANS process has not been completed for the Project. As previously stated in response C-1, an FGPA is not required for this Project because the Project's proposed GPA would not change the Project site's existing General Plan Foundation Component designation of "Community Development." Additionally, the commenter is referred to the response to Comment C-15. As noted therein, a HANS process was completed for the Project (HANS Case No. HANS02366), and as a result of the HANS process it was determined by the County, the RCA, CDFW, and USFWS, that the Project site is not targeted for conservation based on the conservation criteria identified for MSHCP Criteria Cell 2432, which is the only MSHCP Criteria Cell that applies to the Project site. Accordingly, no revision to the DEIR is warranted pursuant to this comment.
- C-30 The commenter includes a table of CEQA environmental factors potentially affected by the Project. All of the issue areas identified as part of this comment are evaluated in Section 4.0, *Environmental Analysis*, of the Project's DEIR, while a discussion related to CEQA's mandatory findings of significance is presented throughout Section 4.0 and in DEIR Section 5.0. As this comment does not identify any deficiencies with the DEIR, no revisions to the DEIR are warranted pursuant to this comment.
- C-31 The commenter reiterates that the Project will eliminate affordable housing in an EJ community and states that the Project includes homes along the southern boundary under existing conditions. The commenter is referred to the response to Comment C-10, which demonstrates that the Project site is not targeted by the Riverside County General Plan Housing Element for development with affordable housing, and that the densities allowed by the Project site's existing MDR land use designation would not accommodate affordable housing product types. No revision to the DEIR is warranted pursuant to this comment.

- **C-32** The commenter again incorrectly asserts that the Project requires a Foundation General Plan Amendment and provides a quote from the MVAP related to the "rural" community character intended for lands designated for VLDR or LDR land uses. With respect to the alleged need for an FGPA, the commenter is referred to the response to Comment C-1, which explains that the Project's proposed GPA would not affect the site's existing Foundation Component General Plan designation of "Community Development," and as such an FGPA is not required for the proposed Project. With respect to the rural community character described by the MVAP, the commenter is referred to the response to Comment C-9. As noted therein, the MVAP text cited by this comment explicitly defines "rural community character" as being "reflected by the Very Low Density Residential and Low Density Residential land use designations within the Rural Community Foundation Component," while the Project site, which is designated by the General Plan for MDR land uses within the Community Development Foundation Component, is not designated for VLDR or LDR land uses and is not within the Rural Community Foundation Component under existing conditions. Thus, the County disagrees with the commenter's assertion that the MVAP is targeting the Project site for development with rural uses. Furthermore, the commenter should be advised that the FGPA process described in the General Plan Administration Element pertains only to proposed General Plan Amendments that would change a site's Foundation Component designation, and is not applicable to changes of zone. As this comment does not identify any deficiencies in the analysis presented in the DEIR, no revisions to the DEIR are warranted pursuant to this comment.
- C-33 The commenter describes the FGPA initiation timelines. For the reasons previously stated in the response to Comment C-1, an FGPA is not required for this Project. Additionally, while Section 2.5 of Ordinance No. 348 does identify the FGPA process, it is important again to reiterate that the process outlined in Section 2.5 applies to proposed FGPAs and does not require an FGPA process for changes of zone. No further response is necessary.
- C-34 The commenter asserts that findings for the Foundation Component General Plan Amendment cannot be made. The commenter is referred to the response to Comment C-1, which explains why an FGPA is not required for this Project. As such, the County is not required to make the findings listed in this comment. Refer also to the response to Comment C-9. No further response is necessary.
- C-35 The commenter cites text from the General Plan Vision describing the County's five Foundation Component land use categories, and includes text from the General Plan related to FGPAs. The commenter is referred to the response to Comment C-1, which explains why an FGPA is not required for this Project. No further response is necessary.
- C-36 The commenter cites text from the General Plan related to the General Plan's "Certainty System." However, this comment does not identify any component of the Project that would conflict with the General Plan Certainty System. As noted in the text quoted by this commenter, "[t]he Certainty System serves the needs of those who value a rural lifestyle, farmers who have invested in their operations, and *developers who want to ensure return on their investments*" (*emphasis added*). There are no components of the Project that would conflict with the General Plan Certainty System, and no



such conflict is identified by this comment. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

- C-37 The commenter includes information from the Healthy Communities Element of the General Plan related to open space, rural, rural community, and agriculture land uses. Under existing conditions the Project site is designated by the General Plan for MDR land uses; thus, Policy HC 4.1 pertaining to rural lands is not applicable to the Project site, as the Project site is not targeted for development with open space, rural, rural community, or agriculture land uses. No further response is required.
- **C-38** The commenter provides text from the General Plan Healthy Communities Element related to Environmental Health. The commenter is referred to DEIR Technical Appendix N, which includes an analysis of Project consistency with applicable General Plan policies, including Policies HC 14.1 and 14.2. Although the DEIR conservatively accounts for the future development of up to three residential lots on the western portion of the Project site, the Project Applicant currently is working with adjacent residential landowners with the intention of conveying these three lots as an expansion to the existing residential lots that abut the Project site's western boundary. Notwithstanding, the analysis presented in the DEIR considers future development of residential uses on the western portion of the Project site, and the DEIR demonstrates that with mitigation the Project would result in less-than-significant impacts due to toxic substances, noise, and localized air pollution, consistent with Policy HC 14.1. The analysis in *Technical Appendix N* also demonstrates that the Project would be consistent with Policy HC 14.1 in part because the Project design includes an approximate 6.0 acre landscaped berm to establish a physical separation and distance buffer between employment uses to the east and an established residential neighborhood to the west, and because the analysis in the Project's DEIR demonstrates that the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations. As this comment does not identify any deficiencies in the discussion and analysis presented in DEIR Technical Appendix N, no revision to the DEIR is warranted pursuant to this comment.
- C-39 The commenter cites text from the General Plan Health Communities Element related to Environmental Justice, and specifically cites Policies HC 2.1, HC 11.1, and HC 11.2; alleges that the Project does not incorporate any appropriate buffers or walls to minimize impacts to residential uses in the surrounding area; asserts that a 1,000-foot buffer is needed between warehouse and sensitive receptors; cites information from the Environmental Justice Screening and Mapping Tool; and indicates a concern regarding the Project's potential health risk impacts. The commenter is referred to DEIR Technical Appendix N, which includes an analysis of Project consistency with General Plan policies, including Policies HC 2.1, HC 11.1, and HC 11.2, and either demonstrates Project consistency with these policies or includes an explanation as to why these policies are not applicable to the proposed Project. With respect to concerns related to walls/screening, the commenter is directed to DEIR subsection 3.5.4.E, Walls and Fencing, which includes a description of walls and fences proposed as part of the Project. As indicated therein, the Project has been designed to include 14-foot-high screen walls surrounding the Project's truck courts, which have been included in order to reduce operational noise associated with truck docking activities. Additionally, DEIR subsection 3.5.4.B includes a description of a proposed 20-foot-tall landscaped buffer/berm that would be

created in the western portion of the warehouse building site and that would serve as a landscaped buffer from the existing homes to the west. Furthermore, the analysis presented in DEIR Subsection 4.3, *Air Quality*, demonstrates that the proposed Project would not expose any nearby sensitive receptors to substantial pollutant concentrations, as the Project's localized air quality emissions and cancer and non-cancer health risks would be below the SCAQMD thresholds of significance.

In addition, the County disagrees with the commenter's assertion that a 1,000-foot buffer should be established between the Project's proposed warehouse and sensitive receptors in the surrounding area, such as residential uses. The 1,000-foot buffer that often is cited is derived from a 2005 publication from the California Air Resources Board (CARB)²⁰ that is outdated and that is not reflective of current air quality conditions within the SCAB. Specifically, the siting distance guideline included in the 2005 CARB Air Quality and Land Use Handbook was chosen to reflect the distance at which cancer risk from diesel particulate matter (DPM) emissions would be less than 100 in a million. CARB's analysis for the developing this guidance reflected DPM emissions from Transport Refrigeration Units (TRUs) operating in calendar year 2000. Notably, since 2000, due to on-going increasingly stringent regulatory requirements at the State and federal levels, cancer and non-cancer health risks have dramatically decreased within the SCAB. The reductions in cancer and non-cancer risks and heavy truck-related air quality emissions within the SCAB have been documented in a technical memorandum prepared by Ramboll US Consulting, Inc. (Ramboll). This technical memorandum, which is herein incorporated by reference pursuant to CEQA Guidelines § 15150, is entitled, "Technical Comments in Response to the December 2022 Report Titled A Region In Crisis: The Rationale For A Public Health State Of Emergency In The Inland Empire" (herein, "Ramboll Report"), is dated February 13, 2023²¹. As noted in the Ramboll Report, the data used to develop CARB's buffer distance recommendation does not reflect the regional improvements in air quality that have occurred since 2000 due to State and federal regulations implemented since 2000, and the data used to develop its buffer distance recommendation does not reflect the regional improvements in air quality that have occurred since 2000, such as those improvements that are described and that have been documented in DEIR Subsection 4.3.1.H. In order to evaluate how these changes affect CARB's recommended siting distance of 1,000 feet, Ramboll conducted a Health Risk Assessment (HRA) of two warehouse scenarios in calendar years 2000 and 2023. These include a Trucks with TRU Scenario, which represents a warehouse that can accommodate 40 trucks per day and 300 hours of TRU operation per week, and a Truck Only Scenario, which represents a warehouse that accommodates 100 trucks per day. Ramboll then compared the results of the analysis to the analysis conducted by CARB to establish the recommended 1,000-foot buffer. The results showed that cancer risk estimates were below 100-in-a-million at most distances away from the warehouse boundary. Therefore, Ramboll concluded that due to federal and State regulations that have led to significantly lower-emitting trucks and TRUs, even with the latest risk assessment

²⁰ CARB. 2005. Air Quality and Land Use Handbook – A Community Health Perspective. Available at: <u>http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf</u>. Accessed: October 2023.

²¹ <u>https://naiopie.org/wp-content/uploads/2023/03/Ramboll-Comments-on-A-Region-in-Crisis 021323.pdf.</u>



methodology, CARB's 2005 Land Use Handbook recommendation of a minimum siting distance of 1,000 feet for sensitive receptors located in the vicinity of warehouses is now overly conservative. Ramboll concluded that that CARB's recommended minimum siting distance of 1,000 feet could be substantially reduced or eliminated in the land use guidance. (Ramboll, n.d.) Furthermore, the analysis in DEIR Subsection 4.3 demonstrates that the Project's localized air quality impacts, including cancer and non-cancer related health risks, would be below the applicable thresholds of significance identified by the SCAQMD. Accordingly, and for the foregoing reasons, the County finds that there is no need to establish a 1,000-foot buffer from the Project's proposed warehouse building, as such a buffer would be arbitrary and would fail to reduce any of the Project's significant environmental effects.

- **C-40** The commenter again wrongly asserts that the Project has not gone through the HANS process and states the Project is within "HANS cell 00228" and WRC Criteria Cell 2432. The commenter also expresses concern regarding burrowing owls, "K-rats" (which is presumed to be a reference to Stephens' kangaroo rat [SKR]), and migratory birds. First, it should be noted that HANS Case No. HANS00228 was previously proposed for the property but was abandoned, and the Project is not subject to Case No. HANS00228. Rather, the Project was subject to HANS Case No. HANS02366, which was approved as part of a Joint Project Review (JPR) process and concluded that no conservation is required. The commenter also is referred to the response to Comment C-15, which explains why the Project site is not targeted for conservation as part of the MSHCP. With respect to burrowing owls, SKR, and migratory birds, the commenter is referred to DEIR Subsection 4.4, Biological Resources. The analysis in Subsection 4.4 concludes that with mandatory payment of fees pursuant to Riverside County Ordinance No. 663, Project impacts to the SKR would be less than significant. The analysis in Subsection 4.4 also concludes that with mitigation requiring preconstruction burrowing owl and nesting bird surveys and the avoidance of any active nests/burrows that may be identified, Project impacts to the burrowing owl and nesting birds would be reduced to less-than-significant levels. As this comment does not identify any deficiencies in the analysis presented in the Project's DEIR, no revisions to the DEIR are warranted pursuant to this comment.
- C-41 The commenter includes a photo of the pProject site as seen from Rider Street. As this image does not provide any information that is not already disclosed by the Project's DEIR, no response is necessary.
- C-42 The commenter provides a screenshot of the Project site indicating that the Project site was subject to Case No. HANS00228 and identifying the Project site within MVAP Cell Group B. As noted in the response to Comment C-40, HANS Case No. HANS00228 was previously proposed for the property but was abandoned, and the Project is not subject to Case No. HANS00228. Rather, the Project was subject to HANS Case No. HANS02366, which was approved as part of a JPR process and concluded that no conservation is required on the Project site. As this image does not identify any issues that were not already disclosed as part of the DEIR, no revisions to the DEIR are warranted pursuant to this comment.



- **C-43** The commenter provides a screenshot of the Project site showing the existing zoning classifications that apply to the Project site and surrounding areas. As this information already was presented on Figure 2-5, *Existing Zoning Classifications*, of the DEIR, no revision to the DEIR is warranted pursuant to this comment.
- C-44 The commenter provides an aerial screenshot of the Project site, and superimposes labels showing the location of the proposed warehouse building site in relation to the Oak Grove at the Ranch facility located west of the Project site. The commenter is referred to the response to Comment C-18, which addresses the commenter's concerns related to the proximity between this facility and the Project site. No further response is necessary.
- **C-45** The commenter reiterates concerns related to proximity of the Oak Grove at the Ranch school facility in relation to the location of the Project's proposed warehouse building, indicates concerns regarding residential uses in the surrounding area, again asserts that there is a need for affordable housing, and opines that the Project site should remain zoned for residential uses. With respect to the Oak Grove at the Ranch facility, the commenter is referred to the response to Comment C-18. With respect to the commenter's concerns regarding existing housing in the surrounding area, the commenter is referred to the response to Comment C-17. Please refer also to the response to Comment C-10, which explains that the Project site's adopted MDR General Plan land use designation is not intended to provide for affordable housing. With respect to the commenter's opinion that the Project site should remain zoned for residential housing, the Riverside County Planning Commission and Board of Supervisors will hold publicly-noticed hearings to consider Project approval, at which time the Planning Commission and Board of Supervisors will consider public comments on the merits of the proposed Project. As part of their deliberations, the Planning Commission and Board of Supervisors will consider all comment letters submitted regarding the Project's Draft Program EIR, including the commenters' concerns related to the Project's proposed GPA and change of zone. No further response is necessary. With respect to the commenter's assertion that there should be a 1,000-foot buffer between the Project's warehouse building and nearby sensitive uses (e.g., residential uses), the commenter is referred to the discussion presented under the response to Comment C-39, which explains that the 1,000-foot buffer is not supported by substantial evidence and would not serve to reduce or avoid any of the Project's significant environmental effects.
- C-46 The commenter notes that the Country Place residential development is adjacent to the Project site, and that the Project would result in the removal of existing occupied homes along Walnut Street as part of the Project. The commenter also again asserts that the Project is outside of the industrial corridor and as such violates the General Plan and MVAP. With respect to existing residential uses both on-site and adjacent to the Project site's western boundary, this information has been disclosed throughout the DEIR, and the DEIR includes an extensive analysis of potential impacts to existing residential uses in the surrounding area. This comment does not identify any deficiencies in the analysis presented by the DEIR. With respect to the commenter's assertion that the Project site's alleged location "outside of the Industrial Corridor," the commenter is referred to the response to Comment C-9, which explains that the Project site is not located within an area targeted for "rural development" based on the site's adopted General Plan land use designation of MDR, and also



demonstrates that the Project would not conflict with the General Plan or MVAP. No further response is necessary.

C-47 The commenter states that the Project must follow the General Plan, MVAP, Environmental Justice, State laws, HANS, CEQA, and "habitat laws and regulations," and again asserts that the Project requires a FGPA and a HANS approval. The County acknowledges that the Project must comply with the General Plan, MVAP, State laws, the MSHCP, CEQA, and applicable habitat laws and regulations. There are no components of the proposed Project that would violate State law, and no such potential violations are identified by this comment. The analysis presented in DEIR Technical Appendix N demonstrates that the Project would not conflict with any policies contained in the General Plan or MVAP, including the policies contained within the Environmental Justice portions of the General Plan Healthy Communities Element. With respect to HANS, the commenter is referred to the response to Comment C-15, which explains that a HANS process was completed for the Project, the results of which determined that the Project site is not targeted for conservation under the MSHCP. The commenter also is referred to the response to Comment C-1, which explains that the Project is not subject to an FGPA because the Project's proposed GPA would not change the Project site's General Plan Foundation Component designation of Community Development. No further response is required, and no revisions to the DEIR are warranted pursuant to this comment.



PLACEHOLDER FOR Attorney General (Robert Swanson) (COMMENT LETTER D) PG 1 OF (1)



Letter D California Department of Justice (Robert Swanson)

- **D-1** The County acknowledges and appreciates the comments provided by California Department of Justice, Bureau of Environmental Justice. The summary of the Project's significant and unavoidable impacts as provided by this comment is accurate. No further response is necessary.
- **D-2** The commenter states that the DEIR did not discuss the infeasibility of mitigation measures to address the Project's significant and unavoidable transportation-related noise impacts along the segment of Patterson Avenue north of Placentia Avenue. This comment is incorrect in assertion that the infeasibility of mitigation measures were not discussed. The commenter is referred to the discussion provided in subsection 4.13.10 of the DEIR (with a similar discussion provided in Subsection 7.5 of the Project-specific Noise Impact Analysis that is included as DEIR Technical Appendix J). DEIR subsection 4.13.10 includes a thorough explanation as to why the Project's traffic-related noise, which primarily would derive from heavy-duty truck trips, cannot be mitigated to below a level of significance. As noted therein, while rubberized asphalt can reduce traffic-related noise in some cases, rubberized asphalt only is effective in reducing tire-on-pavement noise at higher speeds and would not measurably reduce noise associated with the truck engine and exhaust because these noise sources would occur above the pavement itself. With the primary off-site traffic noise source consisting of heavy trucks with a stack height of 11.5 feet off the ground, the tire/pavement noise reduction benefits associated rubberized asphalt primarily would be limited to autos, and would not measurably reduce traffic-related noise from heavy-duty truck trips, which is the primary source of the noise impact along this segment of Patterson Avenue. Regarding the potential installation of noise barriers at the impacted residential lots, the discussion in subsection 4.13.10 notes that the barriers would need to be high enough and long enough to block the line-of-sight from the noise source (at 11.5 feet high for trucks) to the receiver and it is not practical to construct 11.5 foot-high uninterrupted barriers at this off-site location along Patterson Avenue given the need for driveway openings and the need to ensure the usability of front and side yards. Accordingly, the County finds that the DEIR did include an explanation as to why mitigation for the Project's traffic-related noise impacts cannot be mitigated to below a level of significance.
- **D-3** The commenter questions whether any of the noise mitigation measures listed in the Warehouse Best Practices document published by the California Department of Justice were considered, and asks why such measures were rejected. The Best Practices Document was considered, and the measures included therein were incorporated or rejected for the reasons noted below.

Warehouse Best Practices Noise Mitigation	
Examples	Discussion
Constructing physical, structural, or	The commenter is directed to DEIR subsection 3.5.4.E, Walls
vegetative noise barriers on and/or off the	and Fencing, which includes a description of walls and fences
project site.	proposed as part of the Project. As indicated therein, the Project
	has been designed to include 14-foot-high screen walls
	surrounding the Project's truck courts, which have been
	included in order to reduce operational noise associated with
	truck docking activities. Additionally, DEIR subsection 3.5.4.B



Warehouse Best Practices Noise Mitigation	Discussion
	includes a description of a proposed 20-foot-tall landscaped buffer/berm that would be created in the western portion of the warehouse building site and that would serve as a landscaped buffer from the existing homes to the west. The berm would physically separate the planned warehouse from residential receptors to the west, acting as a visual and noise attenuating buffer.
	A discussion explaining why the construction of noise barriers along an off-site segment Patterson Avenue where homes would be significantly impacted by traffic noise was rejected from consideration is provided in subsection 4.13.10 of the Project's DEIR and in Subsection 7.5 of the Project-specific Noise Impact Analysis (DEIR <i>Technical Appendix J</i>). As noted in the response to Comment D-2, the construction of physical barriers, such as berms or sound walls, would not be effective in reducing the Project's traffic-related noise impact along Patterson Avenue because in order to be effective, such barriers would need to completely block the line-of-sight between the noise source and receiver. The primary source of traffic-related noise on this segment would result from the engine and exhaust from Project-related heavy-duty trucks, which have a stacking height of approximately 11.5 feet. It is not feasible to construct noise barriers in excess of 11.5 feet in height, and furthermore any such barrier would need to be gaps in the wall to allow for vehicular access to the existing uses along this roadway segment.
Planning and enforcing truck routes that avoid passing sensitive receptors.	Although Riverside County and the Riverside County General Plan do not identify any adopted truck routes, the proposed routing for Project-related trucks was designed to avoid sensitive receptors to the extent feasible. Specifically:
	• Walnut Avenue, which abuts the Project site's southern boundary, serves sensitive receptors to the west and south, and no Project driveways would connect to Walnut Avenue and no Project truck traffic would have reason to use Walnut Avenue.
	• Rider Street abuts the Project site's northern boundary and serves sensitive receptor uses to the west and warehouse and sensitive receptor uses to the east. One Project driveway would connect with Rider Street but the driveway is designed so that no Project truck traffic would use Rider Street west of the Project's driveway. Trucks must turn east out of the driveway. Lane accommodations for vehicles traveling toward the Project from the west are for passenger vehicles



Warehouse Best Practices Noise Mitigation	
Examples	Discussion
	only. Although trucks traveling east of the Project site on Rider Street would pass a few residential receptors, following Project Applicant outreach to the owners and owner/broker representatives of these properties, the owners have expressed no concerns regarding the proposed path of truck travel, indicating that the properties fronting Rider Street to the east of the Project site are under contract to sell their properties to industrial developers. However, as the properties are currently in residential use and there are no entitlement applications on file with the County proposing conversion to industrial use, the DEIR evaluates potentially significant impacts to these properties based on the existing (residential) condition.
	• Patterson Avenue abuts the Project site's eastern boundary and serves residential, church, and warehouse uses to the east, north, and south. Although trucks traveling on Patterson Avenue at the Project's east boundary would pass sensitive receptors, following Project Applicant outreach to the owners and broker/representatives of these properties and door-to- door/personal conversation outreach to the receptor locations on Patterson Avenue south of Walnut Avenue, the owners and occupants have expressed no concerns regarding the proposed path of truck travel, indicating that the properties fronting Patterson to the east, south, and southeast of the Project site are under contract to sell their properties to industrial developers. However, as the properties are currently in residential and church use and there are no entitlement applications on file with the County proposing conversion to industrial use, the DEIR evaluates potentially significant impacts on to these properties based on the existing (residential and church) condition.
	Accordingly, the County finds that the Project's proposed truck routes have been designed to avoid sensitive receptors to the extent feasible.
Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.	The noise analysis conducted for the DEIR concluded that construction noise levels would be less than significant at all sensitive receptor locations. Pursuant to State CEQA Guidelines Section 15126.4(a)(3), "[m]itigation measures are not required for effects which are not found to be significant." Nonetheless, after the Project site is graded, the buffer and berm that would be created along the western extent of the Project site would act as a noise attenuation barrier to the residential receptors located beyond for subsequent phases of construction.
Verifying that construction equipment has properly operating and maintained mufflers.	Riverside County Noise Ordinance No. 847, Section 6, states, "No person shall operate an off-highway vehicle unless it is equipped with a USDA qualified spark arrester and a constantly



Warehouse Best Practices Noise Mitigation	
Examples	Discussion
	operating and properly maintained muffler. A muffler is not
	considered constantly operating and properly maintained if it is
	equipped with a cutout, bypass or similar device." A condition
	will be included with Project approval to require immediate and
	ongoing compliance with this and all requirements of Ordinance
	No. 847.
Requiring all combustion-powered	The Noise Impact Analysis prepared for the DEIR and included
construction equipment to be surrounded by a	as DEIR Technical Appendix J concluded that construction-
noise protection barrier	related noise levels would be less than significant at all nearby
	sensitive receptor locations. Pursuant to State CEQA
	Guidelines Section 15126.4(a)(3), "[m]itigation measures are
	not required for effects which are not found to be significant."
	Notwithstanding, after the Project site is graded, the buffer and
	berm that would be created along the western extent of the
	Project site would act as a noise attenuation barrier for
	residential receptors located to the west for the subsequent
	phases of construction.
Limiting operation hours to daytime hours on	This measure was considered, but rejected as infeasible as the
weekdays.	Project Applicant's proposal is to construct a warehouse
	building that would operate seven days a week, 24 hours per
	day. Furthermore, the DEIR included an analysis of potential
	noise impacts associated with future operational activities on the
	Project site, which demonstrates that long-term operation of the
	Project would not expose any nearby sensitive receptors to noise
	levels exceeding the daytime threshold of 55 dBA Leq or the
	nighttime threshold of 45 dBA Leq. As such, imposing a
	limitation on operational hours is not necessary in order to
	reduce the Project's operational noise impacts.
Paving roads where truck traffic is anticipated	This measure was considered, but rejected because it would not
with low noise asphalt.	be effective in reducing the Project's traffic-related noise along
	DEID subsection 4.12.10 and in subsection 7.5.1 of the Decised's
	DEIR subsection 4.15.10 and in subsection 7.5.1 of the Project's
	Noise impact Analysis (DEIR <i>Technical Appenaix J</i>), while
	rubberized asphalt can reduce traffic-related holse in some
	cases, rubberized asphalt only is effective in reducing tire-on-
	paise associated with the truck angine and exhaust because
	these poise sources would ecour shows the payament itself. With
	the primary off site traffic poise source consisting of heavy
	trucks with a stack height of 11.5 feet off the ground the
	tire/payement noise reduction benefits associated rubberized
	asphalt primarily would be limited to autos and would not serve
	to measurably reduce traffic relate noise from heavy-duty truck
	trins which would be the primary source of the poise impact
	along this segment of Patterson Avenue Furthermore following
	Project Applicant outreach to the owners and broker/
	rojeet applicant outcach to the owners and bloker



Warehouse Best Practices Noise Mitigation	
Examples	Discussion
	representatives of these properties and door-to-door/personal
	conversation outreach to the receptor locations on Patterson
	Avenue south of Walnut Avenue, the owners and occupants
	have expressed no concerns regarding the proposed path of
	truck travel, indicating that the properties fronting Patterson to
	the east, south, and southeast of the Project site are under
	contract to sell their properties to industrial developers. As
	such, under long-term conditions and following future
	development of these properties with light industrial land uses,
	there no longer would be sensitive receptors along the impacted
	segment of Patterson Avenue.
Orienting any public address systems onsite	Outdoor amplification systems are not expected at the Project
away from sensitive receptors and setting	site. Nonetheless, restrictions are applied as part of the
system volume at a level not readily audible	County's Noise Ordinance. The Riverside County Noise
past the property line.	Ordinance No. 847, Section 6, states: "No person shall operate
	any audio equipment, whether portable or not, between the
	hours of 10:00 PM and 8:00 AM, such that the equipment is
	audible to the human ear inside an inhabited dwelling other than
	a dwelling in which the equipment may be located. No person
	shall operate any audio equipment, whether portable or not, at
	any other time such that the equipment is audible to the human
	ear at a distance greater than one hundred (100) feet from the
	equipment." As the Project would be subject to compliance
	with all applicable County ordinances, including Ordinance No.
	847, a mitigation measure requiring compliance with the noise
	restrictions of Ordinance No. 847 is not necessary.

- **D-4** The commenter questions whether the County or the Project Applicant has reached out to the owners/residents that would be affected by the Project's significant and unavoidable noise impacts to the segment of Patterson Avenue north of Placentia Avenue, and whether potential mitigation measures were discussed with the affected owners/residents. The Project Applicant reported to the County that 74 owners/occupants of surrounding sensitive receptors were contacted in the form of door-to-door/personal communication outreach, including the owner/occupants of the properties fronting Patterson Avenue that would be affected by the Project's significant traffic-related noise increase. The Project Applicant reported that the owner/occupants on Patterson Avenue replied that they are in contract to sell their properties to an industrial developer and thus have no concerns about noise and do not desire any noise mitigation efforts. Because the properties are currently in residential use and there is no entitlement application on file with the County proposing to convert the properties to an industrial use, the DEIR evaluates impacts on these properties based on the existing condition, which is residential.
- **D-5** The commenter questions whether the County has considered restricting the west drive aisle to emergency access only to preclude truck trips in the western portions of the Project site, thereby reducing potential land use conflicts between the Project and the existing residential neighborhood



adjacent to the west. The County discussed this potential restriction with the Project Applicant early in the design process. However, the County worked with the Project Applicant to revise the Project's plans to include a 10- to 20-foot-tall berm along the western site boundary to serve as a landscaped buffer and visual screen between the proposed development and the existing residential subdivision located west of the Project site. Based on the analysis presented under Threshold c. in DEIR Subsection 4.13, *Noise*, and based on the results of the Project's Noise Impact Analysis (DEIR *Technical Appendix J*), it was determined that with the inclusion of the proposed berm, long-term operational noise levels affecting the existing community to the west would be below the daytime threshold of 55 dBA Leq and below the nighttime threshold of 45 dBA Leq. Pursuant to State CEQA Guidelines Section 15126.4(a)(3), "[m]itigation measures are not required for effects which are not found to be significant." As such, it was determined that a driveway restriction is unnecessary.

D-6 The commenter questions whether any adjustments to the site design been considered that would avoid trucks entering from the north driveway having to pass near residences at the northwest corner of the Project site to access the docks on the north side of the Project site, and whether any design measures were considered to further buffer/reduce impacts to those residents, as the setback distance between the drive aisle/building and residences is smallest in that northwest corner. Due to grades and desire for on-site truck queuing length, the north driveway has been designed to swing to the west. Also, if the building is ever divided for two tenants, trucks would need a way to traverse from the northerly driveway to the southerly truck court. In addition, and based on the analysis presented under Threshold c. in DEIR Subsection 4.13, Noise, and the results of the Project's Noise Impact Analysis (DEIR *Technical Appendix J*), it was determined that Project operations would not expose any nearby sensitive receptors, including the existing sensitive receptors near the northwest corner of the Project site, to noise levels exceeding the daytime threshold of 55 dBA Leq or the nighttime threshold of 45 dBA Leq. Truck movements were analyzed in the western driveway in addition to noise associated with loading dock activity, rooftop air conditioning units, trash enclosure activity, and truck movements. Noise level increases at residential receptors located immediately west of the Project boundary also were shown to increase between 0.1 and 0.9 dBA Leq, which is below the identified threshold of significance of 5.0 dBA Leq. As previously noted, State CEQA Guidelines Section 15126.4(a)(3) states that, "[m]itigation measures are not required for effects which are not found to be significant." Accordingly, because the Project's operational noise impacts at all nearby sensitive receptor locations were determined to be less than significant, mitigation to reduce the number of trucks accessing the Project site from the north is not warranted.

F.3 NO RECIRCULATION OF DRAFT PROGRAM EIR REQUIRED

State CEQA Guidelines § 15088.5 describes the conditions under which a Draft EIR that was circulated for public review is required to be re-circulated for additional public review and comment. State CEQA Guidelines § 15088.5 states that new information added to a Draft EIR is not significant unless the Draft EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

- 1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- 2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- 3. A feasible project alternative or mitigation measure considerably different from the others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it; and/or
- 4. The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Based on the comment letters received by the County of Riverside and the responses thereto (presented in Subsection F.2, above), there were no public comments that resulted in the identification of any new significant environmental effect or a substantial increase in the severity of an environmental effects beyond what was disclosed in the DEIR. The public comments resulted in only one change to the DEIR, which was a technical revision of Table 4.3-9 as shown in *FEIR Attachment C* pertaining to operational air pollutant emissions and the revision does not disclose a substantial increase in the severity of an impact compared to the SCAQMD's significance thresholds. Additionally, the DEIR was fundamentally and basically adequate, and all conclusions within the DEIR were supported by evidence provided within the DEIR or the administrative record for the proposed Project. Furthermore, public comment letters on the DEIR did not identify any alternatives to the significant environmental impacts of the proposed Project while still attaining the Project's basic objectives. Based on the foregoing, recirculation of the DEIR is not warranted according to the guidance set forth in Section 15088.5 of the State CEQA Guidelines.


FEIR Attachment A

Technical Air Quality Modeling Response Memo

FEIR Attachment B

Technical Air Quality Modeling for

Oak Grove at the Ranch Receptor



FEIR Attachment B

Revised Pages of the DEIR

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Aesthetics				
Threshold a: The Project site is not located within the viewshed of any officially designated State or County scenic highways or State-Eligible scenic highways. Although the Project site is located approximately 0.4-mile west of I-215, a County- eligible scenic highway, views of the Project site from I-215 are largely obstructed by existing development and landscaping that occurs between the Project site and I-215. As such, Project impacts to scenic highways would be less than significant.	Less than Significant	Mitigation measures are not required.		
Thresholds b and c: The Project would not substantially damage scenic resources; obstruct any prominent scenic vista or view open to the public; result in the creation of an aesthetically offensive site open to public view; substantially degrade the existing visual quality or character of the site or its surroundings; or conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.	Less than Significant			
Threshold d: Project compliance with the provisions of County Ordnance No. 655 would be assured through future County review of building permits. Impacts due to a conflict with Ordinance No. 655 would be less than significant.	Less than Significant			
Thresholds e and f: Mandatory compliance with Riverside County Ordinance Nos. 655 and 915, would ensure that Project-related lighting and glare would not adversely affect day or nighttime views in the area, and also would ensure the Project does not expose residential property to unacceptable light levels. Impacts would be less than significant.	Less than Significant			
Agriculture and Forestry Resources				
Threshold a: Based on the FMMP, the Project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the Project would not convert FMMP-	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
designated Farmland to a non-agricultural use, and no impact would occur.				
Threshold b: The Project would convert two parcels zoned A-1-1 (zoning for primarily agricultural purposes) to a non-agricultural use. However, because the two parcels are already used for a non-agricultural use (residential), the Project would not impact agricultural resources on agriculturally-zoned land. Furthermore, there are no components of the proposed Project that would interfere with agricultural production on adjacent lands, as a majority of the area surrounding the Project site is developed with residential, school, church, warehouse, industry, and storage yard uses. The Project site is not subject to a Williamson Act Contract and is not located within an agricultural preserve. Accordingly, impacts would be less than significant.	Less than Significant			
Threshold c: Although the Project site occurs within 300 feet of agriculturally-zoned property, the Project would be subject to the provisions of Riverside County Ordinance No. 625, which protects agricultural operations from nuisance complaints and encourages the development, improvement, and long-term viability of agricultural land. With mandatory compliance with Riverside County Ordinance No. 625, impacts due to the development of non-agricultural uses within 300 feet of agriculturally zoned property would be less than significant.	Less than Significant			
Threshold d : Assuming mandatory compliance with Riverside County Ordinance No. 625, there are no components of the Project that would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Impacts would be less than significant.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Thresholds e, f and g: There are no forest lands in the Project vicinity, and no lands in the Project vicinity are zoned for timberland, timberland production, or forest uses. The Project would not result in the conversion of forest land to non-forest use. No impact would occur	No Impact			
Air Quality				
 Threshold a: Prior to mitigation, the Project would have the potential to result in or cause NAAQS or CAAQS violations due to emissions of VOCs during construction. Although the Project would not be consistent with the site land use and zoning designations, Project construction and operational-source emissions would not exceed the Regional Thresholds or LSTs. Notwithstanding, due to the Project's construction-related emissions, prior to mitigation the Project would be inconsistent with and has the potential to obstruct implementation of the SCAQMD 2016 AQMP. This is evaluated as a significant impact for which mitigation would be required. Threshold b: As indicated in Table 4.3-9, Project operational-related regional emissions would not exceed any of the SCAQMD Regional Thresholds for criteria pollutants. As such, Project regional operational-related emissions would not result in a cumulatively-considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard, and impacts would be less than significant. However, as indicated in Table 4.3-8, Project construction-related regional emission would exceed the SCAQMD Regional Thresholds for VOC emissions. Therefore, prior to mitigation the Project's construction-related emissions would result in a cumulatively-considerable net increase of a criteria pollutant (i.e., VOCs) for which the Project region is non-attainment under an applicable federal or State ambient air quality standard (i.e., ozone), resulting in a significant impact 	Less than Significant with Mitigation MM 4.3-1 Less than Significant with Mitigation MM 4.3-1	MM 4.3-1 As a condition of building permit(s), architectural coatings shall consist of "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings. This requirement shall be included in the building permit conditions of approval and shall be noted in bid documents issued to prospective construction contractors. Construction contractors shall maintain records demonstrating compliance with these requirements, and shall make such records available for inspection by Riverside County upon request.	Project Applicant, Construction Contractor/ Riverside County Building and Safety Department	Prior to issuance of Building Permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold c: As indicated in Table 4.3-10 and Table 4.3-11, Project-related construction and long- term operational emissions would not exceed the SCAQMD LSTs for any criteria pollutant. Additionally, the Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. In addition, based on a Project- specific HRA (Technical Appendix B2), the Project would not expose the MEIR, MEIW, or MEISC to cancer risks exceeding the SCAQMD significance threshold of 10 in one million or non-cancer health risks exceeding the applicable significance threshold of 1.0. Therefore, the Project would not expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations, and impacts would be less than significant.	Less than Significant			
Threshold d: The Project does not propose land uses typically associated with emitting objectionable odors. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Additionally, it is expected that Project- generated refuse would be stored in covered containers and removed at regular intervals in compliance with Riverside County's solid waste regulations. The proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Biological Resources				
Threshold a: The proposed Project would not conflict with the SKR HCP, with the mandatory payment of fees pursuant to Riverside County Ordinance No. 663. The Project would not result in a conflict with the MSHCP Reserve Assembly requirements. However, prior to mitigation, the Project would conflict with MSHCP Section 6.1.2 due to permanent impacts to 0.35-acre of riparian/riverine resources, although the Project would not result in any conflicts with Section 6.1.2 due to impacts to fairy shrimp or riparian birds. Although the Project largely would comply with the UWIGs pursuant to MSHCP Section 6.1.4, during nighttime Project construction activities the Project has the potential to conflict with the lighting provisions of the MSHCP in the event that lands to	Less than Significant with Mitigation MM 4.4-1 MM 4.4-2 MM 4.4-3	MM 4.4-1 Prior to issuance of grading permits, the Project Applicant shall provide evidence (e.g., receipts) to Riverside County demonstrating that permanent impacts to 0.14-acre of Regional Water Quality Control Board (RWQCB) jurisdiction and permanent impacts to 0.35-acre (2,880 linear feet) of California Department of Fish and Wildlife (CDFW)/Multiple Species Habitat Conservation Plan (MSHCP) jurisdiction, of which 0.13- acre consists of vegetated riparian habitat, have been mitigated at a minimum 01:1 establishment, through the purchase of rehabilitation, re-establishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed.	Project Applicant, Project Biologist/ Riverside County Environmental Programs Department	Prior to issuance of grading permits
the southwest have been incorporated into the MSHCP Conservation Area, resulting in a potentially significant near-term impact. The Project also has the potential to conflict with MSHCP Section 6.3.2 related to the burrowing owl, if the Project site were to become occupied prior to commencement of construction activities. Thresholds b and c: The Project would not result in any impacts to special status plants because no special-status plants occur on site. Although burrowing owl was confirmed absent from the Project site during focused surveys conducted by GLA in 2022, there is nonetheless the potential that	Less than Significant with Mitigation MM 4.4-3 MM 4.4-4	MM 4.4-2 Prior to approval of grading or building permits that allow for nighttime construction activities, Riverside County shall condition such permits to require that any lighting elements used in conjunction with nighttime construction activities shall be shielded and directed away from open space areas to the southwest of the Project site. This requirement also shall be included as a note on the grading or building plans. The Project's construction contractor shall permit inspection by Riverside County staff to verify compliance with this requirement.	Project Applicant, Construction Contractors/ Riverside County Building and Safety Department	Prior to commencement of activities involving nighttime construction and during nighttime construction activities
the Project site could become occupied by the burrowing owl prior to the commencement of construction activities; thus, prior to mitigation, the Project's impacts to burrowing owl would be potentially significant. Although Project impacts due to the loss of habitat for the loggerhead shrike (foraging role only), white-tailed kite (foraging role only), yellow warbler, and Los Angeles pocket mouse would be less than significant with mandatory payment of MSHCP fees pursuant to		MM 4.4-3 In accordance with Multiple Species Habitat Conservation Plan (MSHCP) Objective 6, prior to issuance of grading permits or other permits authorizing ground disturbance or discing, the Project Applicant shall retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat sites within the Project's limits of disturbance within 30 days of the commencement of any ground-disturbing activities at the	Project Applicant, Project Biologist/ Riverside County Environmental Programs Department	Prior to issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Riverside County Ordinance No. 810, the Project has the potential to result in impacts to nesting birds regulated by the MBTA and CFGC, resulting in a potentially significant impact. The Project would not result in any impacts to vernal pools or species associated with vernal pools. Threshold d: The Project site does not contain habitat that would support wildlife nursery sites, and therefore cumulatively-considerable impacts native wildlife nursery sites would not occur. In addition, the Project site has historically been disturbed and is surrounded by low density residential and undeveloped lands to the north, south, and east, by industrial warehouse development to the southeast, and by single-family residential development to the west. Although the Project site may provide for the local movement of wildlife, including small and medium-sized mammals, the Project site is not part of a significant regional wildlife movement corridor	Less than Significant	 Project site, as discussed below. A. Pre-Construction Survey: The pre-construction survey shall be performed by a qualified biologist that will survey the site for the presence/absence of burrowing owls within 30 days prior to commencement of ground-disturbing activities at the Project site. If burrowing owls are detected on-site during the pre-construction survey, the owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the Western Riverside County Regional Conservation Authority (RCA) and Wildlife Agencies (i.e., California Department of Fish and Wildlife (CDFW) and/or U.S. Fish and Wildlife Service (USFWS)). 		
as identified by the MSHCP. Therefore, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and impacts would be less than significant. Threshold e: The proposed Project would permanently impact approximately 45.45 acres of lands through grading, including areas of remedial grading that would not be restored to pre-Project conditions. Permanent impacts include approximately 11.45 acres of developed/ornamental areas, 7.74 acres of disturbed buckwheat scrub, 26.12 acres of ruderal/disturbed lands, and 0.13-acre of southern willow scrub. One sensitive vegetation community, southern willow scrub, would be impacted by the Project, while the remaining vegetation/land use types are not considered to comprise sensitive vegetation communities.	Less than Significant with Mitigation MM 4.4-1	 B. Burrowing Owl Management Plan: In the event that burrowing owl is determined to be present, or in the event that an assumption is made that the burrowing owl occurs on-site, a burrowing owl management plan shall be prepared and implemented in coordination with the Western Riverside County Regional Conservation Authority (RCA) and California Department of Fish and Wildlife (CDFW) that shall detail the relocation of owls from the Project site, passively and/or actively. If additional site visits determine the species is absent, then the pre-construction survey (as discussed above) shall instead be implemented. C. A copy of the results of the pre-construction survey (and all additional surveys), as well as copies of the Burrowing Owl Management Plan, if required, shall be provided to the 		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Specifically, the Project would result in impacts to approximately 0.13-acre of southern willow scrub, which is considered to comprise vegetated riparian habitat. Project impacts to 0.13-acre of southern willow scrub therefore represents a significant impact of the proposed Project for which mitigation would be required. Threshold f: As indicated in EIR Table 4.4-2 and Table 4.4-3, implementation of the proposed Project would result in a total of 0.14-acre of RWQCB jurisdictional area and 0.35-acre of CDFW/MSHCP jurisdictional areas, of which 0.13-acre consists of vegetated riparian habitat. Although removal of these features trigger CWA Section 401 and CFGC Section 1602 permitting/authorizations, the removal of 0.35 acre of State waters consisting of shallow, ephemeral drainages, and including 0.13 acre of riparian habitat, would not significantly impact water resources or associated biological resources in the vicinity or at a regional level. Regardless, the loss of jurisdictional areas on site would require permits from the Regional Board and CDFW. As such, Project impacts to 0.14-acre of RWQCB jurisdiction, none of which consist of jurisdictional wetlands, and 0.35-acre of CDFW/MSHCP jurisdictional wets a significant impact of the	Less than Significant with Mitigation MM 4.4-1	County of Riverside Planning Department for review and approval (in the case of the Burrowing Owl Management Plan) prior to any vegetation clearing and ground disturbance activities. MM 4.4-4 As a condition of grubbing and grading permits, vegetation clearing shall be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. If avoidance of the nesting season is not feasible, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. If active nests are identified, the biologist shall establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 300 feet for non-raptors/non-sensitive species). All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The biologist shall review and verify compliance with these nesting boundaries and shall verify the nesting effort has finished. Work may resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may detarmine the construction can be nermitted within the	Riverside County Environmental Programs Department	Prior to issuance of grubbing or grading permit
proposed Project for which mitigation would be required. Threshold g: Aside from the SKR HCP and MSHCP, which are addressed under the analysis of Threshold a., the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). The Project site does not contain any oak trees subject to the Riverside County Oak Tree Management Guidelines. Additionally, the Project site does not occur at an elevation exceeding 5,000 feet amsl;	No Impact	buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to Riverside County for mitigation monitoring compliance record keeping. If vegetation removal is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
thus, Riverside County Ordinance No. 559 is not applicable to the proposed Project. Therefore, and aside from potential impacts due to a conflict with the MSHCP (as addressed under the analysis of Threshold a.), the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur.				
Cultural Resources				
Thresholds a and b: Although implementation of the Project would impact two historic-age buildings, neither building is considered historically or architecturally significant and have been determined ineligible CRHR listing. No other potential historic resources were identified within the Project site or off-site improvement areas. However, there is a potential for previously-undiscovered historical resources to occur beneath the surface of areas planned for physical impact (i.e., grading) as part of the Project. Potential impacts to previously- undiscovered historical resources would be significant on both a direct and cumulatively- considerable basis prior to mitigation.	Less than Significant with Mitigation MM 4.5-2 MM 4.5-3 MM 4.5-4 MM 4.5-5	MM 4.5-1 Native American Monitor: Prior to the issuance of grading permits, the Developer/Permit Applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s), shall be on-site during all initial ground disturbing activities and excavation of the southern portion of the Project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) 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	Project Applicant/ County Archaeologist	Prior to issuance of grading permit, during grading, during construction
 Threshold e: The Project site does not contain any known archaeological sites or resources. As such, the Project would not result in any impacts to previously-identified archaeological sites or resources. Notwithstanding, there is a possibility that previously-undiscovered subsurface archaeological resources may be impacted by development of the Project as proposed. Therefore, Project impacts to previously-undiscovered archaeological resources would be significant prior to mitigation. Threshold e: The Project site does not contain a 	Less than Significant with Mitigation MM 4.5-1 MM 4.5-2 MM 4.5-3 MM 4.5-4 MM 4.5-5	County Archaeologist to ensure compliance with this requirement. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. MM 4.5-2 Project Archaeologist and CRMP: Prior the issuance of a grading permit, the Developer/Permit Applicant shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist ("Project Archaeologist") has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed that addresses the details of all activities and	Project Applicant/Project Archaeologist/ County Archaeologist	Prior to issuance of grading permit, during grading, during construction
cemetery and no known cemeteries are located within the immediate site vicinity. The Project Applicant would be required to comply with the	Significant	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		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
applicable provisions of California HSC § 7050.5 and California PRC § 5097 et. seq., in the unlikely event that buried human remains are encountered during construction. Compliance with these mandatory requirements would reduce potential impacts to less than significant.		level that is less than significant, as well as address potential impacts to undiscovered buried archaeological resources associated with the Project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed, and shall be on-site during all grading activities for areas to be monitored, including 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 the inspections will be determined by the Project Archaeologist. MM 4.5-3 Unanticipated Resources: A cultural resource, for this condition, is defined as being a feature and/or three or more artifacts in close association with each other. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed: All ground-disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the Native American tribal representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the	Project Applicant/ Project Archaeologist/ County Archaeologist	Prior to issuance of grading permit, during grading, during construction

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		 area of the discovery until the appropriate treatment has been accomplished. MM 4.5-4 Artifact Disposition: Prior to the grading permit final inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery. All historic archeological materials revered during the archaeological investigations, including collections made during an earlier project such as testing of archaeological sites that took place years ago, shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. For prehistoric resources, one of the following treatments shall be applied: a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloging, analysis and studies have been completed on the cultural resources, with 	Project Applicant,/ Project Archaeologist/ County Archaeologist	Prior to grading permit final inspection
		an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.		
		b. If reburial is not agreed upon by the Consulting Tribes, then the resources shall be curated at a culturally appropriate manner at the Western		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		 Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records, including title, shall be transferred and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. MM 4.5-5 Final Phase IV Report: Prior to the grading permit final inspection, 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 and evidence that any artifacts have been treated in accordance to the procedures stipulated in the Cultural Resources Program (CRMP). 	Project Applicant, Project Archaeologist/ County Archaeologist	Prior to grading permit final inspection
Energy Threshold a: Project construction and operations	Less than	Mitigation measures are not required	N/A	N/A
would not result in the inefficient, wasteful, or	Significant	magaton measures are not required.	1N/A	IN/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant requiring no mitigation.				
Threshold b : Energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other warehouse projects of similar scale and intensity that are operating in California, as the Project would be subject to current regulatory requirements. Based on the analysis presented herein, the Project would not conflict with or obstruct a federal or State plan for renewable energy or energy efficiency, and impacts would be less than significant.	Less than Significant			
Geology and Soils				
Thresholds a and c: The potential for surface fault rupture to occur at the site is considered low. Impacts due to rupture of a known earthquake would therefore be less than significant. However, the Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. However, a significant impact could occur if the Project did not comply with the site-specific recommendations of the Project's Geotechnical Investigation (Technical Appendix F). Threshold b: The Project site is located within a	Less than Significant with Mitigation MM 4.7-1 No Impact	MM 4.7-1 Prior to issuance of grading or building permits, the Riverside County Building and Safety Department shall verify that all of the recommendations given in Section 6.0 of the Project's March 23, 2022 "Geotechnical Investigation, Proposed Warehouse, SWC Rider Street and Patterson Avenue, Riverside County (Perris Area), California," prepared by Southern California Geotechnical and included as Technical Appendix F to the Project's EIR, are incorporated into the Project's grading and building plans and implemented by the construction contractors. These recommendations include but are not limited to: a) over- excavation in the southeast portion of the proposed	Project Applicant/ County Building and Safety Department	Prior to approval of any future implementing developments
zone of "low" liquefaction susceptibility. The subsurface exploration performed at the site	<u> </u>	building area and remedial grading across the site to		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
 identified conditions that are considered to be non- conducive to liquefaction. Accordingly, the Project would not be subject to seismic-related ground failure, including liquefaction, and no impact would occur. Threshold d: Although hillsides occur approximately 0.2-mile to the south, they have low landslide hazard risk and rockfall risk to the Project site. Due to the low probability of liquefaction to occur on site, the potential for lateral spreading is also considered low. Impacts due to collapse hazards could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the Project's geotechnical study. 	Less than Significant with Mitigation MM 4.7-1	remove organic soils and near-surface alluvium and near- surface bedrock and replacement with compacted structural fill; b) verification of acceptable soluble sulfate concentrations at the completion of building pad grading; c) verification of acceptable soil expansion indexes at the completion of building pad grading; d) use of a polyethylene encasement for ductile iron pipe; e) the periodic conduct of compaction tests by a geotechnical engineer over the course of the Project's grading operation; and f) building foundation design, floor slab design, building and retaining wall design, and pavement design per the requirements of applicable Building Codes and to the specifications of a licensed geotechnical engineer. Alternatively, the Project shall comply with the findings and recommendations of any geotechnical		
Threshold e: Subsidence at the Project site following development is estimated to be $0.1\pm$ feet. A significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the Project's geotechnical study.	Less than Significant with Mitigation MM 4.7-1	studies that may be required in association with future grading and/or building permits.		
Threshold f: There are no volcanoes in the Project region; thus, no impacts due to volcanic hazards would occur. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the Project site to be impacted by seiches is considered low. As such, impacts due to seiches would be less than significant. Additionally, although several existing hill forms occur to the south of the Project site, these hill forms exhibit substantial amounts of rock outcroppings, thereby indicating that the chance of mudflow hazards is low. Accordingly, impacts due to mudflow hazards would be less than significant	Less than Significant			
Thresholds g: The Project site would be graded in a manner that largely approximates the site's existing	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
topographic conditions with exception of a proposed landscaped berm. Earthwork activities are expected to balance on site and no import or export of soils would be required. The Project would not result in a substantial change in topography or ground surface relief features, and impacts would be less than significant.				
Thresholds h: Large slopes proposed as part of the Project's grading plan include a proposed landscaped berm along the western Project boundary, which would measure up to approximately 36 feet in height, and slopes around the proposed bioretention basin, which would measure up to approximately 18 feet in height. A potentially significant impact would occur due to the proposed slopes higher than 10 feet if the Project was to fail to incorporate the recommendations of the Project's Geotechnical Study (Technical Appendix F).	Less than Significant with Mitigation MM 4.7-1			
Thresholds i: There are no septic systems on site under existing conditions. Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase and have been evaluated throughout this EIR accordingly. There are no impacts associated with the Project's proposed sewer improvements that have not already been evaluated, and where necessary, mitigated to the maximum feasible extent by this EIR. Accordingly, the Project would not result in grading that affects or negates subsurface sewage disposal systems, and impacts would be less than significant.	Less than Significant			
Threshold j and m: The Project would not result in substantial soil erosion or loss of topsoil. The Project Applicant would be required to obtain an NPDES permit for construction activities and adhere to a Stormwater Pollution Prevention Plan (SWPPP) as well as SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460. With	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
mandatory compliance to these regulatory requirements, the potential for water and wind erosion impacts during construction would be less than significant. Following development, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Furthermore, the Project is required by law to implement a WQMP during operation, which would preclude substantial erosion impacts in the long- term. Impacts would be less than significant.				
Threshold k: Laboratory testing performed on representative samples of the near surface soils indicates that these materials possess a very low expansion potential (Expansion Index = 1 to 18). Accordingly, the Project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), and would not create substantial risks to life or property; thus, no impact would occur.	No Impact			
Threshold I: Sewer service to the proposed Project would be provided by the EMWD, and no septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Accordingly, no impact would occur.	No Impact			
Greenhouse Gas Emissions				
Threshold a: The Project would emit approximately 5,006.24 MTCO2e per year (or a net increase of 4,951.47 MTCO2e/yr with consideration for the existing land uses at the Project site); thus, the proposed Project would exceed the County's CAP Update screening threshold of 3,000 MTCO2e per year. Accordingly, prior to mitigation, Project- related GHG emissions would have the potential to result in a significant cumulatively-considerable impact on the environment.	Less than Significant with Mitigation MM 4.8-1	MM 4.8-1 Prior to issuance of building permits, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix D to the Riverside County 2019 Climate Action Plan (CAP) Update. The conceptual measures anticipated for the Project are listed in Table ES-2 of the Project's Greenhouse Gas Analysis (GHGA) technical report (appended to the Project's EIR as Technical Appendix G). The conceptual measures may be replaced with other measures as listed in	Project Applicant/ Riverside County Planning Department	Prior to issuance of building permit

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold b: The Project has the potential to	Less than	Appendix D to the 2019 Riverside County CAP Update,		
conflict with the Riverside County CAP Update,	Significant with	as long as they are replaced at the same time with other		
CAPB 2022 Scoping Plan. This is considered a	MM 4.8.1	measures that in total achieve a minimum of 100 points		
direct and cumulatively-considerable impact of the	IVIIVI 4.0-1	per Appendix D to the 2019 Riverside County CAP		
proposed Project.		Update. The County shall verify implementation of the		
		identified measures prior to final building inspection.		
Hazards and Hazardous Materials				
Thresholds a and b: Based on the Project's Phase I ESA (Technical Appendix H), the Project site does not contain any RECs. Although the existing single- family residences on site may contain ACCMs and/or LBP, compliance with applicable regulations during construction would ensure that Project demolition activities do not expose nearby sensitive receptors or construction workers to significant health risks. With respect to construction activities, the Project would be subject to compliance with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA and DTSC, as well as the Santa Ana RWQCB pertaining to water quality. With mandatory compliance with applicable hazardous materials regulations, the Project would result in less-than-significant impacts due to the creation of a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Additionally, with mandatory regulatory compliance, along with mandatory compliance with Riverside County Ordinance No. 651.5, potential hazardous materials impacts associated with long- term operation of the Project are determined to be less than significant and mitigation is not required.	Less than Significant	Mitigation measures are not required.	N/A	N/A
Threshold c: The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
evacuation plans in effect in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.				
Threshold d: There are no existing or planned schools within one-quarter mile of the Project site. The nearest school is the Val Verde High School, which is located approximately 0.6-mile northeast of the Project site and east of I-215. Accordingly, the Project would not emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.	Less than Significant			
Threshold e : Based on the results of the Project's Phase I ESA (Technical Appendix H), the Project site is not located on any list of hazardous materials sites complied pursuant to Government Code Section 65962.5. Accordingly, no impact would occur.	No Impact			
Thresholds f, g, and h: The Project site is located within the Airport Influence Area (AIA) for the MARB and is located within ALUCP Compatibility Zone C2. Because the Project site is located within the AIA for the MARB, the Project required review by the Riverside County Airport Land Use Commission (RCALUC). In accordance with the MARB ALUCP, the Riverside County ALUC reviewed the Project for consistency with the ALUCP. Based on the result of the ALUC's review, on February 9, 2023 the Project was determined to be fully consistent with the March ARB ALUCP, subject to compliance with several standard conditions of approval. As such, the Project would result in less-than-significant impacts due to a conflict with the MARB ALUCP.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold i: There are no private airstrips in the Project vicinity. The nearest private airport facility is Perris Valley Airport, located approximately 4.2 miles southeast of the Project site. However, according to the Riverside County ALUCP policy document, the Project site is not located within the AIA for the Perris Valley Airport, and also is not identified as being located within any of the Compatibility Zones for the Perris Valley Airport (ALUC, 2010). As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.	No Impact			
Hydrology and Water Quality				
Thresholds a., b., and i: The Project would be served potable water by the EMWD and does not include any proposed groundwater wells on site; thus, Project impacts to groundwater supplies would be less than significant. Additionally, the total amount of runoff from the site would not change with Project development, and as such Project- related runoff would be conveyed to downstream facilities where groundwater recharge would continue to occur. Additionally, water quality impacts during construction, including potential impacts due to a conflict with the Basin Plan and the West San Jacinto GMP, would be less than significant. In addition, with implementation of the proposed Project, all runoff generated on site would be appropriately treated by the Project's BMPs prior to ultimate discharge from the site and the Project would not adversely affect surface water or groundwater quality. Accordingly, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality; would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge; and would not conflict with the Santa Ana Region Basin Plan	Less than Significant	Mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
or the San Jacinto GMP. Impacts would be less than significant.				
Thresholds c and f: Grading proposed as part of the Project generally would maintain the site's existing drainage patterns, with runoff continuing to flow in a generally northeasterly direction towards existing storm drains within Rider Street. In addition, although the Project has the potential to result in a substantial increase in peak flows from the Project site, the proposed onsite storm drain system would be sized during the Project's final design phase to sufficiently restrict flow rates to the existing condition discharge rate. As such, implementation of the proposed Project would not result in an increase in peak runoff from the Project site and therefore would not result in the alteration of any downstream receiving waters. Additionally, because existing drainage facilities downstream are adequately sized to accommodate peak runoff from the Project site and surrounding areas under existing conditions, and because peak runoff from the Project site would not increase with development of the Project site as proposed, the Project would not contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.	Less than Significant			
Threshold d: With mandatory adherence to the SWPPP requirements, effects associated with construction-related erosion, siltation, water quality, and flooding on downstream water sources and flood control systems would be maintained at a level below significance. With development of the Project site, large portions of the Project site would consist of impervious surfaces, with areas of pervious surfaces largely confined to landscaped areas. Thus, the potential for erosion hazards on site would be substantially decreased as compared to existing conditions with buildout of the Project site. In addition, as compared to the existing conditions	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
of the Project site, the Project would not result in an increase in peak runoff from the site, and therefore runoff from the Project site would not cause or contribute to any increased erosion hazards downstream. As such, long-term erosion impacts would be less than significant				
Threshold e and g: Although the Project has the potential to result in a substantial increase in peak flows from the Project site, the proposed onsite storm drain system would be sized during the Project's final design phase to sufficiently restrict flow rates to the existing condition discharge rate. As such, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site, and impacts would be less than significant. In addition, the Project site is located within "Zone X (unshaded)," which includes areas determined to be outside the 0.2% annual chance floodplain. Accordingly, the Project has no potential to impede or redirect flood flows, and no impact would occur	Less than Significant			
Threshold h: The Project site is located within "Zone X (unshaded)," which includes areas determined to be outside the 0.2% annual chance floodplain. Accordingly, the Project has no potential result in the release of pollutants due to site inundation, and no impacts would occur. The Project site is located approximately 36 miles from the Pacific Ocean. As such, the Project has no potential to risk the release of pollutants due to inundation by tsunamis, and no impact would occur. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the subject site to be impacted by seiches is considered low. Additionally, according to Figure 5 of the General Plan Safety Element, the Project site is not located within a dam inundation area, thereby further demonstrating that the Project	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
site is not subject to inundation by seiches. As such, impacts due to seiches would be less than significant				
Land Use and Planning				
Threshold a: The Project would not conflict with the General Plan, MVAP, Connect SoCal, or any other land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, there are no impacts due to land use incompatibility that have not already been evaluated and mitigated to the maximum feasible extent in relevant sections of this EIR; therefore, Project impacts due to land use incompatibility would be less than significant.	Less than Significant	Mitigation measures are not required.	N/A	N/A
Threshold b: The Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community), and impacts would be less than significant.	Less than Significant			
Mineral Resources				
Threshold a: The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, with implementation of the proposed Project there would be no impact to known mineral resources. Threshold b: The Project would not result in the loss of availability of a locally-important mineral resources.	No Impact No Impact	Mitigation measures are not required.	N/A	N/A
plan, specific plan or other land use plan, and no impact would occur.				
Threshold c: The Project would not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and no impact would occur.	No Impact			
Threshold d: The Project would not expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and no impact would occur.	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Noise				
Thresholds a: The MARB/IPA runway is located approximately 2 miles northeast of the Project site. Based on the 2018 noise level contours for the MARB/IPA, the Project development area is located outside the 60 dBA CNEL noise level contour boundaries and the Project's industrial and residential land use is considered clearly acceptable. As such, the Project would not exposed people residing or working in the area to excessive noise levels from airport operations, and impacts would be less than significant.	Less than Significant	Mitigation measures are not required.	N/A	N/A
Threshold b: There are no private airstrips in the Project vicinity. The nearest private airport facility is the Perris Valley Airport, located approximately 4.2 miles southeast of the Project site within the City of Perris. According to Map PV-3 of the Riverside County Airport Land Use Compatibility Plan (ALUCP), the Project site is located well outside of the 55 dBA CNEL noise contour for the Perris Valley Airport, indicating that the Project site would be subject to noise levels of less than 55 dBA CNEL associated with the Perris Valley Airport. The Project's single-family residential land use is considered clearly acceptable exterior noise levels below 55 dBA CNEL, while the Project's light industrial use is considered clearly acceptable exterior noise levels below 60 dBA CNEL. As such, both the residential and warehouse building components of the Project would not be exposed to excessive noise levels associated with the Perris Valley Airport, and impacts would therefore be less than significant.	Less than Significant			
Threshold c: As shown in Table 4.13-9, Project- related construction noise levels are expected to range from 57.9 to 76.1 dBA Leq at the nearest receiver locations and would not expose nearby sensitive receptors to Project-related construction noise levels exceeding the 80 dBA Leq significance	Significant and Unavoidable	No feasible mitigation measures are available.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
threshold; therefore, the noise impacts due to Project				
all receiver locations. Table 4 13-10 shows that the				
noise levels associated with the nighttime concrete				
pour activities during Project construction are				
estimated to range from 40.8 to 44.1 dBA Leq.				
which would not exceed the FTA 70 dBA Leq				
nighttime residential noise level threshold at all the				
nearest noise sensitive receiver locations; thus, the				
noise impacts due to Project construction nighttime				
concrete pour noise activity are considered less than				
significant at all receiver locations. With respect to				
Project operations, Table 4.13-14 and Table 4.13-15				
show that the Project's operations would not expose				
any nearby sensitive receptors to noise levels				
exceeding the daytime threshold of 55 dBA Leq or				
the nighttime threshold of 45 dBA Leq; thus, the				
then significant at the nearest poice consistive				
receiver locations. Table 4 13-16 through Table				
4 13-18 demonstrate that Project traffic-related noise				
increases would not exceed the identified thresholds				
of significance, with exception of the segment of				
Patterson Avenue north of Placentia Avenue, which				
would experience a noise increase of up to 6.1 dBA				
CNEL. Because the existing ambient noise levels				
currently exceed the calculated existing traffic noise				
levels, it expected that the noise-sensitive land uses				
adjacent to the Patterson Avenue would not perceive				
a significant off-site incremental traffic noise level				
increase due to the Project traffic. Regardless, when				
traffic noise is considered in isolation of other noise				
sources, the Project's traffic noise increase would be				
significant and cumulatively considerable on the				
segment of Patterson Avenue north of Placentia				
Avenue.				
Threshold d: At distances ranging from 50 to 141	Less than			
feet from Project construction activities, construction	Significant			
vibration velocity levels are 0.016 to 0.074 in/sec	2. <u>B</u>			
PPV and would remain below the continuous				
vibration threshold of 0.3 PPV at all receiver				

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
locations. Therefore, the Project-related vibration impacts would be less than significant during the construction activities at the Project site. Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Additionally, because all roadways that would carry Project-related truck traffic are regularly maintained by Riverside County so as to prevent discontinuous pavement (e.g., potholes), truck traffic associated with the Project's long-term operations would not generate substantial amounts of groundborne vibration. Therefore, construction and long-term operation of the proposed Project would not result in the generation of excessive ground-borne vibration or ground-borne noise levels, and impacts would be less than significant.				
Paleontological Resources				
Threshold a: The Project would not impact any known paleontological resources or unique geological features. However, the Pleistocene older alluvial fan sediments in the Project area have a high potential to contain significant, nonrenewable fossil remains, and Riverside County classifies portions of the Project site as having a "High B" sensitivity rating for paleontological resources. Any earth- moving activities beyond the disturbed topsoil may disrupt or adversely affect paleontological resources. This is considered a potentially significant impact on both a direct and cumulatively-considerable basis.	Less than Significant with Mitigation MM 4.14-1	MM 4.14-1 Prior to the issuance of grading permits, the Project Applicant shall retain a qualified paleontologist approved by Riverside County to create and implement a Project-specific plan for monitoring site grading/earth-moving activities (Project Paleontologist). The Project Paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project Paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, is as follows: Prior to issuance of grading permits, a qualified vertebrate paleontologist ("Project Paleontologist") shall review the Project grading plans and geotechnical report data, with particular regard to location and depth of earth	Project Applicant, Project Paleontologist/ County Geologist, Planning Department	Prior to the issuance of grading permits and during grading and ground-disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		moving and the rock unit(s) being encountered. The		
		review is for the purpose of assessing potential for fossil		
		remains being encountered by earth moving. If		
		previously undisturbed strata with potential for		
		containing fossil remains will be encountered by earth		
		moving, the following measures shall be implemented.		
		Museum Storage Agreement. The Western Science		
		Center (WSC), Natural History Museum of Los Angeles		
		County (LACM), San Diego Natural History Museum		
		(SDNHM), San Bernardino County Museum (SBCM), or		
		Riverside Municipal Museum (RMM) shall be the		
		designated museum repository for any vertebrate,		
		invertebrate, and plant fossil remains and associated		
		specimen data and corresponding geologic and		
		geographic site data that might be recovered from the site		
		as a result of the PRIMP. Prior to any earth moving at the		
		Project site, the Project Paleontologist shall develop a		
		formal agreement with the museum regarding final		
		disposition and permanent storage and maintenance of		
		the fossil collection and associated data. The agreement		
		shall cover, but not necessarily be limited to, museum		
		requirements regarding: 1) level of treatment of the		
		collection; 2) storage and maintenance fees, if any; 3)		
		purchase of specimen storage cabinets and drawers, as		
		well as specimen trays, vials, specimen data cards, and		
		other curatorial supplies, if required.		
		Discovery Clause/Treatment Plan. As part of the PRIMP,		
		the Project Paleontologist shall develop a discovery		
		clause/treatment plan (DC/TP) to allow for the additional		
		tasks (recovery, geologic mapping, fossiliferous rock		
		sample processing, specimen preparation, identification,		
		curation, cataloging, data entry, specimen storage, and		
		maintenance by museum) and manpower required to treat		
		a large or productive fossil occurrence that cannot be		
		treated without diverting the monitor from routine		
		monitoring. The DC/TP shall also include approved		
		procedures and lines of communication to be followed by		
		specific individuals if fossil remains are uncovered by		
		earth moving, particularly when a paleontological		
		monitor is not present at the site. Names and telephone		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		numbers of contact personnel shall be included in the lines of communication. The preparation of the required PRIMPs for future grading permits would ensure compliance with these requirements.		
		<u>Pre-Construction Meeting.</u> The Project Paleontologist or field supervisor, as well as a paleontological construction monitor, shall attend a preconstruction meeting to explain the PRIMP to construction contractor and the developer's construction workers. The presentation shall summarize mitigation procedures to be employed by PRIMP personnel and shall detail procedures and lines of communication to be followed by specific Project personnel when fossil remains are found at the site. The Project Paleontologist or field supervisor shall inform the construction contractor and the developer's construction workers of the following items:		
		 Routine mitigation measures (primarily monitoring and test screening) to be employed by a monitor during earth moving. The potential for fossil remains being uncovered by earth moving in particular areas of the site and the need to implement specific actions and additional mitigation measures when a fossil occurrence is uncovered by earth moving. Functions and responsibilities of the monitor when fossil remains are uncovered by earth moving and can be recovered without diverting the monitor from monitoring (temporarily divert earth moving around fossil site until remains evaluated, recovered, and earth moving allowed to proceed through site by monitor; if approved by construction contractor, enlist assistance of earth-moving equipment and operator to expedite recovery of remains, obviate need for additional personnel, and reduce any potential construction delay). 		
		 Functions and responsibilities of the monitor when a fossil occurrence is uncovered by earth moving and is sufficiently large or productive 		

Potential Environmental Impact	Significance Determination		Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		4a) 4b)	that it cannot be recovered without diverting the monitor from monitoring. Flag the site. Advise construction contractor to avoid fossil site until further notice.		
		4c) 5)	Call the Project Paleontologist or field supervisor to site. Functions and responsibilities of the Project Paleontologist or field supervisor when patified		
			by the monitor that a large or productive fossil occurrence has been uncovered by earth moving and cannot be recovered without diverting the monitor from monitoring. Evaluate occurrence to determine if recovery is warranted		
		5a)	If recovery is warranted, notify construction contractor and the Project developer of necessity for implementing additional mitigation measures specified in DC/TP initiating increased level of monitoring, if not already in effect, in immediate		
		5b)	vicinity of fossil site and assigning additional personnel to PRIMP. Within 24 hours, mobilize recovery crew to recover occurrence; supervise recovery of occurrence and its transport to laboratory facility		
			or to location elsewhere at site approved by construction contractor for initial/field processing of a fossiliferous rock sample or to laboratory facility for preparation of a fossil specimen.		
		5c)	If warranted and approved by construction contractor, enlist assistance of the earth-moving equipment and operator to expedite recovery of occurrence.		
		5d)	To obviate need for additional personnel and reduce any potential construction delay, after recovery of occurrence, have construction contractor allow earth moving to proceed		
		5e)	through fossil site. Notify Project developer of recovery (or of decision not to recover fossil occurrence, if appropriate) and of authorization for earth		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		 moving to proceed through fossil site. 6) Responsibilities of the construction contractor and earth-moving equipment operators if fossil remains are uncovered by earth moving, particularly if a monitor is not present at the site when the remains are encountered. 6a) Avoid disturbance of fossil site by earth moving. 6b) Notify monitor, the Project Paleontologist or the field supervisor and Project developer of the fossil occurrence. 6c) Avoidance of fossil site by earth-moving activities. 6d) Assist with equipment and operator to expedite recovery of occurrence. 		
		If warranted, the Project Paleontologist or field supervisor and a monitor shall give a similar presentation to the earth-moving equipment operators at one of their earliest safety meetings. The operators shall be instructed on recognizing fossil remains in the field, informed of their responsibilities if they observe fossil remains when the monitor is not present at the site (avoid disturbance of occurrence by earth moving; have construction contractor call monitor to fossil site; expedite recovery of occurrence, if requested), and advised that unauthorized collecting of fossil remains is illegal.		
		<u>Monitoring Earth Moving</u> . Earth moving shall be monitored by a paleontological monitor only in those areas of the site where earth moving will disturb soils greater than 4 feet deep (monitoring will not be conducted in areas in which soils will be buried, but not disturbed) and where paleontological resources have the potential to occur. Monitoring shall not be implemented until earth moving has reached a depth of 4 feet below current grade. Monitoring shall consist of visually inspecting freshly exposed rock and debris for larger fossil remains and periodically dry test screening a small (25 pound) sample of rock and debris with a 20-mesh box screen for smaller		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		vertebrate fossil remains. Monitoring shall be conducted on a full-time basis. However, if too few or no fossil remains are uncovered by earth moving in areas underlain by a particular rock unit, monitoring can be reduced, generally, to half or quarter time or suspended once 50% of earth moving in the area underlain by the rock unit has been completed. Alternatively, if sufficient fossil remains are uncovered by earth moving, monitoring may be increased in areas underlain by the fossil-bearing rock unit, at least in the immediate vicinity of the fossil site.		
		Large-Specimen Evaluation and Recovery Option. 1) If a large fossil specimen is found as a result of monitoring earth moving and the specimen can be recovered without significantly diverting the monitor from monitoring, earth moving shall be temporarily diverted around the fossil site and the specimen shall be evaluated, and, if warranted, excavated, covered with a protective plaster-impregnated burlap jacket, if required, and recovered.		
		If necessary, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen and obviate the need for additional personnel, and the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen. A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site.		
		At the end of the day the monitor or, following his next site inspection, the field supervisor shall transport the fossil remains and associated data to a laboratory facility		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Potential Environmental Impact	Determination	 for further treatment. If appropriate, samples of fossil wood will be submitted for carbon-14 dating analysis. 2) If a fossil specimen is found and is sufficiently large that it cannot be recovered without significantly diverting the monitor from monitoring, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site, the construction contractor shall be advised to avoid the site until further notice, and the Project Paleontologist or field supervisor shall be called to the site. The grading contractor will notify the Project developer and Project Paleontologist of the occurrence and of the avoidance of the site. The Project Paleontologist or field supervisor in turn shall evaluate the specimen to determine if recovery is warranted. 2a) If specimen recovery is not warranted, no further action will be taken to preserve the fossil site or remains, and the construction contractor will be allowed to have earth moving proceed through the 	Monitoring Parties	Stage
		 stte immediately. 2b) If specimen recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP, initiating full-time monitoring, if not already in effect, at least in the immediate vicinity of the site in areas underlain by the fossil-bearing rock unit, and assigning additional personnel to the PRIMP. Within 24 hours a recovery crew shall be mobilized to recover the specimen. The size of the crew shall reflect the size of the specimen and the need to recover the specimen as quickly as possible. The specimen shall be excavated with hand tools, covered with a protective plaster-impregnated burlap jacket, and recovered. If necessary and approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite recovery of the 		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		specimen, reduce any potential construction delay, and obviate the need for additional personnel. The construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen. A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded, and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member shall transport the fossil specimen and associated site data to a laboratory facility for further tractment		
		Small-Specimen Sample Evaluation, Recovery, and Processing.		
		If a sufficient number of smaller vertebrate fossil remains are found at one site as a result of test screening by the paleontological monitor, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site. The construction contractor shall be advised to avoid the site until further notice, and if requested by the monitor to expedite recovery of a fossiliferous rock sample, reduce any potential construction delay and obviate the need for additional personnel, the construction contractor shall have earth- moving equipment and an operator acquire a rock sample from the fossil site and transport the sample, if possible, to a nearby temporary location at the site approved by the construction contractor.		
		If a sample is recovered, the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample. The Project Paleontologist or field supervisor shall be called to the fossil/storage site to determine if the fossil		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		site/sample is sufficiently productive to warrant recovery of a large sample of fossiliferous rock to process for additional small remains.		
		 If the site/sample is determined too unproductive or the remains too poorly preserved or insufficiently diagnostic, no further action will be taken to preserve the fossil site/sample or remains, and the construction contractor will be allowed to have earth moving proceed through the fossil/storage site immediately. 		
		2) If sample recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP and assigning additional personnel to the PRIMP.		
		2a) Within 24 hours, a recovery crew shall be mobilized to recover the sample. The size of the crew shall reflect the need to recover the sample as quickly as possible. The field supervisor shall record the size and supervise recovery of the sample. Up to 3 tons of fossiliferous rock shall be recovered. The sample shall be excavated with hand tools for recovery. If necessary and if approved by the construction contractor, earth- moving equipment and an operator shall be enlisted to expedite transportation of the sample to the processing facility site, obviate the need for additional personnel, and reduce any potential construction delay and the construction contractor will be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample.		
		2b) A temporary field number shall be assigned to the sample; the field number and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic		

Potential Environmental Impact	Significance Determination		Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
			level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded, and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member will transport the sample to a location elsewhere at the site approved by the construction contractor or to an offsite location for initial/field processing (wet screening) of the sample. The total weight of all samples from each fossil-bearing rock unit at the site shall not exceed 3 tons.		
		2c)	If warranted, the field supervisor shall set up a field processing facility for wet screening the sample at a site location approved by the construction contractor. Wet screening shall consist of sieving rock through a 20- (and/or finer) mesh box screen immersed in a tub of water to remove the smaller (clay and silt) particles from the larger (sand and rock) particles and small fossil remains and could result in a reduction in sample weight/volume in excess of 90%. If necessary, rock shall be soaked in an environmentally safe dispersant (citrus oil) prior to screening to improve the separation of the clay particles from the rest of the sample during screening. The monitor shall conduct wet screening if screening can be accomplished without diverting the monitor from monitoring. If it is not possible to have the monitor perform the wet screening, a field technician shall be assigned to the task. Following the next site inspection, the field supervisor will transport the concentrate (larger particles and small fossil remains) generated by initial processing to a laboratory facility for final/laboratory processing.		
		2d)	If the fossil remains in the concentrate are sufficiently fossilized (dense), an environmentally safe heavy liquid (sodium polytungstate), if		
Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage	
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		appropriate, shall be used by the senior vertebrate paleontologist to separate the remains from the remaining sand and rock particles. When added to a beaker filled with heavy liquid, the concentrate will separate, the particles floating to the surface, and the remains sinking to the bottom, from where they are retrieved. This technique can result in a further sample weight/volume reduction in excess of 90% (less than 1% of original sample size). The final concentrate shall be examined under a microscope and fossil specimens recovered from any remaining sand and rock particles. If the fossil bone in the original concentrate is not sufficiently dense for use of the heavy-liquid separation technique, the entire sample of concentrate shall be sorted under a microscope for fossil remains. Recovered fossil remains shall then be treated as outlined herein.			
		 During the final processing of a sample, the senior vertebrate paleontologist shall continually evaluate the results of field and laboratory processing. If the sample is insufficiently productive or the fossil remains are too poorly preserved, the senior vertebrate paleontologist shall have the option of discontinuing further laboratory processing of the sample, having field processing of the remainder of the sample and unprocessed concentrate. Similarly, processing shall be discontinued if, after preliminary identification of some specimens, the remains are determined insufficiently diagnostic or diverse taxonomically, or the species represented are the same as those in another sample from the fossil-bearing rock unit. If appropriate, small splits from one or more samples shall be submitted for palynological analysis. 			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		recovered from the site as a result of the PRIMP shall be		
		conducted at a laboratory facility. Larger vertebrate fossil		
		specimens shall be removed from their protective jackets,		
		prepared to the point of identification using hand tools,		
		and hardened or stabilized with a penetrating solution by		
		a preparator. All recovered fossil specimens shall be		
		identified to the lowest taxonomic level possible by		
		knowledgeable vertebrate and invertebrate		
		paleontologists and, if required, other knowledgeable		
		paleontologists (i.e., paleobotanists,		
		micropaleontologists, palynologists). The specimens		
		shall then be curated (assigned and labeled with museum		
		specimen data and corresponding site numbers, placed in		
		specimen trays and, if appropriate, vials with completed		
		specimen data cards), catalogued (specimen and site		
		numbers and specimen data and corresponding geologic		
		and geographic site data, respectively, archived [entered		
		and accessioned into the museum fessil collection, where		
		they will be permanently stored maintained and along		
		with associated data, made available for future study by		
		qualified investigators. With the possible exception of		
		those tasks (curation, cataloging) that might be		
		conducted by museum staff, all treatment of the fossil		
		specimens shall be conducted by a laboratory technician		
		Fossil specimen preparation identification curation and		
		cataloguing are now required before a fossil collection		
		will be accepted by most museum repositories, including		
		the WSC, LACM, SDNHM, SBCM, and RMM.		
		Moreover, the scientific importance of a fossil specimen		
		cannot be evaluated until the specimen has been		
		identified to the lowest taxonomic level possible, and		
		specimen identification often is not possible without		
		prior preparation.		
		Final Report. A final technical report of findings shall be		
		prepared by the Project Paleontologist and shall describe		
		the site's stratigraphy, summarize field and laboratory		
		methods employed during the PRIMP, include a		
		taxonomic list and an inventory of catalogued fossil		
		specimens recovered as a result of the PRIMP, evaluate		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		the scientific importance of the specimens, and discuss the relationship of the fossil assemblage from any newly recorded fossil site at the project site to relevant fossil assemblages from fossil sites in other areas. The report shall be submitted to the contractor and County Geologist. Submission of the final report will signify completion of the PRIMP and will ensure Project compliance with Public Resources Code Section 21081.6 (mitigation monitoring, reporting, and compliance). All reports shall be signed by the Project Paleontologist and all other professionals responsible for the report's content (e.g., Project Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the Project Applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a Project Paleontologist for the in-grading implementation of the PRIMP.		
Population and Housing				
Threshold a: Although the Project would result in the removal of three existing residential homes on site, the removal of these three homes from the Project site would not substantially affect the supply of housing in the County and would not displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. Adequate housing opportunities exist or are planned within the Riverside County region to accommodate the existing residents on the Project site, and there would be no direct need for the construction of replacement housing as a result of Project implementation. Furthermore, although not proposed for development as part of the Project, the Project's TPM accommodates three residential	Less than Significant	No mitigation measures are required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
lots, which would offset the loss of three residential units from the site should these lots develop with residential units. As such, impacts would be less than significant.				
Threshold b: Although the Project would result in approximately 574 future employees, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment. Thus, by developing the Project site with employment- generating land uses, the Project would assist the County in improving its jobs-housing balance. Furthermore, the Riverside County General Plan designates areas of the County in which lower- income housing can be accommodated to meet the County's RHNA obligations, and does not rely on residential development on the Project site in order to meet its RHNA obligations. Moreover, it is anticipated that any future employees generated by the Project could be accommodated by existing residential communities and/or by future residential uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project-related employees. Impacts would be less than significant.	Less than Significant			
Threshold c : Although the Project would result in the generation of more employees than anticipated by the General Plan, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the	Less than Significant			
need for County residents to travel outside the region for employment. Thus, by developing the Project site with employment-generating land uses, the Project would assist the County in improving its jobs-housing balance. Housing for these employees				

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
does not represent "substantial" unplanned population growth, as there is already sufficient housing in the County to accommodate workers. Furthermore, the Project's proposed roadway and other infrastructure (e.g., water, sewer, storm drain, etc.) improvements have been designed and sized to serve the proposed Project, and would not indirectly induce growth in the local area. Thus, the Project would not induce substantial unplanned population growth in the area, either directly or indirectly, and impacts would be less than significant.				
Public Services				
Threshold a: Although the Project would place additional demand on the RCFD and incrementally contribute to a need for new or expanded fire protection facilities, the RCFD has not proposed to expand or construct a new fire station in the Project's service area. With payment of mandatory DIF fees, the proposed Project's potential direct and cumulatively-considerable impacts to the Riverside County Fire Department would be reduced to less- than-significant levels.	Less than Significant	Mitigation measures are not required.	N/A	N/A
Threshold b: With payment of mandatory DIF fees, the proposed Project's potential direct and cumulatively-considerable impacts to the Riverside County Sheriff's Department would be reduced to less-than-significant levels, and the Project would not result in or require the construction of new police protection facilities that could result in a significant impact to the environment.	Less than Significant			
Threshold c: The Project would not directly generate a resident population, and thus would not directly impact school services in the local area. Although the Project may indirectly result in new residents within the service area of the VVUSD, and thus may indirectly result in an incremental increase in demand for new school facilities, there are no current publicly-available plans detailing where such facilities would be built. The payment of mandatory	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
school impact fees would ensure that the Project would result in less-than-significant direct or cumulatively-considerable impacts to the ability of the VVUSD to provide for school services.				
Threshold d: The Project would not directly generate a resident population, and thus would not directly impact library services in the local area. Although the Project may indirectly result in new residents within the local area, and thus could result in an incremental demand for increased library facilities, the County has no plans to expand or build new library facilities in the Project site vicinity. The Project would be required to contribute DIF fees, which would be used in part to provide for library space and/or new book volumes. Accordingly, with payment of DIF fees, Project impacts to library services and facilities are evaluated as less than significant on both a direct and cumulatively- considerable basis.	Less than Significant			
Threshold e: With payment of mandatory DIF fees, the Project would result in less-than-significant direct and cumulatively-considerable impacts to health services facilities, and the Project would not result in or require the construction of new health services facilities that could result in a significant impact to the environment.	Less than Significant			
Recreation				
Thresholds a and d: The physical construction of the on-site trails and pedestrian facilities has been addressed under the relevant issue areas identified throughout this EIR (e.g., air quality, biological resources, cultural resources, etc.). Under each of these topics, the Project impacts are determined to be less than significant, or mitigation measures have been identified to reduce impacts to the maximum feasible extent. There are no components of the planned trails or pedestrian facilities on site that have not already been addressed and accounted for throughout this EIR. Accordingly, Project impacts	Less than Significant	Mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
due to parkland development on site would be less than significant, requiring no mitigation beyond that which is identified in other portions of this EIR.				
Threshold b : Although the Project would accommodate three residential lots that could be developed with residential uses in the future, the addition of these three residential homes would be completely offset by the proposed demolition of the three existing homes in the southern portions of the Project site. The Project's proposed warehouse building would not directly or indirectly generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities, as a majority of the Project's future jobs are anticipated to be filled by existing or future planned residents within the County. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant.	Less than Significant			
Threshold c: The Project site is not located within a CSA that was established for recreational facilities, the Project site is not located within a Community Parks and Recreation Plan, and the Project is not subject to payment of in-lieu fees (Quimby fees) for recreational facilities pursuant to § 10.35 of Riverside County Ordinance No. 460. Accordingly, impacts due to a conflict with a Community Parks and Recreation Plan and due to the need for payment of in-lieu fees for parkland acquisition and construction would be less than significant.	Less than Significant			
Transportation				
Threshold a: The proposed Project would be fully consistent with Connect SoCal, the Riverside County CMP, and the Riverside County General Plan Circulation Element. There are no components of the proposed Project that would conflict with a program, plan, ordinance, or policy addressing the	Less than Significant	MM 4.18-1 Prior to the issuance of grading permits or improvement plans affecting Martin Street, the Project Applicant shall prepare and Riverside County shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable	Project Applicant/ Riverside County Planning Department	Prior to issuance of grading permit

Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
	requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be		
Unavoidable with Mitigation MM 4.18-2	specified in bid documents issued to prospective construction contractors MM 4.18-2 Required Commute Trip Reduction	Project Applicant/ Riverside County Planning Department	of certificate of occupancy
	Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of	Department	
Less than Significant	transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:		
	 a) Designated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact for commute- related questions and commuter benefits. b) Marketing of Commuter Benefits for Employees: Provide commuter benefit materials to new hires. Additionally, provide an on-site message board (physical or digital) to educate employees of commuter benefits. 		
Less than Significant	 c) Pre-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax. d) Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers. e) Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees. f) Preferential Parking: Provide preferential 		
	Significance Determination Significant and Unavoidable with Mitigation MM 4.18-2 Less than Significant Less than Significant	Significance DeterminationMitigation Measures (MMs)Significant and Unavoidable with Mitigation MM 4.18-2requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A 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 contractorsMM 4.18-2MM 4.18-2 Required Commute Trip Reduction Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:a)Designated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact for commute- related questions and commuter benefits.b)Marketing of Commuter Benefits for Employees: Provide commuter benefits are not site sease board (physical or digital) to educate employees of commuter senefits.c)Pre-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax.d)Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers.e)Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees.	Significance DeterminationMitigation Measures (MMs)Responsible/ Monitoring PartiesSignificant and Unavoidable with Mitigation MM 4.18-2requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A 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 contractorsProject Applicant/ Riverside County Planning Department to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:Project Applicant/ Riverside County Planning DepartmentLess than SignificantDesignated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact for commute- related questions and commuter Benefits.b)Marketing of Commuter Benefits.b)Marketing of Commuter Benefits.c)Pro-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax.c)Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers.c)Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees.f)Preferential Parking: Provide preferential

Potential Environmental Impact	Significance Determination		Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
would be less than significant. Threshold e: As part of the Project, improvements would be made to roadways abutting the Project site, including Rider Street, Patterson Avenue, and Walnut Street. The Project has the potential to adversely impact circulation in the local area during the construction of proposed improvements to these roadways. This is conservatively evaluated as a significant impact for which mitigation would be required in the form of a traffic control plan for implementing developments.	Less than Significant with Mitigation MM 4.17-1	g)	carpooling, vanpools, and clean air electric vehicles. Guaranteed Ride Home (GRH) Program. Establish a GRH program for employees that arrive to work by carpool, vanpool, or transit and need to leave work early or are unable to use normal commute accommodations. The GRH Program can be provided via local transportation network companies		
Threshold f: Under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, during proposed frontage improvements to Rider Street, Patterson Avenue, and Walnut Street, there is a potential that the Project could adversely affect emergency access or access to nearby uses. This is conservatively evaluated as a significant impact for which mitigation would be required in the form of a traffic control plan for implementing developments.	Less than Significant with Mitigation 4.17-1				
Threshold g: As part of the Project, frontage improvements would occur along Patterson Avenue, Walnut Street, and Rider Street, with a sidewalk and community trail proposed along Patterson Avenue and Walnut Street and a sidewalk proposed along Rider Street. Impacts associated with the construction of these trail segments are inherent to the Project's construction phase, and have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). There would be no impacts to the environment specifically related to the construction of the Project's frontage improvements that have not already been evaluated and mitigated for throughout this EIR. Accordingly, impacts would be less than	Less than Significant				

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
significant.				
Tribal Cultural Resources				
Impact Threshold a. & b.: The Project site does not contain any known tribal cultural resources. In the unlikely event that human remains are encountered during Project construction, mandatory compliance with State Health and Safety Code Section 7050.5 is required, which is a mandatory requirement and is not considered mitigation.	Less than Significant	No mitigation is required.	N/A	N/A
Utilities and Service Systems				
Threshold a: Although the Project would require construction of new or expanded water, wastewater conveyance, and stormwater drainage systems, impacts associated with the construction of such facilities have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed water, sewer, and drainage improvements that have not already been addressed. As such, with the mitigation measures specified in this EIR, Project impacts due to water, sewer, and drainage improvements would be less than significant. Additionally, the Project's wastewater generation would represent approximately 1.4% of the current available treatment capacity at the Moreno Valley RWRF, and approximately 0.9% of the current available treatment capacity at the Perris Valley RWRF. Accordingly, the Project would not result in or require the expansion of the existing facilities at the Moreno Valley RWRF or the Perris Valley RWRF, and impacts would therefore be less than significant.	Less than Significant	The mitigation measures identified throughout this EIR for Project-related construction impacts (e.g., air quality, biological resources, etc.) shall apply. Project impacts to utilities and service systems would be less than significant; therefore, no additional mitigation is required related to utilities and service system improvements proposed as part of the Project.	N/A	N/A
Threshold b: The UWMP and the Project's WSA	Less than			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
(Technical Appendix O) demonstrate that the EMWD would have sufficient water supplies even during single and multiple dry years to meet the projected demand within its district through year 2045. Because the Project's anticipated water demand would be substantially less than the demand projections identified by the 2020 UWMP for the Project site, it can be concluded that the EMWD would have sufficient water supplies to serve the Project based on existing entitlements and resources. Additionally, the Project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, impacts associated with the Project's water demand would be less than significant.	Significant			
Threshold c: Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed in pertinent sections of this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to proposed sewer improvements would be less than significant.	Less than Significant			
Threshold d: The Project's wastewater generation would represent approximately 1.4% of the current available treatment capacity at the Moreno Valley RWRF, and approximately 0.9% of the current available treatment capacity at the Perris Valley RWRF. Accordingly, the Project would not result in	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
or require the expansion of the existing facilities at the Moreno Valley RWRF or the Perris Valley RWRF, and impacts would therefore be less than significant.				
Threshold e: Regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project's construction and operational phases. The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Accordingly, impacts would be less than significant.	Less than Significant			
Threshold f: With mandatory compliance to AB 939, AB 341, and RCDWR's programs and policies, the Project would not result in a significant impact due to noncompliance with regulations related to solid waste. A less-than-significant impact would occur.	Less than Significant			
Threshold g: Impacts associated with the construction or expansion of utility facilities would be less than significant or otherwise mitigated to the maximum feasible extent by this EIR. No additional mitigation would be required	Less than Significant			
Wildfire				
Threshold a: The Project site and surrounding areas are not identified as evacuation routes, and there are no adopted emergency response plans or emergency evacuation plans applicable to the Project area. During construction and at Project build-out, the proposed Project would be required to maintain adequate access for emergency vehicles. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.	Less than Significant	Mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold b and e: The Project would provide for a setback between the proposed warehouse building and areas subject to wildland fire hazards ranging in width from 250 feet to 350 feet, while the future residential uses would not be subject to wildland fire hazards. Landscaped areas of the Project would consist of a variety of trees, shrubs and groundcover irrigated with an automatic irrigation system, and thus would not exacerbate wildfire risks in the local area. The proposed setbacks and roadway areas of between 250 and 350 feet in width would exceed the requirements of the Riverside County Fire Protection and Emergency Medical Master Plan, thereby ensuring that future development on site would not be subject to, and would not exacerbate, wildfire risks. Accordingly, the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.	Less than Significant			
Threshold c: The Project would provide for a setback between the proposed warehouse building and areas subject to wildland fire hazards ranging in width from 250 feet to 350 feet, while the future residential uses would not be subject to wildland fire hazards. Areas located between the proposed warehouse building and areas subject to wildfire hazards would consist of parking areas and drive aisles; ornamental vegetation; and improved roadways (i.e., Rider Street, Patterson Avenue, and Walnut Street). Ornamental vegetation would be irrigated with an automatic irrigation system, and thus would not exacerbate fire risk in the local area. Impacts associated with development of the Project site, including the construction of parking and landscaped areas on site and improvements to	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
abutting roadways, are inherent to the Project's				
such features have been evaluated throughout this				
FIR under the appropriate subject heading (e.g.				
biological resources, etc.). Accordingly, the Project				
would not exacerbate fire risk or involve				
improvements that may result in temporary or				
ongoing impacts to the environment that have not				
already been addressed throughout this EIR, and				
impacts would therefore be less than significant.				
Threshold de Under existing and proposed	Loss then			
conditions, the Project site exhibits little topographic	Significant			
variation, and development on site as proposed	Significant			
would not involve features subject to wildland fire				
hazards. Landscaped areas proposed for the Project				
site would be irrigated with an automatic irrigation				
system, and thus would not exacerbate fire risk in				
the local area. Thus, improvements proposed as part				
of the Project would not result in an increase in				
wildfire hazard-related risks, including downslope				
or downstream flooding or fandstides, as a result of				
changes Areas surrounding the Project site are				
identified as having a "Very High" susceptibility to				
wildfire hazards; however, there are no large slopes				
on any of the lands immediately surrounding the				
Project site. As such, the Project site is not subject				
to landslides or slope instability that may occur in				
the surrounding area as a result of wildfires.				
Moreover, improvements proposed as part of the				
Project would provide for a setback between the				
wildland fire bazards ranging in width from 250 feet				
to 350 feet (refer to the discussion and analysis of				
Threshold b, and e.), while the future residential				
uses would not be subject to wildland fire hazards.				
Therefore, the Project would not expose people or				
structures to significant risks, including downslope				
or downstream flooding or landslides, as a result of				
runoff, post-fire slope instability, or drainage			1	1

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
changes, and impacts would be less than significant.				

URBAN CROSSROADS

DATE:February 22, 2024TO:Evan Langan, Principal PlannerFROM:Haseeb Qureshi
Michael TirohnJOB NO:14198-05 SCAQMD RTC

RIDER & PATTERSON BUSINESS CENTER AIR QUALITY RESPONSE TO COMMENTS

Evan Langan,

Urban Crossroads, Inc. is pleased to provide the following Response to Comments on the Air Quality Impact Analysis, Mobile Source Health Risk Assessment, and Greenhouse Gas Analysis for the Rider & Patterson Business Center (**Project**), which is located on the southwest corner of Patterson Avenue and Rider Street in the County of Riverside. This letter has been prepared in response to the February 9, 2024 comments on Draft Environmental Impact Report (EIR) for Rider and Patterson Business Center Project. Specifically, the following are responses to the comments made by the South Coast Air Quality Management District (SCAQMD).

RRESPONSE TO AIR QUALITY IMPACT ANALYSIS COMMENTS

SCAQMD'S COMMENT A-2

Mobile Source Emissions: Inconsistencies in Truck Trip Lengths and Vehicle Miles Traveled (VMT)

The Proposed Project's truck trip lengths and VMT used for truck emission calculations are inconsistent with one other. For instance:

- Appendix B1, Air Quality Impact Analysis, states that "the trip length function for the high-cube fulfillment warehouse use has been calculated to 34.51 [VMT/truck trip]," a weighted average that incorporates data from the Proposed Project's Traffic Analysis.8,9 South Coast AQMD staff (Staff) calculates that this results in approximately 7,747.59 truck VMT/weekday (see Attachment 1).
- Appendix L1, VMT Analysis, states a total of 6,576 truck VMT/weekday.
- Appendix B1's CalEEMod Output files state 5,487 truck VMT/weekday, which when divided by 224 trucks/weekday results in 24.50 VMT/truck trip.

Ultimately, by using the 24.50 VMT/truck trip in CalEEMod instead of the 34.51 VMT/truck trip, operational mobile source truck emission calculations have been underestimated. Staff recommends that: 1) inconsistencies in truck trip lengths and VMT be reconciled; 2) CalEEMod mobile source emission calculations for regional impacts, localized impacts, and other associated calculations be updated accordingly; and 3) include the revised results in the Final EIR.

COMMENT A-2 RESPONSE

We thank SCAQMD for bringing this discrepancy to our attention. It appears the truck VMT was undercounted due to settings in CalEEMod that were inadvertently defaulted such that truck VMT was undercounted in the model. As shown in Attachment A, while the correct weighted trip length of 34.51 miles was entered for the truck trip distance for non-residential H-W trips, the non-residential H-W percentage value defaulted to 62% instead of 100%. We have revised the CalEEMod run and Table 1 below details the truck trip lengths used based on the VMT calculated in the revised CalEEMod run.

	VMT/Trip	Fleet Mix	Number of Trucks	VMT/Weekday
LHDT1/LHDT2	15.3	10.71%	24	367.2
MHDT	14.2	10.71%	24	340.8
HHDT	40	78.57%	176	7,040.0
Total			224	7,748.0
CalEEMod Modeled	Truck Weekday VMT			7,802.0
Average Modeled Tr	uck Trip Length (miles)			34.83

TABLE 1 TRUCK TRIP VMT

As indicated on Table 1, the VMT in the updated CalEEMod run utilizes an average trip length of 34.83 miles (please note that this may differ slightly from the value of 34.51 miles that was entered into the model due to rounding). Outputs from the updated operational CalEEMod run are provided in Attachment B.

Table 2 below summarizes the results of the updated CalEEMod run.

TABLE 2 SUMMARY OF PEAK OPERATIONAL EMISSIONS

Source			Emissions	(lbs/day)		
Source	voc	NOx	со	SOx	PM 10	PM2.5
	S	ummer				
Mobile Source	4.74	27.48	61.96	0.34	19.06	5.23
Area Source	18.6	0.25	25.83	0	0.03	0.05
Energy Source	0	0.02	0.01	0	0	0
Project Maximum Daily Emissions	23.34	27.75	87.8	0.34	19.09	5.28
Existing	1.05	0.21	2.8	0	0.3	0.23
Total Maximum Daily Emissions	22.29	27.54	85	0.34	18.79	5.05

Courses			Emissions	(lbs/day)		
Source	voc	NOx	со	SOx	PM10	PM2.5
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
		Winter				
Mobile Source	4.52	28.89	51.34	0.33	19.06	5.23
Area Source	14.39	0.03	0.01	0	0	0
Energy Source	0	0.02	0.01	0	0	0
Project Maximum Daily Emissions	18.91	28.94	51.36	0.33	19.06	5.23
Existing	1.04	0.22	2.45	0	0.3	0.23
Total Maximum Daily Emissions	17.87	28.72	48.91	0.33	18.76	5
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

As shown above in Table 2, with the updated truck trip lengths, Project operational emissions would remain below significance thresholds for all pollutants and Project operational emissions would result in a less than significant impact in this regard.

SCAQMD'S COMMENT A-3

Additionally, Appendix B1 states that to "determine emissions from trucks for the proposed industrial uses, the analysis incorporated SCAQMD recommended truck trip length 15.3 miles for 2-axle (LHDT1, LHDT2) trucks, 14.2 miles [for] 3-axle (MHDT) trucks and 40 miles for 4+-axle (HHDT) trucks and..." weighted the average trip lengths using traffic percentages from a traffic analysis.11 This resulted in a truck trip length of 34.51 miles for the high-cube fulfillment warehouse use. The referenced 14.2 miles and 40 miles of truck trip lengths were originally derived from the Southern California Association of Government's (SCAG) estimation of average truck trip length in its 2016 Regional Transportation Plan.

The Proposed Project site, however, is located approximately 70 miles from the Ports of Long Beach and Los Angeles, which means that the air quality analysis underestimated the emissions from trucks traveling from the Ports to the Proposed Project site. For this reason, Staff recommends the Lead Agency revise the calculations in the Final EIR by taking a project-specific approach to the vehicle trip length and trip rates by applying more conservative trip lengths such as designating 40 miles for local trips and 70 miles for Port-related trips. Tailoring these parameters and assumptions to be based on project-specific data will ensure a more accurate assessment of emissions, accounting for the unique circumstances and logistical realities of the Proposed Project.

COMMENT A-3 RESPONSE

As noted in the comment, the truck trip lengths utilized in the analysis are based on the Southern California Association of Government's (SCAG's) average truck trip lengths utilized in the 2016 Regional Transportation Plan. Because neither the end user of the proposed Project nor the destinations of truck trips are known at this time, the average truck trip lengths utilized in the analysis are a representative estimate for truck trip lengths in the region. It should be noted that the truck trip lengths utilized in the analysis are an average for truck trips in the region, and this would include trips to/from the Ports of Long Beach and Los Angeles as well. In our professional opinion, because not every Project truck trip would be to or from the Ports, the average trip lengths used in the analysis, and which are based on SCAG data, represent an accurate estimate based on similar facilities in the vicinity of the Project.

SCAQMD'S COMMENT A-4

Use of South Coast AQMD's Mass Rate Localized Significance Threshold (LST) Look-Up Table to Analyze the Proposed Project's Localized Air Quality Impact is not Consistent with Guidance for the LST Methodology

The Proposed Project covers approximately 40 acres. The Lead Agency uses South Coast AQMD's Mass Rate LST Look-up Table for five acres as a screening tool to determine if the Proposed Project's operational daily emissions of NO_x, CO, PM₁₀ and PM_{2.5} could result in a significant impact to local air quality. South Coast AQMD staff, however, developed the LST methodology for proposed projects that are less than or equal to five acres. For projects that are greater than five acres in size, South Coast AQMD recommends lead agencies perform project-specific dispersion modeling to determine operational localized air quality impacts. Staff therefore recommends the Lead Agency to: 1) perform project-specific air dispersion modeling for the Proposed Project's operational phase emissions to determine localized air quality impacts; and 2) include the results in the Final EIR.

COMMENT A-4 RESPONSE

Although the use of SCAQMD's Mass Rate LST Look-up tables provides for a conservative screening analysis for localized impacts, air dispersion modeling utilizing AERMOD version 23132 was performed for construction and operational emissions in response to this comment. Modeling in AERMOD was performed consistent with SCAQMD recommendations, with emissions modeled using volume sources covering the Project site. For construction emissions, fugitive dust emissions were modeled as a ground-based area source, while volume sources were used for construction equipment exhaust emissions. In order to account for operational emissions that would occur on-site, a separate CalEEMod run was prepared utilizing a trip length of 0.75 miles for all vehicles. As shown below on Tables 2 and 3 for construction and operation, respectively, Project construction and operational emissions would not exceed SCAQMD localized significance thresholds at the maximally exposed receptor location. Outputs from the CalEEMod localized operations run are presented in Attachment C. AERMOD dispersion modeling outputs are presented in Attachment D.

	C	C	NO ₂	PM 10	PM2.5					
Peak Construction	Averaging Time									
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours					
Peak Day Localized Emissions	0.05	0.01	2.17E-02	2.65	1.25					
Background Concentration ^A	1.6	0.8	0.044							
Total Concentration	1.65	0.81	0.07	2.65	1.25					
SCAQMD Localized Significance Threshold	20	9	0.18	10.4	10.4					
Threshold Exceeded?	NO	NO	NO	NO	NO					

TABLE 2 LOCALIZED SIGNIFICANCE SUMMARY – PEAK CONSTRUCTION

^A Highest concentration from the last three years of available data. Per SCAQMD LST guidance, PM₁₀ and PM_{2.5} background concentrations are not considered.

Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.

TABLE 3 LOCALIZED SIGNIFICANCE SUMMARY – PEAK OPERATIONS

	С	0	NO ₂	PM10	PM2.5					
Peak Operations	Averaging Time									
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours					
Peak Day Localized Emissions	1.44E-02	9.21E-03	9.72E-04	0.08	0.03					
Background Concentration ^A	1.6	0.8	0.044							
Total Concentration	1.61	0.81	0.04	0.08	0.03					
SCAQMD Localized Significance Threshold	20	9	0.18	2.5	2.5					
Threshold Exceeded?	NO	NO	NO	NO	NO					

^A Highest concentration from the last three years of available data. Per SCAQMD LST guidance, PM₁₀ and PM_{2.5} background concentrations are not considered.

Notes: PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.

SCAQMD'S COMMENT A-5

Additional Recommended Air Quality Mitigation Measures and Project Design Considerations

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES V), completed in August 2021, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions. According to the MATES V Carcinogenic Risk interactive Map, the area surrounding the Proposed Project has an estimated cancer risk of over 293 in one million.Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and increasing health risks.

In the event that the revised air quality emission calculations for the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, South Coast AQMD recommends incorporating the following mitigation measures and project design considerations into the Final EIR.

COMMENT A-5 RESPONSE

Based on the health risk assessment that was prepared for the proposed Project, both construction and operational cancer and non-cancer health risks are below the significance thresholds established by SCAQMD. It should be noted that currently there is no approved methodology for analyzing cumulative health impacts. Based on SCAQMD's White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, "...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR." Therefore, the analysis for this Project assumed that individual projects that do not exceed SCAQMD significance thresholds would not result in a significant impact with regard to cumulative risk. As such, because the Project would not exceed the applicable significance thresholds with regard to cancer and non-cancer health risk, the Project would not result in a cumulatively considerable increase in risk.



ATTACHMENT A – CALEEMOD TRUCK TRIP LENGTH INPUT

ORIGINAL

Rates and Lengths										
Land Use Sub Type 🚯	Size	Weekday Trip Rate (size/day)	Saturday Trip Rate (size/day) 🕕	Sunday Trip Rate (size/day)	Res H-W Trip Length (miles)	Res H-S Trip Length (miles)	Res H-O Trip Length (miles)	Non Res H-W Trip Length (miles)	Non Res W-O Trip Length (miles)	Non Res O-O Trip Length (miles)
Unrefrigerated Warehouse-No Rail	591.203 🚯	1.768759	0.14863	0.0593	0	0	0	21	11.100000381469727	6.699999809265137
User Defined Industrial	591.203 🚯	0.382403	0.0321	0.0128	0	0	0	34.51	11.100000381469727	6.699999809265137
Parking Lot	364 🚯	0	0	0	0	0	0	21	11.100000381469727	6.699999809265137
Other Asphalt Surfaces	725.596 🕤	0	0	0	0	0	0	21	11.100000381469727	6.699999809265137

Purpose and Percentages

Land Use 🕕 Sub Type	Size	Weekday Primary Trip (%)	Weekday Divert 🚯 Trip (%)	Weekday Pass- 🚯 By Trip (%)	Saturday Primary Trip (%)	Saturday Divert 🚯 Trip (%)	Saturday Pass- 🚯 By Trip (%)	Sunday Primary 🗊 Trip (%)	Sunday Divert 🚯 Trip (%)	Sunday Pass- 🚯 By Trip (%)	Res H-W Trip (%)	Res H-S Trip (%)	Res H-O Trip (%)	Non Res H-W 🚯	Non Res W-O 🏾 🔀 Trip (%)	Non Res O-O 🚯 Trip (%)
Unrefrigerated Warehouse-No Rail	591.203 ()	100	0	0	100	0	0	100	0	0	0	0	0	62	9	28
User Defined Industrial	591.203	100	0	0	100	0	0	100	0	0	0	0	0	62	9	28
Parking Lot	364 🚯	100	0	0	100	0	0	100	0	0	0	0	0	62	9	28
Other Asphalt Surfaces	725.596	100	0	0	100	0	0	100	0	0	0	0	0	62	9	28

REVISED

Rates and Lengths

Land Use Sub Type 🚯	Size	Weekday Trip Rate (size/day)	Saturday Trip Rate (size/day) 🚯	Sunday Trip Rate (size/day)	Res H-W Trip Length (miles)	Res H-S Trip Length (miles)	Res H-O Trip Length (miles)	Non Res H-W Trip Length (miles) 🕕	Non Res W-O Trip Length (miles)	Non Res 0-0 Trip Length (miles)
Unrefrigerated Warehouse-No Rail	591.203 🚯	1.768759	0.14863	0.0593	0	0	0	20.95942082	11.0658115	6.657501451
User Defined Industrial	591.203 🚯	0.382403	0.0321	0.0128	0	0	0	34.51	0	0
Parking Lot	364 🚯	0	0	0	0	0	0	20.95942082	11.0658115	6.657501451
Other Asphalt Surfaces	725.596 🚯	0	0	0	0	0	0	20.95942082	11.0658115	6.657501451

Purpose and Percentages

Land Use 🕕 Sub Type	Size	Weekday Drimary Trip	Weekday Divert 🗊 Trip (%)	Weekday Pass- 🚺 By Trip (%)	Saturday Drimary Trip	Saturday Divert 🚯 Trip (%)	Saturday Pass- 🚯 By Trip (%)	Sunday Primary 🚯 Trip (%)	Sunday Divert 🕕 Trip (%)	Sunday Pass- 🚯 By Trip (%)	Res H-W Trip (%)	Res H-S Trip (%)	Res H-O Trip (%)	Non Res H-W 1 Trip (%)	Non Res W-0 1 Trip (%)	Non Res 0-0 (1) Trip (%)
Unrefrigerated Warehouse-No Rail	591.203	100	0	0	100	0	0	100	0	0	0	0	0	62.2516556	9.4370861	28.3112583
User Defined Industrial	591.203	100	0	0	100	0	0	100	0	0	0	0	0	100	0	0
Parking Lot	364 🕕	100	0	0	100	0	0	100	0	0	0	0	0	62.2516556	9.4370861	28.3112583
Other Asphalt Surfaces	725.596	100	0	0	100	0	0	100	0	0	0	0	0	62.2516556	9.4370861	28.3112583



ATTACHMENT B – CALEEMOD OPERATIONAL MODEL OUTPUTS

Rider & Patterson (High-Cube Fulfillment Operations) Update run for SCAQMD Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Rider & Patterson (High-Cube Fulfillment Operations) Update run for SCAQMD
Operational Year	2025
Lead Agency	
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.828779143958506, -117.25507601955671
County	Riverside-South Coast
City	Unincorporated
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5579
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	591	1000sqft	18.7	591,203	224,769	0.00	—	—

User Defined Industrial	591	User Defined Unit	0.00	0.00	0.00	0.00	—	—
Parking Lot	364	Space	1.35	0.00	0.00	0.00	—	—
Other Asphalt Surfaces	726	1000sqft	16.7	0.00	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	-	-	_	-	-	—	_	—	_		_	_	—	—	-	_	—
Unmit.	10.1	23.1	27.6	86.9	0.35	0.51	18.5	19.0	0.47	4.78	5.26	561	41,700	42,262	57.9	4.65	709	45,804
Daily, Winter (Max)		—	_		_	_										_		
Unmit.	5.32	18.7	28.8	50.7	0.33	0.46	18.5	19.0	0.44	4.78	5.22	561	40,658	41,219	57.9	4.67	605	44,664
Average Daily (Max)		-	-	-	-	-	_	_	_	_	_	_			_	-	-	_
Unmit.	7.01	20.4	21.4	56.0	0.25	0.37	13.5	13.8	0.35	3.48	3.82	561	31,352	31,913	57.7	3.60	636	35,066
Annual (Max)	_	-	-	_	—	_	—	_	_	—	—	_	_	_	—	_	—	_
Unmit.	1.28	3.72	3.91	10.2	0.04	0.07	2.46	2.53	0.06	0.63	0.70	93.0	5,191	5,284	9.56	0.60	105	5,806

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants	(lb/day for da	ly, ton/yr for annual) and GHGs (lb/da	ay for daily, MT/yr for annual)
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Sector	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		_	-	—		_	_	_		_	_	_			_	_		_
Mobile	5.53	4.65	27.4	61.2	0.34	0.46	18.5	19.0	0.44	4.78	5.22	—	36,170	36,170	0.80	3.97	106	37,478
Area	4.57	18.5	0.22	25.7	< 0.005	0.05	—	0.05	0.03	—	0.03	—	106	106	< 0.005	< 0.005	—	106
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,041	4,041	0.25	0.03	—	4,056
Water	_	_	_	_	_	_	_	_	-	_	_	262	1,384	1,646	26.9	0.65	-	2,513
Waste	_	-	_	_	-	_	-	-	-	_	-	300	0.00	300	29.9	0.00	-	1,048
Refrig.	_	-	_	_	-	_	-	-	-	_	-	-	-	-	-	-	603	603
Total	10.1	23.1	27.6	86.9	0.35	0.51	18.5	19.0	0.47	4.78	5.26	561	41,700	42,262	57.9	4.65	709	45,804
Daily, Winter (Max)	_	_	_	_	_	_	_	_	—	_	—	—	—	—	—	_	—	_
Mobile	5.32	4.44	28.8	50.7	0.33	0.46	18.5	19.0	0.44	4.78	5.22	—	35,233	35,233	0.82	3.99	2.76	36,445
Area	—	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,041	4,041	0.25	0.03	—	4,056
Water	—	—	—	—	—	—	—	—	—	—	—	262	1,384	1,646	26.9	0.65	—	2,513
Waste	—	—	—	—	—	—	—	—	—	—	—	300	0.00	300	29.9	0.00	—	1,048
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	603	603
Total	5.32	18.7	28.8	50.7	0.33	0.46	18.5	19.0	0.44	4.78	5.22	561	40,658	41,219	57.9	4.67	605	44,664
Average Daily		—	_	_	_	_	_	_	—	_	—	—	—	—	—	—	—	_
Mobile	3.88	3.23	21.3	38.4	0.25	0.34	13.5	13.8	0.32	3.48	3.80	_	25,855	25,855	0.60	2.92	33.6	26,774
Area	3.13	17.2	0.15	17.6	< 0.005	0.03	_	0.03	0.02	_	0.02	_	72.4	72.4	< 0.005	< 0.005	—	72.7
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	_	4,041	4,041	0.25	0.03	—	4,056
Water	—	_	-	—	_	—	_	-	—	—	—	262	1,384	1,646	26.9	0.65	—	2,513
Waste	_	_	-	_	_	-	-	-	_	-	_	300	0.00	300	29.9	0.00	_	1,048

Rider & Patterson (High-Cube Fulfillment Operations) Update run for SCAQMD Detailed Report, 2/19/2024

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	603	603
Total	7.01	20.4	21.4	56.0	0.25	0.37	13.5	13.8	0.35	3.48	3.82	561	31,352	31,913	57.7	3.60	636	35,066
Annual	_	_	—	—	—	—	_	—	_	_	—	-	—	_	—	—	—	—
Mobile	0.71	0.59	3.89	7.02	0.04	0.06	2.46	2.52	0.06	0.63	0.69	—	4,281	4,281	0.10	0.48	5.57	4,433
Area	0.57	3.13	0.03	3.21	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.0
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	669	669	0.04	0.01	—	672
Water	—	—	—	—	—	—	—	—	—	—	—	43.4	229	273	4.46	0.11	—	416
Waste	—	_	—	—	—	—	—	_	—	—	—	49.6	0.00	49.6	4.96	0.00	—	173
Refrig.	—	_	—	—	—	—	—	_	—	—	_	—	—	—	_	—	99.8	99.8
Total	1.28	3.72	3.91	10.2	0.04	0.07	2.46	2.53	0.06	0.63	0.70	93.0	5,191	5,284	9.56	0.60	105	5,806

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)			—	_	—	—	—	—	—	—	—	—		—			—	—
Unrefrige rated Warehou se-No Rail	4.61	4.19	2.69	55.2	0.12	0.05	11.6	11.7	0.05	2.94	2.98		12,176	12,176	0.39	0.28	44.3	12,313
User Defined Industrial	0.92	0.46	24.7	5.97	0.22	0.41	6.90	7.31	0.39	1.85	2.24	_	23,994	23,994	0.41	3.69	62.2	25,166

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Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Total	5.53	4.65	27.4	61.2	0.34	0.46	18.5	19.0	0.44	4.78	5.22	—	36,170	36,170	0.80	3.97	106	37,478
Daily, Winter (Max)		_																
Unrefrige rated Warehou se-No Rail	4.42	3.99	2.99	44.7	0.11	0.05	11.6	11.7	0.05	2.94	2.98	_	11,232	11,232	0.40	0.30	1.15	11,332
User Defined Industrial	0.90	0.44	25.8	6.02	0.22	0.41	6.90	7.31	0.39	1.85	2.24	_	24,000	24,000	0.41	3.69	1.61	25,112
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Total	5.32	4.44	28.8	50.7	0.33	0.46	18.5	19.0	0.44	4.78	5.22	—	35,233	35,233	0.82	3.99	2.76	36,445
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	0.59	0.53	0.41	6.22	0.01	0.01	1.54	1.55	0.01	0.39	0.40		1,376	1,376	0.05	0.04	2.31	1,391
User Defined Industrial	0.12	0.06	3.48	0.80	0.03	0.05	0.92	0.97	0.05	0.25	0.30		2,904	2,904	0.05	0.45	3.25	3,042
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Total	0.71	0.59	3.89	7.02	0.04	0.06	2.46	2.52	0.06	0.63	0.69	_	4,281	4,281	0.10	0.48	5.57	4,433

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	—	_		—	_	_			_	—	—	_	_	_	—
Unrefrige rated Warehou se-No Rail	_		_			_			_	_	_	_	3,966	3,966	0.25	0.03	_	3,981
User Defined Industrial			_	_	_							_	0.00	0.00	0.00	0.00	_	0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	_	—	75.1	75.1	< 0.005	< 0.005	—	75.4
Other Asphalt Surfaces									_				0.00	0.00	0.00	0.00		0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,041	4,041	0.25	0.03	—	4,056
Daily, Winter (Max)																		

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Unrefrige rated Warehou se-No Rail			_	_		_		_		_			3,966	3,966	0.25	0.03	_	3,981
User Defined Industrial		—	-	-	—	_		-		_			0.00	0.00	0.00	0.00	—	0.00
Parking Lot	—	—	—	—		—		—	—	—			75.1	75.1	< 0.005	< 0.005	—	75.4
Other Asphalt Surfaces		_	-	_	—	_		_		_			0.00	0.00	0.00	0.00	_	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,041	4,041	0.25	0.03	—	4,056
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail			_	_			-	_		_	-	_	657	657	0.04	< 0.005	_	659
User Defined Industrial	-	-	-	-	_	-	_	-	-	-	_		0.00	0.00	0.00	0.00	-	0.00
Parking Lot	—	-	_	-	_	_	_	-	—	_	_		12.4	12.4	< 0.005	< 0.005	-	12.5
Other Asphalt Surfaces			_	_		_		_		_			0.00	0.00	0.00	0.00		0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	669	669	0.04	0.01	_	672

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use TOG ROG NOX CO SO2 PM10E PM10D PM10T PM2.5E PM2.5D PM2.5T BCO2 NBCO2 CO2T CH4 N2O	R CO	O2e
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Daily, Summer (Max)			—			—			_			_	—			_	_	
Unrefrige rated Warehou se-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00		0.00	_	0.00	0.00	0.00	0.00		0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00		0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	—	0.00	_	0.00	0.00	0.00	0.00		0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00		0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)			_						—									
Unrefrige rated Warehou se-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00		0.00	_	0.00	0.00	0.00	0.00		0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00		0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	-	0.00	_	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	_	0.00		0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Annual		_	_	_		_	_		_	_	_	_	_	_	_	_	—	
Unrefrige rated	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00		0.00
-------------------------------	------	------	------	------	------	------	---	------	------	---	------	---	------	------	------	------	---	------
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00		0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00		0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Source	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_		—	—	—	-		-		-		_	—	—	—	_	_	—
Consum er Products		12.7		_		_		_		_		_			_			
Architect ural Coatings		1.56						_		_		_						
Landsca pe Equipme nt	4.57	4.22	0.22	25.7	< 0.005	0.05		0.05	0.03		0.03	—	106	106	< 0.005	< 0.005		106
Total	4.57	18.5	0.22	25.7	< 0.005	0.05	_	0.05	0.03	_	0.03	_	106	106	< 0.005	< 0.005	_	106
Daily, Winter (Max)			_	_	_	_		_		_		_	_	_	_	_		

Consum Products	—	12.7				—						—					—	
Architect ural Coatings		1.56																_
Total	—	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	_	—	—	—	—	—	—	—	—	—	—	_	—	—	_	—	—
Consum er Products		2.32										_						
Architect ural Coatings		0.29	_	_	_	-		_	_	_	_	-			_			—
Landsca pe Equipme nt	0.57	0.53	0.03	3.21	< 0.005	0.01		0.01	< 0.005		< 0.005		12.0	12.0	< 0.005	< 0.005		12.0
Total	0.57	3.13	0.03	3.21	< 0.005	0.01	_	0.01	< 0.005	_	< 0.005	_	12.0	12.0	< 0.005	< 0.005	_	12.0

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige rated Warehou se-No Rail	_	_		_			_	_	_	_	_	262	1,384	1,646	26.9	0.65	_	2,513

User Defined Industrial										_		0.00	0.00	0.00	0.00	0.00		0.00
Parking Lot			_	_		_	_	_	_	—	_	0.00	0.00	0.00	0.00	0.00		0.00
Other Asphalt Surfaces	—								—			0.00	0.00	0.00	0.00	0.00		0.00
Total	—	—	—	—	—	—	—	—	—	—	—	262	1,384	1,646	26.9	0.65	—	2,513
Daily, Winter (Max)				_			_		—								—	
Unrefrige rated Warehou se-No Rail	_	_	_		_		_		_			262	1,384	1,646	26.9	0.65	_	2,513
User Defined Industrial	_	_	_		_			_	_	—		0.00	0.00	0.00	0.00	0.00	_	0.00
Parking Lot	—	—	—	—	—	—	_	—	_	-	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—					—		_		-		0.00	0.00	0.00	0.00	0.00		0.00
Total	_	_	_	_	_	_	_	_	_	_	_	262	1,384	1,646	26.9	0.65	_	2,513
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrige rated Warehou se-No Rail	_									_		43.4	229	273	4.46	0.11		416
User Defined Industrial	—									—		0.00	0.00	0.00	0.00	0.00		0.00

Parking Lot	—	—	—	—	—	—	—		—	—		0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces												0.00	0.00	0.00	0.00	0.00		0.00
Total	-	_	_	_	_	_	_	_	_	-	_	43.4	229	273	4.46	0.11	_	416

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—		—	-	—	-		_	-	—	—	-	_	_		—		—
Unrefrige rated Warehou se-No Rail	_			_								300	0.00	300	29.9	0.00		1,048
User Defined Industrial	_		—	_	—	_		—	_		_	0.00	0.00	0.00	0.00	0.00		0.00
Parking Lot	—	—	—	-	—	-	—	—	—	—	_	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	_		—	-	—	-		_	-		_	0.00	0.00	0.00	0.00	0.00		0.00
Total	—	—	—	—	—	—	—	—	—	—	—	300	0.00	300	29.9	0.00	—	1,048
Daily, Winter (Max)			_	_	_	_		_	_			_	_	_	_	_	_	_

Unrefrige rated	—	—	—	—	—	—	—	_	—	-	—	300	0.00	300	29.9	0.00	_	1,048
User Defined Industrial	—	_	-	-	_	_	_	-	_	-	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Parking Lot	—	—	_	_	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	_	0.00
Other Asphalt Surfaces	—	_	-	-	—	-		_	—	_	—	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	300	0.00	300	29.9	0.00	—	1,048
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrige rated Warehou se-No Rail		_	_	_		_	_	_				49.6	0.00	49.6	4.96	0.00	_	173
User Defined Industrial	_	_	-	-	_	_	-	-	-	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00
Parking Lot	—	—	-	-	—	—	-	-	—	-	-	0.00	0.00	0.00	0.00	0.00	-	0.00
Other Asphalt Surfaces		_	_	_		_		_		_		0.00	0.00	0.00	0.00	0.00	_	0.00
Total		_	_	_		_	_	_		_	_	49.6	0.00	49.6	4.96	0.00	_	173

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Land	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Use																		

Daily, — Summer (Max)	_	—							—							_	
Unrefrige — rated Warehou se-No Rail																603	603
Total —	—	—	_		_	_	_			_	_	—		—	—	603	603
Daily, — Winter (Max)	_	_															
Unrefrige — rated Warehou se-No Rail	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	603	603
Total —	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	603	603
Annual —	—	—	—	_	—	—	_	—	—	—	—	—	—	—	—	—	—
Unrefrige — rated Warehou se-No Rail																99.8	99.8
Total —	_	_			_										_	99.8	99.8

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Equipme	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
nt																		
Туре																		

Daily, Summer (Max)	—		—		—	—	—	_		—	—	—	—	—	—	_	—	_
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—	_	_
Daily, Winter (Max)	_			—	—	—	—		—	—		—	—	_	—	_	_	_
Total	_	—	—	—	—	—	—	—	—	—	—	—	—	_	—	_	_	_
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	_	_
Total	_		_	—	—	—	—	_	_	—	_	—	—	_	—	_	_	_

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	—	_	—				—	_			—	—			—	—	
Total	—	—	—	—	_		—	_		_	—	—		—	—	—	—	—
Daily, Winter (Max)	_	_	_	_				_	_		_	_				_		
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	—	
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	-	_	—	_	—	_	—	_	—	—	—	—	—	_	—	—	_
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	-	_	_	-	_		_	-			-		_	_	-		
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Vegetatio n	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)				—			—		—	—		—						_
Total	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)				_					_			_						_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	—	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Total	_	_	_	_	_	_	_	_	_	_	_	_	_		_		_	_
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4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	-	_	-	-	-	_	_	-		_	-	—	-	—	-		—
Total	—	—	—	—	—	—	—	—	—	—	—	—		—	—	—	—	—
Daily, Winter (Max)	_	_		_	_	_			_			_		_		_		
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)					_	-										-		
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	-	—	—	-	—	—	—	-	-	—	—
Sequest ered	_	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	_	-	-	-	-	-	-	_	—	—	—	-	—	—	—	-	_	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)			—			_										_	_	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—
Sequest ered		—	_	_				—		—	_	—		—	_	—	—	
Subtotal	—	_	_	—	—	—	_	_	—	—	_	_	—	—	—	—	_	_
Remove d		_	_	—		—		—		_		—		_		—	_	
Subtotal	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_
Sequest ered		_	_	_		—		—		—	_	—		—	_	—	—	—
Subtotal	_	_	_	—	_	—		_	_	_	_	_	_	_	_	_	_	_
Remove d				_		_		_		_		_		_		_		
Subtotal		_	_	_		_		_			_	_		_	_	_	_	_
_		_		_		_			_		_			_	_	_	_	

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	1,046	87.9	35.1	279,038	16,707	1,404	560	4,458,101
User Defined Industrial	226	19.0	7.57	60,326	7,802	655	261	2,081,845
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	886,805	295,602	47,064

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	2,720,924	532	0.0330	0.0040	0.00
User Defined Industrial	0.00	532	0.0330	0.0040	0.00
Parking Lot	51,514	532	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	136,715,694	3,563,872
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	556	_
User Defined Industrial	0.00	_
Parking Lot	0.00	_
Other Asphalt Surfaces	0.00	

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Unrefrigerated Warehouse-No Rail	Cold storage	User Defined	150	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment type Fuel type Engine Tier Number per Day Hours Per Day Horsepower Load Factor	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
--	----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
5.16.2. Process Boile	rs					

	Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
--	----------------	-----------	--------	--------------------------	------------------------------	------------------------------

5.17. User Defined

Equipment Type	Fuel Туре
	_

5.18. Vegetation

5.18.1. Land Use Change

meters of inundation depth

annual hectares burned

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
5.18.1. Biomass Cover Type			
5.18.1.1. Unmitigated			
Biomass Cover Type	Initial Acres	Final Acres	
5.18.2. Sequestration			
5.18.2.1. Unmitigated			
Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Wildfire

Result for Project Location Unit **Climate Hazard** Temperature and Extreme Heat 29.1 annual days of extreme heat **Extreme Precipitation** 2.10 annual days with precipitation above 20 mm Sea Level Rise

0.00

6.94

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed
historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about 3/4 an inch of rain, which would be light to moderate rainfall if received over a full
day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures. 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	
AQ-Ozone	95.3
AQ-PM	55.1
AQ-DPM	13.9
Drinking Water	10.2
Lead Risk Housing	54.6
Pesticides	52.5
Toxic Releases	43.8
Traffic	90.2
Effect Indicators	
CleanUp Sites	60.4
Groundwater	14.3
Haz Waste Facilities/Generators	70.9
Impaired Water Bodies	0.00

Solid Waste	0.00
Sensitive Population	
Asthma	66.5
Cardio-vascular	91.0
Low Birth Weights	49.3
Socioeconomic Factor Indicators	
Education	93.2
Housing	80.1
Linguistic	84.3
Poverty	84.1
Unemployment	93.1

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	
Above Poverty	8.712947517
Employed	6.274862056
Median HI	6.826639292
Education	
Bachelor's or higher	1.860644168
High school enrollment	100
Preschool enrollment	13.02450917
Transportation	
Auto Access	65.16104196
Active commuting	54.20248941
Social	

2-parent households	54.04850507
Voting	3.259335301
Neighborhood	_
Alcohol availability	90.15783395
Park access	8.558963172
Retail density	9.829334018
Supermarket access	10.3554472
Tree canopy	2.104452714
Housing	
Homeownership	46.43911202
Housing habitability	15.55241884
Low-inc homeowner severe housing cost burden	28.37161555
Low-inc renter severe housing cost burden	2.322597203
Uncrowded housing	11.35634544
Health Outcomes	_
Insured adults	4.79917875
Arthritis	24.0
Asthma ER Admissions	34.2
High Blood Pressure	19.3
Cancer (excluding skin)	68.9
Asthma	7.7
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	7.1
Diagnosed Diabetes	14.5
Life Expectancy at Birth	12.9
Cognitively Disabled	46.5
Physically Disabled	37.2

Heart Attack ER Admissions	6.2
Mental Health Not Good	6.0
Chronic Kidney Disease	7.4
Obesity	3.9
Pedestrian Injuries	94.4
Physical Health Not Good	6.0
Stroke	13.0
Health Risk Behaviors	
Binge Drinking	72.5
Current Smoker	4.8
No Leisure Time for Physical Activity	4.7
Climate Change Exposures	
Wildfire Risk	32.2
SLR Inundation Area	0.0
Children	22.0
Elderly	91.2
English Speaking	24.7
Foreign-born	59.6
Outdoor Workers	4.2
Climate Change Adaptive Capacity	_
Impervious Surface Cover	93.6
Traffic Density	67.0
Traffic Access	23.0
Other Indices	
Hardship	96.9
Other Decision Support	
2016 Voting	13.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract							
CalEnviroScreen 4.0 Score for Project Location (a)	81.0							
Healthy Places Index Score for Project Location (b)	5.00							
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes							
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes							
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No							

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed. 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Total Project area (without Residential) is 36.74 acres
Operations: Vehicle Data	Trip characteristics based on information provided in the Traffic analysis
Operations: Fleet Mix	Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis
Operations: Energy Use	Natural gas will not be used
Operations: Refrigerants	Per 17 CCR 95371, new refrigeration equipment containing >50 lbs of refrigerant in new facilities is prohibited from utilizing refrigerants with a GWP of 150 or greater as of 1 Jan 2022



ATTACHMENT C – CALEEMOD LOCALIZED EMISSIONS MODEL OUTPUT

Rider & Patterson (High-Cube Fulfillment Localized Operations) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Rider & Patterson (High-Cube Fulfillment Localized Operations)
Operational Year	2025
Lead Agency	
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.828779143958506, -117.25507601955671
County	Riverside-South Coast
City	Unincorporated
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5579
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit Lot Acreage		Building Area (sq ft) Landscape Area (sq S ft) A		Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	591	1000sqft	18.7	591,203	224,769	0.00		

User Defined Industrial	591	User Defined Unit	0.00	0.00	0.00	0.00	—	—
Parking Lot	364	Space	1.35	0.00	0.00	0.00	—	—
Other Asphalt Surfaces	726	1000sqft	16.7	0.00	0.00	0.00	—	_

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Un/Mit.	тод	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—
Unmit.	3.25	17.4	3.73	10.2	0.01	0.02	0.69	0.71	0.02	0.18	0.19	561	6,953	7,514	57.4	0.89	606	9,819
Daily, Winter (Max)	—	—	—		_	—		_		—		_				_	_	
Unmit.	3.07	17.2	3.94	10.8	0.01	0.02	0.69	0.71	0.02	0.18	0.19	561	6,917	7,479	57.4	0.89	603	9,782
Average Daily (Max)	_	-	-	-	-	-	-	-	-	-	-	-	_	_	_	-	-	_
Unmit.	2.22	16.4	2.83	7.98	0.01	0.01	0.50	0.51	0.01	0.13	0.14	561	6,518	7,079	57.3	0.83	604	9,365
Annual (Max)	_	-	—	_	—	-	_	-	—	-	_	_	_	—	—	—	—	—
Unmit.	0.41	2.99	0.52	1.46	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	93.0	1,079	1,172	9.49	0.14	99.9	1,550

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants	(lb/day for dail	y, ton/yr for annual) and GHGs (lb/da	y for daily, MT/yr for annual)
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Sector	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		—	_	_	_	_	_	_		_	_				_	_	_	_
Mobile	3.25	3.08	3.73	10.2	0.01	0.02	0.69	0.71	0.02	0.18	0.19	—	1,528	1,528	0.24	0.21	3.40	1,599
Area	—	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,041	4,041	0.25	0.03	—	4,056
Water	_	_	_	—	—	—	—	-	_	—	—	262	1,384	1,646	26.9	0.65	_	2,513
Waste	_	_	_	—	—	—	—	-	_	—	—	300	0.00	300	29.9	0.00	_	1,048
Refrig.	_	_	_	_	—	—	—	-	_	—	—	—	—	_	—	-	603	603
Total	3.25	17.4	3.73	10.2	0.01	0.02	0.69	0.71	0.02	0.18	0.19	561	6,953	7,514	57.4	0.89	606	9,819
Daily, Winter (Max)			_	_	_	_	_	_		_	_	_	_		_	_	_	_
Mobile	3.07	2.89	3.94	10.8	0.01	0.02	0.69	0.71	0.02	0.18	0.19	—	1,493	1,493	0.26	0.21	0.09	1,562
Area	_	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,041	4,041	0.25	0.03	—	4,056
Water		—	—	—	—	—	—	—	—	—	—	262	1,384	1,646	26.9	0.65	—	2,513
Waste	_	—	—	—	—	—	—	—	—	—	—	300	0.00	300	29.9	0.00	—	1,048
Refrig.	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	603	603
Total	3.07	17.2	3.94	10.8	0.01	0.02	0.69	0.71	0.02	0.18	0.19	561	6,917	7,479	57.4	0.89	603	9,782
Average Daily			—	_	—	—	—	—		—	—	—	—		—	—	—	—
Mobile	2.22	2.09	2.83	7.98	0.01	0.01	0.50	0.51	0.01	0.13	0.14	—	1,093	1,093	0.19	0.15	1.07	1,145
Area	_	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,041	4,041	0.25	0.03	—	4,056
Water		_	_	_	_	_	_	_	_	_	_	262	1,384	1,646	26.9	0.65	_	2,513
Waste	—	_	-	-	_	_	_	_	_	_	-	300	0.00	300	29.9	0.00	_	1,048

Refrig.	—	_	_	—	_	_	—	_	_	_	—	_	_	_	_	_	603	603
Total	2.22	16.4	2.83	7.98	0.01	0.01	0.50	0.51	0.01	0.13	0.14	561	6,518	7,079	57.3	0.83	604	9,365
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.41	0.38	0.52	1.46	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	—	181	181	0.03	0.03	0.18	190
Area	—	2.61	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	669	669	0.04	0.01	—	672
Water	—	—	—	—	—	—	—	—	—	—	—	43.4	229	273	4.46	0.11	—	416
Waste	—	—	—	—	—	—	—	—	—	—	—	49.6	0.00	49.6	4.96	0.00	—	173
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	99.8	99.8
Total	0.41	2.99	0.52	1.46	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	93.0	1,079	1,172	9.49	0.14	99.9	1,550

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)																		
Unrefrige rated Warehou se-No Rail	3.01	2.93	0.67	8.22	0.01	0.01	0.54	0.55	0.01	0.14	0.14		728	728	0.16	0.08	2.06	759
User Defined Industrial	0.24	0.15	3.06	1.97	0.01	0.01	0.15	0.16	0.01	0.04	0.05	_	800	800	0.08	0.13	1.34	841

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Total	3.25	3.08	3.73	10.2	0.01	0.02	0.69	0.71	0.02	0.18	0.19	—	1,528	1,528	0.24	0.21	3.40	1,599
Daily, Winter (Max)		_	_	_		—	_	_	_						_	—	—	
Unrefrige rated Warehou se-No Rail	2.85	2.76	0.72	8.76	0.01	0.01	0.54	0.55	0.01	0.14	0.14		686	686	0.18	0.08	0.05	716
User Defined Industrial	0.22	0.13	3.23	2.04	0.01	0.01	0.15	0.16	0.01	0.04	0.05	_	806	806	0.08	0.13	0.03	846
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Total	3.07	2.89	3.94	10.8	0.01	0.02	0.69	0.71	0.02	0.18	0.19	—	1,493	1,493	0.26	0.21	0.09	1,562
Annual	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_	_	—	_
Unrefrige rated Warehou se-No Rail	0.38	0.36	0.10	1.19	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02		83.9	83.9	0.02	0.01	0.11	87.6
User Defined Industrial	0.03	0.02	0.42	0.27	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01		97.1	97.1	0.01	0.02	0.07	102
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Total	0.41	0.38	0.52	1.46	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03	_	181	181	0.03	0.03	0.18	190

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	—	—	_	—	_	—	—	—	—	_	_	—	—	—	—	—
Unrefrige rated Warehou se-No Rail													3,966	3,966	0.25	0.03		3,981
User Defined Industrial			_							_		_	0.00	0.00	0.00	0.00		0.00
Parking Lot		—	—	—	—	—	—	—	—	—	_	—	75.1	75.1	< 0.005	< 0.005	—	75.4
Other Asphalt Surfaces			_	_						_		_	0.00	0.00	0.00	0.00		0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,041	4,041	0.25	0.03	—	4,056
Daily, Winter (Max)	_									_		_			_			

Unrefrige rated Warehou se-No Rail		_			_		_		_		_		3,966	3,966	0.25	0.03		3,981
User Defined Industrial									—				0.00	0.00	0.00	0.00		0.00
Parking Lot	—		—	—	—	—		—	—	—			75.1	75.1	< 0.005	< 0.005		75.4
Other Asphalt Surfaces								_	—		_		0.00	0.00	0.00	0.00		0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,041	4,041	0.25	0.03	—	4,056
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		—
Unrefrige rated Warehou se-No Rail		_	_	_	_		_	_	_	_	_	_	657	657	0.04	< 0.005	_	659
User Defined Industrial		_	_		_			_	_	_			0.00	0.00	0.00	0.00		0.00
Parking Lot	—		—	—	_	—	_	_	_	-	_	_	12.4	12.4	< 0.005	< 0.005	_	12.5
Other Asphalt Surfaces			_	_	_			_		_			0.00	0.00	0.00	0.00		0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	669	669	0.04	0.01		672

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

	Land [.] Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—			—	_	—		—	—		—	—	_	—	—		—	—
Unrefrige rated Warehou se-No Rail	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	_	0.00		0.00	0.00	0.00	0.00		0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00		0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00		0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	_	0.00	—	0.00	0.00	0.00	0.00	_	0.00
Daily, Winter (Max)				_		—			—				—	_				—
Unrefrige rated Warehou se-No Rail	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	_	0.00		0.00	0.00	0.00	0.00		0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00		0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	—	0.00	_	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	_	0.00		0.00	0.00	0.00	0.00		0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00	_	0.00	_	0.00	0.00	0.00	0.00	_	0.00
Annual	_	_	_	_		—		_	_	_	_	_	_	_	_	_	_	_

Unrefrige rated	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	—	0.00	0.00	0.00	0.00		0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	_	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	_	0.00	0.00		0.00	_	0.00	0.00	0.00	0.00	_	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Source	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_		—	—	-	-	—		-		—	_	—	—		_		
Consum er Products		12.7		_	_	_			_									
Architect ural Coatings		1.56				_												
Total	—	14.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	_		_	_	-	-			-			_	_			_		
Consum er Products	_	12.7	_	_	_	_			_			_			_	_		

Architect Coatings	—	1.56	—	—	—		—	—		—	—	—	—	—	—	—	—	_
Total	—	14.3	—	—	—	—	_	_	—	—	—	—	_	—	_	_	_	_
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	_	—
Consum er Products		2.32			_			_		_		_	_	_	_	_		
Architect ural Coatings	_	0.29		_	_		_	_		_	_	_	_	_	_	_		—
Total	—	2.61	—	—	—	—	_	_		—	—	—	_	_	_	_	_	_

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)										_		_						
Unrefrige rated Warehou se-No Rail	_									_		262	1,384	1,646	26.9	0.65		2,513
User Defined Industrial	_									_		0.00	0.00	0.00	0.00	0.00		0.00
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces										_		0.00	0.00	0.00	0.00	0.00		0.00
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Total		—	—	—	-	—	-	-	-	—	—	262	1,384	1,646	26.9	0.65	—	2,513
Daily, Winter (Max)	_			—	_	—		_	_	—		_	—	_	-	—		_
Unrefrige rated Warehou se-No Rail	_											262	1,384	1,646	26.9	0.65		2,513
User Defined Industrial				_		_				_		0.00	0.00	0.00	0.00	0.00		0.00
Parking Lot	—	—	_	-	—	-	—	—	—	—		0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces				—	_	—		_				0.00	0.00	0.00	0.00	0.00		0.00
Total		-	_	-	-	_	_	-	-	—	_	262	1,384	1,646	26.9	0.65	_	2,513
Annual	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_
Unrefrige rated Warehou se-No Rail		-	_	-		-	-		-			43.4	229	273	4.46	0.11	-	416
User Defined Industrial		-	_	-	-	-	_	_	-			0.00	0.00	0.00	0.00	0.00		0.00
Parking Lot	—	-	—	-	-	-	—	-	-	—		0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	_	_	_	—		—	_		_			0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_		43.4	229	273	4.46	0.11	_	416

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)												_				—		—
Unrefrige rated Warehou se-No Rail	_						_					300	0.00	300	29.9	0.00		1,048
User Defined Industrial		—	_	_	—	—	—	_	_	—	_	0.00	0.00	0.00	0.00	0.00	—	0.00
Parking Lot		—		—	—	—		—				0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	_											0.00	0.00	0.00	0.00	0.00		0.00
Total		_	_	_	_	—	_	—	_	_	_	300	0.00	300	29.9	0.00	—	1,048
Daily, Winter (Max)	_						—					_		—				
Unrefrige rated Warehou se-No Rail	_					_						300	0.00	300	29.9	0.00		1,048
User Defined Industrial		_										0.00	0.00	0.00	0.00	0.00		0.00

Parking – Lot	-			—		—						0.00	0.00	0.00	0.00	0.00		0.00
Other – Asphalt Surfaces	-	_		_		_	_					0.00	0.00	0.00	0.00	0.00		0.00
Total –	-	—	—	—	—	—	—	—	—	—	—	300	0.00	300	29.9	0.00	—	1,048
Annual –	-	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrige – rated Warehou se-No Rail	-											49.6	0.00	49.6	4.96	0.00		173
User – Defined Industrial	-			-		-		_		_		0.00	0.00	0.00	0.00	0.00	_	0.00
Parking – Lot	-	_		—		—		—		—		0.00	0.00	0.00	0.00	0.00	—	0.00
Other – Asphalt Surfaces	-					—						0.00	0.00	0.00	0.00	0.00		0.00
Total –	-	_	_	_	_	_	_	_	_	_	_	49.6	0.00	49.6	4.96	0.00	_	173

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—													—	—		—	—

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Unrefrige rated Warehou se-No																	603	603
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	603	603
Daily, Winter (Max)		_	_		_	_		_			-	_	_		—	_	_	
Unrefrige rated Warehou se-No Rail	_					_							_				603	603
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	603	603
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unrefrige rated Warehou se-No Rail	_										_						99.8	99.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	99.8	99.8

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		—	_				_	—	—	—	_		—			—	—	—
Total	_		_				_			_	_	_	_	_	_		_	

Daily, Winter (Max)																	_	
Total	—	—	—	—	_		—	—	—	—	—	—	—	—	—	—	_	—
Annual	—	—	—	—			—	—	—	—	—	—	—				_	
Total	_		_	_		_	_	_	_		_		_	_		_	_	_

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_		_	_													—	
Total	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)			—	—	_							_			_	_		_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_
Total		_	_	_	_	_	_	_		_	_	_	_		_	_	_	

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	—	—	—	—	—	—	—	—	—	—	—		—	_	—	—	—
Total	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—	_	—	—
Daily, Winter (Max)		_																_
Total	_	—	—	_	—	—	_	_	_	_	—	—		—	—	—	—	—
Annual	_	_	_	_	_	_	_	_	_	_	_	_		_	_	_	—	—
Total	_	—	_	_	_	_	_	_	_	_	_	_		_	_	_	_	_

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Vegetatio n	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)			-	_	_	-		_	—	_		-			_		—	—
Total	_	—	_	-	_	_	_	-	—	-	_	-	—	_	-	—	—	_
Daily, Winter (Max)		_	-	-	-	-	_	-	_	_	_	-	_	_	-			_
Total	_	—	—	—	—	—	—	—	—	—	—	-	—	—	—	—	—	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	-	—	—	-				—			-		—	—	-		—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	_	-	-	-	-			_	_	_		-	_	-		-		
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)		—	—	—	—	-	—	—	—	-	—	-	—	—	—	—	—	—
Avoided	—	—	—	-	—	—	—	—	—	—	-	-	—	—	-	—	—	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_
Sequest ered	_	-	—	-	—	-	_	—	-	-	_	-	—	—	_	—	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_
Remove d	_	-	_	-	—	-	_	_	-	-	_	-	—	—	_	—	—	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Daily, Winter (Max)		—		_	_	_	_	_		—			_	—	—		_	_
Avoided	—	—	—	—	—	—	—	—	_	—	—	—	—	—	_	—	_	_
Subtotal	—	—	—	—	—	—	—	—	_	—	_	—	—	—	—	—	_	_
Sequest ered	—	—	—	—	_		_	—	_	—	_	—		—	_	—	_	_
Subtotal	—	—	—	—	—	—	—	—	_	—	—	—	—	—	_	—	_	_
Remove d	—	—	—	—		—	—	—	_	—	—	—		—	—	—	—	—
Subtotal	_	_	_	—	_	—	_	_	_	—	_	_	_	—	_		_	_
	—	—	—	—	—	—	—	—	_	—	—	—	—	—	_	—	_	_
Annual	—	—	—	—	—	—	—	—	_	—	—	—	—	—	—	—	_	_
Avoided	—	—	—	—	—	—	—	—	_	—	_	—	—	—	—	—	_	_
Subtotal	—	—	—	—	—	—	—	—	_	—	_	—	—	—	—	—	_	_
Sequest ered	—	—	—	—	—	—	—	—	_	—	_	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	_	—	—	—	—	—	_	—	_	_
Remove d	—	—	—	—		—	—	—	_	—	—	—		—	—	—	—	—
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_	_

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type Trips/Weekday Trips/Saturday Trips/Sunday Trips/Year VMT/Weekday VMT/Saturday VMT/Sunday VMT/Year	
---	--

Unrefrigerated Warehouse-No Rail	1,035	87.0	34.7	276,247	776	65.2	26.0	207,185
User Defined Industrial	224	18.8	7.49	59,723	168	14.1	5.62	44,792
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	886,805	295,602	47,064

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

	Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
--	----------	----------------------	-----	-----	-----	-----------------------

Unrefrigerated Warehouse-No Rail	2,720,924	532	0.0330	0.0040	0.00
User Defined Industrial	0.00	532	0.0330	0.0040	0.00
Parking Lot	51,514	532	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	136,715,694	3,563,872
User Defined Industrial	0.00	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	556	_
User Defined Industrial	0.00	_
Parking Lot	0.00	_
Other Asphalt Surfaces	0.00	_

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Unrefrigerated Warehouse-No Rail	Cold storage	User Defined	150	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
--	----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
--------------------------	----------------	---------------	----------------	------------	-------------

5.16.2. Process Boilers

5.17. User Defined

Equipment Type	Fuel Type
_	

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres	
5.18.2. Sequestration			
5.18.2.1. Unmitigated			
Тгее Туре	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	2.10	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	6.94	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	
AQ-Ozone	95.3
AQ-PM	55.1
AQ-DPM	13.9
Drinking Water	10.2
Lead Risk Housing	54.6
Pesticides	52.5
Toxic Releases	43.8
Traffic	90.2
Effect Indicators	
CleanUp Sites	60.4
Groundwater	14.3
Haz Waste Facilities/Generators	70.9
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	
Asthma	66.5
Cardio-vascular	91.0

Low Birth Weights	49.3
Socioeconomic Factor Indicators	
Education	93.2
Housing	80.1
Linguistic	84.3
Poverty	84.1
Unemployment	93.1

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	
Above Poverty	8.712947517
Employed	6.274862056
Median HI	6.826639292
Education	
Bachelor's or higher	1.860644168
High school enrollment	100
Preschool enrollment	13.02450917
Transportation	
Auto Access	65.16104196
Active commuting	54.20248941
Social	_
2-parent households	54.04850507
Voting	3.259335301
Neighborhood	
Alcohol availability	90.15783395

8.558963172
9.829334018
10.3554472
2.104452714
_
46.43911202
15.55241884
28.37161555
2.322597203
11.35634544
4.79917875
24.0
34.2
19.3
68.9
7.7
13.8
7.1
14.5
12.9
46.5
37.2
6.2
6.0
7.4
3.9

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Pedestrian Injuries	94.4
Physical Health Not Good	6.0
Stroke	13.0
Health Risk Behaviors	
Binge Drinking	72.5
Current Smoker	4.8
No Leisure Time for Physical Activity	4.7
Climate Change Exposures	
Wildfire Risk	32.2
SLR Inundation Area	0.0
Children	22.0
Elderly	91.2
English Speaking	24.7
Foreign-born	59.6
Outdoor Workers	4.2
Climate Change Adaptive Capacity	
Impervious Surface Cover	93.6
Traffic Density	67.0
Traffic Access	23.0
Other Indices	
Hardship	96.9
Other Decision Support	
2016 Voting	13.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	81.0

Rider & Patterson (High-Cube Fulfillment Localized Operations) Detailed Report, 2/16/2024

Healthy Places Index Score for Project Location (b)	5.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed. 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Total Project area (without Residential) is 36.74 acres
Operations: Vehicle Data	Trip characteristics based on information provided in the Traffic analysis
Operations: Fleet Mix	Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis
Operations: Energy Use	Natural gas will not be used
Operations: Refrigerants	Per 17 CCR 95371, new refrigeration equipment containing >50 lbs of refrigerant in new facilities is prohibited from utilizing refrigerants with a GWP of 150 or greater as of 1 Jan 2022

Rider & Patterson (Single Family Residential Localized Operations) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Rider & Patterson (Single Family Residential Localized Operations)
Operational Year	2025
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.828779143958506, -117.25507601955671
County	Riverside-South Coast
City	Unincorporated
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5579
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	2.00	Dwelling Unit	0.65	3,900	23,426	0.00	6.00	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)			-											_		—		—
Unmit.	0.08	0.16	0.07	0.18	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	1.07	102	103	0.12	< 0.005	0.08	107
Daily, Winter (Max)		—	—	_	_	_		_	_			_				_		—
Unmit.	0.07	0.16	0.07	0.19	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	1.07	101	102	0.12	< 0.005	0.03	106
Average Daily (Max)		_	-	_	_	_		_		_		_		_		_		_
Unmit.	0.07	0.15	0.04	0.17	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.07	61.5	62.6	0.12	< 0.005	0.05	66.3
Annual (Max)		—	-	—	—	—		_		_		—				_	_	
Unmit.	0.01	0.03	0.01	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.18	10.2	10.4	0.02	< 0.005	0.01	11.0

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

2.5. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	-	—	—	—	—		—	—	—	—		—		—	—	—	—	—

Mobile	0.07	0.07	0.02	0.16	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	16.3	16.3	< 0.005	< 0.005	0.05	17.0
Area	< 0.005	0.09	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	42.1	42.1	< 0.005	< 0.005	—	42.2
Energy	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	40.6	40.6	< 0.005	< 0.005	—	40.8
Water	—	—	—	—	—	—	—	—	—	—	—	0.16	2.83	2.99	0.02	< 0.005	—	3.52
Waste	—	—	—	—	—	—	—	—	—	—	—	0.92	0.00	0.92	0.09	0.00	—	3.21
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.08	0.16	0.07	0.18	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	1.07	102	103	0.12	< 0.005	0.08	107
Daily, Winter (Max)	_	_		-	_	_		-		_		_			_			
Mobile	0.07	0.06	0.02	0.17	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	< 0.005	16.2
Area	< 0.005	0.09	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	42.1	42.1	< 0.005	< 0.005	—	42.2
Energy	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	40.6	40.6	< 0.005	< 0.005	—	40.8
Water	—	—	—	—	—	—	—	—	—	—	—	0.16	2.83	2.99	0.02	< 0.005	—	3.52
Waste	—	—	—	—	—	—	—	—	—	—	—	0.92	0.00	0.92	0.09	0.00	—	3.21
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.07	0.16	0.07	0.19	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	0.01	1.07	101	102	0.12	< 0.005	0.03	106
Average Daily	—	—	—	_	_	—	—	—		—		—	—	—	—	—	—	
Mobile	0.06	0.06	0.02	0.17	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	15.2	15.2	< 0.005	< 0.005	0.02	15.9
Area	< 0.005	0.09	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.88	2.88	< 0.005	< 0.005	—	2.89
Energy	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	40.6	40.6	< 0.005	< 0.005	—	40.8
Water	—	—	—	—	—	—	—	—	—	—	—	0.16	2.83	2.99	0.02	< 0.005	—	3.52
Waste	—	—	—	—	—	—	—	—	—	—	—	0.92	0.00	0.92	0.09	0.00	—	3.21
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Total	0.07	0.15	0.04	0.17	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.07	61.5	62.6	0.12	< 0.005	0.05	66.3
Annual	_	_	_	-	—	—	_	-	_	_	_	_	_	_	_	_	_	_
Mobile	0.01	0.01	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	2.51	2.51	< 0.005	< 0.005	< 0.005	2.63
Area	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.48	0.48	< 0.005	< 0.005	—	0.48

Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	—	6.73	6.73	< 0.005	< 0.005	_	6.76
Water	—	—	—	—	—	—	—	—	—	—	—	0.03	0.47	0.49	< 0.005	< 0.005	—	0.58
Waste	—	—	—	—	—	—	—	—	—	—	—	0.15	0.00	0.15	0.02	0.00	—	0.53
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.01	0.03	0.01	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.18	10.2	10.4	0.02	< 0.005	0.01	11.0

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	_	-	_	—	—	_	-	_	—	—	—	—	—	-	—	—	_
Single Family Housing	0.07	0.07	0.02	0.16	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	16.3	16.3	< 0.005	< 0.005	0.05	17.0
Total	0.07	0.07	0.02	0.16	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	16.3	16.3	< 0.005	< 0.005	0.05	17.0
Daily, Winter (Max)		_	-	-	_			_							_			—
Single Family Housing	0.07	0.06	0.02	0.17	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	15.5	15.5	< 0.005	< 0.005	< 0.005	16.2
Total	0.07	0.06	0.02	0.17	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	15.5	15.5	< 0.005	< 0.005	< 0.005	16.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.01	0.01	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005		2.51	2.51	< 0.005	< 0.005	< 0.005	2.63

Total	0.01	0.01	< 0.005	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	2.51	2.51	< 0.005	< 0.005	< 0.005	2.63

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		_	-	—	_	_	-	—	—	_	—	—	_	—	_	—	—	_
Single Family Housing		_	-	_	_	_	_	_	_	_	_	_	17.8	17.8	< 0.005	< 0.005	_	17.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	17.8	17.8	< 0.005	< 0.005	—	17.9
Daily, Winter (Max)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Single Family Housing		-	-	_	_	-	-	_	_	-	-	_	17.8	17.8	< 0.005	< 0.005	-	17.9
Total	_	_	_	—	—	_	—	—	_	—	—	_	17.8	17.8	< 0.005	< 0.005	—	17.9
Annual	_	—	_	—	—	—	—	—	_	—	—	—	—	—	—	—	—	—
Single Family Housing		-	-	-	-	-	_	_	-	-	_	-	2.95	2.95	< 0.005	< 0.005	_	2.97
Total	_	_	_	_	_	_	_	_	_	_	_	_	2.95	2.95	< 0.005	< 0.005	_	2.97

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

	Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
--	-------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)		_	—	—	—	—	—	—	_	—	—	—		—	—	—	—	—
Single Family Housing	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005		22.8	22.8	< 0.005	< 0.005		22.9
Total	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.8	22.8	< 0.005	< 0.005	—	22.9
Daily, Winter (Max)		-		_		-				-					_			
Single Family Housing	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005		22.8	22.8	< 0.005	< 0.005		22.9
Total	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	22.8	22.8	< 0.005	< 0.005	—	22.9
Annual	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005		< 0.005	< 0.005	_	< 0.005		3.77	3.77	< 0.005	< 0.005		3.78
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.77	3.77	< 0.005	< 0.005	-	3.78

4.3. Area Emissions by Source

4.3.1. Unmitigated

Source	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)														—				—
Hearths	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	42.1	42.1	< 0.005	< 0.005	—	42.2
Consum er Products		0.08	_	_	—				_			_			_			

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Architect ural	_	0.01	—	-	—	—	-	-	_	-	-	-	—	-	-	—	—	—
Total	< 0.005	0.09	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	42.1	42.1	< 0.005	< 0.005	—	42.2
Daily, Winter (Max)		_	_	-	_	_	—	_		_		_	—	—	_	—		
Hearths	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	42.1	42.1	< 0.005	< 0.005	—	42.2
Consum er Products		0.08	-	-	_	_	—	_		_	_	_	—	_	_	—		_
Architect ural Coatings	—	0.01	-	-	—	-		-		-		_		_	_			—
Total	< 0.005	0.09	0.03	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	42.1	42.1	< 0.005	< 0.005	-	42.2
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Hearths	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	0.00	0.48	0.48	< 0.005	< 0.005	_	0.48
Consum er Products		0.02	_	-	_	_	_	-		-	—	_	_	—	—	_	_	
Architect ural Coatings		< 0.005	-	_	_	_		_		_	_	_						
Total	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	0.00	0.48	0.48	< 0.005	< 0.005	_	0.48

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)				—			—	—		—	—	—	—	—	—	—		—

Single Family Housing		—	_		—		—			—		0.16	2.83	2.99	0.02	< 0.005	—	3.52
Total	_	—	—	—	—	—	—	—	—	—	—	0.16	2.83	2.99	0.02	< 0.005	—	3.52
Daily, Winter (Max)		_	_		_		_			_		_	_	_	_	_	_	
Single Family Housing		_	-		_		_			-		0.16	2.83	2.99	0.02	< 0.005	_	3.52
Total	_	_	_	_	_	_	_	_	_	_	_	0.16	2.83	2.99	0.02	< 0.005	_	3.52
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Single Family Housing	_	_	-	_	—	_	_	_	_	-	_	0.03	0.47	0.49	< 0.005	< 0.005	-	0.58
Total		_	_	_	_	_	_	_	_	_	_	0.03	0.47	0.49	< 0.005	< 0.005	_	0.58

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		—	—	—	-	—	—	—	—	—	—	—	—	—	_	—	_	—
Single Family Housing			_		_		_				_	0.92	0.00	0.92	0.09	0.00		3.21
Total	—	—	—	—	—	—	—	—	—	—	—	0.92	0.00	0.92	0.09	0.00	—	3.21
Daily, Winter (Max)		_	-	_	_	_	—		_	_	—	-			_	_	_	_

Single Family Housing	_		-	-	_	-			_			0.92	0.00	0.92	0.09	0.00		3.21
Total	_	_	_	_	_	_	_	_	_	_	_	0.92	0.00	0.92	0.09	0.00	_	3.21
Annual	—	—	—	—	—	—	—	_	—	—	—	—	—	—	—	—	—	—
Single Family Housing	_		-	-	_	-			_			0.15	0.00	0.15	0.02	0.00		0.53
Total	_	_	_	_	_	_	_	_	_	_	_	0.15	0.00	0.15	0.02	0.00	_	0.53

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	-	—	—	—	—	—	_	-	—	-	—	—	—	—	—	—
Single Family Housing		—	-	_	_	_	_	_	_	_		_	_		_	_	0.03	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
Daily, Winter (Max)	-	-	-	-	-	-	-	-	-	-	-	-	-	_	-	-	-	_
Single Family Housing		_	_	_	_	_	_		_	_		_	_		_	_	0.03	0.03
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	0.03	0.03
Annual	_	_	_	_	_	_	_	_	_	_	_	_			_	_	_	_

Single Family Housing	_		—				_	_	 —	—	_	—	—	—	_	< 0.005	< 0.005
Total	_	_	_	_	_	_	_	_	 _	_	_	_	_	_	_	< 0.005	< 0.005

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	—	_	—	_	—	_	—	—	—	—	—	—	_	—	_	—	
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)		_	_	-						_		_			_			_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Total	_	_	_	_	_	_	_	_		_		_	_	_	_	_	_	

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Equipme	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
nt																		
Туре																		

Daily, — Summer (Max)	—			—			_		—	—	—	—	—	—	—	—	—
Total —	—	—	—	—	—		—	—	—	—	—	_	_	—	_	_	_
Daily, — Winter (Max)				—				—	—			_	_	_	_	_	_
Total —	—	—	_	—	—	—	—	—	—	—	—	—	—	—	_	_	—
Annual —	—	—	—	—	_	—	—	—	—	—	—	—	—	—	_	_	_
Total —	_	—	_	_	_		—	_	_	—	—	_	_	—	_	_	_

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		—	—	—	—	—	—	—	_	—	—	—	_	—	—	—	—	—
Total		—	—	—	—	—	—	—	—	—	_	—	—	—	—	—	—	_
Daily, Winter (Max)			_		_						_	_		_	_		—	_
Total		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total		_	_	_	_	_	_	_	_	_	—	_	_	_	_	_	_	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Vegetatio n	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)		_		_	-		—						—		—			
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)		_		_	_								—					
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	_	_	_	_	_		_		_	—	_			_	_		
Total	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—	—	—	—
Daily, Winter (Max)	_	-	-	-	-	-	_	-	_	-	-	-		_	-	-		
Total	—	—	—	-	—	—	—	-	—	—	—	—	—	—	—	_	—	—
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants	(lb/day for dai	y, ton/yr for annual) and GHGs (lb/da	y for daily, MT/yr for annual)
	`	J / J		, <u>,</u> , , , , , , , , , , , , , , , , ,

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	-	—	-	—	-	—	—	—	-	—	—	—	—	-	—	—	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered		_	—	-	_	_	_	_	_	_	_	_	_	_	_	—	—	_
Subtotal	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	_	—	—	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)		—	_	-	—	—	_	_	_	—	_	-	_	_	-	_	_	_
Avoided	_	_	_	_	_	_	—	—	_	_	_	_	_	—	_	—	—	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	—	—	_
Sequest ered	_	_	_	_	-	-	—	—	—	-	—	—	_	—	-	—	—	
Subtotal	_	_	_	_	_	_	_	—	_	_	_	_	—	—	_	—	—	_
Remove d	_	-	-	-	-	-	—	—	—	-	—	-	—	-	-	_	—	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	—	_	_	_	_	—	—	_	—	—	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal		_	_	_	_	_	_	_	_	_	_	_		_	_	_	_	
Rider & Patterson (Single Family Residential Localized Operations) Detailed Report, 2/16/2024

Sequest -	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		—
Subtotal -	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Remove - d	_			—	—	_				—			—			—		_
Subtotal -		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	_	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	20.0	19.0	17.0	7,087	15.0	14.2	12.7	5,315

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	
Wood Fireplaces	0
Gas Fireplaces	2
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0

Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
7897.5	2,633	0.00	0.00	_

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	18,678	349	0.0330	0.0040	71,129

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	81,348	453,977

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	1.70	<u> </u>

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type Fuel Type Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
--------------------------------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

|--|

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
5.18.1. Biomass Cover Type			
5.18.1.1. Unmitigated			
Biomass Cover Type	Initial Acres	Final Acres	
5.18.2. Sequestration			
5.18.2.1. Unmitigated			
Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	2.10	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	6.94	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ³/₄ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract	
Exposure Indicators		
AQ-Ozone	95.3	
AQ-PM	55.1	
AQ-DPM	13.9	
24 / 29		

Drinking Water	10.2
Lead Risk Housing	54.6
Pesticides	52.5
Toxic Releases	43.8
Traffic	90.2
Effect Indicators	
CleanUp Sites	60.4
Groundwater	14.3
Haz Waste Facilities/Generators	70.9
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	
Asthma	66.5
Cardio-vascular	91.0
Low Birth Weights	49.3
Socioeconomic Factor Indicators	_
Education	93.2
Housing	80.1
Linguistic	84.3
Poverty	84.1
Unemployment	93.1

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	
Above Poverty	8.712947517

6.274862056
6.826639292
1.860644168
100
13.02450917
65.16104196
54.20248941
54.04850507
3.259335301
90.15783395
8.558963172
9.829334018
10.3554472
2.104452714
46.43911202
15.55241884
28.37161555
2.322597203
11.35634544
4.79917875
24.0

Asthma ER Admissions	34.2
High Blood Pressure	19.3
Cancer (excluding skin)	68.9
Asthma	7.7
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	7.1
Diagnosed Diabetes	14.5
Life Expectancy at Birth	12.9
Cognitively Disabled	46.5
Physically Disabled	37.2
Heart Attack ER Admissions	6.2
Mental Health Not Good	6.0
Chronic Kidney Disease	7.4
Obesity	3.9
Pedestrian Injuries	94.4
Physical Health Not Good	6.0
Stroke	13.0
Health Risk Behaviors	_
Binge Drinking	72.5
Current Smoker	4.8
No Leisure Time for Physical Activity	4.7
Climate Change Exposures	_
Wildfire Risk	32.2
SLR Inundation Area	0.0
Children	22.0
Elderly	91.2
English Speaking	24.7

Foreign-born	59.6
Outdoor Workers	4.2
Climate Change Adaptive Capacity	
Impervious Surface Cover	93.6
Traffic Density	67.0
Traffic Access	23.0
Other Indices	
Hardship	96.9
Other Decision Support	
2016 Voting	13.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	81.0
Healthy Places Index Score for Project Location (b)	5.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Vehicle Data	Trip characteristics based on information provided in the Traffic analysis
Operations: Hearths	Rule 445



ATTACHMENT D – AERMOD LOCALIZED EMISSIONS MODELING OUTPUTS

```
** Lakes Environmental AERMOD MPI
******
* *
** AERMOD Input Produced by:
** AERMOD View Ver. 12.0.0
** Lakes Environmental Software Inc.
** Date: 2/19/2024
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 Cons CO\14198 Cons
CO.ADI
* *
* *
* *
** AERMOD Control Pathway
**
* *
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198
  MODELOPT DFAULT CONC
  AVERTIME 1 8
  URBANOPT 2189641 Riverside County
  POLLUTID CO
  FLAGPOLE 2.00
  RUNORNOT RUN
  ERRORFIL "14198 Cons CO.err"
CO FINISHED
**
******
** AERMOD Source Pathway
* *
* *
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION VOL1
                    VOLUME 476404.604 3743158.543
                                                    475.660
** Source Parameters **
  SRCPARAM VOL1
                   0.701965692
                                5.000 91.316 1.400
  URBANSRC ALL
** Variable Emissions Type: "By Hour / Day (HRDOW)"
** Variable Emission Scenario: "Scenario 1"
** WeekDays:
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                   HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
  EMISFACT VOL1
                   HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
** Saturday:
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
  SRCGROUP ALL
SO FINISHED
* *
** AERMOD Receptor Pathway
******
```

```
**
**
RE STARTING
  INCLUDED "14198 Cons CO.rou"
RE FINISHED
**
** AERMOD Meteorology Pathway
* *
* *
ME STARTING
  SURFFILE PERI V9 ADJU\PERI v9.SFC
  PROFFILE PERI_V9_ADJU\PERI_v9.PFL
SURFDATA 3171_2010
  UAIRDATA 3190 2010
  SITEDATA 99999 2010
  PROFBASE 442.0 METERS
ME FINISHED
* *
** AERMOD Output Pathway
**
* *
OU STARTING
  RECTABLE ALLAVE 1ST
  RECTABLE 1 1ST
  RECTABLE 8 1ST
** Auto-Generated Plotfiles
  PLOTFILE 1 ALL 1ST "14198 CONS CO.AD\01H1GALL.PLT" 31
  PLOTFILE 8 ALL 1ST "14198 CONS CO.AD\08H1GALL.PLT" 32
  SUMMFILE "14198 Cons CO.sum"
OU FINISHED
 *** Message Summary For AERMOD Model Setup ***
 ----- Summary of Total Messages ------
A Total of
                   0 Fatal Error Message(s)
A Total of
                   2 Warning Message(s)
A Total of
                   0 Informational Message(s)
   ******* FATAL ERROR MESSAGES *******
            *** NONE ***
   ******* WARNING MESSAGES
                           ******
ME W186
           83 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used
                                                                           0.50
ME W187
           83
                   MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET
 *** SETUP Finishes Successfully ***
 📰 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and
Patterson\14198 *** 02/19/24
 *** AERMET - VERSION 16216 ***
 * * *
                                                              * * *
                                                                        09:05:52
                  PAGE
                        1
 *** MODELOPTs:
              ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U*
```

```
_ _ _ _ _ _ _ _ _ _ _ _
** Model Options Selected:
     * Model Uses Regulatory DEFAULT Options
     * Model Is Setup For Calculation of Average CONCentration Values.
     * NO GAS DEPOSITION Data Provided.
     * NO PARTICLE DEPOSITION Data Provided.
     * Model Uses NO DRY DEPLETION. DDPLETE = F
     * Model Uses NO WET DEPLETION. WETDPLT = F
     * Stack-tip Downwash.
     * Model Accounts for ELEVated Terrain Effects.
     * Use Calms Processing Routine.
     * Use Missing Data Processing Routine.
     * No Exponential Decay.
     * Model Uses URBAN Dispersion Algorithm for the SBL for 1 Source(s),
      for Total of 1 Urban Area(s):
 Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m
     * Urban Roughness Length of 1.0 Meter Used.
     * ADJ U* - Use ADJ U* option for SBL in AERMET
     * CCVR Sub - Meteorological data includes CCVR substitutions
     * TEMP Sub - Meteorological data includes TEMP substitutions
     * Model Accepts FLAGPOLE Receptor . Heights.
     * The User Specified a Pollutant Type of: CO
**Model Calculates 2 Short Term Average(s) of: 1-HR 8-HR
**This Run Includes: 1 Source(s); 1 Source Group(s); and 61 Receptor(s)
               with:
                      0 POINT(s), including
                         0 POINTCAP(s) and 0 POINTHOR(s)
                and: 1 VOLUME source(s)
and: 0 AREA type source(s)
and: 0 LINE source(s)
                and:
                        0 RLINE/RLINEXT source(s)
               and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)
and: 0 SWPOINT source(s)
**Model Set To Continue RUNning After the Setup Testing.
**The AERMET Input Meteorological Data Version Date: 16216
**Output Options Selected:
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
        Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)
**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                m for Missing Hours
                                                                b for Both Calm and Missing
                                                                Hours
**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. =
0.000 ; Rot. Angle = 0.0
                 Emission Units = GRAMS/SEC
                                                                            ; Emission Rate
                 Unit Factor = 0.10000E+07
                 Output Units = MICROGRAMS/M**3
**Approximate Storage Requirements of Model = 3.5 MB of RAM.
**Input Runstream File:
aermod.inp
**Output Print File:
aermod.out
```

Detailed Error/Message File: 14198 Cons CO.err **File for Summary of Results: 14198 Cons CO.sum **F *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:05:52 PAGE 2 *** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** VOLUME SOURCE DATA *** NUMBER EMISSION RATE BASE RELEASE INIT. TNTT. URBAN EMISSION RATE AIRCRAFT PART. (GRAMS/SEC) X Y ELEV. HEIGHT SY SZ SOURCE SOURCE SCALAR VARY CATS. (METERS) (METERS) (METERS) (METERS) (METERS) ID (METERS) BY _ VOL1 0 0.70197E+00 476404.6 3743158.5 475.7 5.00 91.32 1.40 YES HRDOW NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** *** 09:05:52 PAGE 3 *** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINING SOURCE GROUPS *** SOURCE IDs SRCGROUP ID _____ _____ VOL1 ALL FF *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:05:52 PAGE 4 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDS DEFINED AS URBAN SOURCES *** URBAN ID URBAN POP SOURCE IDs _____ _____ _____ 2189641. VOL1 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:05:52 PAGE 5 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) *

SOURCE ID = VOL1 ; SOURCE TYPE = VOLUME : HOUR SCALAR _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ DAY OF WEEK = WEEKDAY 1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14 .1000E+01 15 .1000E+01 16 .1000E+01 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SATURDAY 1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SUNDAY 1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * *** 09:05:52

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U*

*** DISCRETE CARTESIAN RECEPTORS *** (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG) (METERS)

(476197.0, 3743263.7,	475.2,	475.2,	2.0);	(476193.8, 3743185.8,
4 /	476186.9, 3743326.5,	2.0); 475.4,	475.4,	2.0);	(476194.3, 3743125.1,
47 (9.9, 479.9, 476201.7, 3743102.7,	2.0); 480.4,	480.4,	2.0);	(476198.0, 3743076.0,
48	1.3, 481.3,	2.0);	,		
(48	476197.8, 3742996.1, 2.8, 482.8,	483.1, 2.0);	483.1,	2.0);	(476179.8, 3743032.8,
(476192.5, 3742991.9,	483.4,	483.4,	2.0);	(476280.8, 3742942.1,
48 (476579.2, 3742907.7,	2.0); 475.4,	475.4,	2.0);	(476642.9, 3742999.1,
47	1.2, 471.2, 476696 4 2742150 2	2.0);	169 1	2 0) •	1 176617 0 2712196 0
(46	470000.4, 5743150.5, 8.7, 468.7,	2.0);	400.4,	2.0),	(470047.9, 3743100.0,
(46	476646.0, 3743270.2, 5 4 465 4	467.1, 2 0):	467.1,	2.0);	(476658.7, 3743398.5,
(476832.3, 3743313.8,	462.9,	462.9,	2.0);	(476831.4, 3742996.8,
46 (4.0, 464.0, 476667.1, 3742930.9,	2.0); 471.5,	471.5,	2.0);	(476832.3, 3743162.5,
46	3.0, 463.0,	2.0);			
(46	4/0009.9, 3/43411.5, 8.9, 468.9,	467.4, 2.0);	46/.4,	2.0);	(4/6506.6,3/43413./,
(476542.3, 3743421.2,	467.8,	467.8,	2.0);	(475983.4, 3743373.0,
4 /	∠.4, 4/∠.4,	∠.∪);			

(477084.4, 3742900.8,	460.5,	460.5,	2.0);	(477140.4,	3742816.1,
459.7, 459.7, (477313.3, 3742643.9,	2.0); 456.9,	456.9,	2.0);	(477211.8,	3742907.1,
458.0, 458.0, (476770 1 3742542 0	2.0);	540 0	2 0)•	(177011 1	3742548 0
465.9, 465.9,	2.0);	540.07	2.0),	(4//011.1/	5/12510.07
(477007.5, 3742599.5, 462.7, 462.7,	465.3, 2.0);	465.3,	2.0);	(477019.5,	3742752.1,
(476587.4, 3742891.0,	475.1,	475.1,	2.0);	(476588.0,	3742818.6,
476.1, 476.1, (476579.9, 3742721.0,	2.0); 477.8,	477.8,	2.0);	(476579.0,	3742669.5,
479.2, 479.2, (476637.4, 3742530.0,	2.0); 480.9,	560.0,	2.0);	(477011.6,	3743354.0,
460.0, 460.0, (477038.8, 3743271.5,	2.0); 460.0.	460.0.	2.0);	(477031.0.	3743412.5.
460.0, 460.0,	2.0);		2.0,,	(1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
(476555.3, 3744126.6, 463.0, 463.0,	462.4, 2.0);	462.4,	2.0);	(476555.6,	3743985.1,
(476377.2, 3744545.5,	463.0,	463.0,	2.0);	(476331.2,	3744654.8,
463.0, 463.0, (476422.8, 3744596.1,	2.0); 461.9,	461.9,	2.0);	(476245.1,	3744904.3,
463.5, 463.5, (477121.5, 3744259.6,	2.0); 455.0,	455.0.	2.0);	(477061.8.	3744345.1.
455.0, 455.0,	2.0);	,	,	(188100)	2744062
(4//082.0, 3/44329.4, 455.0, 455.0,	455.0, 2.0);	455.0,	2.0);	(4//103.4,	3/44263.5,
(477158.9, 3744251.0, 458 0. 458 0.	455.0, 2 0):	455.0,	2.0);	(476805.6,	3744140.7,
(476746.5, 3744163.9,	459.1,	459.1,	2.0);	(478159.1,	3742336.3,
446.0, 446.0, (478052.6, 3742359.7,	2.0); 447.2,	447.2,	2.0);	(478112.3,	3742350.1,
446.2, 446.2, (476117.3, 3743250.6,	2.0); 477.0,	477.0,	2.0);	(476195.1,	3743283.7,
475.2, 475.2,	2.0);	170 0	2.0).	(17(140 (2742220 7
477.2, 477.2,	478.9, 2.0);	470.9,	2.0);	(4/0140.0,	J/4JZZO./,
(476160.8, 3743317.3, 2.0);	476.1,	476.1,			
Patterson 14198 ***	32 *** *** 02/19/24	C:\Users\Mic	hael Tirohn\D	esktop\HRAs\141	98 Rider and
*** AERMET - VERSION 1621	6 ***				
* * *				* * *	09:05:52
PAGE *** MODELOPTs: RegDFAUL	7 T CONC ELEV	FLGPOL URB	AN ADJ U*		
		*** МЕШЕО			DDAGEGGING +++
		ANA MEIEO	(1=	YES; 0=NO)	PROCESSING ***
1 1 1 1 1 1 1 1	1 1 1 1 1 1	. 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
1 111111	1111	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
1 1 1 1 1 1 1	1 1 1 1				
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$1 \ 1 \ 1 \ 1 \ 1 \ 1 \ 1 \ 1 \ 1 \ 1 \$	11 1111	. 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1
		. 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
		. 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
1 11111 1111111	1 1 1 1 1 1 1 1 1 1	. 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
	1 1 1 1	1	_	_	_
		. ⊥			

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES * * * (METERS/SEC) 3.09, 5.14, 8.23, 10.80, 1.54, *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:05:52 PAGE 8 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA *** Surface file: PERI V9 ADJU\PERI v9.SFC Met Version: 16216 Profile file: PERI V9 ADJU\PERI v9.PFL Surface format: FREE Profile format: FREE Upper air station no.: 3190 Surface station no.: 3171 Name: UNKNOWN Name: UNKNOWN Year: 2010 Year: 2010 First 24 hours of scalar data YR MO DY JDY HR HO U* W* DT/DZ ZICNV ZIMCH M-O LEN ZO BOWEN ALBEDO REF WS WD HT REF TA HT . _ _ _ _ _ _ _ _ _ _ _ _ _ 10 01 01 1 01 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 335. 9.1 282.5 5.5 15.1 0.19 10 01 01 1 02 -3.9 0.088 -9.000 -9.000 -999. 62. 0.61 1.00 0.90 142. 9.1 280.9 5.5 1.00 10 01 01 1 03 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 0.90 324. 9.1 280.4 5.5 10 01 01 1 04 -1.3 0.064 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40 294. 9.1 278.8 5.5 10 01 01 1 05 -3.9 0.088 -9.000 -9.000 -999. 62. 0.61 1.00 0.90 15.0 0.19 205. 9.1 278.1 5.5 10 01 01 1 06 -1.3 0.065 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40 3. 9.1 277.0 5.5 10 01 01 1 07 -8.0 0.125 -9.000 -9.000 -999. 106. 1.00 21.0 0.19 0.61 1.30 99. 9.1 277.0 5.5 10 01 01 1 08 -3.3 0.086 -9.000 -9.000 -999. 61. 0.54 16.8 0.19 0.61 0.90 319. 9.1 278.8 5.5 10 01 01 1 09 20.1 0.128 0.307 0.010 49. 110. 0.33 0.90 -9.0 0.19 0.61 9.1 284.2 5.5 239. 10 01 01 1 10 56.7 0.087 0.560 0.010 107. 62. -1.0 0.19 0.26 0.61 0.40 9.1 289.2 5.5 188. 10 01 01 1 11 81.5 0.323 0.867 0.008 277. 441. 0.23 2.70 -35.9 0.19 0.61 310. 9.1 290.9 5.5 10 01 01 1 12 97.1 0.281 1.058 0.008 421. 357. 0.22 2.20 -19.7 0.19 0.61 357. 9.1 293.1 5.5 10 01 01 1 13 92.2 0.279 1.117 0.008 523. 354. -20.4 0.19 0.61 0.22 2.20 9.1 293.8 5.5 356.

INCLUDED IN THE DATA FILE.

10 01 01 1 14 77.6 0.275 1.102 0.008 595. 347. -23.2 0.19 0.61 0.23 2.20 50. 9.1 294.2 5.5 10 01 01 1 15 54.9 0.230 1.006 0.008 640. 266. -19.2 0.19 0.61 0.27 1.80 53. 9.1 293.8 5.5 10 01 01 1 16 12.3 0.206 0.613 0.008 648. 225. -61.5 0.19 0.61 0.36 1.80 11. 9.1 292.5 5.5 10 01 01 1 17 -3.6 0.087 -9.000 -9.000 -999. 71. 15.6 0.19 0.61 0.64 0.90 351. 9.1 290.4 5.5 10 01 01 1 18 -3.8 0.087 -9.000 -9.000 -999. 62. 15.2 0.19 0.61 1.00 0.90 186. 9.1 287.5 5.5 10 01 01 1 19 -3.8 0.087 -9.000 -9.000 -999. 62. 15.2 0.19 0.61 1.00 0.90 275. 9.1 285.9 5.5 10 01 01 1 20 -1.2 0.064 -9.000 -9.000 -999. 39. 18.1 0.19 0.61 1.00 0.40 181. 9.1 285.4 5.5 10 01 01 1 21 -7.8 0.125 -9.000 -9.000 -999. 106. 21.3 0.19 0.61 1.00 1.30 318. 9.1 284.9 5.5 10 01 01 1 22 -3.8 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 196. 9.1 283.1 5.5 10 01 01 1 23 -3.8 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 330. 9.1 281.4 5.5 10 01 01 1 24 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 332. 9.1 280.9 5.5 First hour of profile data
 YR MO DY HR HEIGHT F WDIR
 WSPD AMB_TMP sigmaA sigmaW sigmaV

 10 01 01 01
 5.5 0 -999.
 -99.00
 282.6
 99.0
 -99.00
 10 01 01 01 9.1 1 335. 1.30 -999.0 99.0 -99.00 -99.00 F indicates top of profile (=1) or below (=0) *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** *** 09:05:52 page 9 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL *** INCLUDING SOURCE(S): VOL1 , *** DISCRETE CARTESIAN RECEPTOR POINTS *** ** CONC OF CO IN MICROGRAMS/M**3 ** X-COORD (M) Y-COORD (M) CONC (YYMMDDHH) X-COORD (M) Y-COORD (M) CONC (YYMMDDHH) 476196.97 3743263.68 46.79393 (16010616) 476193.80

 3743185.82
 60.36625
 (16010616)

 476186.94
 3743326.48
 31.21465
 (16010516)

 3743125.13
 58.00436
 (16010616)

 476201.72
 3743102.69
 56.81073
 (16010616)

 476194.33 476198.03 3743076.04 55.06919 (11010316) 476197.76 3742996.08 53.82127 (11010316) 476179.82 3743032.76 51.17990 (11010316) 476192.49 3742991.86 52.27596 (11010316) 476280.77 3742942.1541.41677(11010316)476579.223742907.6920.735953742999.1319.30916(15121616) 476642.87 476686.413743150.3520.66580(10122916)3743185.9725.03249(10122916) 476647.88 476646.03 3743270.16 21.63100 (10121516) 476658.73

X-COORD (M) (M) CO	Y-COORD (M) DNC (YYMMDDHI	CONC H)	(YYMMDDHH)	X-COORD (M) Y-COORD
		** CON MICROG	C OF CO RAMS/M**3	IN **
		*	** DISCRETE	CARTESIAN RECEPTOR POINTS ***
	SOUR	CE GROUP: A INCLUDING SO	LL *** URCE(S):	VOL1 ,
	***	THE 1ST HI	GHEST 8-HR	AVERAGE CONCENTRATION VALUES FOR
*** MODELOPTs:	PAGE 10 RegDFAULT CONC	ELEV FLGP	OL URBAN A	ADJ_U*
* * *				*** 09:05:52
*** AERMET - VERSI	ION 16216 ***			
Patterson\14198 ***	* 02/19/24	4		
(IOUIU6I6) FF *** AERMOD - VER	RSION 23132 ***	*** C:\Us	ers\Michael	Tirohn\Desktop\HRAs\14198 Rider and
476160.78	3743317.32	26.88707		
3743228.74	38.78043	(16010616)	,	
476143.88	40.79823 3743251.34	36.43643	(16010616)	476140.57
476117.35	3743250.56	31.79164	(16010616)	476195.15
3742350.13	0.81545	(10062909)		
478052.60	3742359.67	0.84885	(10062909)	478112.32
476746.53	3/44163.92 0 79391	2.45651	(10122216)	478159.07
3744140.67	2.88717	(10122216)	(10100010)	
477158.86	3744251.01	1.93132	(10020516)	476805.61
4//082.02 3744263.50	3/44329.3/ 1.92431	1.9100/ (10020516)	(IUIZZZIO)	4//103.36
3744345.06	1.98000	(10122216)	(10100010)	177100 00
477121.48	3744259.57	1.93639	(10020516)	477061.79
3744904.31	1.21846	(10121514)	(10120010)	170230.00
3744654.76 476422 76	1.49912 3744596 NR	(IUI2U316) 1 79574	(10120316)	476245 06
476377.24	3744545.50	1.83450	(10120316)	476331.21
3743985.11	3.36372	(16122315)	(= = = = = = = = = = = = = = = = = = =	1,0000.07
3/43412.54 476555 31	4.48303 3744126.64	(IUIZI516) 2.64670	(16122315)	476555.57
477038.75	3743271.47	5.44599	(10122916)	477030.95
3743354.00	4.93838	(10121516)	/	
3/42669.49 476637.40	9.27866 3742530.02	(14111316) 6.39059	(14111316)	477011.64
476579.93	3742721.05	10.83296	(11111816)	476579.00
3742818.59	15.57012	(11111816)	. ,	
476587.39	4.70526 3742890.96	(14103116) 19.04197	(15120816)	476588.01
477007.45	3742599.51	3.91587	(16011916)	477019.55
3742548.02	3.70835	(16011916)	(,	
476770.13	4.62212	(16010/16) 6.59834	(11111816)	477011.14
477313.31	3742643.94	2.17117	(10021116)	477211.81
3742816.14	3.74433	(16010716)	,	
477084.40	3742900.84	5.46171	(16010716)	477140.41
4/6542.30 3743372 99	3/43421.18 10 81824	∠3.68468 (16010616)	(10122216)	4/5983.42
3743413.72	26.23644	(10122216)	(10100010)	
476569.94	3743411.55	23.63691	(10020516)	476506.60
3743162.55	11.55668	(10122916)	(1)121010)	4/0032.29
3742996.75	10.95795 3742930 93	(16010716) 15 08/11	(15121616)	476832 20
476832.29	3743313.75	8.71445	(10121516)	476831.36
3743398.51	16.86174	(10020516)		

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176106 07	2742262 60	14 50516	(11101010)	47(10) 00
4/6196.9/	3/43263.68	14.59516	$(\perp\perp\perp\perp\perp\perp\perp\perp)$	4/6193.80
3743185.82	15.28558	(11121216)		
476186.94	3743326.48	11.00465	(11121216)	476194.33
3743125.13	15.36441	(14120316)		
476201.72	3743102.69	15.64139	(14120316)	476198.03
37/3076 0/	13 65157	(11010316)	(11110010)	1,0100.00
1743070.04	13.03137	(11010310)	(11010010)	
4/619/./6	3/42996.08	11.418/0	(11010316)	4/61/9.82
3743032.76	11.06177	(11010316)		
476192.49	3742991.86	10.90673	(11010316)	476280.77
3742942.15	12.02944	(11010316)		
476579 22	3742907 69	10 22043	(14120116)	476642 87
2742000 12	0.02114-	(10100110)	(14120110)	4/0042.0/
5742999.15	0.031140	(10102110)	(1 4 0 4 0 1 1 0)	
4/6686.41	3/43150.35	6.52664	(14040116)	4/664/.88
3743185.97	8.33174	(16030716)		
476646.03	3743270.16	7.81519	(11112416)	476658.73
3743398.51	6.13124	(11112416)		
176832 29	37/3313 75	2 / 9203	(16030716)	176831 36
2742000 75	2 00FE2	(14040110)	(10030710)	470001.00
3742996.75	3.00552	(14040116)		
476667.12	3742930.93	6.56879c	(10102116)	476832.29
3743162.55	2.96433	(14040116)		
476569.94	3743411.55	9.15036	(11112416)	476506.60
3743413 72	10 86477	(11112416)	· · · ·	
176512 20	27/2/21 10	0 52020	(11112/16)	175002 12
470342.30	3/43421.10	9.00920	(11112410)	475905.42
3/433/2.99	3.03581	(10121516)		
477084.40	3742900.84	1.26683	(14040116)	477140.41
3742816.14	1.00301	(15121416)		
477313.31	3742643.94	0.65808	(15121416)	477211.81
37/2907 1/	0 98503	(14040116)	(,	
476770 12	2742542 01	2 50017	(1/120116)	177011 11
4/6//0.13	3/42542.01	2.50817	(14120116)	4//011.14
3742548.02	1.37919	(16011916)		
477007.45	3742599.51	1.47940	(16011916)	477019.55
3742752.07	1.31568	(16011916)		
476587.39	3742890.96	9.34418	(14120116)	476588.01
37/2818 59	7 20873	(1/120116)	(11120110)	1,0000.01
5742010.59	1.23073	(14120110)	(1 41 0 0 1 1 C)	
4/65/9.93	3/42/21.05	5.03404	(14120116)	4/65/9.00
3742669.49	4.06061	(14120116)		
476637.40	3742530.02	2.58520	(14120116)	477011.64
3743354.00	1.17453	(16030716)		
177038 75	37/3271 /7	1 10592	(16030716)	177030 95
2742410 54	1 10451	(14012110)	(10030710)	477050.55
3743412.54	1.10451	(14013116)		
476555.31	3744126.64	1.23078	(11100516)	476555.57
3743985.11	1.60044	(11100516)		
476377.24	3744545.50	0.68790	(16122316)	476331.21
3744654 76	0 59601	(16122316)	,	
A76A00 76	3711596 00	(- C - C - C - C - C - C - C - C - C -	(11100516)	176215 06
7/0722./0	00.00	(11101010)	(TTTOOTO)	4/0240.00
3/44904.31	0.4/063	(TTTSTAT0)		
477121.48	3744259.57	0.56891	(15122216)	477061.79
3744345.06	0.54222	(11030716)		
477082.02	3744329.37	0.54517	(11030716)	477103.36
3744263 50	0 57478	(11030716)	- /	-
477150 06	2744251 01	(11000710)	(15100016)	176005 61
4//100.00	3744231.01	0.57620	(19122210)	470003.01
3744140.67	0.84941	(10020916)		
476746.53	3744163.92	0.90096	(10100516)	478159.07
3742336.35	0.19004	(14010816)		
478052 60	3742359.67	0.20910	(15121416)	478112.32
27/2250 12	n 10/00	(14010816)	, / /	1/0110
5/42550.13	0.19499	(14010010)	(1110101010)	
4/611/.35	3/43250.56	1.1472	(11121216)	4/6195.15
3743283.69	13.57082	(11121216)		
476143.88	3743251.34	9.05856	(11121216)	476140.57
3743228.74	8.76114	(11121216)	,	
476160 78	3743317 32	9 36652		
11101010	J / 1J J L / • J L	2.30032		
(11121210)	a=a, 00100			
EE *** AERMOD - VER	SION 23132 ***	*** C:\Use	ers\Michael	Tironn\Desktop\HRAs\14198 Rider and
Patterson\14198 ***	02/19/24	l		

*** AERMET - VERSION 16216 *** * * * * * * 09:05:52 PAGE 11 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** THE SUMMARY OF HIGHEST 1-HR RESULTS *** ** CONC OF CO IN * * MICROGRAMS/M**3 DATE NETWORK GROUP ID AVERAGE CONC (YYMMDDHH) RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) OF TYPE GRID-ID _ ALL HIGH 1ST HIGH VALUE IS 60.36625 ON 16010616: AT (476193.80, 3743185.82, 477.94, 477.94, 2.00) DC *** RECEPTOR TYPES: GC = GRIDCART GP = GRIDPOLRDC = DISCCART DP = DISCPOLR 📰 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** 09:05:52 * * * PAGE 12 ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** THE SUMMARY OF HIGHEST 8-HR RESULTS *** ** CONC OF CO IN * * MICROGRAMS/M**3 DATE NETWORK AVERAGE CONC (YYMMDDHH) GROUP ID RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) OF TYPE GRID-ID _ ALL HIGH 1ST HIGH VALUE IS 15.64139 ON 14120316: AT (476201.72, 3743102.69, 480.45, 480.45, 2.00) DC *** RECEPTOR TYPES: GC = GRIDCART GP = GRIDPOLRDC = DISCCART DP = DISCPOLR 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:05:52 PAGE 13 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U*

*** Message Summary : AERMOD Model Execution *** ----- Summary of Total Messages ------0 Fatal Error Message(s) A Total of A Total of 4 Warning Message(s) A Total of 2028 Informational Message(s) A Total of 43824 Hours Were Processed A Total of 978 Calm Hours Identified A Total of 1050 Missing Hours Identified (2.40 Percent) ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* WARNING MESSAGES ******* 83 83 MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used 0.50 ME W186 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET ME W187 14010101 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap ******

*** AERMOD Finishes Successfully ***

```
** Lakes Environmental AERMOD MPI
******
* *
** AERMOD Input Produced by:
** AERMOD View Ver. 12.0.0
** Lakes Environmental Software Inc.
** Date: 2/19/2024
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 Cons NOX\14198
Cons NOX.ADI
**
******
* *
* *
** AERMOD Control Pathway
**
* *
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198
  MODELOPT DFAULT CONC
  AVERTIME 1
  URBANOPT 2189641 Riverside County
  POLLUTID NOX
  FLAGPOLE 2.00
  RUNORNOT RUN
  ERRORFIL "14198 Cons NOX.err"
CO FINISHED
**
******
** AERMOD Source Pathway
* *
* *
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION VOL1
                   VOLUME 476404.604 3743158.543
                                                    475.660
** Source Parameters **
  SRCPARAM VOL1
                   0.474697015
                                5.000 91.316 1.400
  URBANSRC ALL
** Variable Emissions Type: "By Hour / Day (HRDOW)"
** Variable Emission Scenario: "Scenario 1"
** WeekDays:
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                   HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
  EMISFACT VOL1
                   HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
** Saturday:
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
  EMISFACT VOL1
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
                   HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
  SRCGROUP ALL
SO FINISHED
* *
** AERMOD Receptor Pathway
******
```

```
**
**
RE STARTING
  INCLUDED "14198 Cons NOX.rou"
RE FINISHED
**
** AERMOD Meteorology Pathway
* *
* *
ME STARTING
  SURFFILE PERI V9 ADJU\PERI v9.SFC
  PROFFILE PERI_V9_ADJU\PERI_v9.PFL
SURFDATA 3171_2010
  UAIRDATA 3190 2010
  SITEDATA 99999 2010
  PROFBASE 442.0 METERS
ME FINISHED
**
** AERMOD Output Pathway
*****
* *
**
OU STARTING
  RECTABLE ALLAVE 1ST
  RECTABLE 1 1ST
** Auto-Generated Plotfiles
  PLOTFILE 1 ALL 1ST "14198 CONS NOX.AD\01H1GALL.PLT" 31
  SUMMFILE "14198 Cons NOX.sum"
OU FINISHED
 *** Message Summary For AERMOD Model Setup ***
 ----- Summary of Total Messages ------
A Total of
                   0 Fatal Error Message(s)
A Total of
                   2 Warning Message(s)
A Total of
                   0 Informational Message(s)
   ******* FATAL ERROR MESSAGES *******
             *** NONE ***
                            *******
   ******
           WARNING MESSAGES
            83 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used
ME W186
                                                                             0.50
ME W187
            83
                   MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET
 *** SETUP Finishes Successfully ***
 ******
F *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and
Patterson\14198 ***
                       02/19/24
 *** AERMET - VERSION 16216 ***
 * * *
                                                               * * *
                                                                         09:08:30
                   PAGE
                        1
 *** MODELOPTs:
                RegDFAULT CONC ELEV FLGPOL URBAN ADJ U*
                                     *** MODEL SETUP OPTIONS SUMMARY ***
  _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
 _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
```

```
** Model Options Selected:
     * Model Uses Regulatory DEFAULT Options
     * Model Is Setup For Calculation of Average CONCentration Values.
     * NO GAS DEPOSITION Data Provided.
     * NO PARTICLE DEPOSITION Data Provided.
     * Model Uses NO DRY DEPLETION. DDPLETE = F
     * Model Uses NO WET DEPLETION. WETDPLT = F
     * Stack-tip Downwash.
     * Model Accounts for ELEVated Terrain Effects.
     * Use Calms Processing Routine.
     * Use Missing Data Processing Routine.
     * No Exponential Decay.
     * Model Uses URBAN Dispersion Algorithm for the SBL for 1 Source(s),
       for Total of 1 Urban Area(s):
 Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m
     * Urban Roughness Length of 1.0 Meter Used.
     * ADJ U* - Use ADJ U* option for SBL in AERMET
     * CCVR Sub - Meteorological data includes CCVR substitutions
     * TEMP Sub - Meteorological data includes TEMP substitutions
     * Model Accepts FLAGPOLE Receptor . Heights.
     * The User Specified a Pollutant Type of: NOX
**Model Calculates 1 Short Term Average(s) of: 1-HR
**This Run Includes: 1 Source(s); 1 Source Group(s); and 61 Receptor(s)
                       0 POINT(s), including
               with:
                                               0 POINTHOR(s)
                         0 POINTCAP(s) and
                      1 VOLUME source(s)
1 VOLUME source(s)
0 AREA type source(s)
0 LINE source(s)
0 RLINE/RLINEXT source(s)
0 OPENPIT source(s)
0 BUOYANT LINE source(s) with a total of 0 line(s)
                and:
                and:
                and:
                and:
                and:
                and:
                and:
                        0 SWPOINT source(s)
**Model Set To Continue RUNning After the Setup Testing.
**The AERMET Input Meteorological Data Version Date: 16216
**Output Options Selected:
         Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword)
         Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)
        Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)
**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours
                                                                 m for Missing Hours
                                                                 b for Both Calm and Missing
                                                                 Hours
**Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. =
         ; Rot. Angle = 0.0
0.000
                 Emission Units = GRAMS/SEC
                                                                             ; Emission Rate
                 Unit Factor = 0.10000E+07
                 Output Units = MICROGRAMS/M**3
**Approximate Storage Requirements of Model = 3.5 MB of RAM.
**Input Runstream File:
aermod.inp
**Output Print File:
aermod.out
```

```
**Detailed Error/Message File: 14198 Cons
```

NOX.err **File for Summary of Results: 14198 Cons NOX.sum 📭 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:08:30 PAGE 2 *** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** VOLUME SOURCE DATA *** NUMBER EMISSION RATE BASE RELEASE INIT. INIT. URBAN EMISSION RATE AIRCRAFT PART. (GRAMS/SEC) X Y SOURCE ELEV. HEIGHT SY SZ. SOURCE SCALAR VARY (METERS) (METERS) (METERS) (METERS) (METERS) ID CATS. ΒY (METERS) _ _ _ _ _ _ _ _ _ _ _ _ . 0 0.47470E+00 476404.6 3743158.5 475.7 5.00 91.32 VOL1 1.40 YES HRDOW NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:08:30 PAGE 3 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINING SOURCE GROUPS *** SRCGROUP ID SOURCE IDs _____ _____ AT.T. VOT 1 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:08:30 PAGE 4 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINED AS URBAN SOURCES *** URBAN ID URBAN POP SOURCE IDs _____ _____ _____ 2189641. VOL1 📰 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:08:30 PAGE 5 *** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK

(HRDOW) *

459.7, 459.7,

2.0);

; SOURCE TYPE = VOLUME SOURCE ID = VOL1 : HOUR SCALAR _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ DAY OF WEEK = WEEKDAY 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 6 1 .0000E+00 .0000E+00 .0000E+00 7 .0000E+00 8 .0000E+00 9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14 .1000E+01 15 .1000E+01 16 .1000E+01 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SATURDAY 1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 22 17 .0000E+00 21 .0000E+00 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SUNDAY 2 .0000E+00 3 .0000E+00 4 .0000E+00 1 .0000E+00 .5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 14 .0000E+00 .0000E+00 15 .0000E+00 16 .0000E+00 20 .0000E+00 21 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:08:30 PAGE 6 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** DISCRETE CARTESIAN RECEPTORS *** (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG) (METERS) (476197.0, 3743263.7, 475.2, 475.2, 2.0); (476193.8, 3743185.8, 477.9, 477.9, 2.0); (476186.9, 3743326.5, (476194.3, 3743125.1, 475.4, 475.4, 2.0); 479.9, 479.9, 2.0); (476201.7, 3743102.7, (476198.0, 3743076.0, 480.4, 2.0); 480.4, 481.3, 481.3, 2.0); (476197.8, 3742996.1, 483.1, 483.1, 2.0); (476179.8, 3743032.8, 482.8, 482.8, 2.0); (476280.8, 3742942.1, (476192.5, 3742991.9, 2.0); 483.4, 483.4, 487.0, 482.9, 2.0); (476579.2, 3742907.7, 475.4, 2.0); (476642.9, 3742999.1, 475.4, 471.2, 471.2, 2.0); (476686.4, 3743150.3, 468.4, (476647.9, 3743186.0, 468.4, 2.0); 468.7, 468.7, 2.0); (476658.7, 3743398.5, (476646.0, 3743270.2, 467.1, 467.1, 2.0); 465.4, 465.4, 2.0); 462.9, (476831.4, 3742996.8, (476832.3, 3743313.8, 462.9, 2.0); 464.0, 464.0, 2.0); (476832.3, 3743162.5, (476667.1, 3742930.9, 471.5, 471.5. 2.0); 463.0, 463.0, 2.0); (476569.9, 3743411.5, (476506.6, 3743413.7, 467.4, 467.4, 2.0); 468.9, 468.9, 2.0); (476542.3, 3743421.2, (475983.4, 3743373.0, 467.8, 467.8, 2.0); 472.4, 472.4, 2.0); (477084.4, 3742900.8, (477140.4, 3742816.1, 460.5, 460.5, 2.0);

(477313.3, 3742643.9	, 456.9,	456.9,	2.0);	(477211.8,	3742907.1,
458.0, 458.0, (476770.1, 3742542.0	2.0); , 476.1,	540.0,	2.0);	(477011.1,	3742548.0,
465.9, 465.9, (477007.5, 3742599.5	2.0); , 465.3,	465.3,	2.0);	(477019.5,	3742752.1,
462.7, 462.7, (476587.4, 3742891.0	2.0); , 475.1,	475.1,	2.0);	(476588.0,	3742818.6,
476.1, 476.1, (476579.9, 3742721.0	2.0); , 477.8,	477.8,	2.0);	(476579.0,	3742669.5,
479.2, 479.2, (476637.4, 3742530.0	2.0); , 480.9,	560.0,	2.0);	(477011.6,	3743354.0,
460.0, 460.0, (477038.8, 3743271.5	2.0); , 460.0,	460.0,	2.0);	(477031.0,	3743412.5,
460.0, 460.0, (476555 3, 3744126 6	2.0);	462 4.	2 0):	(476555 6.	3743985 1.
463.0, 463.0, (476277 2 2744545 5	2.0);	162.0	2.0),	(176331.0	2744654 9
463.0, 463.0,	2.0);	463.0,	2.0);	(4/0331.2,	3/44054.8,
(476422.8, 3744596.1 463.5, 463.5,	, 461.9, 2.0);	461.9,	2.0);	(476245.1,	3744904.3,
(477121.5, 3744259.6 455 0. 455 0.	, 455.0, 2 0):	455.0,	2.0);	(477061.8,	3744345.1,
(477082.0, 3744329.4	, 455.0,	455.0,	2.0);	(477103.4,	3744263.5,
455.0, 455.0, (477158.9, 3744251.0	2.0); , 455.0,	455.0,	2.0);	(476805.6,	3744140.7,
458.0, 458.0, (476746.5, 3744163.9	2.0); , 459.1,	459.1,	2.0);	(478159.1,	3742336.3,
446.0, 446.0, (478052.6, 3742359.7	2.0); , 447.2,	447.2,	2.0);	(478112.3,	3742350.1,
446.2, 446.2, (476117 3, 3743250 6	2.0);	477 0.	2 0) •	(476195 1	3743283 7
475.2, 475.2,	2.0);	176 0	2.0).	(176140 6	2742020 7
477.2, 477.2,	2.0);	4/0.9,	2.0);	(470140.0,	5/45220.7,
(476160.8, 3743317.3 2.0);	, 476.1,	476.1,			
Patterson\14198 ***	132 *** *** (02/19/24	C:\Users\Micha	ael Tirohn\De	esktop\HRAs\141	98 Rider and
*** AERMET - VERSION 162 ***	16 ***			* * *	09.08.30
	7				
*** MODELOPTs: RegDFAU	LT CONC ELEV	FLGPOL URBAN	I ADJ_U*		
		*** METEORO	DLOGICAL DAYS	3 SELECTED FOR 1 YES; 0=NO)	PROCESSING ***
1 1 1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
		1 1 1 1 1 1	1 1 1 1 1 1		1 1 1 1 1 1 1
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1111 11	1 1 1 1 1 1 1
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	L 1 1 1 1 1 1 1	1 1 1 1 1 1 1
		1 1 1 1 1 1	1 1 1 1 1 1	1111111	1 1 1 1 1 1 1
		1 1 1 1 1 1	1 1 1 1 1 1	1111111	1 1 1 1 1 1 1
		1 1 1 1 1 1	1 1 1 1 1 1	11111 11	1 1 1 1 1 1 1
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1	1			

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES * * * (METERS/SEC) 1.54, 3.09, 5.14, 8.23, 10.80, *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** * * * 09:08:30 PAGE 8 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA *** Surface file: PERI V9 ADJU\PERI v9.SFC Met Version: 16216 Profile file: PERI V9 ADJU\PERI v9.PFL Surface format: FREE Profile format: FREE Upper air station no.: Surface station no.: 3171 3190 Name: UNKNOWN Name: UNKNOWN Year: 2010 Year: 2010 First 24 hours of scalar data YR MO DY JDY HR HO U* W* DT/DZ ZICNV ZIMCH M-O LEN ZO BOWEN ALBEDO REF WS WD HT REF TA HT _ _ _ _ _ _ _ _ _ _ _ _ _ 0.61 1.00 10 01 01 1 01 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 1.30 335. 9.1 282.5 5.5 10 01 01 1 02 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 142. 9.1 280.9 5.5 10 01 01 1 03 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 324. 9.1 280.4 5.5 10 01 01 1 04 -1.3 0.064 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40 294. 9.1 278.8 5.5 62. 15.0 0.19 10 01 01 1 05 -3.9 0.088 -9.000 -9.000 -999. 0.61 1.00 0.90 205. 9.1 278.1 5.5 18.3 0.19 10 01 01 1 06 -1.3 0.065 -9.000 -9.000 -999. 39. 0.61 1.00 0.40 3. 9.1 277.0 5.5 10 01 01 1 07 -8.0 0.125 -9.000 -9.000 -999. 106. 21.0 0.19 0.61 1.00 1.30 99. 9.1 277.0 5.5 10 01 01 1 08 -3.3 0.086 -9.000 -9.000 -999. 61. 0.54 0.90 16.8 0.19 0.61 319. 9.1 278.8 5.5 10 01 01 1 09 20.1 0.128 0.307 0.010 49. 110. 0.33 -9.0 0.19 0.61 0.90 239. 9.1 284.2 5.5 0.40 10 01 01 1 10 56.7 0.087 0.560 0.010 107. 0.26 62. -1.0 0.19 0.61 9.1 289.2 5.5 188. 10 01 01 1 11 81.5 0.323 0.867 0.008 277. 441. 0.23 2.70 -35.9 0.19 0.61 9.1 290.9 5.5 310. 10 01 01 1 12 97.1 0.281 1.058 0.008 421. 357. 0.22 2.20 -19.7 0.19 0.61 357. 9.1 293.1 5.5 10 01 01 1 13 92.2 0.279 1.117 0.008 523. 354. -20.4 0.19 0.61 0.22 2.20 356. 9.1 293.8 5.5 10 01 01 1 14 77.6 0.275 1.102 0.008 595. 347. -23.2 0.19 0.61 0.23 2.20 50. 9.1 294.2 5.5

10 01 01 1 15 54.9 0.230 1.006 0.008 640. 266. -19.2 0.19 0.61 0.27 1.80 53. 9.1 293.8 5.5 10 01 01 1 16 12.3 0.206 0.613 0.008 648. 225. -61.5 0.19 0.61 0.36 1.80 11. 9.1 292.5 5.5 10 01 01 1 17 -3.6 0.087 -9.000 -9.000 -999. 71. 15.6 0.19 0.61 0.64 0.90 351. 9.1 290.4 5.5 10 01 01 1 18 -3.8 0.087 -9.000 -9.000 -999. 62. 15.2 0.19 0.61 1.00 0.90 186. 9.1 287.5 5.5 10 01 01 1 19 -3.8 0.087 -9.000 -9.000 -999. 62. 15.2 0.19 0.61 1.00 0.90 275. 9.1 285.9 5.5 10 01 01 1 20 -1.2 0.064 -9.000 -9.000 -999. 39. 18.1 0.19 0.61 1.00 0.40 181. 9.1 285.4 5.5 10 01 01 1 21 -7.8 0.125 -9.000 -9.000 -999. 106. 21.3 0.19 0.61 1.00 1.30 318. 9.1 284.9 5.5 10 01 01 1 22 -3.8 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 196. 9.1 283.1 5.5 10 01 01 1 23 -3.8 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 330. 9.1 281.4 5.5 10 01 01 1 24 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 332. 9.1 280.9 5.5 First hour of profile data YR MO DY HR HEIGHT F WDIR WSPD AMB TMP sigmaA sigmaW sigmaV 10 01 01 01 5.5 0 -999. -99.00 282.6 99.0 -99.00 -99.00 10 01 01 01 9.1 1 335. 1.30 -999.0 99.0 -99.00 -99.00 F indicates top of profile (=1) or below (=0) 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** 09:08:30 * * * page 9 *** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** THE 1ST HIGHEST 1-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL *** INCLUDING SOURCE(S): VOL1 *** DISCRETE CARTESIAN RECEPTOR POINTS *** ** CONC OF NOX IN ** MICROGRAMS/M**3 X-COORD (M) Y-COORD (M) CONC (YYMMDDHH) X-COORD (M) Y-COORD (M) CONC (YYMMDDHH) 476196.97 3743263.68 31.64391 (16010616) 476193.80 3743185.82 40.82205 (16010616) 476186.94 3743326.48 21.10858 (16010516) 476194.33 3743125.13 39.22485 (16010616) 476201.72 3743102.69 38.41767 (16010616) 476198.03 3743076.0437.23997(11010316)476197.763742996.0836.39608(11010316) 476179.82 3743032.76 34.60988 (11010316) 476192.49 3742991.86 35.35107 (11010316) 476280.77 3742942.15 28.00766 (11010316)

 3742942.13
 28.00700
 (11010310)

 476579.22
 3742907.69
 14.02247
 (15120816)

 3742999.13
 13.05762
 (15121616)

 476686.41
 3743150.35
 13.97504
 (10122916)

 3743185.97
 16.92796
 (10122916)
 10122916)

 476642.87 476647.88 476646.03 3743270.16 14.62774 (10121516) 476658.73 3743398.51 11.40258 (10020516) 476832.29 3743313.75 5.89306 (10121516) 476831.36

3742996.75	7.41020	(16010716)		
476667.12	3742930.93	10.20047	(15121616)	476832.29
3743162.55	7.81509	(10122916)		
476569.94	3/43411.55	15.98422	(10020516)	476506.60
3/43413.72	1/./4212	(10122216)	(10100010)	
4/6542.30	3/43421.18	16.01652	(10122216)	4/5983.42
3743372.99	2762000 01	(10010010)	(16010716)	477140 41
477004.40	2 52206	3.09343	(10010/10)	477140.41
J/42010.14 /77313 31	2.55200	(10010/10)	(10021116)	177211 81
3742907 14	3 12566	(16010716)	(10021110)	4//211.01
476770 13	3742542 01	4 46206	(11111816)	477011 14
3742548.02	2.50773	(16011916)	(11111010)	177011.1
477007.45	3742599.51	2.64807	(16011916)	477019.55
3742752.07	3.18188	(14103116)	(,	
476587.39	3742890.96	12.87693	(15120816)	476588.01
3742818.59	10.52914	(11111816)		
476579.93	3742721.05	7.32568	(11111816)	476579.00
3742669.49	6.27460	(14111316)		
476637.40	3742530.02	4.32157	(14111316)	477011.64
3743354.00	3.33953	(10121516)		
477038.75	3743271.47	3.68280	(10122916)	477030.95
3743412.54	3.03160	(10121516)		
476555.31	3744126.64	1.78980	(16122315)	476555.57
3743985.11	2.27468	(16122315)		
476377.24	3744545.50	1.24056	(10120316)	476331.21
3744654.76	1.01377	(10120316)		
476422.76	3744596.08	1.21435	(10120316)	476245.06
3/44904.31	0.8239/	(10121514)	(10000510)	4770(1 70
4//121.48	3/44259.5/	L.30946	(10020516)	4//061./9
3744345.06	00002.1 רכ מכבוורכ	(10122216)	(10122216)	177102 26
477002.02	1 30129	(10020516)	(10122210)	477105.56
44203.30	1.JUI29 37//251_01	(10020310)	(10020516)	476805 61
3744140 67	1 952/2	(10122216)	(10020310)	470005.01
476746 53	3744163 92	(10122210)	(10122216)	478159 07
3742336 35	0 53687	(10062909)	(10122210)	4/0109.07
478052.60	3742359.67	0.57403	(10062909)	478112.32
3742350.13	0.55144	(10062909)	(,	
476117.35	3743250.56	21.49876	(16010616)	476195.15
3743283.69	27.58938	(16010616)	, ,	
476143.88	3743251.34	24.63976	(16010616)	476140.57
3743228.74	26.22487	(16010616)		
476160.78	3743317.32	18.18211		
(16010616)				
FF *** AERMOD - VER	SION 23132 ***	*** C:\Use	ers\Michael Ti	.rohn\Desktop\HRAs\14198 Rider and
Patterson\14198 ***	02/19/24	1		
*** AERMET - VERSI	ON 16216 ***			
* * *				*** 09:08:30
	PAGE 10			г ттψ
AAA MODELOPTS:	REGDEAULT CONC	ETEA ETCEA	JL URBAN ADU	
			*** ጥㅂ도 QIIMN	NRV OF HICHEST 1-HR RESULTS ***
				THE REPORT OF THE THE PARTY OF THE THE PARTY OF THE
		** CONC OF	NOX IN	
		MICROGRAMS	/M**3	* *
			DATE	
				NETWORK
GROUP ID	I	AVERAGE CONC	(YYMMDDHE	I) RECEPTOR (XR, YR,
ZELEV, ZHILL, ZFLAG) OF TYPE GF	RID-ID		

_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

HIGH 1ST HIGH VALUE IS 40.82205 ON 16010616: AT (476193.80, 3743185.82, ALL 477.94, 477.94, 2.00) DC *** RECEPTOR TYPES: GC = GRIDCART GP = GRIDPOLR DC = DISCCART DP = DISCPOLR T *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:08:30 PAGE 11 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** Message Summary : AERMOD Model Execution *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 4 Warning Message(s) A Total of 2028 Informational Message(s) 43824 Hours Were Processed A Total of A Total of 978 Calm Hours Identified A Total of 1050 Missing Hours Identified (2.40 Percent) ******* FATAL ERROR MESSAGES ******* *** NONE *** ****** WARNING MESSAGES ****** ME W186 83 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used 0.50 83 ME W187 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET CHKDAT: Record Out of Sequence in Meteorological File at: 14010101 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap MX W450 17521 MX W450 17521

*** AERMOD Finishes Successfully ***

```
** Lakes Environmental AERMOD MPI
* *
** AERMOD Input Produced by:
** AERMOD View Ver. 12.0.0
** Lakes Environmental Software Inc.
** Date: 2/19/2024
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 Cons PM10\14198
Cons PM10.ADI
**
* *
* *
*****
** AERMOD Control Pathway
**
* *
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198
  MODELOPT DFAULT CONC
  AVERTIME 24
  URBANOPT 2189641 Riverside County
  POLLUTID PM 10
  FLAGPOLE 2.00
  RUNORNOT RUN
  ERRORFIL "14198 Cons PM10.err"
CO FINISHED
**
** AERMOD Source Pathway
* *
* *
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
                VOLUME 476404.604 3743158.543 475.660
  LOCATION VOL1
                             476207.840 3742962.030
  LOCATION AREA1
                    AREA
                                                       483.770
** Source Parameters **
  SRCPARAM VOL1
                    0.0022049629
                                  5.000 91.316 1.400
                     7.7983E-07 0.000 393.120 392.500 0.000
  SRCPARAM AREA1
                                                                   1.000
  URBANSRC ALL
** Variable Emissions Type: "By Hour / Day (HRDOW)"
** Variable Emission Scenario: "Scenario 1"
** WeekDays:
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
                    HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
  EMISFACT VOL1
  EMISFACT VOL1
                    HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
** Saturday:
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
** Sunday:
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                     HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** WeekDays:
  EMISFACT AREA1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT AREA1
                    HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
                     HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
  EMISFACT AREA1
```

EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 ** Saturday: EMISFACT AREA1 EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 ** Sunday: HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 SRCGROUP ALL SO FINISHED ** ***** ** AERMOD Receptor Pathway ** ** RE STARTING INCLUDED "14198 Cons PM10.rou" RE FINISHED ** **** ** AERMOD Meteorology Pathway ***** ** ** ME STARTING SURFFILE PERI V9 ADJU\PERI v9.SFC PROFFILE PERI V9 ADJU\PERI v9.PFL SURFDATA 3171 2010 UAIRDATA 3190 2010 SITEDATA 99999 2010 PROFBASE 442.0 METERS ME FINISHED ** ***** ** AERMOD Output Pathway ** * * OU STARTING RECTABLE ALLAVE 1ST RECTABLE 24 1ST ** Auto-Generated Plotfiles PLOTFILE 24 ALL 1ST "14198 CONS PM10.AD\24H1GALL.PLT" 31 SUMMFILE "14198 Cons PM10.sum" OU FINISHED *** Message Summary For AERMOD Model Setup *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 2 Warning Message(s) A Total of 0 Informational Message(s) ****** FATAL ERROR MESSAGES ******* *** NONE ***
100 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET ME W187 ***** *** SETUP Finishes Successfully *** 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:12:26 PAGE 1 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODEL SETUP OPTIONS SUMMARY * * * _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ** Model Options Selected: * Model Uses Regulatory DEFAULT Options * Model Is Setup For Calculation of Average CONCentration Values. * NO GAS DEPOSITION Data Provided. * NO PARTICLE DEPOSITION Data Provided. * Model Uses NO DRY DEPLETION. DDPLETE = F * Model Uses NO WET DEPLETION. WETDPLT = F * Stack-tip Downwash. * Model Accounts for ELEVated Terrain Effects. * Use Calms Processing Routine. * Use Missing Data Processing Routine. * No Exponential Decay. * Model Uses URBAN Dispersion Algorithm for the SBL for 2 Source(s), for Total of 1 Urban Area(s): Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m * Urban Roughness Length of 1.0 Meter Used. * ADJ U* - Use ADJ U* option for SBL in AERMET * CCVR Sub - Meteorological data includes CCVR substitutions * TEMP Sub - Meteorological data includes TEMP substitutions * Model Accepts FLAGPOLE Receptor . Heights. * The User Specified a Pollutant Type of: PM 10 **Model Calculates 1 Short Term Average(s) of: 24-HR **This Run Includes: 2 Source(s); 1 Source Group(s); and 61 Receptor(s) with: 0 POINT(s), including 0 POINTCAP(s) and 0 POINTHOR(s) and: 1 VOLUME source(s) and: 1 AREA type source(s) 0 LINE source(s) and: and: 0 RLINE/RLINEXT source(s)
and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s) and: 0 SWPOINT source(s) **Model Set To Continue RUNning After the Setup Testing. **The AERMET Input Meteorological Data Version Date: 16216 **Output Options Selected: Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword) Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword) Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours m for Missing Hours

b for Both Calm and Missing Hours **Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0 Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07Output Units = MICROGRAMS/M**3 **Approximate Storage Requirements of Model = 3.5 MB of RAM. **Input Runstream File: aermod.inp **Output Print File: aermod.out **Detailed Error/Message File: 14198 Cons PM10.err **File for Summary of Results: 14198 Cons PM10.sum 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:12:26 PAGE 2 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** VOLUME SOURCE DATA *** NUMBER EMISSION RATE BASE RELEASE INIT. INIT. URBAN EMISSION RATE AIRCRAFT PART. (GRAMS/SEC) X Y SY SZ SOURCE ELEV. HEIGHT SOURCE SCALAR VARY (METERS) (METERS) (METERS) (METERS) (METERS) ΙD CATS. ΒY (METERS) VOL1 0 0.22050E-02 476404.6 3743158.5 475.7 5.00 91.32 1.40 YES HRDOW NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** *** 09:12:26 PAGE 3 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** AREA SOURCE DATA *** NUMBER EMISSION RATE COORD (SW CORNER) BASE RELEASE X-DIM Y-DIM ORIENT. INIT. URBAN EMISSION RATE AIRCRAFT SOURCE PART. (GRAMS/SEC X ELEV. HEIGHT OF AREA OF AREA OF Y AREA SZ SOURCE SCALAR VARY CATS. /METER**2) (METERS) (METERS) (METERS) (METERS) (METERS) (METERS) ID ΒY (DEG.) (METERS) AREA1 0 0.77983E-06 476207.8 3742962.0 483.8 0.00 393.12 392.50 0.00 1.00 YES HRDOW NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24

*** AERMET - VERSION 16216 *** * * * * * * 09:12:26 PAGE 4 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINING SOURCE GROUPS *** SRCGROUP ID SOURCE IDs _____ _____ ALL VOL1 , AREA1 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:12:26 PAGE 5 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINED AS URBAN SOURCES *** URBAN ID URBAN POP SOURCE IDs _____ _____ 2189641. VOL1 , AREA1 , *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and 2189641. VOL1 Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:12:26 PAGE 6 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: * SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) * SOURCE ID = VOL1 ; SOURCE TYPE = VOLUME : HOUR SCALAR _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ DAY OF WEEK = WEEKDAY 1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14 .1000E+01 15 .1000E+01 16 .1000E+01 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SATURDAY 2 .0000E+00 3 .0000E+00 1 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SUNDAY 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 1 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22

.0000E+00 23 .0000E+00 24 .0000E+00 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:12:26 PAGE 7 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: * SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) * SOURCE ID = AREA1 ; SOURCE TYPE = AREA : HOUR SCALAR _ DAY OF WEEK = WEEKDAY 2 .0000E+00 .0000E+00 1 .0000E+00 3 .0000E+00 4 .0000E+00 5 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14 .1000E+01 15 .1000E+01 16 .1000E+01 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SATURDAY 3 .0000E+00 2 .0000E+00 1 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SUNDAY 1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:12:26 PAGE 8 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** DISCRETE CARTESIAN RECEPTORS *** (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG) (METERS) (476197.0, 3743263.7, 475.2, 475.2, 2.0); (476193.8, 3743185.8, 477.9, 477.9, 2.0); (476186.9, 3743326.5, (476194.3, 3743125.1, 475.4, 475.4, 2.0); 479.9, 479.9, 2.0); (476198.0, 3743076.0, (476201.7, 3743102.7, 480.4, 480.4, 2.0); 481.3, 481.3, 2.0); (476197.8, 3742996.1, (476179.8, 3743032.8, 2.0); 483.1, 483.1, 482.8, 482.8, 2.0);

(476192.5, 3742991.9,

(476579.2, 3742907.7,

(476686.4, 3743150.3,

(476646.0, 3743270.2,

465.4,

482.9, 487.0,

471.2, 471.2,

468.7, 468.7,

465.4,

483.4,

475.4,

468.4,

467.1,

2.0);

2.0);

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475.4,

468.4,

467.1,

2.0);

2.0);

2.0);

2.0);

(476280.8, 3742942.1,

(476642.9, 3742999.1,

(476647.9, 3743186.0,

(476658.7, 3743398.5,

(476832.3, 3743313.8,	462.9,	462.9,	2.0);	(47683	1.4, 3742996.8,
464.0, 464.0,	2.0);				
(476667.1, 3742930.9, 463.0, 463.0,	4/1.5, 2.0);	4/1.5,	2.0);	(4/683	2.3, 3/43162.5,
(476569.9, 3743411.5,	467.4, 2 0):	467.4,	2.0);	(47650	6.6, 3743413.7,
(476542.3, 3743421.2, 472 4, 472 4,	467.8, 2 0):	467.8,	2.0);	(47598	3.4, 3743373.0,
(477084.4, 3742900.8,	460.5,	460.5,	2.0);	(47714	0.4, 3742816.1,
459.7, 459.7, (477313.3, 3742643.9,	2.0); 456.9,	456.9,	2.0);	(47721	1.8, 3742907.1,
458.0, 458.0, (476770.1, 3742542.0,	2.0); 476.1,	540.0,	2.0);	(47701	1.1, 3742548.0,
465.9, 465.9, (477007.5, 3742599.5,	2.0); 465.3,	465.3,	2.0);	(47701	9.5, 3742752.1,
462./, 462./, (476587.4, 3742891.0,	2.0); 475.1,	475.1,	2.0);	(47658	8.0, 3742818.6,
476.1, 476.1, (476579 9 3742721 0	2.0);	177 8	2 0).	(17657	0 0 3742660 5
479.2, 479.2,	2.0);	4//.0,	2.0),	(47057	9.0, 3742009.3,
(476637.4, 3742530.0, 460.0, 460.0,	480.9, 2.0):	560.0,	2.0);	(47701	1.6, 3743354.0,
(477038.8, 3743271.5,	460.0,	460.0,	2.0);	(47703	1.0, 3743412.5,
460.0, 460.0, (476555.3, 3744126.6,	2.0); 462.4,	462.4,	2.0);	(47655	5.6, 3743985.1,
463.0, 463.0, (476377.2, 3744545.5,	2.0); 463.0,	463.0,	2.0);	(47633	1.2, 3744654.8,
463.0, 463.0, (476422.8, 3744596.1,	2.0); 461.9,	461.9,	2.0);	(47624	5.1, 3744904.3,
463.5, 463.5, (477121.5, 3744259.6,	2.0); 455.0,	455.0,	2.0);	(47706	1.8, 3744345.1,
455.0, 455.0, (477082.0, 3744329.4,	2.0); 455.0,	455.0,	2.0);	(47710	3.4, 3744263.5,
455.0, 455.0, (477158.9, 3744251.0,	2.0); 455.0,	455.0,	2.0);	(47680	5.6, 3744140.7,
458.0, 458.0, (476746.5, 3744163.9,	2.0); 459.1,	459.1,	2.0);	(47815	9.1, 3742336.3,
446.0, 446.0,	2.0);		2 0) -	/ /7011	0 0 0740050 1
(478052.6, 3742359.7, 446.2, 446.2,	44/.2, 2.0);	447.2,	2.0);	(4/811	2.3, 3742350.1,
(476117.3, 3743250.6, 475.2, 475.2,	477.0, 2.0);	477.0,	2.0);	(47619	5.1, 3743283.7,
(476143.9, 3743251.3, 477 2, 477 2,	476.9, 2 0):	476.9,	2.0);	(47614	0.6, 3743228.7,
(476160.8, 3743317.3,	476.1,	476.1,			
EF *** AERMOD - VERSION 2313	32 *** ***	C:\Users\Mi	chael Tirohn\I	Desktop\HRAs	\14198 Rider and
Patterson\14198 *** (*** AERMET - VERSION 16216)2/19/24				
***	, ,			* * *	09:12:26
PAGE	9				
*** MODELOPTs: RegDFAULT	CONC ELEV	FLGPOL UR	BAN ADJ_U*		
		*** METE	OROLOGICAL DAY (1=	YS SELECTED YES; 0=NO)	FOR PROCESSING ***
	1 1 1 1 1	1 1 1 1 1 1	, , ,	. ,	
	1 1 1 1				
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1
		1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1
1 11111 1111111	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1

1 NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE. *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES * * * (METERS/SEC) 1.54, 3.09, 5.14, 8.23, 10.80, T *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** * * * 09:12:26 PAGE 10 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA *** Surface file: PERI V9 ADJU\PERI v9.SFC Met Version: 16216 Profile file: PERI V9 ADJU\PERI v9.PFL Surface format: FREE Profile format: FREE Surface station no.: 3171 Upper air station no.: 3190 Name: UNKNOWN Name: UNKNOWN Year: 2010 Year: 2010 First 24 hours of scalar data YR MO DY JDY HR HO U* W* DT/DZ ZICNV ZIMCH M-O LEN ZO BOWEN ALBEDO REF WS WD HT REF TA HT _ _ _ _ _ _ _ _ _ _ _ _ _ _ 10 01 01 1 01 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 335. 9.1 282.5 5.5 10 01 01 1 02 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 142. 9.1 280.9 5.5 10 01 01 1 03 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 324. 9.1 280.4 5.5 10 01 01 1 04 -1.3 0.064 -9.000 -9.000 -999. 39. 18.3 0.19 1.00 0.40 0.61 294. 9.1 278.8 5.5 62. 15.0 0.19 10 01 01 1 05 -3.9 0.088 -9.000 -9.000 -999. 1.00 0.90 0.61 205. 9.1 278.1 5.5 10 01 01 1 06 -1.3 0.065 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40 9.1 277.0 5.5 3. 10 01 01 1 07 -8.0 0.125 -9.000 -9.000 -999. 106. 21.0 0.19 1.00 0.61 1.30 99. 9.1 277.0 5.5 10 01 01 1 08 -3.3 0.086 -9.000 -9.000 -999. 61. 16.8 0.19 0.61 0.54 0.90 319. 9.1 278.8 5.5 10 01 01 1 09 20.1 0.128 0.307 0.010 49. 110. -9.0 0.19 0.61 0.33 0.90 239. 9.1 284.2 5.5

10 01 01 1 10 56.7 0.087 0.560 0.010 107. 62. -1.0 0.19 0.61 0.26 0.40 188. 9.1 289.2 5.5 10 01 01 1 11 81.5 0.323 0.867 0.008 277. 441. -35.9 0.19 0.61 0.23 2.70 310. 9.1 290.9 5.5 10 01 01 1 12 97.1 0.281 1.058 0.008 421. 357. -19.7 0.19 0.61 0.22 2.20 357. 9.1 293.1 5.5 10 01 01 1 13 92.2 0.279 1.117 0.008 523. 354. -20.4 0.19 0.61 0.22 2.20 356. 9.1 293.8 5.5 10 01 01 1 14 77.6 0.275 1.102 0.008 595. 347. -23.2 0.19 0.61 0.23 2.20 50. 9.1 294.2 5.5 10 01 01 1 15 54.9 0.230 1.006 0.008 640. 266. -19.2 0.19 0.61 0.27 1.80 53. 9.1 293.8 5.5 10 01 01 1 16 12.3 0.206 0.613 0.008 648. 225. -61.5 0.19 0.61 0.36 1.80 11. 9.1 292.5 5.5 10 01 01 1 17 -3.6 0.087 -9.000 -9.000 -999. 71. 15.6 0.19 0.61 0.64 0.90 351. 9.1 290.4 5.5 10 01 01 1 18 -3.8 0.087 -9.000 -9.000 -999. 62. 15.2 0.19 0.61 1.00 0.90 186. 9.1 287.5 5.5 10 01 01 1 19 -3.8 0.087 -9.000 -9.000 -999. 62. 15.2 0.19 0.61 1.00 0.90 275. 9.1 285.9 5.5 10 01 01 1 20 -1.2 0.064 -9.000 -9.000 -999. 39. 18.1 0.19 0.61 1.00 0.40 181. 9.1 285.4 5.5 10 01 01 1 21 -7.8 0.125 -9.000 -9.000 -999. 106. 21.3 0.19 0.61 1.00 1.30 318. 9.1 284.9 5.5 10 01 01 1 22 -3.8 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 196. 9.1 283.1 5.5 10 01 01 1 23 -3.8 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 330. 9.1 281.4 5.5 10 01 01 1 24 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 332. 9.1 280.9 5.5 First hour of profile data YR MO DY HR HEIGHT F WDIR WSPD AMB TMP sigmaA sigmaW sigmaV 10 01 01 01 5.5 0 -999. -99.00 282.6 99.0 -99.00 -99.00 10 01 01 01 9.1 1 335. 1.30 -999.0 99.0 -99.00 -99.00 F indicates top of profile (=1) or below (=0) M *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** 09:12:26 * * * PAGE 11 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL *** INCLUDING SOURCE(S): VOL1 , AREA1 , *** DISCRETE CARTESIAN RECEPTOR POINTS *** ** CONC OF PM 10 IN MICROGRAMS/M**3 ** X-COORD (M) Y-COORD (M) CONC (YYMMDDHH) X-COORD (M) Y-COORD (M) CONC (YYMMDDHH) 476196.973743263.682.33238(10121524)3743185.822.24359(10121524)476186.943743326.481.90126(10121524)3743125.132.20340(10121524) 476193.80 476194.33 476201.72 3743102.69 2.64567 (10121524) 476198.03 3743076.04 2.26181 (10121524) 476197.76 3742996.08 2.04571m (15123124) 476179.82

3743032.76	1.36208m	(15123124)			
476192.49	3742991.86	1.74892m	(15123124)	476280.77	
3742942.15	1.90572	(16122224)			
476579.22	3742907.69	1.04237	(14120124)	476642.87	
3742999.13	0.80778	(14120424)			
476686.41	3743150.35	0.58278	(14040124)	476647.88	
3743185.97	0.79011	(15122224)			
476646.03	3743270.16	0.85003	(15122224)	476658.73	
3743398.51	0.58814	(15122224)			
476832.29	3743313.75	0.21452c	(10012924)	476831.36	
3742996.75	0.28984	(14040124)	(,		
476667.12	3742930.93	0.63651	(14120424)	476832.29	
3743162.55	0.27224	(14040124)	(,		
476569.94	3743411.55	1.02161c	(10121724)	476506.60	
3743413.72	1.20457c	(10121724)	(10101,01)		
476542 30	3743421 18	1 07098c	(10121724)	475983 42	
3743372 99	0 61898	(10121524)	(10121/21)	1,0000.12	
477084 40	3742900 84	0 12254	(14040124)	477140 41	
37/2816 1/	0 08638	(15121424)	(14040124)		
177313 31	37/26/3 9/	0 05987	(15121121)	177211 81	
3742907 14	0 00885	(14040124)	(1)121424)	-//211.01	
176770 13	3742542 01	0 21616	(1/11/2012/1)	177011 11	
2742540 02	0 000110	(16011024)	(14120124)	4//011.14	
477007 45	27/2500 51	(10011924)	(16011024)	177010 55	
477007.45	0 11752	(15111624)	(10011924)	477019.33	
3/42/52.0/	0.11/55	(15111624)	(1 4 1 2 0 1 2 4)	17(500 01	
4/658/.39	3/42890.96	0.90668	(14120124)	476588.01	
3/42818.59	0.59066	(16122224)	(1 (1 0 0 0 0 4)		
4/65/9.93	3/42/21.05	0.44496	(16122224)	4/65/9.00	
3/42669.49	0.39368	(16122224)	(1 (1 0 0 0 0 4)		
4/663/.40	3/42530.02	0.25524	(16122224)	4//011.64	
3/43354.00	0.11851c	(10012924)	(1		
477038.75	3743271.47	0.09182c	(10012924)	477030.95	
3/43412.54	0.11406c	(10012924)			
476555.31	3744126.64	0.18910c	(10121724)	476555.57	
3743985.11	0.21951c	(10121724)			
476377.24	3744545.50	0.13304c	(10121724)	476331.21	
3744654.76	0.10885c	(10121724)			
476422.76	3744596.08	0.13608c	(10121724)	476245.06	
3744904.31	0.07209	(11121924)			
477121.48	3744259.57	0.04881c	(15112624)	477061.79	
3744345.06	0.04746c	(10020924)			
477082.02	3744329.37	0.04595	(11121424)	477103.36	
3744263.50	0.04909c	(15112624)			
477158.86	3744251.01	0.05114	(15122224)	476805.61	
3744140.67	0.07372c	(10020924)			
476746.53	3744163.92	0.07889c	(16012224)	478159.07	
3742336.35	0.02164	(10012524)			
478052.60	3742359.67	0.02263	(11030324)	478112.32	
3742350.13	0.02195	(10012524)			
476117.35	3743250.56	1.10190	(10121524)	476195.15	
3743283.69	2.24536	(10121524)			
476143.88	3743251.34	1.30283	(10121524)	476140.57	
3743228.74	1.26791	(10121524)			
476160.78	3743317.32	1.44380			
(10121524)					
FF *** AERMOD - VER	SION 23132 ***	*** C:\Use	ers\Michael	Tirohn\Desktop\HRAs\14198	Rider and
Patterson\14198 ***	02/19/24	1			
*** AERMET - VERSI	ON 16216 ***				
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	PAGE 12				
*** MODELOPTs:	RegDFAULT CONC	ELEV FLGPO)L URBAN A	ADJ U*	
				—	

DATE

NETWORK GROUP ID AVERAGE CONC (YYMMDDHH) RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) OF TYPE GRID-ID ALL HIGH 1ST HIGH VALUE IS 2.64567 ON 10121524: AT (476201.72, 3743102.69, 480.45, 480.45, 2.00) DC *** RECEPTOR TYPES: GC = GRIDCART GP = GRIDPOLR DC = DISCCART DP = DISCPOLR F *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:12:26 PAGE 13 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** Message Summary : AERMOD Model Execution *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 4 Warning Message(s) A Total of 2028 Informational Message(s) A Total of 43824 Hours Were Processed A Total of 978 Calm Hours Identified A Total of 1050 Missing Hours Identified (2.40 Percent) ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* ****** WARNING MESSAGES ME W186 100 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used 0.50 ME W187 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET 100 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap MX W450 17521 MX W450 17521 *** AERMOD Finishes Successfully *** *****

* *

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** Lakes Environmental AERMOD MPI
* *
** AERMOD Input Produced by:
** AERMOD View Ver. 12.0.0
** Lakes Environmental Software Inc.
** Date: 2/19/2024
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 Cons PM25\14198
Cons PM25.ADI
**
* *
* *
*****
** AERMOD Control Pathway
**
* *
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198
  MODELOPT DFAULT CONC
  AVERTIME 24
  URBANOPT 2189641 Riverside County
  POLLUTID PM 2.5
  FLAGPOLE 2.00
  RUNORNOT RUN
  ERRORFIL "14198 Cons PM25.err"
CO FINISHED
**
** AERMOD Source Pathway
* *
* *
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
                VOLUME 476404.604 3743158.543 475.660
  LOCATION VOL1
                             476207.840 3742962.030
  LOCATION AREA1
                    AREA
                                                       483.770
** Source Parameters **
  SRCPARAM VOL1
                    0.0022049629
                                  5.000 91.316 1.400
                    3.6644E-07 0.000 393.120 392.500 0.000
  SRCPARAM AREA1
                                                                   1.000
  URBANSRC ALL
** Variable Emissions Type: "By Hour / Day (HRDOW)"
** Variable Emission Scenario: "Scenario 1"
** WeekDays:
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
                    HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
  EMISFACT VOL1
  EMISFACT VOL1
                    HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
** Saturday:
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
** Sunday:
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                     HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT VOL1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** WeekDays:
  EMISFACT AREA1
                    HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
  EMISFACT AREA1
                    HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
                     HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
  EMISFACT AREA1
```

EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 ** Saturday: EMISFACT AREA1 EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 ** Sunday: HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 EMISFACT AREA1 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 HRDOW 0.0 0.0 0.0 0.0 0.0 0.0 EMISFACT AREA1 SRCGROUP ALL SO FINISHED ** ***** ** AERMOD Receptor Pathway * * ** RE STARTING INCLUDED "14198 Cons PM25.rou" RE FINISHED ** **** ** AERMOD Meteorology Pathway ***** ** ** ME STARTING SURFFILE PERI V9 ADJU\PERI v9.SFC PROFFILE PERI V9 ADJU\PERI v9.PFL SURFDATA 3171 2010 UAIRDATA 3190 2010 SITEDATA 99999 2010 PROFBASE 442.0 METERS ME FINISHED ** ***** ** AERMOD Output Pathway ** * * OU STARTING RECTABLE ALLAVE 1ST RECTABLE 24 1ST ** Auto-Generated Plotfiles PLOTFILE 24 ALL 1ST "14198 CONS PM25.AD\24H1GALL.PLT" 31 SUMMFILE "14198 Cons PM25.sum" OU FINISHED *** Message Summary For AERMOD Model Setup *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 2 Warning Message(s) A Total of 0 Informational Message(s) ****** FATAL ERROR MESSAGES ******* *** NONE ***

100 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET ME W187 ***** *** SETUP Finishes Successfully *** 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:14:53 PAGE 1 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODEL SETUP OPTIONS SUMMARY * * * _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ** Model Options Selected: * Model Uses Regulatory DEFAULT Options * Model Is Setup For Calculation of Average CONCentration Values. * NO GAS DEPOSITION Data Provided. * NO PARTICLE DEPOSITION Data Provided. * Model Uses NO DRY DEPLETION. DDPLETE = F * Model Uses NO WET DEPLETION. WETDPLT = F * Stack-tip Downwash. * Model Accounts for ELEVated Terrain Effects. * Use Calms Processing Routine. * Use Missing Data Processing Routine. * No Exponential Decay. * Model Uses URBAN Dispersion Algorithm for the SBL for 2 Source(s), for Total of 1 Urban Area(s): Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m * Urban Roughness Length of 1.0 Meter Used. * ADJ U* - Use ADJ U* option for SBL in AERMET * CCVR Sub - Meteorological data includes CCVR substitutions * TEMP Sub - Meteorological data includes TEMP substitutions * Model Accepts FLAGPOLE Receptor . Heights. * The User Specified a Pollutant Type of: PM 2.5 **Model Calculates 1 Short Term Average(s) of: 24-HR **This Run Includes: 2 Source(s); 1 Source Group(s); and 61 Receptor(s) with: 0 POINT(s), including 0 POINTCAP(s) and 0 POINTHOR(s) and: 1 VOLUME source(s) and: 1 AREA type source(s) 0 LINE source(s) and: and: 0 RLINE/RLINEXT source(s)
and: 0 OPENPIT source(s)
and: 0 BUOYANT LINE source(s) with a total of 0 line(s) and: 0 SWPOINT source(s) **Model Set To Continue RUNning After the Setup Testing. **The AERMET Input Meteorological Data Version Date: 16216 **Output Options Selected: Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword) Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword) Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

**NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours m for Missing Hours

b for Both Calm and Missing Hours **Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0 Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07Output Units = MICROGRAMS/M**3 **Approximate Storage Requirements of Model = 3.5 MB of RAM. **Input Runstream File: aermod.inp **Output Print File: aermod.out **Detailed Error/Message File: 14198 Cons PM25.err **File for Summary of Results: 14198 Cons PM25.sum 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:14:53 PAGE 2 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** VOLUME SOURCE DATA *** NUMBER EMISSION RATE BASE RELEASE INIT. INIT. URBAN EMISSION RATE AIRCRAFT PART. (GRAMS/SEC) X Y SY SZ SOURCE ELEV. HEIGHT SOURCE SCALAR VARY (METERS) (METERS) (METERS) (METERS) (METERS) ΙD CATS. ΒY (METERS) VOL1 0 0.22050E-02 476404.6 3743158.5 475.7 5.00 91.32 1.40 YES HRDOW NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** *** 09:14:53 PAGE 3 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** AREA SOURCE DATA *** NUMBER EMISSION RATE COORD (SW CORNER) BASE RELEASE X-DIM Y-DIM ORIENT. INIT. URBAN EMISSION RATE AIRCRAFT SOURCE PART. (GRAMS/SEC X ELEV. HEIGHT OF AREA OF AREA OF Y AREA SZ SOURCE SCALAR VARY CATS. /METER**2) (METERS) (METERS) (METERS) (METERS) (METERS) (METERS) ID ΒY (DEG.) (METERS) AREA1 0 0.36644E-06 476207.8 3742962.0 483.8 0.00 393.12 392.50 0.00 1.00 YES HRDOW NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24

*** AERMET - VERSION 16216 *** * * * * * * 09:14:53 PAGE 4 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINING SOURCE GROUPS *** SRCGROUP ID SOURCE IDs _____ _____ ALL VOL1 , AREA1 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:14:53 PAGE 5 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINED AS URBAN SOURCES *** URBAN ID URBAN POP SOURCE IDs _____ _____ 2189641. VOL1 , AREA1 , *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and 2189641. VOL1 Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:14:53 PAGE 6 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: * SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) * SOURCE ID = VOL1 ; SOURCE TYPE = VOLUME : HOUR SCALAR _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ DAY OF WEEK = WEEKDAY 1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14 .1000E+01 15 .1000E+01 16 .1000E+01 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SATURDAY 2 .0000E+00 3 .0000E+00 1 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SUNDAY 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 1 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22

.0000E+00 23 .0000E+00 24 .0000E+00 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:14:53 PAGE 7 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: * SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) * SOURCE ID = AREA1 ; SOURCE TYPE = AREA : HOUR SCALAR _ DAY OF WEEK = WEEKDAY 2 .0000E+00 .0000E+00 1 .0000E+00 3 .0000E+00 4 .0000E+00 5 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14 .1000E+01 15 .1000E+01 16 .1000E+01 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SATURDAY 3 .0000E+00 2 .0000E+00 1 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 DAY OF WEEK = SUNDAY 1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6 .0000E+00 7 .0000E+00 8 .0000E+00 9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14 .0000E+00 15 .0000E+00 16 .0000E+00 17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22 .0000E+00 23 .0000E+00 24 .0000E+00 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:14:53 PAGE 8 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** DISCRETE CARTESIAN RECEPTORS *** (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG) (METERS) (476197.0, 3743263.7, 475.2, 475.2, 2.0); (476193.8, 3743185.8, 477.9, 477.9, 2.0); (476186.9, 3743326.5, (476194.3, 3743125.1, 475.4, 475.4, 2.0); 479.9, 479.9, 2.0); (476198.0, 3743076.0, (476201.7, 3743102.7, 480.4, 480.4, 2.0); 481.3, 481.3, 2.0); (476197.8, 3742996.1, (476179.8, 3743032.8, 2.0); 483.1, 483.1, 482.8, 482.8, 2.0); (476280.8, 3742942.1, (476192.5, 3742991.9, 483.4, 483.4, 2.0);

(476642.9, 3742999.1,

(476647.9, 3743186.0,

(476658.7, 3743398.5,

482.9, 487.0,

471.2, 471.2,

468.7, 468.7,

465.4,

(476579.2, 3742907.7,

(476686.4, 3743150.3,

(476646.0, 3743270.2,

465.4,

2.0);

2.0);

2.0);

2.0);

475.4,

468.4,

467.1,

475.4,

468.4,

467.1,

2.0);

2.0);

2.0);

(476832.3, 3743313.8,	462.9,	462.9,	2.0);	(47683	1.4, 3742996.8,
464.0, 464.0,	2.0);				
(476667.1, 3742930.9, 463.0, 463.0,	4/1.5, 2.0);	4/1.5,	2.0);	(4/683	2.3, 3/43162.5,
(476569.9, 3743411.5,	467.4, 2 0):	467.4,	2.0);	(47650	6.6, 3743413.7,
(476542.3, 3743421.2, 472 4, 472 4,	467.8, 2 0):	467.8,	2.0);	(47598	3.4, 3743373.0,
(477084.4, 3742900.8,	460.5,	460.5,	2.0);	(47714	0.4, 3742816.1,
459.7, 459.7, (477313.3, 3742643.9,	2.0); 456.9,	456.9,	2.0);	(47721	1.8, 3742907.1,
458.0, 458.0, (476770.1, 3742542.0,	2.0); 476.1,	540.0,	2.0);	(47701	1.1, 3742548.0,
465.9, 465.9, (477007.5, 3742599.5,	2.0); 465.3,	465.3,	2.0);	(47701	9.5, 3742752.1,
462./, 462./, (476587.4, 3742891.0,	2.0); 475.1,	475.1,	2.0);	(47658	8.0, 3742818.6,
476.1, 476.1, (476579 9 3742721 0	2.0);	177 8	2 0).	(17657	9 0 3742669 5
479.2, 479.2,	2.0);	4//.0,	2.0),	(47037	9.0, 3742009.3,
(476637.4, 3742530.0, 460.0, 460.0,	480.9, 2.0):	560.0,	2.0);	(47701	1.6, 3743354.0,
(477038.8, 3743271.5,	460.0,	460.0,	2.0);	(47703	1.0, 3743412.5,
460.0, 460.0, (476555.3, 3744126.6,	2.0); 462.4,	462.4,	2.0);	(47655	5.6, 3743985.1,
463.0, 463.0, (476377.2, 3744545.5,	2.0); 463.0,	463.0,	2.0);	(47633	1.2, 3744654.8,
463.0, 463.0, (476422.8, 3744596.1,	2.0); 461.9,	461.9,	2.0);	(47624	5.1, 3744904.3,
463.5, 463.5, (477121.5, 3744259.6,	2.0); 455.0,	455.0,	2.0);	(47706	1.8, 3744345.1,
455.0, 455.0, (477082.0, 3744329.4,	2.0); 455.0,	455.0,	2.0);	(47710	3.4, 3744263.5,
455.0, 455.0, (477158.9, 3744251.0,	2.0); 455.0,	455.0,	2.0);	(47680	5.6, 3744140.7,
458.0, 458.0, (476746.5, 3744163.9,	2.0); 459.1,	459.1,	2.0);	(47815	9.1, 3742336.3,
446.0, 446.0,	2.0);	447 0	2 0).	/ 17011	0 0 0740050 1
446.2, 446.2,	447.2, 2.0);	447.2,	2.0);	(4/011	2.3, 3742330.1,
(476117.3, 3743250.6, 475.2,	477.0, 2.0);	477.0,	2.0);	(47619	5.1, 3743283.7,
(476143.9, 3743251.3, 477 2. 477 2.	476.9, 2 0):	476.9,	2.0);	(47614	0.6, 3743228.7,
(476160.8, 3743317.3,	476.1,	476.1,			
EF *** AERMOD - VERSION 2313	32 *** ***	C:\Users\Mi	chael Tirohn\I)esktop\HRAs	\14198 Rider and
Patterson\14198 *** 0 *** AERMET - VERSION 16216)2/19/24				
***	, ,			* * *	09:14:53
PAGE	9				
*** MODELOPTs: RegDFAULI	CONC ELEV	FLGPOL UR	BAN ADJ_U*		
		*** METE	OROLOGICAL DAY (1=	S SELECTED YES; 0=NO)	FOR PROCESSING ***
$\begin{smallmatrix}1&1&1&1&1&1&1\\1&&1&1&1&1&1\end{smallmatrix}$	1 1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1
	1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 1 & 1 & 1 & 1 \\ 1 & 1 & 1 & 1 & 1 \end{array}$	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1
1 11111 1111111	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1 1

1 NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE. *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES * * * (METERS/SEC) 1.54, 3.09, 5.14, 8.23, 10.80, T *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** * * * 09:14:53 PAGE 10 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA *** Surface file: PERI V9 ADJU\PERI v9.SFC Met Version: 16216 Profile file: PERI V9 ADJU\PERI v9.PFL Surface format: FREE Profile format: FREE Surface station no.: 3171 Upper air station no.: 3190 Name: UNKNOWN Name: UNKNOWN Year: 2010 Year: 2010 First 24 hours of scalar data YR MO DY JDY HR HO U* W* DT/DZ ZICNV ZIMCH M-O LEN ZO BOWEN ALBEDO REF WS WD HT REF TA HT _ _ _ _ _ _ _ _ _ _ _ _ _ _ 10 01 01 1 01 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 335. 9.1 282.5 5.5 10 01 01 1 02 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 142. 9.1 280.9 5.5 10 01 01 1 03 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 324. 9.1 280.4 5.5 10 01 01 1 04 -1.3 0.064 -9.000 -9.000 -999. 39. 18.3 0.19 1.00 0.40 0.61 294. 9.1 278.8 5.5 62. 15.0 0.19 10 01 01 1 05 -3.9 0.088 -9.000 -9.000 -999. 1.00 0.90 0.61 205. 9.1 278.1 5.5 10 01 01 1 06 -1.3 0.065 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40 9.1 277.0 5.5 3. 10 01 01 1 07 -8.0 0.125 -9.000 -9.000 -999. 106. 21.0 0.19 1.00 0.61 1.30 99. 9.1 277.0 5.5 10 01 01 1 08 -3.3 0.086 -9.000 -9.000 -999. 61. 16.8 0.19 0.61 0.54 0.90 319. 9.1 278.8 5.5 10 01 01 1 09 20.1 0.128 0.307 0.010 49. 110. -9.0 0.19 0.61 0.33 0.90 239. 9.1 284.2 5.5

10 01 01 1 10 56.7 0.087 0.560 0.010 107. 62. -1.0 0.19 0.61 0.26 0.40 188. 9.1 289.2 5.5 10 01 01 1 11 81.5 0.323 0.867 0.008 277. 441. -35.9 0.19 0.61 0.23 2.70 310. 9.1 290.9 5.5 10 01 01 1 12 97.1 0.281 1.058 0.008 421. 357. -19.7 0.19 0.61 0.22 2.20 357. 9.1 293.1 5.5 10 01 01 1 13 92.2 0.279 1.117 0.008 523. 354. -20.4 0.19 0.61 0.22 2.20 356. 9.1 293.8 5.5 10 01 01 1 14 77.6 0.275 1.102 0.008 595. 347. -23.2 0.19 0.61 0.23 2.20 50. 9.1 294.2 5.5 10 01 01 1 15 54.9 0.230 1.006 0.008 640. 266. -19.2 0.19 0.61 0.27 1.80 53. 9.1 293.8 5.5 10 01 01 1 16 12.3 0.206 0.613 0.008 648. 225. -61.5 0.19 0.61 0.36 1.80 11. 9.1 292.5 5.5 10 01 01 1 17 -3.6 0.087 -9.000 -9.000 -999. 71. 15.6 0.19 0.61 0.64 0.90 351. 9.1 290.4 5.5 10 01 01 1 18 -3.8 0.087 -9.000 -9.000 -999. 62. 15.2 0.19 0.61 1.00 0.90 186. 9.1 287.5 5.5 10 01 01 1 19 -3.8 0.087 -9.000 -9.000 -999. 62. 15.2 0.19 0.61 1.00 0.90 275. 9.1 285.9 5.5 10 01 01 1 20 -1.2 0.064 -9.000 -9.000 -999. 39. 18.1 0.19 0.61 1.00 0.40 181. 9.1 285.4 5.5 10 01 01 1 21 -7.8 0.125 -9.000 -9.000 -999. 106. 21.3 0.19 0.61 1.00 1.30 318. 9.1 284.9 5.5 10 01 01 1 22 -3.8 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 196. 9.1 283.1 5.5 10 01 01 1 23 -3.8 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 330. 9.1 281.4 5.5 10 01 01 1 24 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 332. 9.1 280.9 5.5 First hour of profile data YR MO DY HR HEIGHT F WDIR WSPD AMB TMP sigmaA sigmaW sigmaV 10 01 01 01 5.5 0 -999. -99.00 282.6 99.0 -99.00 -99.00 10 01 01 01 9.1 1 335. 1.30 -999.0 99.0 -99.00 -99.00 F indicates top of profile (=1) or below (=0) M *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** 09:14:53 * * * PAGE 11 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** THE 1ST HIGHEST 24-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL *** INCLUDING SOURCE(S): VOL1 , AREA1 , *** DISCRETE CARTESIAN RECEPTOR POINTS *** ** CONC OF PM 2.5 IN MICROGRAMS/M**3 ** X-COORD (M) Y-COORD (M) CONC (YYMMDDHH) X-COORD (M) Y-COORD (M) CONC (YYMMDDHH) 476196.973743263.681.10308(10121524)3743185.821.06258(10121524)476186.943743326.480.89849(10121524)3743125.131.04164(10121524) 476193.80 476194.33 476201.72 3743102.69 1.24938 (10121524) 476198.03 3743076.04 1.06805 (10121524) 476197.76 3742996.08 0.96643m (15123124) 476179.82

3743032.76	0.64498m	(15123124)			
476192.49	3742991.86	0.82676m	(15123124)	476280.77	
3742942.15	0.90021	(16122224)			
476579.22	3742907.69	0.49548	(14120124)	476642.87	
3742999.13	0.38393	(14120424)			
476686.41	3743150.35	0.27747	(14040124)	476647.88	
3743185.97	0.37545	(15122224)			
476646.03	3743270.16	0.40361	(15122224)	476658.73	
3743398.51	0.27939	(15122224)	· · · ·		
476832.29	3743313.75	0.10205c	(10012924)	476831.36	
3742996.75	0.13786	(14040124)	(/		
476667.12	3742930.93	0.30244	(14120424)	476832.29	
3743162.55	0.12957	(14040124)			
476569.94	3743411.55	0.48319c	(10121724)	476506.60	
3743413.72	0.57033c	(10121724)	(,		
476542.30	3743421.18	0.50673c	(10121724)	475983.42	
3743372.99	0.29254	(10121524)	(10101,01)	1,0,00,12	
477084 40	3742900 84	0 05828	(14040124)	477140 41	
3742816 14	0 04115	(15121424)	(11010121)	1,,110.11	
477313 31	3742643 94	0 02850	(15121424)	477211 81	
37/2907 1/	0 0/700	(14040124)	(10121424)	4//211.01	
176770 13	37/25/2 01	0 10297	(1/12012/1)	177011 11	
3742548 02	0 0/69/0	(16011027)	(14120124)	4//011.14	
477007 45	37/2500 51	(10011924)	(16011024)	177019 55	
2742752 07	0 05500	(15111624)	(10011924)	477019.55	
3742732.07	0.00090	(1)	(1 1 1 2 0 1 2 1)	476599 01	
4/038/.39	3/42890.96	U.43IZ3	(14120124)	4/6588.01	
3742818.59	0.2/9//	(14120124)	(1 (1)))))))))))))))))	476570.00	
4/65/9.93	3/42/21.05	0.21053	(10122224)	4/65/9.00	
3742669.49	0.18040	(10122224)	(1 (1 0 0 0 0 4)		
4/663/.40	3/42530.02	0.12092	(16122224)	4//011.64	
3/43354.00	0.056350	(10012924)	(10010004)		
4//038./5	3/432/1.4/	0.043/4c	(10012924)	477030.95	
3/43412.54	0.05421c	(10012924)	(10101004)		
4/6555.31	3744126.64	0.08928c	(10121724)	4/6555.5/	
3743985.11	0.10368c	(10121724)			
476377.24	3744545.50	0.06279c	(10121724)	476331.21	
3744654.76	0.05140c	(10121724)			
476422.76	3744596.08	0.06421c	(10121724)	476245.06	
3744904.31	0.03413	(11121924)			
477121.48	3744259.57	0.02313c	(15112624)	477061.79	
3744345.06	0.02257c	(10020924)			
477082.02	3744329.37	0.02172c	(14020624)	477103.36	
3744263.50	0.02326c	(15112624)			
477158.86	3744251.01	0.02435	(15122224)	476805.61	
3744140.67	0.03513c	(10020924)			
476746.53	3744163.92	0.03729c	(16012224)	478159.07	
3742336.35	0.01021	(10012524)			
478052.60	3742359.67	0.01066	(11030324)	478112.32	
3742350.13	0.01036	(10012524)			
476117.35	3743250.56	0.52166	(10121524)	476195.15	
3743283.69	1.06158	(10121524)			
476143.88	3743251.34	0.61692	(10121524)	476140.57	
3743228.74	0.60051	(10121524)			
476160.78	3743317.32	0.68294			
(10121524)					
FF *** AERMOD - VER	SION 23132 ***	*** C:\Use	ers\Michael	Tirohn\Desktop\HRAs\14198	Rider and
Patterson\14198 ***	02/19/24	1		-	
*** AERMET – VERSI	ON 16216 ***				
* * *				* * *	09:14:53
					-
	PAGE 12				
*** MODELOPTs:	RegDFAULT CONC	ELEV FLGPO)L URBAN Z	ADJ U*	
	-			_	

DATE NETWORK GROUP ID AVERAGE CONC (YYMMDDHH) RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) OF TYPE GRID-ID ALL HIGH 1ST HIGH VALUE IS 1.24938 ON 10121524: AT (476201.72, 3743102.69, 480.45, 480.45, 2.00) DC *** RECEPTOR TYPES: GC = GRIDCART GP = GRIDPOLR DC = DISCCART DP = DISCPOLR F *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:14:53 PAGE 13 RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** Message Summary : AERMOD Model Execution *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 4 Warning Message(s) A Total of 2028 Informational Message(s) A Total of 43824 Hours Were Processed A Total of 978 Calm Hours Identified A Total of 1050 Missing Hours Identified (2.40 Percent) ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* ****** WARNING MESSAGES ME W186 100 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used 0.50 ME W187 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET 100 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap MX W450 17521 MX W450 17521 *** AERMOD Finishes Successfully *** *****

**

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** Lakes Environmental AERMOD MPI
* *
* *
** AERMOD Input Produced by:
** AERMOD View Ver. 12.0.0
** Lakes Environmental Software Inc.
** Date: 2/19/2024
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 Ops CO\14198 Ops
CO.ADI
* *
* *
* *
*****
** AERMOD Control Pathway
**
* *
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198
  MODELOPT DFAULT CONC
  AVERTIME 1 8
  URBANOPT 2189641 Riverside County
  POLLUTID CO
  FLAGPOLE 2.00
  RUNORNOT RUN
  ERRORFIL "14198 Ops CO.err"
CO FINISHED
**
** AERMOD Source Pathway
* *
* *
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION VOL1
                  VOLUME 476404.604 3743158.543
                                               475.660
** Source Parameters **
  SRCPARAM VOL1
                 0.1915167784 5.000 91.316 1.400
  URBANSRC ALL
  SRCGROUP ALL
SO FINISHED
* *
** AERMOD Receptor Pathway
* *
* *
RE STARTING
  INCLUDED "14198 Ops CO.rou"
RE FINISHED
* *
*****
** AERMOD Meteorology Pathway
* *
**
ME STARTING
  SURFFILE PERI V9 ADJU\PERI v9.SFC
  PROFFILE PERI_V9_ADJU\PERI_v9.PFL
  SURFDATA 3171 2010
  UAIRDATA 3190 2010
  SITEDATA 99999 2010
  PROFBASE 442.0 METERS
```

ME FINISHED ** ** AERMOD Output Pathway ** * * OU STARTING RECTABLE ALLAVE 1ST RECTABLE 1 1ST RECTABLE 8 1ST ** Auto-Generated Plotfiles PLOTFILE 1 ALL 1ST "14198 OPS CO.AD\01H1GALL.PLT" 31 PLOTFILE 8 ALL 1ST "14198 OPS CO.AD\08H1GALL.PLT" 32 SUMMFILE "14198 Ops CO.sum" OU FINISHED *** Message Summary For AERMOD Model Setup *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 2 Warning Message(s) A Total of 0 Informational Message(s) ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* ******* WARNING MESSAGES ME W186 65 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used 0.50 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET ME W187 65 *** SETUP Finishes Successfully *** 📰 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** * * * 09:56:17 PAGE 1 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* * * * MODEL SETUP OPTIONS SUMMARY * * * _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ** Model Options Selected: * Model Uses Regulatory DEFAULT Options * Model Is Setup For Calculation of Average CONCentration Values. * NO GAS DEPOSITION Data Provided. * NO PARTICLE DEPOSITION Data Provided. * Model Uses NO DRY DEPLETION. DDPLETE = F * Model Uses NO WET DEPLETION. WETDPLT = F * Stack-tip Downwash. * Model Accounts for ELEVated Terrain Effects. * Use Calms Processing Routine. * Use Missing Data Processing Routine. * No Exponential Decay. * Model Uses URBAN Dispersion Algorithm for the SBL for 1 Source(s), for Total of 1 Urban Area(s): Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m

* Urban Roughness Length of 1.0 Meter Used. * ADJ U* - Use ADJ U* option for SBL in AERMET * CCVR_Sub - Meteorological data includes CCVR substitutions * TEMP Sub - Meteorological data includes TEMP substitutions * Model Accepts FLAGPOLE Receptor . Heights. * The User Specified a Pollutant Type of: CO **Model Calculates 2 Short Term Average(s) of: 1-HR 8-HR **This Run Includes: 1 Source(s); 1 Source Group(s); and 61 Receptor(s) with: 0 POINT(s), including 0 POINTHOR(s) 0 POINTCAP(s) and 1 VOLUME source(s) and: 0 AREA type source(s) and: and: 0 LINE source(s) and: 0 RLINE/RLINEXT source(s) 0 OPENPIT source(s) and: 0 BUOYANT LINE source(s) with a total of 0 line(s) and: and: 0 SWPOINT source(s) **Model Set To Continue RUNning After the Setup Testing. **The AERMET Input Meteorological Data Version Date: 16216 **Output Options Selected: Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword) Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword) Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword) **NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours m for Missing Hours b for Both Calm and Missing Hours **Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0 Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07 Output Units = MICROGRAMS/M**3 **Approximate Storage Requirements of Model = 3.5 MB of RAM. **Input Runstream File: aermod.inp **Output Print File: aermod.out **Detailed Error/Message File: 14198 Ops CO.err **File for Summary of Results: 14198 Ops CO.sum 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:56:17 PAGE 2 *** MODELOPTS: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** VOLUME SOURCE DATA ***

> NUMBER EMISSION RATE URBAN EMISSION RATE AIRCRAFT

BASE RELEASE INIT. INIT.

PART. (GRAMS/SEC) Х Y ELEV. HEIGHT SY S7 SOURCE SOURCE SCALAR VARY ID CATS. (METERS) (METERS) (METERS) (METERS) (METERS) (METERS) ΒY _ _ _ _ _ _ _ _ _ _ _ _ _ 0.19152E+00 476404.6 3743158.5 475.7 0 5.00 91.32 1.40 VOL1 YES NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:56:17 PAGE 3 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINING SOURCE GROUPS *** SRCGROUP ID SOURCE IDs _____ _____ ALL VOL1 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:56:17 PAGE 4 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINED AS URBAN SOURCES *** URBAN ID URBAN POP SOURCE IDs _____ _____ _____ 2189641. VOL1 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:56:17 PAGE 5 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** DISCRETE CARTESIAN RECEPTORS *** (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG) (METERS) (476197.0, 3743263.7, 475.2, (476193.8, 3743185.8, 475.2, 2.0); 477.9, 477.9, 2.0); (476186.9, 3743326.5, 2.0); (476194.3, 3743125.1, 475.4, 475.4, 479.9, 479.9, 2.0); (476198.0, 3743076.0, (476201.7, 3743102.7, 480.4, 480.4, 2.0); 2.0); 481.3, 481.3, (476197.8, 3742996.1, (476179.8, 3743032.8, 483.1, 483.1, 2.0); 482.8, 482.8, 2.0); (476280.8, 3742942.1, (476192.5, 3742991.9, 483.4, 483.4, 2.0); 482.9, 487.0, 2.0); (476579.2, 3742907.7, 475.4, 475.4, 2.0); (476642.9, 3742999.1, 471.2, 471.2, 2.0); (476686.4, 3743150.3, (476647.9, 3743186.0, 468.4, 468.4, 2.0);

468.7, 468.7,	2.0);				
(476646.0, 3743270.2,	467.1,	467.1,	2.0);	(476658.7	, 3743398.5,
465.4, 465.4, (476832.3, 3743313.8,	2.0); 462.9,	462.9,	2.0);	(476831.4	, 3742996.8,
464.0, 464.0, (476667.1, 3742930.9,	2.0); 471.5,	471.5,	2.0);	(476832.3	, 3743162.5,
463.0, 463.0, (476569.9, 3743411.5,	2.0); 467.4,	467.4,	2.0);	(476506.6	, 3743413.7,
468.9, 468.9, (476542.3, 3743421.2,	2.0); 467.8,	467.8,	2.0);	(475983.4	, 3743373.0,
472.4, 472.4, (477084.4, 3742900.8,	2.0); 460.5,	460.5,	2.0);	(477140.4	, 3742816.1,
459.7, 459.7, (477313.3, 3742643.9,	2.0); 456.9,	456.9,	2.0);	(477211.8	, 3742907.1,
458.0, 458.0, (476770.1, 3742542.0,	2.0); 476.1,	540.0,	2.0);	(477011.1	, 3742548.0,
465.9, 465.9, (477007.5, 3742599.5,	2.0); 465.3,	465.3,	2.0);	(477019.5	, 3742752.1,
462.7, 462.7, (476587.4, 3742891.0,	2.0); 475.1,	475.1,	2.0);	(476588.0	, 3742818.6,
476.1, 476.1, (476579.9, 3742721.0,	2.0); 477.8,	477.8,	2.0);	(476579.0	, 3742669.5,
479.2, 479.2, (476637.4, 3742530.0,	2.0); 480.9,	560.0,	2.0);	(477011.6	, 3743354.0,
460.0, 460.0, (477038.8, 3743271.5,	2.0); 460.0,	460.0,	2.0);	(477031.0	, 3743412.5,
460.0, 460.0, (476555.3, 3744126.6,	2.0); 462.4,	462.4,	2.0);	(476555.6	, 3743985.1,
463.0, 463.0, (476377.2, 3744545.5,	2.0); 463.0,	463.0,	2.0);	(476331.2	, 3744654.8,
463.0, 463.0, (476422.8, 3744596.1,	2.0); 461.9,	461.9,	2.0);	(476245.1	, 3744904.3,
463.5, 463.5, (477121.5, 3744259.6,	2.0); 455.0,	455.0,	2.0);	(477061.8	, 3744345.1,
455.0, 455.0, (477082.0, 3744329.4,	2.0); 455.0,	455.0,	2.0);	(477103.4	, 3744263.5,
455.0, 455.0, (477158.9, 3744251.0,	2.0); 455.0,	455.0,	2.0);	(476805.6	, 3744140.7,
458.0, 458.0, (476746.5, 3744163.9,	2.0); 459.1,	459.1,	2.0);	(478159.1	, 3742336.3,
446.0, 446.0, (478052.6, 3742359.7,	2.0); 447.2,	447.2,	2.0);	(478112.3	, 3742350.1,
446.2, 446.2, (476117.3, 3743250.6,	2.0); 477.0,	477.0,	2.0);	(476195.1	, 3743283.7,
475.2, 475.2, (476143.9, 3743251.3,	2.0); 476.9,	476.9,	2.0);	(476140.6	, 3743228.7,
477.2, 477.2, (476160.8, 3743317.3,	2.0); 476.1,	476.1,			
2.0); *** AERMOD - VERSION 2313 Patterson\14198 *** 0 *** AERMET - VERSION 16216 ***	2 *** *** 2/19/24 ; ***	C:\Users\Mic	hael Tirohn\I	Desktop\HRAs\14 ***	198 Rider and 09:56:17
PAGE	6				
*** MODELOPTs: RegDFAULT	CONC ELEV	FLGPOL URB	AN ADJ_U*		
		*** METEO	KOLOGICAL DAY (1=	(S SELECTED FOR =YES; 0=NO)	PROCESSING ***
1 1 1 1 1 1 1 1	1 1 1 1 1 1	111111	1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1 1 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1		1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1 1 1
	1 1 1 1 1				
1 1 1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1 1 1
1 111111					

1 111111111 1 1 1 1 1 1 1 1 1 1 1 NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE. *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES * * * (METERS/SEC) 3.09, 5.14, 8.23, 10.80, 1.54, 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:56:17 7 PAGE RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA *** Surface file: PERI V9 ADJU\PERI v9.SFC Met Version: 16216 Profile file: PERI V9 ADJU\PERI v9.PFL Surface format: FREE Profile format: FREE Surface station no.: 3171 Upper air station no.: 3190 Name: UNKNOWN Name: UNKNOWN Year: 2010 Year: 2010 First 24 hours of scalar data YR MO DY JDY HR HO U* W* DT/DZ ZICNV ZIMCH M-O LEN ZO BOWEN ALBEDO REF WS WD HT REF TA HT - - - - - - - - - - - -10 01 01 1 01 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 335. 9.1 282.5 5.5 10 01 01 1 02 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 1.00 0.61 0.90 142. 9.1 280.9 5.5 10 01 01 1 03 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 324. 9.1 280.4 5.5 10 01 01 1 04 -1.3 0.064 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40 294. 9.1 278.8 5.5 10 01 01 1 05 -3.9 0.088 -9.000 -9.000 -999. 62. 15.0 0.19 0.61 1.00 0.90 205. 9.1 278.1 5.5 10 01 01 1 06 -1.3 0.065 -9.000 -9.000 -999. 39. 0.61 1.00 18.3 0.19 0.40 3. 9.1 277.0 5.5 10 01 01 1 07 -8.0 0.125 -9.000 -9.000 -999. 106. 21.0 0.19 0.61 1.00 1.30 9.1 277.0 5.5 99. 10 01 01 1 08 -3.3 0.086 -9.000 -9.000 -999. 61. 16.8 0.19 0.61 0.54 0.90

	476196.97 3743185.82 476186.94 3743125.13	3743263.68 2 16.469 3743326.48 3 15.825	 1 968 (16 1 529 (16	.6.13128 5010616) .3.36080 5010616)	(140) (140))90218))90218)			476193. 476194.	.80 .33	
	X-COORD (M) (M) C	Y-COORD (M) CONC (YYM)	MDDHH) 	CONC	(YYM 	1MDDHH) 		X-	-COORD	(M) Y-C	00RD
				** CC MICRC	*** DI ONC OF OGRAMS/	SCRETE CO M**3	CARTESIA	N RECE:	PTOR POJ	INTS *** **	
		S	SOURCE G INCI	GROUP: LUDING S	ALL OURCE (*** (S):	VOL1	,			
*** M	ODELOPTs:	PAGE 8 RegDFAULT (CONC EI *** THE	LEV FLG 1st h	POL U	JRBAN A	ADJ_U*	CONCEN	TRATION	VALUE	S FOR
F ind FF *** Patter *** A ***	icates top o AERMOD - VE son\14198 ** ERMET - VERS	of profile (=: ERSION 23132 ** 02/: SION 16216 **	1) or be ***	elow (=0 *** C:\U) Jsers\N	ſichael	Tirohn\D	esktop	\HRAs\14	198 Rid 09	er and :56:17
First YR MO 10 01 10 01	hour of pro DY HR HEIGH 01 01 5. 01 01 9.	ofile data HT F WDIR .5 0 -9999 .1 1 335.	WSPD AN 99.00 1.30 -	1B_TMP s 282.6 -999.0	igmaA 99.0 99.0	sigmaW -99.00 -99.00	1 sigmaV -99.00 -99.00				
10 01 332.	9.1 281. 01 1 24 9.1 280.	-7.9 0.125 .9 5.5	-9.000	-9.000	-999.	106.	21.2	0.19	0.61	1.00	1.30
196. 10 01	9.1 283. 01 1 23	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	-9.000	-9.000	-999.	62.	15.1	0.19	0.61	1.00	0.90
10 01 318. 10 01	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	-7.8 0.125 .9 5.5 -3.8 0.088	-9.000	-9.000	-999.	106. 62.	15.1	0.19	0.61	1.00	0.90
10 01 181.	01 1 20 9.1 285.	-1.2 0.064 .4 5.5	-9.000	-9.000	-999.	39.	18.1	0.19	0.61	1.00	0.40
10 01 275.	01 1 19 9.1 285.	-3.8 0.087	-9.000	-9.000	-999.	62.	15.2	0.19	0.61	1.00	0.90
351. 10 01 186	9.1 290. 01 1 18 9.1 287	.4 5.5 -3.8 0.087 5 5 5	-9.000	-9.000	-999.	62.	15.2	0.19	0.61	1.00	0.90
11. 10 01	9.1 292.5 01 1 17	5 5.5	-9.000	-9.000	-999.	71.	15.6	0.19	0.61	0.64	0.90
53. 10 01	9.1 293.8 01 1 16	³ 5.5 12.3 0.206	0.613	0.008	648.	225.	-61.5	0.19	0.61	0.36	1.80
50. 10 01	9.1 294.2 01 1 15	2 5.5 54.9 0.230	1.006	0.008	640.	266.	-19.2	0.19	0.61	0.27	1.80
356.	9.1 293. 01 1 14	.8 5.5 77.6 0.275	1.102	0.008	595.	347.	-23.2	0.19	0.61	0.23	2.20
357.	9.1 293.	97.1 0.281 .1 5.5 92.2 0.279	1 117	0.008	421. 523	357.	-19.7	0.19	0.61	0.22	2.20
10 01 310.	9.1 290.	81.5 0.323 .9 5.5	1 050	0.008	277.	441. 257	-35.9	0.19	0.61	0.23	2.70
10 01 188.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$.2 5.5	0.560	0.010	107.	62.	-1.0	0.19	0.61	0.26	0.40
10 01 239.	01 1 09 9.1 284.	20.1 0.128 .2 5.5	0.307	0.010	49.	110.	-9.0	0.19	0.61	0.33	0.90
319.	9.1 278.	.8 5.5									

476201.72	3743102.69	15.58398	(11081820)	476198.03	
3743076.04 476197.76	15.43226 3742996.08	(15101319) 14.68402	(11010316)	476179.82	
3743032.76	14.25773	(16071821)	(11010010)		
476192.49	3742991.86	14.26241	(11010316)	476280.77	
3742942.15	14.79894	(15090823)	(10000417)		
4/65/9.22 3742999 13	3/4290/.69 11 48727	9.36/65	(10020417)	4/6642.8/	
476686.41	3743150.35	9.17389	(16082707)	476647.88	
3743185.97	10.53283	(11091107)	(,		
476646.03	3743270.16	11.68455	(14041207)	476658.73	
3743398.51	8.88743	(14041207)			
476832.29	3743313.75	3.79734	(16040918)	476831.36	
3742996.75	4.89050	(11091107)	(16050618)	476832 29	
3743162.55	4.47001	(16082707)	(10000010)	470002.20	
476569.94	3743411.55	11.14758	(14041207)	476506.60	
3743413.72	11.75529	(14041207)			
476542.30	3743421.18	10.99507	(14041207)	475983.42	
3743372.99	5.28996	(14090218)	(11001107)		
4//084.40 37/2816_1/	3/42900.84	L.9/569 (11091107)	(11091107)	4//140.41	
477313.31	3742643.94	1.21764	(11091107)	477211.81	
3742907.14	1.32920	(15111718)	(11001107)	1,7211.01	
476770.13	3742542.01	2.23252	(10041918)	477011.14	
3742548.02	2.27566	(16050618)			
477007.45	3742599.51	2.52300	(16050618)	477019.55	
3742752.07	2.44020	(16050618)	(10020417)	476500 01	
470307.39	5 92499	(10020417)	(10020417)	470300.01	
476579.93	3742721.05	4.19716	(14021817)	476579.00	
3742669.49	5.53083	(16081621)	(/		
476637.40	3742530.02	4.64179	(14091422)	477011.64	
3743354.00	2.26198	(10020717)			
477038.75	3743271.47	2.25860	(14022617)	477030.95	
3/43412.54	1.9/968	(16040918)	(1/112016)	176555 57	
3743985.11	2.40359	(14113016)	(14113010)	4/0303.3/	
476377.24	3744545.50	0.75308	(10082818)	476331.21	
3744654.76	0.65570	(10082818)			
476422.76	3744596.08	0.67325	(10082818)	476245.06	
3744904.31	0.50540	(11070120)	(1 - 0 - 0 0 1 0)		
4//121.48	3/44259.5/	0.89590	(15050818)	4//061./9	
477082 02	3744329 37	(15050616)	(15050818)	477103 36	
3744263.50	0.91509	(15050818)	(10000010)	1,7100.00	
477158.86	3744251.01	0.84151	(15050818)	476805.61	
3744140.67	1.07758	(16082607)			
476746.53	3744163.92	1.23658	(14113016)	478159.07	
3742336.35	0.42577	(15042919)	(11001107)	470110 20	
4/8052.60	3/42359.6/	0.46394	(11091107)	4/8112.32	
476117.35	3743250.56	9.18844	(14090218)	476195.15	
3743283.69	15.51858	(14090218)	(11000110)	1,0100,10	
476143.88	3743251.34	11.19526	(14090218)	476140.57	
3743228.74	10.58044	(16010616)			
476160.78	3743317.32	12.32528			
(14090218) דידי – מסמסיג ***	QTAN 22122 ***	*** ^•/ग~	orelMichaal	Tirohn\Deckton\UDla\14100	Pidor and
Patterson\14198 ***	• 02/19/24	1	CTS (MICHAEL	1110mm (Deskeop (mkrs (14130	NINCI AUN
*** AERMET - VERSI	ION 16216 ***				
* * *				* * *	09:56:17
*** MUDEIUDue.	PAGE 9 ReadFailty Conc		OT. TIDRAM 7		
	TOPLINGTI CONC	LILV LIGE			

*** THE 1ST HIGHEST 8-HR AVERAGE CONCENTRATION VALUES FOR SOURCE GROUP: ALL ***

INCLUDING SOURCE(S): VOL1 ,

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*** DISCRETE CARTESIAN RECEPTOR POINTS ***

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** CONC OF CO IN MICROGRAMS/M**3

X-COORD (M) (M) CO	Y-COORD (M) NC (YYMMDDHH	CONC H)	(YYMMDDHH)	X-COORD (M)	Y-COORD
		-			
476196.97	3743263.68	7.30404m	(10060508)	476193.80	
3743185.82	8.49876m	(10060508)	(1 4000004)		
476186.94	3743326.48	5.59411	(14090224)	476194.33	
3/43125.13	10.45200	(11010224)	(11010004)	17(100 02	
4/62UI./2 27/2076 0/	37431UZ.09 0.64504	10.33120	(11010224)	476198.03	
476197 76	9.04304 3742996 08	9 18190	(16122224)	476179 82	
3743032 76	8 67317	(16122224)	(10122224)	4/01/9.02	
476192.49	3742991.86	8.91347	(16122224)	476280.77	
3742942.15	9.68309	(11010124)	(1010001)	1,0200.,,	
476579.22	3742907.69	4.70183	(15101624)	476642.87	
3742999.13	5.12426m	(10060508)			
476686.41	3743150.35	5.24249m	(10060508)	476647.88	
3743185.97	6.64580m	(10060508)			
476646.03	3743270.16	5.75927m	(10060508)	476658.73	
3743398.51	3.63425m	(10060508)			
476832.29	3743313.75	2.33024m	(10060508)	476831.36	
3742996.75	2.40204	(15111724)			
476667.12	3742930.93	3.70946m	(10060508)	476832.29	
3/43162.55	2.58286m	(10060508)	(1 (0 (1 0 0 4))	176506 60	
4/0009.94 07/0/10 70	5 02610	4.82967	(16041024)	476506.60	
J745415.72 176512 30	37/3/21 18	(10041024) 5 09308	(160/102/)	175983 12	
3743372 99	2 21362m	(10060508)	(10041024)	475905.42	
477084.40	3742900.84	1.15966	(15111724)	477140.41	
3742816.14	0.97161	(15111724)	(10111/21)	1,,110.11	
477313.31	3742643.94	0.63248	(15111724)	477211.81	
3742907.14	0.90208	(15111724)			
476770.13	3742542.01	1.42848	(15101624)	477011.14	
3742548.02	0.92752	(16050824)			
477007.45	3742599.51	0.93437c	(14012524)	477019.55	
3742752.07	1.07999	(15111724)			
476587.39	3742890.96	4.35223	(15101624)	476588.01	
3742818.59	3.52545	(15101624)			
476579.93	3742721.05	2.70608	(15012508)	476579.00	
3742669.49	4.55569	(10101824)			
476637.40	3742530.02	3.78236	(15112908)	477011.64	
3/43354.00	1.32296m	(10060508)	(10000500)	177020 05	
4//038./3	3/432/1.4/	1.301230	(10060508)	477030.95	
J743412.34 176555 31	1.20347 3744126 64	(10122424)	(160/3008)	176555 57	
37/3085 11	1 07263	(160/3008)	(10043000)	4/0000.07	
476377 24	3744545 50	0 50344	(16043008)	476331 21	
3744654 76	0 45101	(16052008)	(10010000)	1,0001.21	
476422.76	3744596.08	0.49848	(16043008)	476245.06	
3744904.31	0.35265	(16052008)	,,	1, 02 10 • 0 0	
477121.48	3744259.57	0.50897	(14013108)	477061.79	
3744345.06	0.45630	(14013108)			
477082.02	3744329.37	0.46738	(14013108)	477103.36	
3744263.50	0.50857	(14013108)	·		
477158.86	3744251.01	0.50745	(14013108)	476805.61	
3744140.67	0.68155	(14042524)			
476746.53	3744163.92	0.70545	(16112024)	478159.07	

3742336.35 0.23915 (15111724) 478052.603742359.673742350.130.24871 0.26093 (15111724) 478112.32 0.24871 (15111724) 476117.35 3743250.56 4.71214m (10060508) 476195.15 3743283.69 6.74376m (10060508) 476143.88 3743251.34 5.44859m (10060508) 476140.57 3743228.74 5.56705m (10060508) 476160.78 3743317.32 5.07385 (14090224)*** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** 09:56:17 * * * PAGE 10 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** THE SUMMARY OF HIGHEST 1-HR RESULTS *** ** CONC OF CO IN * * MICROGRAMS/M**3 DATE NETWORK GROUP ID AVERAGE CONC (YYMMDDHH) RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) OF TYPE GRID-ID _ ALL HIGH 1ST HIGH VALUE IS 16.46968 ON 16010616: AT (476193.80, 3743185.82, 477.94, 477.94, 2.00) DC *** RECEPTOR TYPES: GC = GRIDCART GP = GRIDPOLRDC = DISCCART DP = DISCPOLR 📰 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** 09:56:17 * * * PAGE 11 *** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** THE SUMMARY OF HIGHEST 8-HR RESULTS *** ** CONC OF CO IN MICROGRAMS/M**3 * * DATE NETWORK AVERAGE CONC (YYMMDDHH) RECEPTOR (XR, YR, GROUP ID ZELEV, ZHILL, ZFLAG) OF TYPE GRID-ID _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ALL HIGH 1ST HIGH VALUE IS 10.55126 ON 11010224: AT (476201.72, 3743102.69, 480.45, 480.45, 2.00) DC

*** RECEPTOR TYPES: GC = GRIDCART

GP = GRIDPOLR DC = DISCCART DP = DISCPOLR 📰 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 09:56:17 PAGE 12 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** Message Summary : AERMOD Model Execution *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 4 Warning Message(s) 2028 Informational Message(s) A Total of A Total of 43824 Hours Were Processed 978 Calm Hours Identified A Total of A Total of 1050 Missing Hours Identified (2.40 Percent) ******* FATAL ERROR MESSAGES ******* *** NONE *** ****** WARNING MESSAGES ******* ME W186 65 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used 0.50 65 ME W187 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101 MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap ******

*** AERMOD Finishes Successfully ***

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** Lakes Environmental AERMOD MPI
* *
* *
** AERMOD Input Produced by:
** AERMOD View Ver. 12.0.0
** Lakes Environmental Software Inc.
** Date: 2/19/2024
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 Ops NOX\14198 Ops
NOX.ADI
* *
* *
* *
*****
** AERMOD Control Pathway
**
* *
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198
  MODELOPT DFAULT CONC
  AVERTIME 1
  URBANOPT 2189641 Riverside County
  POLLUTID NOX
  FLAGPOLE 2.00
  RUNORNOT RUN
  ERRORFIL "14198 Ops NOX.err"
CO FINISHED
**
*****
** AERMOD Source Pathway
* *
* *
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION VOL1
                  VOLUME 476404.604 3743158.543
                                                475.660
** Source Parameters **
  SRCPARAM VOL1
                 0.0212621423 5.000 91.316 1.400
  URBANSRC ALL
  SRCGROUP ALL
SO FINISHED
* *
** AERMOD Receptor Pathway
* *
* *
RE STARTING
  INCLUDED "14198 Ops NOX.rou"
RE FINISHED
* *
*****
** AERMOD Meteorology Pathway
* *
**
ME STARTING
  SURFFILE PERI V9 ADJU\PERI v9.SFC
  PROFFILE PERI_V9_ADJU\PERI_v9.PFL
  SURFDATA 3171 2010
  UAIRDATA 3190 2010
  SITEDATA 99999 2010
  PROFBASE 442.0 METERS
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ME FINISHED ** ** AERMOD Output Pathway ** * * OU STARTING RECTABLE ALLAVE 1ST RECTABLE 1 1ST ** Auto-Generated Plotfiles PLOTFILE 1 ALL 1ST "14198 OPS NOX.AD\01H1GALL.PLT" 31 SUMMFILE "14198 Ops NOX.sum" OU FINISHED *** Message Summary For AERMOD Model Setup *** ----- Summary of Total Messages ------0 Fatal Error Message(s) A Total of 2 Warning Message(s) A Total of A Total of 0 Informational Message(s) ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* WARNING MESSAGES ******* ME W186 65 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used 0.50 ME W187 65 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET *** SETUP Finishes Successfully *** 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** 10:07:56 * * * PAGE 1 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* MODEL SETUP OPTIONS SUMMARY *** * * * . _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ** Model Options Selected: * Model Uses Regulatory DEFAULT Options * Model Is Setup For Calculation of Average CONCentration Values. * NO GAS DEPOSITION Data Provided. * NO PARTICLE DEPOSITION Data Provided. * Model Uses NO DRY DEPLETION. DDPLETE = F * Model Uses NO WET DEPLETION. WETDPLT = F * Stack-tip Downwash. * Model Accounts for ELEVated Terrain Effects. * Use Calms Processing Routine. * Use Missing Data Processing Routine. * No Exponential Decay. * Model Uses URBAN Dispersion Algorithm for the SBL for 1 Source(s), for Total of 1 Urban Area(s): Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m * Urban Roughness Length of 1.0 Meter Used. * ADJ U* - Use ADJ U* option for SBL in AERMET

* CCVR Sub - Meteorological data includes CCVR substitutions * TEMP Sub - Meteorological data includes TEMP substitutions * Model Accepts FLAGPOLE Receptor . Heights. * The User Specified a Pollutant Type of: NOX **Model Calculates 1 Short Term Average(s) of: 1-HR **This Run Includes: 1 Source(s); 1 Source Group(s); and 61 Receptor(s) with: 0 POINT(s), including 0 POINTCAP(s) and 0 POINTHOR(s) and: 1 VOLUME source(s) and: 0 AREA type source(s) 0 LINE source(s) and: and: 0 RLINE/RLINEXT source(s) and: 0 OPENPIT source(s) or BIIOYANT LINE source(s) and: 0 BUOYANT LINE source(s) with a total of 0 line(s) and: 0 SWPOINT source(s) **Model Set To Continue RUNning After the Setup Testing. **The AERMET Input Meteorological Data Version Date: 16216 **Output Options Selected: Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword) Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword) Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword) **NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours m for Missing Hours b for Both Calm and Missing Hours **Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0 Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07 Output Units = MICROGRAMS/M**3 **Approximate Storage Requirements of Model = 3.5 MB of RAM. **Input Runstream File: aermod.inp **Output Print File: aermod.out **Detailed Error/Message File: 14198 Ops NOX.err **File for Summary of Results: 14198 Ops NOX.sum 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:07:56 PAGE 2 *** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** VOLUME SOURCE DATA *** NUMBER EMISSION RATE BASE RELEASE INIT. INIT. URBAN EMISSION RATE AIRCRAFT SOURCE PART. (GRAMS/SEC) X Y ELEV. HEIGHT SY SΖ SOURCE SCALAR VARY

CATS. (METERS) (METERS) (METERS) (METERS) (METERS) ΤD ΒY (METERS) _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ VOL1 0 0.21262E-01 476404.6 3743158.5 475.7 5.00 91.32 1.40 YES NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * *** 10:07:56 PAGE 3 ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** SOURCE IDs DEFINING SOURCE GROUPS *** SRCGROUP ID SOURCE IDs _____ _____ ALL VOL1 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * *** 10:07:56 PAGE 4 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINED AS URBAN SOURCES *** SOURCE IDs URBAN ID URBAN POP _____ _____ _____ 2189641. VOL1 FE *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** * * * 10:07:56 PAGE 5 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** DISCRETE CARTESIAN RECEPTORS *** (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG) (METERS) (476197.0, 3743263.7, 2.0); (476193.8, 3743185.8, 475.2, 475.2, 477.9, 477.9, 2.0); (476186.9, 3743326.5, 475.4, (476194.3, 3743125.1, 475.4, 2.0); 479.9, 479.9, 2.0); (476201.7, 3743102.7, 2.0); (476198.0, 3743076.0, 480.4, 480.4, 481.3, 481.3, 2.0); (476179.8, 3743032.8, (476197.8, 3742996.1, 483.1, 483.1, 2.0); 482.8, 482.8, 2.0); (476192.5, 3742991.9, (476280.8, 3742942.1, 483.4, 483.4, 2.0); 482.9, 487.0, 2.0); (476642.9, 3742999.1, (476579.2, 3742907.7, 475.4, 475.4, 2.0); 471.2, 471.2, 2.0); (476686.4, 3743150.3, 468.4, 468.4, 2.0); (476647.9, 3743186.0, 468.7, 468.7, 2.0); (476646.0, 3743270.2, (476658.7, 3743398.5, 467.1, 467.1, 2.0);

	465.4,	465.	4,			2.0);																											
	(476832.3,	, 374	3313	3.8	,		46	2.9	Э,		4	162	2.9	9,				2.	0)	;				(4	7683	31.	4,	31	142	99	6.8	8,	
	464.0, (476667.1,	464. , 374	0, 2930) . 9	,	2.0)); 47	1.5	5,		4	171	1.5	5,				2.	0)	;				(4	7683	32.	3,	31	743	16	2.	5,	
	463.0, (476569.9,	463. , 374	0, 3411	1.5	,	2.0)); 46	7.4	ł,		4	16	7.4	4,				2.	0)	;				(4	7650	06.	6,	31	743	41	3.7	7,	
	468.9, (476542.3,	468. , 374	9, 3421	1.2	,	2.0)); 46	7.8	β,		4	16	7.8	Β,				2.	0)	;				(4	7598	33.	4,	31	743	37	3.(Ο,	
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	462.7, (476587.4,	462. , 374	7 , 2891	1.0	,	2.0)); 47	5.1	L,		2	175	5.	1,				2.	0)	;				(4	7658	38.	0,	31	742	81	8.1	6,	
	476.1, (476579.9,	476. 374	1, 2721	1.0	,	2.0)); 47	7.8	З,		4	17	7.8	Β,				2.	0)	;				(4	7657	79.	0,	31	742	66	9.!	5,	
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	460.0, (476555.3,	460. , 374	0, 4126	6.6	,	2.0)); 46	2.4	1,		4	162	2.4	4,				2.	0)	;				(4	7655	55.	6,	31	743	98	5.2	1,	
	463.0, (476377.2,	463. 374	0, 4545	5.5	,	2.0)); 46	3.0),		4	163	3.(Э,				2.	0)	;				(4	7633	31.	2,	31	744	65	4.8	8,	
	463.0, (476422.8,	463. 374	0, 4596	6.1	,	2.0)); 46	1.9	Э,		4	161	1.9	9,				2.	0)	;				(4	7624	45.	1,	31	744	90	4.3	3,	
	463.5, (477121.5,	463. 374	5, 4259	9.6	,	2.0)); 45	5.0),		4	155	5.(Э,				2.	0)	;				(4	7706	61.	8,	31	744	34	5 . 2	1,	
	455.0, (477082.0,	455. 374	0, 4329	9.4	,	2.0)); 45	5.0),		4	155	5.(Э,				2.	0)	;				(4	771(03.	4,	31	744	26	3.	5,	
	455.0, (477158.9,	455. , 374	0, 4251	1.0	,	2.0)); 45	5.0),		4	155	5.(Э,				2.	0)	;				(4	7680)5.	6,	31	744	14	0.	7,	
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	446.0, (478052.6,	446. 374	0, 2359	9.7	,	2.0)); 44	7.2	2,		4	14	7.2	2,				2.	0)	;				(4	7811	12.	з,	31	742	35	0.2	1,	
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1 NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE. *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES * * * (METERS/SEC) 1.54, 3.09, 5.14, 8.23, 10.80, *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:07:56 PAGE 7 ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA *** Surface file: PERI V9 ADJU\PERI v9.SFC Met Version: 16216 Profile file: PERI V9 ADJU\PERI v9.PFL Surface format: FREE Profile format: FREE Surface station no.: 3171 Upper air station no.: 3190 Name: UNKNOWN Name: UNKNOWN Year: 2010 Year: 2010 First 24 hours of scalar data YR MO DY JDY HR HO U* W* DT/DZ ZICNV ZIMCH M-O LEN ZO BOWEN ALBEDO REF WS WD HT REF TA HT _ _ _ _ _ _ _ _ _ _ _ _ _ _ 10 01 01 1 01 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 335. 9.1 282.5 5.5 10 01 01 1 02 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 142. 9.1 280.9 5.5 10 01 01 1 03 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 1.00 0.90 0.61 324. 9.1 280.4 5.5 10 01 01 1 04 -1.3 0.064 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40 294. 9.1 278.8 5.5 10 01 01 1 05 -3.9 0.088 -9.000 -9.000 -999. 62. 15.0 0.19 0.61 1.00 0.90 205. 9.1 278.1 5.5 10 01 01 1 06 -1.3 0.065 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40

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476579.22	3742907.69	1.03999	(10020417)	476642.87	
3742999.13	1.27531	(11091107)			
476686.41	3743150.35	1.01848	(16082707)	476647.88	
3/43185.9/	L.16935 3743270 16	(IIU9IIU/) 1 29722	(14041207)	176658 73	
3743398.51	0.98668	(14041207)	(14041207)	4/0030./3	
476832.29	3743313.75	0.42158	(16040918)	476831.36	
3742996.75	0.54294	(11091107)			
476667.12	3742930.93	0.98653	(16050618)	476832.29	
3/43162.55	0.49626 37/3/11 55	(16082707) 1 23760	(14041207)	476506 60	
3743413.72	1.30507	(14041207)	(14041207)	470300.00	
476542.30	3743421.18	1.22067	(14041207)	475983.42	
3743372.99	0.58729	(14090218)			
477084.40	3742900.84	0.21934	(11091107)	477140.41	
3742816.14	0.19770	(11091107)	(11001107)	477011 01	
4//313.31 37/2907 1/	3/42643.94	U.13518 (15111718)	(11091107)	4//211.81	
476770.13	3742542.01	0.24785	(10041918)	477011.14	
3742548.02	0.25264	(16050618)	(10011910)		
477007.45	3742599.51	0.28010	(16050618)	477019.55	
3742752.07	0.27091	(16050618)			
476587.39	3742890.96	0.95387	(10020417)	476588.01	
3742818.59	0.65779	(10020417)	(14021017)	476570 00	
3742669 49	0 61403	(16081621)	(14021017)	4/03/9.00	
476637.40	3742530.02	0.51533	(14091422)	477011.64	
3743354.00	0.25112	(10020717)			
477038.75	3743271.47	0.25075	(14022617)	477030.95	
3743412.54	0.21978	(16040918)			
476555.31	3744126.64	0.20407	(14113016)	476555.57	
476377 24	3744545 50	(14113016)	(10082818)	476331 21	
3744654.76	0.07280	(10082818)	(10002010)	1,0001.21	
476422.76	3744596.08	0.07474	(10082818)	476245.06	
3744904.31	0.05611	(11070120)			
477121.48	3744259.57	0.09946	(15050818)	477061.79	
3744345.06	0.09440	(15050818)	(1 - 0 - 0 0 1 0)	477102 20	
477082.02 3744263 50	3/44329.3/ 0 10159	0.09641 (15050818)	(12020818)	4//103.36	
477158.86	3744251.01	0.09342	(15050818)	476805.61	
3744140.67	0.11963	(16082607)	(,		
476746.53	3744163.92	0.13728	(14113016)	478159.07	
3742336.35	0.04727	(15042919)			
478052.60	3742359.67	0.05151	(11091107)	478112.32	
3/42350.13	U.U4886 3743250 56	(15041619) 1 02010	(14090218)	176195 15	
3743283.69	1.72287	(14090218)	(14090210)	4/0195.15	
476143.88	3743251.34	1.24289	(14090218)	476140.57	
3743228.74	1.17464	(16010616)			
476160.78	3743317.32	1.36835			
(14090218)					
Patterson 1/100 ***	KSIUN 23132 *** 6 09/10/9/	*** C:\Us 1	ers\Mıchael	Tironn\Desktop\HRAs\14198	Kider and
*** AERMET - VERST	ON 16216 ***	I			
***				* * *	10:07:56
	PAGE 9				
*** MODELOPTs:	REGDFAULT CONC	ELEV FLGP	UL URBAN A	ADJ_U*	

* *

DATE

NETWORK GROUP ID AVERAGE CONC (YYMMDDHH) RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) OF TYPE GRID-ID _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ALL HIGH 1ST HIGH VALUE IS 1.82846 ON 16010616: AT (476193.80, 3743185.82, 477.94, 477.94, 2.00) DC *** RECEPTOR TYPES: GC = GRIDCART GP = GRIDPOLR DC = DISCCART DP = DISCPOLR *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:07:56 PAGE 10 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** Message Summary : AERMOD Model Execution *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 4 Warning Message(s) A Total of 2028 Informational Message(s) 43824 Hours Were Processed A Total of A Total of 978 Calm Hours Identified 1050 Missing Hours Identified (2.40 Percent) A Total of ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* ******* WARNING MESSAGES 65 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used ME W186 0.50 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET ME W187 65 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap MX W450 17521 MX W450 17521 ****** *** AERMOD Finishes Successfully *** *****

```
** Lakes Environmental AERMOD MPI
* *
* *
** AERMOD Input Produced by:
** AERMOD View Ver. 12.0.0
** Lakes Environmental Software Inc.
** Date: 2/19/2024
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 Ops PM10\14198 Ops
PM10.ADI
* *
* *
* *
*****
** AERMOD Control Pathway
**
* *
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198
  MODELOPT DFAULT CONC
  AVERTIME 24
  URBANOPT 2189641 Riverside County
  POLLUTID PM 10
  FLAGPOLE 2.00
  RUNORNOT RUN
  ERRORFIL "14198 Ops PM10.err"
CO FINISHED
**
*****
** AERMOD Source Pathway
* *
* *
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION VOL1
                  VOLUME 476404.604 3743158.543
                                                475.660
** Source Parameters **
  SRCPARAM VOL1
                 0.0018899682 5.000 91.316 1.400
  URBANSRC ALL
  SRCGROUP ALL
SO FINISHED
* *
** AERMOD Receptor Pathway
* *
* *
RE STARTING
  INCLUDED "14198 Ops PM10.rou"
RE FINISHED
* *
*****
** AERMOD Meteorology Pathway
* *
**
ME STARTING
  SURFFILE PERI V9 ADJU\PERI v9.SFC
  PROFFILE PERI_V9_ADJU\PERI_v9.PFL
  SURFDATA 3171 2010
  UAIRDATA 3190 2010
  SITEDATA 99999 2010
  PROFBASE 442.0 METERS
```

ME FINISHED ** ** AERMOD Output Pathway ** * * OU STARTING RECTABLE ALLAVE 1ST RECTABLE 24 1ST ** Auto-Generated Plotfiles PLOTFILE 24 ALL 1ST "14198 OPS PM10.AD\24H1GALL.PLT" 31 SUMMFILE "14198 Ops PM10.sum" OU FINISHED *** Message Summary For AERMOD Model Setup *** ----- Summary of Total Messages ------0 Fatal Error Message(s) A Total of 2 Warning Message(s) A Total of A Total of 0 Informational Message(s) ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* WARNING MESSAGES ******* ME W186 65 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used 0.50 ME W187 65 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET *** SETUP Finishes Successfully *** 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** 10:14:47 * * * PAGE 1 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* MODEL SETUP OPTIONS SUMMARY *** * * * . _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ** Model Options Selected: * Model Uses Regulatory DEFAULT Options * Model Is Setup For Calculation of Average CONCentration Values. * NO GAS DEPOSITION Data Provided. * NO PARTICLE DEPOSITION Data Provided. * Model Uses NO DRY DEPLETION. DDPLETE = F * Model Uses NO WET DEPLETION. WETDPLT = F * Stack-tip Downwash. * Model Accounts for ELEVated Terrain Effects. * Use Calms Processing Routine. * Use Missing Data Processing Routine. * No Exponential Decay. * Model Uses URBAN Dispersion Algorithm for the SBL for 1 Source(s), for Total of 1 Urban Area(s): Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m * Urban Roughness Length of 1.0 Meter Used. * ADJ U* - Use ADJ U* option for SBL in AERMET

* CCVR Sub - Meteorological data includes CCVR substitutions * TEMP Sub - Meteorological data includes TEMP substitutions * Model Accepts FLAGPOLE Receptor . Heights. * The User Specified a Pollutant Type of: PM 10 **Model Calculates 1 Short Term Average(s) of: 24-HR **This Run Includes: 1 Source(s); 1 Source Group(s); and 61 Receptor(s) with: 0 POINT(s), including 0 POINTCAP(s) and 0 POINTHOR(s) and: 1 VOLUME source(s) and: 0 AREA type source(s) 0 LINE source(s) and: and: 0 RLINE/RLINEXT source(s) and: 0 OPENPIT source(s) 0 BUOYANT LINE source(s) and: 0 BUOYANT LINE source(s) with a total of 0 line(s) and: 0 SWPOINT source(s) **Model Set To Continue RUNning After the Setup Testing. **The AERMET Input Meteorological Data Version Date: 16216 **Output Options Selected: Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword) Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword) Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword) **NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours m for Missing Hours b for Both Calm and Missing Hours **Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0 Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07 Output Units = MICROGRAMS/M**3 **Approximate Storage Requirements of Model = 3.5 MB of RAM. **Input Runstream File: aermod.inp **Output Print File: aermod.out **Detailed Error/Message File: 14198 Ops PM10.err **File for Summary of Results: 14198 Ops PM10.sum 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:14:47 PAGE 2 *** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** VOLUME SOURCE DATA *** BASE RELEASE INIT. NUMBER EMISSION RATE INIT. URBAN EMISSION RATE AIRCRAFT SOURCE PART. (GRAMS/SEC) X Y ELEV. HEIGHT SY SΖ SOURCE SCALAR VARY

CATS. (METERS) (METERS) (METERS) (METERS) (METERS) ТD ΒY (METERS) _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ VOL1 0 0.18900E-02 476404.6 3743158.5 475.7 5.00 91.32 1.40 YES NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:14:47 PAGE 3 ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** SOURCE IDs DEFINING SOURCE GROUPS *** SRCGROUP ID SOURCE IDs _____ _____ ALL VOL1 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:14:47 PAGE 4 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINED AS URBAN SOURCES *** SOURCE IDs URBAN ID URBAN POP _____ _____ _____ 2189641. VOL1 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** * * * 10:14:47 PAGE 5 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** DISCRETE CARTESIAN RECEPTORS *** (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG) (METERS) (476197.0, 3743263.7, 2.0); (476193.8, 3743185.8, 475.2, 475.2, 477.9, 477.9, 2.0); (476186.9, 3743326.5, 475.4, (476194.3, 3743125.1, 475.4, 2.0); 479.9, 479.9, 2.0); (476201.7, 3743102.7, 2.0); (476198.0, 3743076.0, 480.4, 480.4, 481.3, 481.3, 2.0); (476179.8, 3743032.8, (476197.8, 3742996.1, 483.1, 483.1, 2.0); 482.8, 482.8, 2.0); (476192.5, 3742991.9, (476280.8, 3742942.1, 483.4, 483.4, 2.0); 482.9, 487.0, 2.0); (476642.9, 3742999.1, (476579.2, 3742907.7, 475.4, 475.4, 2.0); 471.2, 471.2, 2.0); (476686.4, 3743150.3, 468.4, 468.4, 2.0); (476647.9, 3743186.0, 468.7, 468.7, 2.0); (476646.0, 3743270.2, (476658.7, 3743398.5, 467.1, 467.1, 2.0);

465.4,	465.4,	2.0);				
(476832.3,	, 3743313.8,	462.9,	462.9,	2.0);	(476831.4,	3742996.8,
464.0, (476667.1,	464.0, , 3742930.9,	2.0); 471.5,	471.5,	2.0);	(476832.3,	3743162.5,
463.0, (476569.9,	463.0, , 3743411.5,	2.0); 467.4,	467.4,	2.0);	(476506.6,	3743413.7,
468.9, (476542.3,	468.9, , 3743421.2,	2.0); 467.8,	467.8,	2.0);	(475983.4,	3743373.0,
472.4, (477084.4)	472.4, , 3742900.8,	2.0); 460.5,	460.5,	2.0);	(477140.4,	3742816.1,
459.7, (477313.3,	459.7, , 3742643.9,	2.0); 456.9,	456.9,	2.0);	(477211.8,	3742907.1,
458.0, (476770.1,	458.0, , 3742542.0,	2.0); 476.1,	540.0,	2.0);	(477011.1,	3742548.0,
465.9, (477007.5,	465.9, , 3742599.5,	2.0); 465.3,	465.3,	2.0);	(477019.5,	3742752.1,
462.7, (476587.4,	462.7, , 3742891.0,	2.0); 475.1,	475.1,	2.0);	(476588.0,	3742818.6,
476.1, (476579.9,	476.1, , 3742721.0,	2.0); 477.8,	477.8,	2.0);	(476579.0,	3742669.5,
479.2, (476637.4,	479.2, , 3742530.0,	2.0); 480.9,	560.0,	2.0);	(477011.6,	3743354.0,
460.0, (477038.8,	460.0, , 3743271.5,	2.0); 460.0,	460.0,	2.0);	(477031.0,	3743412.5,
460.0, (476555.3,	460.0, , 3744126.6,	2.0); 462.4,	462.4,	2.0);	(476555.6,	3743985.1,
463.0, (476377.2,	463.0, , 3744545.5,	2.0); 463.0,	463.0,	2.0);	(476331.2,	3744654.8,
463.0, (476422.8,	463.0, , 3744596.1,	2.0); 461.9,	461.9,	2.0);	(476245.1,	3744904.3,
463.5, (477121.5,	463.5, , 3744259.6,	2.0); 455.0,	455.0,	2.0);	(477061.8,	3744345.1,
455.0, (477082.0,	455.0, , 3744329.4,	2.0); 455.0,	455.0,	2.0);	(477103.4,	3744263.5,
455.0, (477158.9,	455.0, , 3744251.0,	2.0); 455.0,	455.0,	2.0);	(476805.6,	3744140.7,
458.0, (476746.5,	458.0, , 3744163.9,	2.0); 459.1,	459.1,	2.0);	(478159.1,	3742336.3,
446.0, (478052.6,	446.0, , 3742359.7,	2.0); 447.2,	447.2,	2.0);	(478112.3,	3742350.1,
446.2, (476117.3,	446.2, , 3743250.6,	2.0); 477.0,	477.0,	2.0);	(476195.1,	3743283.7,
475.2, (476143.9,	475.2, , 3743251.3,	2.0); 476.9,	476.9,	2.0);	(476140.6,	3743228.7,
477.2, (476160.8,	477.2, , 3743317.3,	2.0); 476.1,	476.1,			
2.0);						
Patterson\14198	VERSION 231. *** (32 *** ***)2/19/24	C:\Users\Mich	nael Tirohn\De	esktop\HRAs\141	98 Rider and
*** AERMET - VI	ERSION 1621	õ ***				
* * *					* * *	10:14:47
	PAGE	6				
*** MODELOPTs:	RegDFAUL	CONC ELEV	FLGPOL URBA	AN ADJ_U*		
			*** METEOF	ROLOGICAL DAY: (1=)	S SELECTED FOR YES; 0=NO)	PROCESSING ***
1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
1 1		1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1
1	1 1 1 1 1 1					
1 1 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1	1 1 1 1 1 1	1111111	1111111

1 NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE. *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES * * * (METERS/SEC) 1.54, 3.09, 5.14, 8.23, 10.80, *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:14:47 PAGE 7 ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA *** Surface file: PERI V9 ADJU\PERI v9.SFC Met Version: 16216 Profile file: PERI V9 ADJU\PERI v9.PFL Surface format: FREE Profile format: FREE Surface station no.: 3171 Upper air station no.: 3190 Name: UNKNOWN Name: UNKNOWN Year: 2010 Year: 2010 First 24 hours of scalar data YR MO DY JDY HR HO U* W* DT/DZ ZICNV ZIMCH M-O LEN ZO BOWEN ALBEDO REF WS WD HT REF TA HT _ _ _ _ _ _ _ _ _ _ _ _ _ _ 10 01 01 1 01 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 335. 9.1 282.5 5.5 10 01 01 1 02 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 142. 9.1 280.9 5.5 10 01 01 1 03 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 1.00 0.90 0.61 324. 9.1 280.4 5.5 10 01 01 1 04 -1.3 0.064 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40 294. 9.1 278.8 5.5 10 01 01 1 05 -3.9 0.088 -9.000 -9.000 -999. 62. 15.0 0.19 0.61 1.00 0.90 205. 9.1 278.1 5.5 10 01 01 1 06 -1.3 0.065 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40

 3.
 9.1
 277.0
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 10
 01
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 0.61 1.00 21.0 0.19 1.30 99. 9.1 277.0 5.5 10 01 01 1 08 -3.3 0.086 -9.000 -9.000 -999. 61. 16.8 0.19 0.61 0.54 0.90 319. 9.1 278.8 5.5 10 01 01 1 09 20.1 0.128 0.307 0.010 49. 110. -9.0 0.19 0.61 0.33 0.90

239.	9.1 284.2	2 5.5									
10 01 188.	01 1 10	56.7 0.087 2 5.5	0.560	0.010	107.	62.	-1.0	0.19	0.61	0.26	0.40
10 01	01 1 11	81.5 0.323	0.867	0.008	277.	441.	-35.9	0.19	0.61	0.23	2.70
10 01	01 1 12	97.1 0.281	1.058	0.008	421.	357.	-19.7	0.19	0.61	0.22	2.20
10 01	01 1 13	92.2 0.279	1.117	0.008	523.	354.	-20.4	0.19	0.61	0.22	2.20
10 01	9.1 293.8 01 1 14	77.6 0.275	1.102	0.008	595.	347.	-23.2	0.19	0.61	0.23	2.20
50. 10 01	9.1 294.2 01 1 15	54.9 0.230	1.006	0.008	640.	266.	-19.2	0.19	0.61	0.27	1.80
53. 10 01	9.1 293.8	5.5 12.3 0.206	0.613	0.008	648.	225.	-61.5	0.19	0.61	0.36	1.80
10 01	9.1 292.5	-3.6 0.087	-9.000	-9.000	-999.	71.	15.6	0.19	0.61	0.64	0.90
351. 10 01	9.1 290.4	-3.8 0.087	-9.000	-9.000	-999.	62.	15.2	0.19	0.61	1.00	0.90
186.	9.1 287.3	-3.8 0.087	-9.000	-9.000	-999.	62.	15.2	0.19	0.61	1.00	0.90
275.	9.1 285.9	-1.2 0.064	-9.000	-9.000	-999.	39.	18.1	0.19	0.61	1.00	0.40
181. 10 01	9.1 285.4	-7.8 0.125	-9.000	-9.000	-999.	106.	21.3	0.19	0.61	1.00	1.30
10 01	9.1 284.3	-3.8 0.088	-9.000	-9.000	-999.	62.	15.1	0.19	0.61	1.00	0.90
196.	9.1 283	-3.8 0.088	-9.000	-9.000	-999.	62.	15.1	0.19	0.61	1.00	0.90
10 01	9.1 281.4	-7.9 0.125	-9.000	-9.000	-999.	106.	21.2	0.19	0.61	1.00	1.30
First YR MO 10 01 10 01	hour of pros DY HR HEIGH 01 01 5.5 01 01 9.5	file data F F WDIR 5 0 -9999 L 1 335.	WSPD AM 9.00 1.30 -	4B_TMP s 282.6 -999.0	sigmaA 99.0 99.0	sigmaW -99.00 -99.00	sigmaV -99.00 -99.00				
F ind F *** Patter *** A	icates top o: AERMOD - VEI son\14198 ** ERMET - VERS	f profile (=1 RSION 23132 * 02/1 ION 16216 **) or be *** * 9/24	elow (=0 *** C:\U)) Jsers\N	Michael 1	Tirohn\De	esktop	\HRAs\14	1198 Rid	er and
* * *									* * *	10	:14:47
*** M	ODELOPTs:	PAGE 8 RegDFAULT C	CONC EI	LEV FLG	GPOL (JRBAN AI	DJ_U*				
		*	** THE	1ST H	IIGHEST	r 24-hr 2	AVERAGE (CONCEN	TRATION	VALUE	S FOR
		5	INCI	GROUP: LUDING S	ALL SOURCE	(S):	VOL1	,			
					*** D]	ISCRETE (CARTESIA	N RECE	PTOR POI	INTS ***	
				** CC MICRC)NC OF)GRAMS/	PM_10 /M**3	IN			**	
	X-COORD (M) (M) CO	Y-COORD (M) DNC (YYMM	IDDHH)	CONC	(YYN	MMDDHH)		X·	-COORD	(M) Y-C	OORD
	476196.97 3743185.82	3743263.68 0.062	51c (14	0.05397 121524)	/c (141	121524)			476193	.80	
	476186.94 3743125.13	3743326.48 0.071	67 (11	0.04072 L010224)	2c (141	121524)			476194	.33	
	476201.72 3743076.04	3743102.69 0.070	79 (11	0.07504 L010224)	(110	010224)			476198	.03	

476197.76	3742996.08	0.05204	(11010224)	476179.82	
476192.49	3742991.86	0.04998	(11010224)	476280.77	
3742942.15	0.05997	(11010124)			
476579.22	3742907.69	0.03516	(14120124)	476642.87	
3/42999.13	U.U3/ULD	(14111524)	(16021424)	176617 00	
470000.41 3743185 97	0 04673c	(14121524)	(10031424)	4/004/.00	
476646.03	3743270.16	0.04042c	(14121524)	476658.73	
3743398.51	0.02606	(15122224)	· · · · ·		
476832.29	3743313.75	0.01617c	(14121524)	476831.36	
3742996.75	0.01650m	(16031424)			
476667.12	3742930.93	0.02745	(16011824)	476832.29	
3/43162.55	U.UI/99m 3743411 55	(16031424)	(11112/2/)	176506 60	
3743413 72	0 04208	(11111924)	(11112424)	470300.00	
476542.30	3743421.18	0.03559	(14113024)	475983.42	
3743372.99	0.01619c	(14121524)	· · · · · ·		
477084.40	3742900.84	0.00759m	(16031424)	477140.41	
3742816.14	0.00635m	(16031424)			
477313.31	3742643.94	0.00425b	(14111524)	477211.81	
3742907.14	0.00586m	(16031424)	(10100104)		
4/6//U.13 37/25/8 02	3/42542.01	(16011824)	(10102124)	4//011.14	
477007 45	3742599 51	0 00666	(16011824)	477019 55	
3742752.07	0.00774b	(14111524)	(10011021)	1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
476587.39	3742890.96	0.03198	(14120124)	476588.01	
3742818.59	0.02435	(14120124)			
476579.93	3742721.05	0.01747	(14120124)	476579.00	
3742669.49	0.02992	(15112924)			
476637.40	3742530.02	0.02405	(15112924)	4//011.64	
3/43354.00	U.UU91/C 3743271 47	(14121524)	(1/11/21/52/1)	477030 95	
3743412 54	0 008330	(14121524)	(14121324)	477030.93	
476555.31	3744126.64	0.00524	(11111924)	476555.57	
3743985.11	0.00677	(11111924)	· · · ·		
476377.24	3744545.50	0.00350b	(10121924)	476331.21	
3744654.76	0.00317b	(10121924)			
476422.76	3744596.08	0.00316b	(10121924)	476245.06	
3744904.31 477121 48	U.UUZDID 3744259 57	(10121924)	(15122224)	177061 79	
3744345 06	0 00263c	(14121524)	(1)122224)	4//001./9	
477082.02	3744329.37	0.00264c	(14121524)	477103.36	
3744263.50	0.00284	(15122224)	· · · · ·		
477158.86	3744251.01	0.00279	(15122224)	476805.61	
3744140.67	0.00450	(16112024)			
476746.53	3744163.92	0.00464	(16112024)	478159.07	
3742336.35	0.00149m	(16031424)	(1 ()) 1 () 1 ()	470110 00	
4/8052.60 37/2350_13	3/42359.6/ 0.00156m	(16031424)	(16031424)	4/8112.32	
476117 35	3743250 56	(10031424) 0 03454c	(14121524)	476195 15	
3743283.69	0.04984c	(14121524)	(11121021)	1,0193.13	
476143.88	3743251.34	0.04006c	(14121524)	476140.57	
3743228.74	0.04083c	(14121524)			
476160.78	3743317.32	0.03697c			
(14121524)		+++ ~ / 			Dida .
Pattorson\1/100 ***	SIUN 23132 *** 02/10/2/	*** C:\Use	ers\Michael	Tironn\Desktop\HRAs\14198	Kider and
*** AERMET - VERGT	ON 16216 ***	ι.			
***	,,			* * *	10:14:47
	PAGE 9				
*** MODELOPTs:	RegDFAULT CONC	ELEV FLGPC	L URBAN A	ADJ_U*	

* *

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DATE
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NETWORK GROUP ID AVERAGE CONC (YYMMDDHH) RECEPTOR (XR, YR, ZELEV, ZHILL, ZFLAG) OF TYPE GRID-ID _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ALL HIGH 1ST HIGH VALUE IS 0.07504 ON 11010224: AT (476201.72, 3743102.69, 480.45, 480.45, 2.00) DC *** RECEPTOR TYPES: GC = GRIDCART GP = GRIDPOLR DC = DISCCART DP = DISCPOLR 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:14:47 PAGE 10 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** Message Summary : AERMOD Model Execution *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 4 Warning Message(s) A Total of 2028 Informational Message(s) 43824 Hours Were Processed A Total of A Total of 978 Calm Hours Identified 1050 Missing Hours Identified (2.40 Percent) A Total of ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* ******* WARNING MESSAGES 65 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used ME W186 0.50 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET ME W187 65 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap MX W450 17521 MX W450 17521 ****** *** AERMOD Finishes Successfully *** *****

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** Lakes Environmental AERMOD MPI
* *
* *
** AERMOD Input Produced by:
** AERMOD View Ver. 12.0.0
** Lakes Environmental Software Inc.
** Date: 2/19/2024
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 Ops PM25\14198 Ops
PM25.ADI
* *
* *
* *
*****
** AERMOD Control Pathway
**
* *
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198
  MODELOPT DFAULT CONC
  AVERTIME 24
  URBANOPT 2189641 Riverside County
  POLLUTID PM 2.5
  FLAGPOLE 2.00
  RUNORNOT RUN
  ERRORFIL "14198 Ops PM25.err"
CO FINISHED
**
*****
** AERMOD Source Pathway
* *
* *
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
  LOCATION VOL1
                  VOLUME 476404.604 3743158.543
                                                475.660
** Source Parameters **
  SRCPARAM VOL1
                 0.0006829085 5.000 91.316 1.400
  URBANSRC ALL
  SRCGROUP ALL
SO FINISHED
* *
** AERMOD Receptor Pathway
* *
* *
RE STARTING
  INCLUDED "14198 Ops PM25.rou"
RE FINISHED
* *
*****
** AERMOD Meteorology Pathway
* *
**
ME STARTING
  SURFFILE PERI V9 ADJU\PERI v9.SFC
  PROFFILE PERI_V9_ADJU\PERI_v9.PFL
  SURFDATA 3171 2010
  UAIRDATA 3190 2010
  SITEDATA 99999 2010
  PROFBASE 442.0 METERS
```

ME FINISHED ** ** AERMOD Output Pathway ** * * OU STARTING RECTABLE ALLAVE 1ST RECTABLE 24 1ST ** Auto-Generated Plotfiles PLOTFILE 24 ALL 1ST "14198 OPS PM25.AD\24H1GALL.PLT" 31 SUMMFILE "14198 Ops PM25.sum" OU FINISHED *** Message Summary For AERMOD Model Setup *** ----- Summary of Total Messages ------0 Fatal Error Message(s) A Total of 2 Warning Message(s) A Total of A Total of 0 Informational Message(s) ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* WARNING MESSAGES ******* ME W186 65 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used 0.50 ME W187 65 MEOPEN: ADJ U* Option for Stable Low Winds used in AERMET *** SETUP Finishes Successfully *** 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** 10:13:41 * * * PAGE 1 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* MODEL SETUP OPTIONS SUMMARY *** * * * . _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ** Model Options Selected: * Model Uses Regulatory DEFAULT Options * Model Is Setup For Calculation of Average CONCentration Values. * NO GAS DEPOSITION Data Provided. * NO PARTICLE DEPOSITION Data Provided. * Model Uses NO DRY DEPLETION. DDPLETE = F * Model Uses NO WET DEPLETION. WETDPLT = F * Stack-tip Downwash. * Model Accounts for ELEVated Terrain Effects. * Use Calms Processing Routine. * Use Missing Data Processing Routine. * No Exponential Decay. * Model Uses URBAN Dispersion Algorithm for the SBL for 1 Source(s), for Total of 1 Urban Area(s): Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m * Urban Roughness Length of 1.0 Meter Used. * ADJ U* - Use ADJ U* option for SBL in AERMET

* CCVR Sub - Meteorological data includes CCVR substitutions * TEMP Sub - Meteorological data includes TEMP substitutions * Model Accepts FLAGPOLE Receptor . Heights. * The User Specified a Pollutant Type of: PM 2.5 **Model Calculates 1 Short Term Average(s) of: 24-HR **This Run Includes: 1 Source(s); 1 Source Group(s); and 61 Receptor(s) with: 0 POINT(s), including 0 POINTCAP(s) and 0 POINTHOR(s) and: 1 VOLUME source(s) and: 0 AREA type source(s) 0 LINE source(s) and: and: 0 RLINE/RLINEXT source(s) and: 0 OPENPIT source(s) 0 BUOYANT LINE source(s) and: 0 BUOYANT LINE source(s) with a total of 0 line(s) and: 0 SWPOINT source(s) **Model Set To Continue RUNning After the Setup Testing. **The AERMET Input Meteorological Data Version Date: 16216 **Output Options Selected: Model Outputs Tables of Highest Short Term Values by Receptor (RECTABLE Keyword) Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword) Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword) **NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours m for Missing Hours b for Both Calm and Missing Hours **Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. = 0.000 ; Rot. Angle = 0.0 Emission Units = GRAMS/SEC ; Emission Rate Unit Factor = 0.10000E+07 Output Units = MICROGRAMS/M**3 **Approximate Storage Requirements of Model = 3.5 MB of RAM. **Input Runstream File: aermod.inp **Output Print File: aermod.out **Detailed Error/Message File: 14198 Ops PM25.err **File for Summary of Results: 14198 Ops PM25.sum 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:13:41 PAGE 2 *** MODELOPTs: ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** VOLUME SOURCE DATA *** BASE RELEASE INIT. NUMBER EMISSION RATE INIT. URBAN EMISSION RATE AIRCRAFT SOURCE PART. (GRAMS/SEC) X Y ELEV. HEIGHT SY SΖ SOURCE SCALAR VARY

CATS. (METERS) (METERS) (METERS) (METERS) (METERS) ТD ΒY (METERS) _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ VOL1 0 0.68291E-03 476404.6 3743158.5 475.7 5.00 91.32 1.40 YES NO 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:13:41 PAGE 3 RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U* *** MODELOPTs: *** SOURCE IDs DEFINING SOURCE GROUPS *** SRCGROUP ID SOURCE IDs _____ _____ ALL VOL1 🖬 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:13:41 PAGE 4 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** SOURCE IDs DEFINED AS URBAN SOURCES *** SOURCE IDs URBAN ID URBAN POP _____ _____ _____ 2189641. VOL1 *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** *** * * * 10:13:41 PAGE 5 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** DISCRETE CARTESIAN RECEPTORS *** (X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG) (METERS) (476197.0, 3743263.7, 2.0); (476193.8, 3743185.8, 475.2, 475.2, 477.9, 477.9, 2.0); (476186.9, 3743326.5, 475.4, (476194.3, 3743125.1, 475.4, 2.0); 479.9, 479.9, 2.0); (476201.7, 3743102.7, 2.0); (476198.0, 3743076.0, 480.4, 480.4, 481.3, 481.3, 2.0); (476179.8, 3743032.8, (476197.8, 3742996.1, 483.1, 483.1, 2.0); 482.8, 482.8, 2.0); (476192.5, 3742991.9, (476280.8, 3742942.1, 483.4, 483.4, 2.0); 482.9, 487.0, 2.0); (476642.9, 3742999.1, (476579.2, 3742907.7, 475.4, 475.4, 2.0); 471.2, 471.2, 2.0); (476686.4, 3743150.3, 468.4, 468.4, 2.0); (476647.9, 3743186.0, 468.7, 468.7, 2.0); (476646.0, 3743270.2, (476658.7, 3743398.5, 467.1, 467.1, 2.0);

465.4,	465.4,	2.0);				
(476832.3	, 3743313.	8, 462.9,	462.9,	2.0);	(476831.4,	3742996.8,
464.0, (476667.1	464.0, , 3742930.	2.0); 9, 471.5,	471.5,	2.0);	(476832.3,	3743162.5,
463.0, (476569.9	463.0, , 3743411.	2.0); 5, 467.4,	467.4,	2.0);	(476506.6,	3743413.7,
468.9, (476542.3	468.9, , 3743421.	2.0); 2, 467.8,	467.8,	2.0);	(475983.4,	3743373.0,
472.4, (477084.4	472.4, , 3742900.	2.0); 8, 460.5,	460.5,	2.0);	(477140.4,	3742816.1,
459.7, (477313.3	459.7, , 3742643.	2.0); 9, 456.9,	456.9,	2.0);	(477211.8,	3742907.1,
458.0, (476770.1	458.0, , 3742542.	2.0); 0, 476.1,	540.0,	2.0);	(477011.1,	3742548.0,
465.9, (477007.5	465.9, , 3742599.	2.0); 5, 465.3,	465.3,	2.0);	(477019.5,	3742752.1,
462.7, (476587.4	462.7, , 3742891.	2.0); 0, 475.1,	475.1,	2.0);	(476588.0,	3742818.6,
476.1, (476579.9	476.1, , 3742721.	2.0); 0, 477.8,	477.8,	2.0);	(476579.0,	3742669.5,
479.2, (476637.4	479.2, , 3742530.	2.0); 0, 480.9,	560.0,	2.0);	(477011.6,	3743354.0,
460.0, (477038.8	460.0, , 3743271.	2.0); 5, 460.0,	460.0,	2.0);	(477031.0,	3743412.5,
460.0, (476555.3	460.0, , 3744126.	2.0); 6, 462.4,	462.4,	2.0);	(476555.6,	3743985.1,
463.0, (476377.2	463.0, , 3744545.	2.0); 5, 463.0,	463.0,	2.0);	(476331.2,	3744654.8,
463.0, (476422.8	463.0, , 3744596.	2.0); 1, 461.9,	461.9,	2.0);	(476245.1,	3744904.3,
463.5, (477121.5	463.5, , 3744259.	2.0); 6, 455.0,	455.0,	2.0);	(477061.8,	3744345.1,
455.0, (477082.0	455.0, , 3744329.	2.0); 4, 455.0,	455.0,	2.0);	(477103.4,	3744263.5,
455.0, (477158.9	455.0, , 3744251.	2.0); 0, 455.0,	455.0,	2.0);	(476805.6,	3744140.7,
458.0, (476746.5	458.0, , 3744163.	2.0); 9, 459.1,	459.1,	2.0);	(478159.1,	3742336.3,
446.0, (478052.6	446.0, , 3742359.	2.0); 7, 447.2,	447.2,	2.0);	(478112.3,	3742350.1,
446.2, (476117.3	446.2, , 3743250.	2.0); 6, 477.0,	477.0,	2.0);	(476195.1,	3743283.7,
475.2, (476143.9	475.2, , 3743251.	2.0); 3, 476.9,	476.9,	2.0);	(476140.6,	3743228.7,
477.2, (476160.8	477.2, , 3743317.	2.0); 3, 476.1,	476.1,			
2.0);	VEDOTON O	2120 +++ +++				00 Didaw and
Patterson\14198	VERSION Z	02/19/24	C:\Users\Mic	nael Tironn\L	esktop\HRAs\141	.98 Rider and
*** AERMET - V	ERSION 16	216 ***				
* * *					* * *	10:13:41
	PAG	Е 6				
*** MODELOPTs:	RegDFA	ULT CONC ELEV	FLGPOL URB	AN ADJ_U*		
			*** METEO	ROLOGICAL DAY	S SELECTED FOR	PROCESSING ***
				(1	,,	
1 1	1 1 1 1 1 1 1 1	111 111:	1 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
1 1	1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1	. 1 1 1 1 1 1 1
1	1 1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1
1		11111				
1 1 1	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1	1 1 1 1 1 1 1	1 1 1 1 1 1 1 1

1 NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE. *** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES * * * (METERS/SEC) 1.54, 3.09, 5.14, 8.23, 10.80, *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:13:41 PAGE 7 ReqDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** MODELOPTs: *** UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA *** Surface file: PERI V9 ADJU\PERI v9.SFC Met Version: 16216 Profile file: PERI V9 ADJU\PERI v9.PFL Surface format: FREE Profile format: FREE Surface station no.: 3171 Upper air station no.: 3190 Name: UNKNOWN Name: UNKNOWN Year: 2010 Year: 2010 First 24 hours of scalar data YR MO DY JDY HR HO U* W* DT/DZ ZICNV ZIMCH M-O LEN ZO BOWEN ALBEDO REF WS WD HT REF TA HT _ _ _ _ _ _ _ _ _ _ _ _ _ _ 10 01 01 1 01 -7.9 0.125 -9.000 -9.000 -999. 106. 21.2 0.19 0.61 1.00 1.30 335. 9.1 282.5 5.5 10 01 01 1 02 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 0.61 1.00 0.90 142. 9.1 280.9 5.5 10 01 01 1 03 -3.9 0.088 -9.000 -9.000 -999. 62. 15.1 0.19 1.00 0.90 0.61 324. 9.1 280.4 5.5 10 01 01 1 04 -1.3 0.064 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40 294. 9.1 278.8 5.5 10 01 01 1 05 -3.9 0.088 -9.000 -9.000 -999. 62. 15.0 0.19 0.61 1.00 0.90 205. 9.1 278.1 5.5 10 01 01 1 06 -1.3 0.065 -9.000 -9.000 -999. 39. 18.3 0.19 0.61 1.00 0.40

 3.
 9.1
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 10
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 0.61 1.00 21.0 0.19 1.30 99. 9.1 277.0 5.5 10 01 01 1 08 -3.3 0.086 -9.000 -9.000 -999. 61. 16.8 0.19 0.61 0.54 0.90 319. 9.1 278.8 5.5 10 01 01 1 09 20.1 0.128 0.307 0.010 49. 110. -9.0 0.19 0.61 0.33 0.90

	3743125.13 476201.72 3743076.04	0.025 3743102.69 0.025	90 (11 558 (11	L010224) 0.02711 L010224)	(110	10224)			476198.	.03	
	476196.97 3743185.82 476186.94	3743263.68 0.022 3743326.48	259c (14	0.01950 121524) 0.01472)c (141 2c (141	21524) 21524)			476193. 476194.	.80 .33	
	X-COORD (M) Y (M) CON	-COORD (M) C (YYMM 	1DDHH) 	CONC	(YYM 	MDDHH) 		X- 	-COORD	(M) Y-C	00RD
				** CC MICRC	ONC OF OGRAMS/	PM_2.5 M**3	IN			* *	
					*** DI	SCRETE (CARTESIA	N RECEI	PTOR POI	INTS ***	
		S	OURCE O INCI	GROUP: LUDING S	ALL SOURCE (*** S):	VOL1	,			
		*	** THE	1ST F	IGHEST	24-HR A	- Average (CONCEN	TRATION	VALUE	S FOR
*** Þ	MODELOPTs: R	PAGE 8 egDFAULT C	CONC EI	LEV FLO	GPOL U	RBAN AI	*U_U				
F inc FF *** Patter *** <i>F</i> ***	dicates top of p * AERMOD - VERS cson\14198 *** AERMET - VERSION	profile (=1 ION 23132 02/1 N 16216 **	.) or be *** * 9/24	elow (=(*** C:\l)) Jsers\M	ichael I	Sirohn\De	esktop	\HRAs\14	1198 Rid 10	er and :13:41
10 01 10 01	L 01 01 5.5 L 01 01 9.1	1 335.	9.00 1.30 -	282.6 -999.0	99.0 99.0	-99.00 -99.00	-99.00 -99.00				
First YR MC	hour of profi	le data F WDIR	WSPD AM	1B_TMP s	sigmaA	sigmaW	sigmaV				
10 01 332.	1 01 1 24 - 9.1 280.9	7.9 0.125 5.5	-9.000	-9.000	-999.	106.	21.2	0.19	0.61	1.00	1.30
10 01 330.	01 1 23 -: 9.1 281.4	3.8 0.088 5.5	-9.000	-9.000	-999.	62.	15.1	0.19	0.61	1.00	0.90
318. 10 01	9.1 284.9 L 01 1 22 -: 9 1 283 1	5.5 3.8 0.088	-9.000	-9.000	-999.	62.	15.1	0.19	0.61	1.00	0.90
181. 10 01	9.1 285.4 L 01 1 21 -	5.5 7.8 0.125	-9.000	-9.000	-999.	106.	21.3	0.19	0.61	1.00	1.30
275. 10 01	9.1 285.9 L 01 1 20 -	5.5 1.2 0.064	-9.000	-9.000	-999.	39.	18.1	0.19	0.61	1.00	0.40
186. 10 01	9.1 287.5 L 01 1 19 -	5.5 3.8 0.087	-9.000	-9.000	-999.	62.	15.2	0.19	0.61	1.00	0.90
351. 10 01	9.1 290.4	5.5 3.8 0.087	-9.000	-9.000	-999.	62.	15.2	0.19	0.61	1.00	0.90
10 01	9.1 292.5	5.5 5.6 0.087	-9 000	-9 000	-999	71	-01.5	0.19	0.61	0.50	0.90
10 01 53.	9.1 293.8	4.9 0.230 5.5	1.006	0.008	640.	266.	-19.2	0.19	0.61	0.27	1.80
10 01 50.	1 01 1 14 7 9.1 294.2	7.6 0.275	1.102	0.008	595.	347.	-23.2	0.19	0.61	0.23	2.20
10 01 356.	1 01 1 13 93 9.1 293.8	2.2 0.279 5.5	1.117	0.008	523.	354.	-20.4	0.19	0.61	0.22	2.20
10 01 357.	1 01 1 12 9 9.1 293.1	7.1 0.281 5.5	1.058	0.008	421.	357.	-19.7	0.19	0.61	0.22	2.20
10 01 310.	01 1 11 8 9.1 290.9	1.5 0.323 5.5	0.867	0.008	277.	441.	-35.9	0.19	0.61	0.23	2.70
10 01 188.	01 1 10 5 9.1 289.2	6.7 0.087 5.5	0.560	0.010	107.	62.	-1.0	0.19	0.61	0.26	0.40
239.	9.1 284.2	5.5									

476197.76	3742996.08	0.01880	(11010224)	476179.82	
3743032.76	0.02062	(11010224)	(11010004)	47.000 77	
4/6192.49 3742942 15	3/42991.86	(11010124)	(11010224)	4/6280.//	
476579.22	3742907.69	0.01270	(14120124)	476642.87	
3742999.13	0.01337b	(14111524)			
476686.41	3743150.35	0.01328m	(16031424)	476647.88	
3743185.97	0.01688c	(14121524)	(1 4 1 0 1 5 0 4)	47.000 72	
4/6646.U3 3743398 51	3/432/0.16	(15122224)	(14121524)	4/6658./3	
476832.29	3743313.75	0.00584c	(14121524)	476831.36	
3742996.75	0.00596m	(16031424)			
476667.12	3742930.93	0.00992	(16011824)	476832.29	
3743162.55	0.00650m	(16031424)	(11110404)		
4/6569.94 3743413 72	3/43411.55 0 01520	(11111924)	(11112424)	476506.60	
476542.30	3743421.18	0.01286	(14113024)	475983.42	
3743372.99	0.00585c	(14121524)			
477084.40	3742900.84	0.00274m	(16031424)	477140.41	
3742816.14	0.00230m	(16031424)	(1 4 1 1 1 5 0 4)	455011 01	
477313.31	3/42643.94	0.00154b	(14111524)	477211.81	
476770.13	3742542.01	(10031424) 0.00322b	(10102124)	477011.14	
3742548.02	0.00226	(16011824)	(1010111)		
477007.45	3742599.51	0.00241	(16011824)	477019.55	
3742752.07	0.00280b	(14111524)			
476587.39	3742890.96	0.01156	(14120124)	476588.01	
3742818.59 476579 93	0.00880 3742721 05	(14120124)	(14120124)	476579 00	
3742669.49	0.01081	(15112924)	(11120121)	1,00,9.00	
476637.40	3742530.02	0.00869	(15112924)	477011.64	
3743354.00	0.00331c	(14121524)			
477038.75	3743271.47	0.00326c	(14121524)	477030.95	
3/43412.54 476555 31	0.00301C	(14121524)	(11111921)	176555 57	
3743985.11	0.00245	(11111924)	(11111)24)	-70000.07	
476377.24	3744545.50	0.00126b	(10121924)	476331.21	
3744654.76	0.00114b	(10121924)			
476422.76	3744596.08	0.00114b	(10121924)	476245.06	
3/44904.31 477121 48	U.UUU916	(10121924)	(15122224)	177061 79	
3744345.06	0.00095c	(14121524)	(1)122224)	477001.79	
477082.02	3744329.37	0.00095c	(14121524)	477103.36	
3744263.50	0.00102	(15122224)			
477158.86	3744251.01	0.00101	(15122224)	476805.61	
3744140.67	0.00163	(16112024)	(16112024)	170150 07	
470740.00	0 00054m	(16031424)	(10112024)	478139.07	
478052.60	3742359.67	0.00059m	(16031424)	478112.32	
3742350.13	0.00056m	(16031424)			
476117.35	3743250.56	0.01248c	(14121524)	476195.15	
3743283.69	0.01801c	(14121524)	(1 4 1 0 1 5 0 4)		
4/6143.88 3743228 74	3/43251.34 0 01475c	0.0144/C (14121524)	(14121524)	4/6140.5/	
476160.78	3743317.32	0.01336c			
(14121524)					
FF *** AERMOD - VER	SION 23132 ***	*** C:\Use	ers\Michael	Tirohn\Desktop\HRAs\14198	Rider and
Patterson\14198 ***	02/19/24	ł			
***	.UN 10210 ***			* * *	10.12.11
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*** MODELOPTs:	RegDFAULT CONC	ELEV FLGPC	DL URBAN A	ADJ_U*	

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DATE

NETWORK RECEPTOR (XR, YR, GROUP ID AVERAGE CONC (YYMMDDHH) ZELEV, ZHILL, ZFLAG) OF TYPE GRID-ID _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ALL HIGH 1ST HIGH VALUE IS 0.02711 ON 11010224: AT (476201.72, 3743102.69, 480.45, 480.45, 2.00) DC *** RECEPTOR TYPES: GC = GRIDCART GP = GRIDPOLR DC = DISCCART DP = DISCPOLR *** AERMOD - VERSION 23132 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14198 Rider and Patterson\14198 *** 02/19/24 *** AERMET - VERSION 16216 *** * * * * * * 10:13:41 PAGE 10 *** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ U* *** Message Summary : AERMOD Model Execution *** ----- Summary of Total Messages ------A Total of 0 Fatal Error Message(s) A Total of 4 Warning Message(s) A Total of 2028 Informational Message(s) 43824 Hours Were Processed A Total of A Total of 978 Calm Hours Identified 1050 Missing Hours Identified (2.40 Percent) A Total of ******* FATAL ERROR MESSAGES ******* *** NONE *** ******* ******* WARNING MESSAGES 65 MEOPEN: THRESH 1MIN 1-min ASOS wind speed threshold used ME W186 0.50 MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET ME W187 65 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap MX W450 17521 MX W450 17521 ****** *** AERMOD Finishes Successfully *** *****

The following LST summary is based on a Receptor placed at Oak Grove at The Ranch Facility located at 23115 Rider Street, Perris, CA. and includes the updated LST thresholds for both construction and operations.

CONSTRUCTION-SOURCE LOCALIZED EMISSIONS

Construction	v	Georgenia		Emissions (lbs/day)					
Activity	Year	Scenario	NOx	со	PM 10	PM2.5			
		Summer	n/a	n/a	n/a	n/a			
		Winter	24.00	36.30	1.14	0.76			
Demolition	2024	Maximum Daily Emissions	24.00	36.30	1.14	0.76			
		SCAQMD Localized Threshold	361	4,671	69	21			
		Threshold Exceeded?	NO	NO	NO	NO			
	2024	Summer	n/a	n/a	n/a	n/a			
		Winter	21.90	41.60	7.78	3.73			
Site Preparation		Maximum Daily Emissions	21.90	41.60	7.78	3.73			
reparation		SCAQMD Localized Threshold	470	6,312	90	29			
		Threshold Exceeded?	NO	NO	NO	NO			
		Summer	20.00	36.20	2.93	1.23			
		Winter	20.00	36.20	2.93	1.23			
Grading	2024	Maximum Daily Emissions	20.00	36.20	2.93	1.23			
		SCAQMD Localized Threshold	434	5,765	83	26			
		Threshold Exceeded?	NO	NO	NO	NO			

TABLE 1: LOCALIZED CONSTRUCTION-SOURCE EMISSIONS

OPERATIONAL-SOURCE LOCALIZED EMISSIONS

TABLE 2: LOCALIZED SIGNIFICANCE SUMMARY OF OPERATIONS

Connavia	Emissions (lbs/day)					
Scenano	NOx	со	PM10	PM _{2.5}		
Summer	4.05	36.48	0.36	0.13		
Winter	4.04	11.21	0.33	0.08		
Maximum Daily Emissions	4.05	36.48	0.36	0.13		
SCAQMD Localized Threshold	297	2,082	22	7		
Threshold Exceeded?	NO	NO	NO	NO		



TABLE 3: SUMMARY OF CONSTRUCTION CANCER AND NON-CANCER RISKS

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
1.51 Year Exposure	Oak Grove at the Ranch Facility	0.15	10	NO
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Annual Average	Oak Grove at the Ranch Facility	≤0.01	1.0	NO

TABLE 4: SUMMARY OF OPERATIONAL CANCER AND NON-CANCER RISKS

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Oak Grove at the Ranch Facility	0.22	10	NO
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Annual Average	Oak Grove at the Ranch Facility	≤0.01	1.0	NO

TABLE 5: SUMMARY OF CONSTRUCTION AND OPERATIONAL CANCER AND NON-CANCER RISKS

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Oak Grove at the Ranch Facility	0.30	10	NO
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Annual Average	Oak Grove at the Ranch Facility	≤0.01	1.0	NO





Operational Emissions

Operational activities associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources: area source emissions, energy source emissions, mobile source emissions, and on-site cargo handling equipment emissions. Refer to Subsection 4.5 of the Project's AQIA (Technical Appendix B1) for a description of modeling inputs and assumptions used to calculate the Project's operational emissions. (Urban Crossroads, 2023a, pp. 48-50)

CalEEMod utilizes summer and winter EMFAC2021 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. The estimated operational-source emissions are summarized in Table 4.3-9, Summary of Peak Operational Emissions (Without Mitigation). Detailed operation model outputs for the Project are presented in Appendices 4.2 and 4.3 to the Project's AQIA (Technical Appendix B1). As shown in Table 4.3-9, the Project's daily regional emission from on-going operations would not exceed any of the thresholds of significance. As such, Project operational-related regional emissions would not result in a cumulatively-considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard, and impacts would be less than significant. (Urban Crossroads, 2023a, p. 51)

	Emissions (lbs/day)						
Source	voc	NOx	со	SOx	PM10	PM2.5	
	S	ummer					
Mobile Source	4.61	20.88	60.36	0.28	7.31	1.67	
Area Source	18.60	0.25	25.83	0.00	0.03	0.05	
Energy Source	0.00	0.02	0.01	0.00	0.00	0.00	
Project Maximum Daily Emissions	23.21	21.15	86.20	0.28	7.34	1.72	
Existing	1.05	0.21	2.80	0.00	0.30	0.23	
Total Maximum Daily Emissions	22,16	20.94	83.40	0.28	7.04	1.49	
SCAQMD Regional Threshold	55	55	550	150	150	55	
Threshold Exceeded?	NO	NO	NO	NO	NO	NO	
		Winter					
Mobile Source	4.39	21.99	49,94	0.27	7.31	1.67	
Area Source	14.39	0.03	0.01	0.00	0.00	0.00	
Energy Source	0.00	0.02	0.01	8.00	0.00	0.00	
Project Maximum Daily Emissions	18.78	22.04	49.96	0.27	7.31	1.67	
Existing	1.04	0.22	2.45	0.00	8,30	0.23	
Total Maximum Daily Emissions	17.74	21.82	47.51	0.27	7.01	1.44	
SCAQMD Regional Threshold	55	55	550	150	150	55	
Threshold Exceeded?	NO	NO	NO	NO	NO	NO	

Table 4.3-9 Summary of Peak Operational Emissions (Without Mitigation)

(Urban Crossroads, 2023a, Table 4-9)



REVISED Table 4.3.9 for Final EIR

Source	Emissions (lbs/day)					
Source	VOC	NOx	СО	SOx	PM ₁₀	PM2.5
	S	ummer				
Mobile Source	4.74	27.48	61.96	0.34	19.06	5.23
Area Source	18.6	0.25	25.83	0	0.03	0.05
Energy Source	0	0.02	0.01	0	0	0
Project Maximum Daily Emissions	23.34	27.75	87.8	0.34	19.09	5.28
Existing	1.05	0.21	2.8	0	0.3	0.23
Total Maximum Daily Emissions	22.29	27.54	85	0.34	18.79	5.05
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
	١	Winter				
Mobile Source	4.52	28.89	51.34	0.33	19.06	5.23
Area Source	14.39	0.03	0.01	0	0	0
Energy Source	0	0.02	0.01	0	0	0
Project Maximum Daily Emissions	18.91	28.94	51.36	0.33	19.06	5.23
Existing	1.04	0.22	2.45	0	0.3	0.23
Total Maximum Daily Emissions	17.87	28.72	48.91	0.33	18.76	5
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

<u>Threshold c.</u>: Would the Project expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?

During both construction and operation, the Project has the potential to expose nearby sensitive receptors to substantial pollutant concentrations. The following provides an analysis based on the applicable LSTs established by the State of California and SCAQMD, an analysis of the Project's potential to result in or contribute to CO "hot spots," and an analysis of the Project's potential to result in cancer risks and non-cancer health hazards.

<u>Construction-Source Emissions LST Analysis</u>

Table 4.3-10, *Project Localized Construction Emissions (Without Mitigation)*, identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. On this basis, Project-related construction emissions would not expose sensitive receptors to substantial pollutant concentrations, and impacts would therefore be less than significant. (Urban Crossroads, 2023a, p. 58)

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Aesthetics				
Threshold a: The Project site is not located within the viewshed of any officially designated State or County scenic highways or State-Eligible scenic highways. Although the Project site is located approximately 0.4-mile west of I-215, a County- eligible scenic highway, views of the Project site from I-215 are largely obstructed by existing development and landscaping that occurs between the Project site and I-215. As such, Project impacts to scenic highways would be less than significant.	Less than Significant	Mitigation measures are not required.		
Thresholds b and c: The Project would not substantially damage scenic resources; obstruct any prominent scenic vista or view open to the public; result in the creation of an aesthetically offensive site open to public view; substantially degrade the existing visual quality or character of the site or its surroundings; or conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.	Less than Significant			
Threshold d: Project compliance with the provisions of County Ordnance No. 655 would be assured through future County review of building permits. Impacts due to a conflict with Ordinance No. 655 would be less than significant.	Less than Significant			
Thresholds e and f: Mandatory compliance with Riverside County Ordinance Nos. 655 and 915, would ensure that Project-related lighting and glare would not adversely affect day or nighttime views in the area, and also would ensure the Project does not expose residential property to unacceptable light levels. Impacts would be less than significant.	Less than Significant			
Agriculture and Forestry Resources				
Threshold a: Based on the FMMP, the Project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the Project would not convert FMMP-	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
designated Farmland to a non-agricultural use, and no impact would occur.				
Threshold b: The Project would convert two parcels zoned A-1-1 (zoning for primarily agricultural purposes) to a non-agricultural use. However, because the two parcels are already used for a non-agricultural use (residential), the Project would not impact agricultural resources on agriculturally-zoned land. Furthermore, there are no components of the proposed Project that would interfere with agricultural production on adjacent lands, as a majority of the area surrounding the Project site is developed with residential, school, church, warehouse, industry, and storage yard uses. The Project site is not subject to a Williamson Act Contract and is not located within an agricultural preserve. Accordingly, impacts would be less than significant.	Less than Significant			
Threshold c: Although the Project site occurs within 300 feet of agriculturally-zoned property, the Project would be subject to the provisions of Riverside County Ordinance No. 625, which protects agricultural operations from nuisance complaints and encourages the development, improvement, and long-term viability of agricultural land. With mandatory compliance with Riverside County Ordinance No. 625, impacts due to the development of non-agricultural uses within 300 feet of agriculturally zoned property would be less than significant.	Less than Significant			
Threshold d : Assuming mandatory compliance with Riverside County Ordinance No. 625, there are no components of the Project that would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Impacts would be less than significant.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Thresholds e, f and g: There are no forest lands in the Project vicinity, and no lands in the Project vicinity are zoned for timberland, timberland production, or forest uses. The Project would not result in the conversion of forest land to non-forest use. No impact would occur	No Impact			
Air Quality				
 Threshold a: Prior to mitigation, the Project would have the potential to result in or cause NAAQS or CAAQS violations due to emissions of VOCs during construction. Although the Project would not be consistent with the site land use and zoning designations, Project construction and operational-source emissions would not exceed the Regional Thresholds or LSTs. Notwithstanding, due to the Project's construction-related emissions, prior to mitigation the Project would be inconsistent with and has the potential to obstruct implementation of the SCAQMD 2016 AQMP. This is evaluated as a significant impact for which mitigation would be required. Threshold b: As indicated in Table 4.3-9, Project operational-related regional emissions would not exceed any of the SCAQMD Regional Thresholds for criteria pollutants. As such, Project regional operational-related emissions would not result in a cumulatively-considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard, and impacts would be less than significant. However, as indicated in Table 4.3-8, Project construction-related regional emission would exceed the SCAQMD Regional Thresholds for VOC emissions. Therefore, prior to mitigation the Project's construction-related emissions would result in a cumulatively-considerable net increase of a criteria pollutant (i.e., VOCs) for which the Project region is non-attainment under an applicable federal or State ambient air quality standard (i.e., ozone), resulting in a significant impact 	Less than Significant with Mitigation MM 4.3-1 Less than Significant with Mitigation MM 4.3-1	MM 4.3-1 As a condition of building permit(s), architectural coatings shall consist of "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings. This requirement shall be included in the building permit conditions of approval and shall be noted in bid documents issued to prospective construction contractors. Construction contractors shall maintain records demonstrating compliance with these requirements, and shall make such records available for inspection by Riverside County upon request.	Project Applicant, Construction Contractor/ Riverside County Building and Safety Department	Prior to issuance of Building Permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold c: As indicated in Table 4.3-10 and Table 4.3-11, Project-related construction and long- term operational emissions would not exceed the SCAQMD LSTs for any criteria pollutant. Additionally, the Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. In addition, based on a Project- specific HRA (Technical Appendix B2), the Project would not expose the MEIR, MEIW, or MEISC to cancer risks exceeding the SCAQMD significance threshold of 10 in one million or non-cancer health risks exceeding the applicable significance threshold of 1.0. Therefore, the Project would not expose sensitive receptors, which are located within one (1) mile of the Project site, to substantial pollutant concentrations, and impacts would be less than significant.	Less than Significant			
Threshold d: The Project does not propose land uses typically associated with emitting objectionable odors. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Additionally, it is expected that Project- generated refuse would be stored in covered containers and removed at regular intervals in compliance with Riverside County's solid waste regulations. The proposed Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Biological Resources				
Threshold a: The proposed Project would not conflict with the SKR HCP, with the mandatory payment of fees pursuant to Riverside County Ordinance No. 663. The Project would not result in a conflict with the MSHCP Reserve Assembly requirements. However, prior to mitigation, the Project would conflict with MSHCP Section 6.1.2 due to permanent impacts to 0.35-acre of riparian/riverine resources, although the Project would not result in any conflicts with Section 6.1.2 due to impacts to fairy shrimp or riparian birds. Although the Project largely would comply with the UWIGs pursuant to MSHCP Section 6.1.4, during nighttime Project construction activities the Project has the potential to conflict with the lighting provisions of the MSHCP in the event that lands to	Less than Significant with Mitigation MM 4.4-1 MM 4.4-2 MM 4.4-3	MM 4.4-1 Prior to issuance of grading permits, the Project Applicant shall provide evidence (e.g., receipts) to Riverside County demonstrating that permanent impacts to 0.14-acre of Regional Water Quality Control Board (RWQCB) jurisdiction and permanent impacts to 0.35-acre (2,880 linear feet) of California Department of Fish and Wildlife (CDFW)/Multiple Species Habitat Conservation Plan (MSHCP) jurisdiction, of which 0.13- acre consists of vegetated riparian habitat, have been mitigated at a minimum 01:1 establishment, through the purchase of rehabilitation, re-establishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed.	Project Applicant, Project Biologist/ Riverside County Environmental Programs Department	Prior to issuance of grading permits
the southwest have been incorporated into the MSHCP Conservation Area, resulting in a potentially significant near-term impact. The Project also has the potential to conflict with MSHCP Section 6.3.2 related to the burrowing owl, if the Project site were to become occupied prior to commencement of construction activities. Thresholds b and c: The Project would not result in any impacts to special status plants because no special-status plants occur on site. Although burrowing owl was confirmed absent from the Project site during focused surveys conducted by GLA in 2022, there is nonetheless the potential that	Less than Significant with Mitigation MM 4.4-3 MM 4.4-4	MM 4.4-2 Prior to approval of grading or building permits that allow for nighttime construction activities, Riverside County shall condition such permits to require that any lighting elements used in conjunction with nighttime construction activities shall be shielded and directed away from open space areas to the southwest of the Project site. This requirement also shall be included as a note on the grading or building plans. The Project's construction contractor shall permit inspection by Riverside County staff to verify compliance with this requirement.	Project Applicant, Construction Contractors/ Riverside County Building and Safety Department	Prior to commencement of activities involving nighttime construction and during nighttime construction activities
the Project site could become occupied by the burrowing owl prior to the commencement of construction activities; thus, prior to mitigation, the Project's impacts to burrowing owl would be potentially significant. Although Project impacts due to the loss of habitat for the loggerhead shrike (foraging role only), white-tailed kite (foraging role only), yellow warbler, and Los Angeles pocket mouse would be less than significant with mandatory payment of MSHCP fees pursuant to		MM 4.4-3 In accordance with Multiple Species Habitat Conservation Plan (MSHCP) Objective 6, prior to issuance of grading permits or other permits authorizing ground disturbance or discing, the Project Applicant shall retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat sites within the Project's limits of disturbance within 30 days of the commencement of any ground-disturbing activities at the	Project Applicant, Project Biologist/ Riverside County Environmental Programs Department	Prior to issuance of grading permits

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Riverside County Ordinance No. 810, the Project has the potential to result in impacts to nesting birds regulated by the MBTA and CFGC, resulting in a potentially significant impact. The Project would not result in any impacts to vernal pools or species associated with vernal pools. Threshold d: The Project site does not contain habitat that would support wildlife nursery sites, and therefore cumulatively-considerable impacts native wildlife nursery sites would not occur. In addition, the Project site has historically been disturbed and is surrounded by low density residential and undeveloped lands to the north, south, and east, by industrial warehouse development to the southeast, and by single-family residential development to the west. Although the Project site may provide for the local movement of wildlife, including small and medium-sized mammals, the Project site is not part of a significant regional wildlife movement corridor	Less than Significant	 Project site, as discussed below. A. Pre-Construction Survey: The pre-construction survey shall be performed by a qualified biologist that will survey the site for the presence/absence of burrowing owls within 30 days prior to commencement of ground-disturbing activities at the Project site. If burrowing owls are detected on-site during the pre-construction survey, the owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the Western Riverside County Regional Conservation Authority (RCA) and Wildlife Agencies (i.e., California Department of Fish and Wildlife (CDFW) and/or U.S. Fish and Wildlife Service (USFWS)). 		
medium-sized mammals, the Project site is not part of a significant regional wildlife movement corridor as identified by the MSHCP. Therefore, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and impacts would be less than significant. Threshold e: The proposed Project would bermanently impact approximately 45.45 acres of ands through grading, including areas of remedial grading that would not be restored to pre-Project conditions. Permanent impacts include approximately 11.45 acres of developed/ornamental areas, 7.74 acres of disturbed buckwheat scrub, 26.12 acres of ruderal/disturbed lands, and 0.13-acre of southern willow scrub. One sensitive vegetation community, southern willow scrub, would be impacted by the Project, while the remaining vegetation/land use types are not considered to communities.	Less than Significant with Mitigation MM 4.4-1	 B. Burrowing Owl Management Plan: In the event that burrowing owl is determined to be present, or in the event that an assumption is made that the burrowing owl occurs on-site, a burrowing owl management plan shall be prepared and implemented in coordination with the Western Riverside County Regional Conservation Authority (RCA) and California Department of Fish and Wildlife (CDFW) that shall detail the relocation of owls from the Project site, passively and/or actively. If additional site visits determine the species is absent, then the pre-construction survey (as discussed above) shall instead be implemented. C. A copy of the results of the pre-construction survey (and all additional surveys), as well as copies of the Burrowing Owl Management Plan, if required, shall be provided to the 		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Specifically, the Project would result in impacts to approximately 0.13-acre of southern willow scrub, which is considered to comprise vegetated riparian habitat. Project impacts to 0.13-acre of southern willow scrub therefore represents a significant impact of the proposed Project for which mitigation would be required. Threshold f: As indicated in EIR Table 4.4-2 and Table 4.4-3, implementation of the proposed Project would result in a total of 0.14-acre of RWQCB jurisdictional area and 0.35-acre of CDFW/MSHCP jurisdictional areas, of which 0.13-acre consists of vegetated riparian habitat. Although removal of these features trigger CWA Section 401 and CFGC Section 1602 permitting/authorizations, the removal of 0.35 acre of State waters consisting of shallow, ephemeral drainages, and including 0.13 acre of riparian habitat, would not significantly impact water resources or associated biological resources in the vicinity or at a regional level. Regardless, the loss of jurisdictional areas on site would require permits from the Regional Board and CDFW. As such, Project impacts to 0.14-acre of RWQCB jurisdiction, none of which consist of jurisdictional wetlands, and 0.35-acre of CDFW/MSHCP jurisdictional wets a significant impact of the	Less than Significant with Mitigation MM 4.4-1	County of Riverside Planning Department for review and approval (in the case of the Burrowing Owl Management Plan) prior to any vegetation clearing and ground disturbance activities. MM 4.4-4 As a condition of grubbing and grading permits, vegetation clearing shall be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. If avoidance of the nesting season is not feasible, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. If active nests are identified, the biologist shall establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 300 feet for non-raptors/non-sensitive species). All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The biologist shall review and verify compliance with these nesting boundaries and shall verify the nesting effort has finished. Work may resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may detarmine the construction can be nermitted within the	Riverside County Environmental Programs Department	Prior to issuance of grubbing or grading permit
proposed Project for which mitigation would be required. Threshold g: Aside from the SKR HCP and MSHCP, which are addressed under the analysis of Threshold a., the only other local policies or ordinances protecting biological resources are the Riverside County Oak Tree Management Guidelines and Riverside County Ordinance No. 559 (Regulating the Removal of Trees). The Project site does not contain any oak trees subject to the Riverside County Oak Tree Management Guidelines. Additionally, the Project site does not occur at an elevation exceeding 5,000 feet amsl;	No Impact	buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to Riverside County for mitigation monitoring compliance record keeping. If vegetation removal is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
thus, Riverside County Ordinance No. 559 is not applicable to the proposed Project. Therefore, and aside from potential impacts due to a conflict with the MSHCP (as addressed under the analysis of Threshold a.), the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur.				
Cultural Resources				
Thresholds a and b: Although implementation of the Project would impact two historic-age buildings, neither building is considered historically or architecturally significant and have been determined ineligible CRHR listing. No other potential historic resources were identified within the Project site or off-site improvement areas. However, there is a potential for previously-undiscovered historical resources to occur beneath the surface of areas planned for physical impact (i.e., grading) as part of the Project. Potential impacts to previously- undiscovered historical resources would be significant on both a direct and cumulatively- considerable basis prior to mitigation.	Less than Significant with Mitigation MM 4.5-2 MM 4.5-3 MM 4.5-4 MM 4.5-5	MM 4.5-1 Native American Monitor: Prior to the issuance of grading permits, the Developer/Permit Applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s), shall be on-site during all initial ground disturbing activities and excavation of the southern portion of the Project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) 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	Project Applicant/ County Archaeologist	Prior to issuance of grading permit, during grading, during construction
 Threshold e: The Project site does not contain any known archaeological sites or resources. As such, the Project would not result in any impacts to previously-identified archaeological sites or resources. Notwithstanding, there is a possibility that previously-undiscovered subsurface archaeological resources may be impacted by development of the Project as proposed. Therefore, Project impacts to previously-undiscovered archaeological resources would be significant prior to mitigation. Threshold e: The Project site does not contain a 	Less than Significant with Mitigation MM 4.5-1 MM 4.5-2 MM 4.5-3 MM 4.5-4 MM 4.5-5	County Archaeologist to ensure compliance with this requirement. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. MM 4.5-2 Project Archaeologist and CRMP: Prior the issuance of a grading permit, the Developer/Permit Applicant shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist ("Project Archaeologist") has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed that addresses the details of all activities and	Project Applicant/Project Archaeologist/ County Archaeologist	Prior to issuance of grading permit, during grading, during construction
cemetery and no known cemeteries are located within the immediate site vicinity. The Project Applicant would be required to comply with the	Significant	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		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
applicable provisions of California HSC § 7050.5 and California PRC § 5097 et. seq., in the unlikely event that buried human remains are encountered during construction. Compliance with these mandatory requirements would reduce potential impacts to less than significant.		level that is less than significant, as well as address potential impacts to undiscovered buried archaeological resources associated with the Project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed, and shall be on-site during all grading activities for areas to be monitored, including 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 the inspections will be determined by the Project Archaeologist. MM 4.5-3 Unanticipated Resources: A cultural resource, for this condition, is defined as being a feature and/or three or more artifacts in close association with each other. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed: All ground-disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the Native American tribal representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the	Project Applicant/ Project Archaeologist/ County Archaeologist	Prior to issuance of grading permit, during grading, during construction

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		 area of the discovery until the appropriate treatment has been accomplished. MM 4.5-4 Artifact Disposition: Prior to the grading permit final inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery. All historic archeological materials revered during the archaeological investigations, including collections made during an earlier project such as testing of archaeological sites that took place years ago, shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. For prehistoric resources, one of the following treatments shall be applied: a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloging, analysis and studies have been completed on the cultural resources, with 	Project Applicant,/ Project Archaeologist/ County Archaeologist	Prior to grading permit final inspection
		an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.		
		b. If reburial is not agreed upon by the Consulting Tribes, then the resources shall be curated at a culturally appropriate manner at the Western		
Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
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		 Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records, including title, shall be transferred and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. MM 4.5-5 Final Phase IV Report: Prior to the grading permit final inspection, 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 and evidence that any artifacts have been treated in accordance to the procedures stipulated in the Cultural Resources Program (CRMP). 	Project Applicant, Project Archaeologist/ County Archaeologist	Prior to grading permit final inspection
Energy Threshold a: Project construction and operations	Less than	Mitigation measures are not required	N/A	N/A
would not result in the inefficient, wasteful, or	Significant	magaton measures are not required.	1N/A	IN/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, Project impacts due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant requiring no mitigation.				
Threshold b : Energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other warehouse projects of similar scale and intensity that are operating in California, as the Project would be subject to current regulatory requirements. Based on the analysis presented herein, the Project would not conflict with or obstruct a federal or State plan for renewable energy or energy efficiency, and impacts would be less than significant.	Less than Significant			
Geology and Soils				
Thresholds a and c: The potential for surface fault rupture to occur at the site is considered low. Impacts due to rupture of a known earthquake would therefore be less than significant. However, the Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. However, a significant impact could occur if the Project did not comply with the site-specific recommendations of the Project's Geotechnical Investigation (Technical Appendix F). Threshold b: The Project site is located within a	Less than Significant with Mitigation MM 4.7-1 No Impact	MM 4.7-1 Prior to issuance of grading or building permits, the Riverside County Building and Safety Department shall verify that all of the recommendations given in Section 6.0 of the Project's March 23, 2022 "Geotechnical Investigation, Proposed Warehouse, SWC Rider Street and Patterson Avenue, Riverside County (Perris Area), California," prepared by Southern California Geotechnical and included as Technical Appendix F to the Project's EIR, are incorporated into the Project's grading and building plans and implemented by the construction contractors. These recommendations include but are not limited to: a) over- excavation in the southeast portion of the proposed	Project Applicant/ County Building and Safety Department	Prior to approval of any future implementing developments
zone of "low" liquefaction susceptibility. The subsurface exploration performed at the site	<u> </u>	building area and remedial grading across the site to		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
 identified conditions that are considered to be non- conducive to liquefaction. Accordingly, the Project would not be subject to seismic-related ground failure, including liquefaction, and no impact would occur. Threshold d: Although hillsides occur approximately 0.2-mile to the south, they have low landslide hazard risk and rockfall risk to the Project site. Due to the low probability of liquefaction to occur on site, the potential for lateral spreading is also considered low. Impacts due to collapse hazards could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the Project's geotechnical study. 	Less than Significant with Mitigation MM 4.7-1	remove organic soils and near-surface alluvium and near- surface bedrock and replacement with compacted structural fill; b) verification of acceptable soluble sulfate concentrations at the completion of building pad grading; c) verification of acceptable soil expansion indexes at the completion of building pad grading; d) use of a polyethylene encasement for ductile iron pipe; e) the periodic conduct of compaction tests by a geotechnical engineer over the course of the Project's grading operation; and f) building foundation design, floor slab design, building and retaining wall design, and pavement design per the requirements of applicable Building Codes and to the specifications of a licensed geotechnical engineer. Alternatively, the Project shall comply with the findings and recommendations of any geotechnical		
Threshold e: Subsidence at the Project site following development is estimated to be $0.1\pm$ feet. A significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the Project's geotechnical study.	Less than Significant with Mitigation MM 4.7-1	studies that may be required in association with future grading and/or building permits.		
Threshold f: There are no volcanoes in the Project region; thus, no impacts due to volcanic hazards would occur. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the Project site to be impacted by seiches is considered low. As such, impacts due to seiches would be less than significant. Additionally, although several existing hill forms occur to the south of the Project site, these hill forms exhibit substantial amounts of rock outcroppings, thereby indicating that the chance of mudflow hazards is low. Accordingly, impacts due to mudflow hazards would be less than significant	Less than Significant			
Thresholds g: The Project site would be graded in a manner that largely approximates the site's existing	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
topographic conditions with exception of a proposed landscaped berm. Earthwork activities are expected to balance on site and no import or export of soils would be required. The Project would not result in a substantial change in topography or ground surface relief features, and impacts would be less than significant.				
Thresholds h: Large slopes proposed as part of the Project's grading plan include a proposed landscaped berm along the western Project boundary, which would measure up to approximately 36 feet in height, and slopes around the proposed bioretention basin, which would measure up to approximately 18 feet in height. A potentially significant impact would occur due to the proposed slopes higher than 10 feet if the Project was to fail to incorporate the recommendations of the Project's Geotechnical Study (Technical Appendix F).	Less than Significant with Mitigation MM 4.7-1			
Thresholds i: There are no septic systems on site under existing conditions. Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase and have been evaluated throughout this EIR accordingly. There are no impacts associated with the Project's proposed sewer improvements that have not already been evaluated, and where necessary, mitigated to the maximum feasible extent by this EIR. Accordingly, the Project would not result in grading that affects or negates subsurface sewage disposal systems, and impacts would be less than significant.	Less than Significant			
Threshold j and m: The Project would not result in substantial soil erosion or loss of topsoil. The Project Applicant would be required to obtain an NPDES permit for construction activities and adhere to a Stormwater Pollution Prevention Plan (SWPPP) as well as SCAQMD Rule 403 and Riverside County Ordinance Nos. 457 and 460. With	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
mandatory compliance to these regulatory requirements, the potential for water and wind erosion impacts during construction would be less than significant. Following development, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. Furthermore, the Project is required by law to implement a WQMP during operation, which would preclude substantial erosion impacts in the long- term. Impacts would be less than significant.				
Threshold k: Laboratory testing performed on representative samples of the near surface soils indicates that these materials possess a very low expansion potential (Expansion Index = 1 to 18). Accordingly, the Project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), and would not create substantial risks to life or property; thus, no impact would occur.	No Impact			
Threshold I: Sewer service to the proposed Project would be provided by the EMWD, and no septic tanks or alternative wastewater disposal systems are proposed as part of the Project. Accordingly, no impact would occur.	No Impact			
Greenhouse Gas Emissions				
Threshold a: The Project would emit approximately 5,006.24 MTCO2e per year (or a net increase of 4,951.47 MTCO2e/yr with consideration for the existing land uses at the Project site); thus, the proposed Project would exceed the County's CAP Update screening threshold of 3,000 MTCO2e per year. Accordingly, prior to mitigation, Project- related GHG emissions would have the potential to result in a significant cumulatively-considerable impact on the environment.	Less than Significant with Mitigation MM 4.8-1	MM 4.8-1 Prior to issuance of building permits, the Project Applicant shall demonstrate that appropriate building construction measures shall apply to achieve a minimum of 100 points per Appendix D to the Riverside County 2019 Climate Action Plan (CAP) Update. The conceptual measures anticipated for the Project are listed in Table ES-2 of the Project's Greenhouse Gas Analysis (GHGA) technical report (appended to the Project's EIR as Technical Appendix G). The conceptual measures may be replaced with other measures as listed in	Project Applicant/ Riverside County Planning Department	Prior to issuance of building permit

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold b: The Project has the potential to	Less than	Appendix D to the 2019 Riverside County CAP Update,		
conflict with the Riverside County CAP Update,	Significant with	as long as they are replaced at the same time with other		
CAPB 2022 Scoping Plan. This is considered a	MM 4.8.1	measures that in total achieve a minimum of 100 points		
direct and cumulatively-considerable impact of the	IVIIVI 4.0-1	per Appendix D to the 2019 Riverside County CAP		
proposed Project.		Update. The County shall verify implementation of the		
		identified measures prior to final building inspection.		
Hazards and Hazardous Materials				
Thresholds a and b: Based on the Project's Phase I ESA (Technical Appendix H), the Project site does not contain any RECs. Although the existing single- family residences on site may contain ACCMs and/or LBP, compliance with applicable regulations during construction would ensure that Project demolition activities do not expose nearby sensitive receptors or construction workers to significant health risks. With respect to construction activities, the Project would be subject to compliance with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA and DTSC, as well as the Santa Ana RWQCB pertaining to water quality. With mandatory compliance with applicable hazardous materials regulations, the Project would result in less-than-significant impacts due to the creation of a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Additionally, with mandatory regulatory compliance, along with mandatory compliance with Riverside County Ordinance No. 651.5, potential hazardous materials impacts associated with long- term operation of the Project are determined to be less than significant and mitigation is not required.	Less than Significant	Mitigation measures are not required.	N/A	N/A
Threshold c: The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
evacuation plans in effect in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.				
Threshold d: There are no existing or planned schools within one-quarter mile of the Project site. The nearest school is the Val Verde High School, which is located approximately 0.6-mile northeast of the Project site and east of I-215. Accordingly, the Project would not emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.	Less than Significant			
Threshold e : Based on the results of the Project's Phase I ESA (Technical Appendix H), the Project site is not located on any list of hazardous materials sites complied pursuant to Government Code Section 65962.5. Accordingly, no impact would occur.	No Impact			
Thresholds f, g, and h: The Project site is located within the Airport Influence Area (AIA) for the MARB and is located within ALUCP Compatibility Zone C2. Because the Project site is located within the AIA for the MARB, the Project required review by the Riverside County Airport Land Use Commission (RCALUC). In accordance with the MARB ALUCP, the Riverside County ALUC reviewed the Project for consistency with the ALUCP. Based on the result of the ALUC's review, on February 9, 2023 the Project was determined to be fully consistent with the March ARB ALUCP, subject to compliance with several standard conditions of approval. As such, the Project would result in less-than-significant impacts due to a conflict with the MARB ALUCP.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold i: There are no private airstrips in the Project vicinity. The nearest private airport facility is Perris Valley Airport, located approximately 4.2 miles southeast of the Project site. However, according to the Riverside County ALUCP policy document, the Project site is not located within the AIA for the Perris Valley Airport, and also is not identified as being located within any of the Compatibility Zones for the Perris Valley Airport (ALUC, 2010). As such, the Project would not result in a safety hazard for people residing or working in the Project area associated with private airports or heliports, and no impact would occur.	No Impact			
Hydrology and Water Quality				
Thresholds a., b., and i: The Project would be served potable water by the EMWD and does not include any proposed groundwater wells on site; thus, Project impacts to groundwater supplies would be less than significant. Additionally, the total amount of runoff from the site would not change with Project development, and as such Project- related runoff would be conveyed to downstream facilities where groundwater recharge would continue to occur. Additionally, water quality impacts during construction, including potential impacts due to a conflict with the Basin Plan and the West San Jacinto GMP, would be less than significant. In addition, with implementation of the proposed Project, all runoff generated on site would be appropriately treated by the Project's BMPs prior to ultimate discharge from the site and the Project would not adversely affect surface water or groundwater quality. Accordingly, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality; would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge; and would not conflict with the Santa Ana Region Basin Plan	Less than Significant	Mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
or the San Jacinto GMP. Impacts would be less than significant.				
Thresholds c and f: Grading proposed as part of the Project generally would maintain the site's existing drainage patterns, with runoff continuing to flow in a generally northeasterly direction towards existing storm drains within Rider Street. In addition, although the Project has the potential to result in a substantial increase in peak flows from the Project site, the proposed onsite storm drain system would be sized during the Project's final design phase to sufficiently restrict flow rates to the existing condition discharge rate. As such, implementation of the proposed Project would not result in an increase in peak runoff from the Project site and therefore would not result in the alteration of any downstream receiving waters. Additionally, because existing drainage facilities downstream are adequately sized to accommodate peak runoff from the Project site and surrounding areas under existing conditions, and because peak runoff from the Project site would not increase with development of the Project site as proposed, the Project would not contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.	Less than Significant			
Threshold d: With mandatory adherence to the SWPPP requirements, effects associated with construction-related erosion, siltation, water quality, and flooding on downstream water sources and flood control systems would be maintained at a level below significance. With development of the Project site, large portions of the Project site would consist of impervious surfaces, with areas of pervious surfaces largely confined to landscaped areas. Thus, the potential for erosion hazards on site would be substantially decreased as compared to existing conditions with buildout of the Project site. In addition, as compared to the existing conditions	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
of the Project site, the Project would not result in an increase in peak runoff from the site, and therefore runoff from the Project site would not cause or contribute to any increased erosion hazards downstream. As such, long-term erosion impacts would be less than significant				
Threshold e and g: Although the Project has the potential to result in a substantial increase in peak flows from the Project site, the proposed onsite storm drain system would be sized during the Project's final design phase to sufficiently restrict flow rates to the existing condition discharge rate. As such, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site, and impacts would be less than significant. In addition, the Project site is located within "Zone X (unshaded)," which includes areas determined to be outside the 0.2% annual chance floodplain. Accordingly, the Project has no potential to impede or redirect flood flows, and no impact would occur	Less than Significant			
Threshold h: The Project site is located within "Zone X (unshaded)," which includes areas determined to be outside the 0.2% annual chance floodplain. Accordingly, the Project has no potential result in the release of pollutants due to site inundation, and no impacts would occur. The Project site is located approximately 36 miles from the Pacific Ocean. As such, the Project has no potential to risk the release of pollutants due to inundation by tsunamis, and no impact would occur. Due to the lack of an on-site body of water or other bodies of water within close proximity to the site that have the potential to result in site inundation, the potential for the subject site to be impacted by seiches is considered low. Additionally, according to Figure 5 of the General Plan Safety Element, the Project site is not located within a dam inundation area, thereby further demonstrating that the Project	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
site is not subject to inundation by seiches. As such, impacts due to seiches would be less than significant				
Land Use and Planning				
Threshold a: The Project would not conflict with the General Plan, MVAP, Connect SoCal, or any other land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, there are no impacts due to land use incompatibility that have not already been evaluated and mitigated to the maximum feasible extent in relevant sections of this EIR; therefore, Project impacts due to land use incompatibility would be less than significant.	Less than Significant	Mitigation measures are not required.	N/A	N/A
Threshold b: The Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community), and impacts would be less than significant.	Less than Significant			
Mineral Resources				
Threshold a: The Project site does not contain any known mineral resources that would be of value to the region or the residents of the State. Accordingly, with implementation of the proposed Project there would be no impact to known mineral resources. Threshold b: The Project would not result in the loss of availability of a locally-important mineral resources.	No Impact No Impact	Mitigation measures are not required.	N/A	N/A
plan, specific plan or other land use plan, and no impact would occur.				
Threshold c: The Project would not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine, and no impact would occur.	No Impact			
Threshold d: The Project would not expose people or property to hazards from proposed, existing, or abandoned quarries or mines, and no impact would occur.	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Noise				
Thresholds a: The MARB/IPA runway is located approximately 2 miles northeast of the Project site. Based on the 2018 noise level contours for the MARB/IPA, the Project development area is located outside the 60 dBA CNEL noise level contour boundaries and the Project's industrial and residential land use is considered clearly acceptable. As such, the Project would not exposed people residing or working in the area to excessive noise levels from airport operations, and impacts would be less than significant.	Less than Significant	Mitigation measures are not required.	N/A	N/A
Threshold b: There are no private airstrips in the Project vicinity. The nearest private airport facility is the Perris Valley Airport, located approximately 4.2 miles southeast of the Project site within the City of Perris. According to Map PV-3 of the Riverside County Airport Land Use Compatibility Plan (ALUCP), the Project site is located well outside of the 55 dBA CNEL noise contour for the Perris Valley Airport, indicating that the Project site would be subject to noise levels of less than 55 dBA CNEL associated with the Perris Valley Airport. The Project's single-family residential land use is considered clearly acceptable exterior noise levels below 55 dBA CNEL, while the Project's light industrial use is considered clearly acceptable exterior noise levels below 60 dBA CNEL. As such, both the residential and warehouse building components of the Project would not be exposed to excessive noise levels associated with the Perris Valley Airport, and impacts would therefore be less than significant.	Less than Significant			
Threshold c: As shown in Table 4.13-9, Project- related construction noise levels are expected to range from 57.9 to 76.1 dBA Leq at the nearest receiver locations and would not expose nearby sensitive receptors to Project-related construction noise levels exceeding the 80 dBA Leq significance	Significant and Unavoidable	No feasible mitigation measures are available.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
threshold; therefore, the noise impacts due to Project				
all receiver locations. Table 4 13-10 shows that the				
noise levels associated with the nighttime concrete				
pour activities during Project construction are				
estimated to range from 40.8 to 44.1 dBA Leq.				
which would not exceed the FTA 70 dBA Leq				
nighttime residential noise level threshold at all the				
nearest noise sensitive receiver locations; thus, the				
noise impacts due to Project construction nighttime				
concrete pour noise activity are considered less than				
significant at all receiver locations. With respect to				
Project operations, Table 4.13-14 and Table 4.13-15				
show that the Project's operations would not expose				
any nearby sensitive receptors to noise levels				
exceeding the daytime threshold of 55 dBA Leq or				
the nighttime threshold of 45 dBA Leq; thus, the				
then significant at the nearest poice consistive				
receiver locations. Table 4 13-16 through Table				
4 13-18 demonstrate that Project traffic-related noise				
increases would not exceed the identified thresholds				
of significance, with exception of the segment of				
Patterson Avenue north of Placentia Avenue, which				
would experience a noise increase of up to 6.1 dBA				
CNEL. Because the existing ambient noise levels				
currently exceed the calculated existing traffic noise				
levels, it expected that the noise-sensitive land uses				
adjacent to the Patterson Avenue would not perceive				
a significant off-site incremental traffic noise level				
increase due to the Project traffic. Regardless, when				
traffic noise is considered in isolation of other noise				
sources, the Project's traffic noise increase would be				
significant and cumulatively considerable on the				
segment of Patterson Avenue north of Placentia				
Avenue.				
Threshold d: At distances ranging from 50 to 141	Less than			
feet from Project construction activities, construction	Significant			
vibration velocity levels are 0.016 to 0.074 in/sec	2. <u>B</u>			
PPV and would remain below the continuous				
vibration threshold of 0.3 PPV at all receiver				

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
locations. Therefore, the Project-related vibration impacts would be less than significant during the construction activities at the Project site. Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Additionally, because all roadways that would carry Project-related truck traffic are regularly maintained by Riverside County so as to prevent discontinuous pavement (e.g., potholes), truck traffic associated with the Project's long-term operations would not generate substantial amounts of groundborne vibration. Therefore, construction and long-term operation of the proposed Project would not result in the generation of excessive ground-borne vibration or ground-borne noise levels, and impacts would be less than significant.				
Paleontological Resources				
Threshold a: The Project would not impact any known paleontological resources or unique geological features. However, the Pleistocene older alluvial fan sediments in the Project area have a high potential to contain significant, nonrenewable fossil remains, and Riverside County classifies portions of the Project site as having a "High B" sensitivity rating for paleontological resources. Any earth- moving activities beyond the disturbed topsoil may disrupt or adversely affect paleontological resources. This is considered a potentially significant impact on both a direct and cumulatively-considerable basis.	Less than Significant with Mitigation MM 4.14-1	MM 4.14-1 Prior to the issuance of grading permits, the Project Applicant shall retain a qualified paleontologist approved by Riverside County to create and implement a Project-specific plan for monitoring site grading/earth-moving activities (Project Paleontologist). The Project Paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project Paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a grading permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, is as follows: Prior to issuance of grading permits, a qualified vertebrate paleontologist ("Project Paleontologist") shall review the Project grading plans and geotechnical report data, with particular regard to location and depth of earth	Project Applicant, Project Paleontologist/ County Geologist, Planning Department	Prior to the issuance of grading permits and during grading and ground-disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		moving and the rock unit(s) being encountered. The		
		review is for the purpose of assessing potential for fossil		
		remains being encountered by earth moving. If		
		previously undisturbed strata with potential for		
		containing fossil remains will be encountered by earth		
		moving, the following measures shall be implemented.		
		Museum Storage Agreement. The Western Science		
		Center (WSC), Natural History Museum of Los Angeles		
		County (LACM), San Diego Natural History Museum		
		(SDNHM), San Bernardino County Museum (SBCM), or		
		Riverside Municipal Museum (RMM) shall be the		
		designated museum repository for any vertebrate,		
		invertebrate, and plant fossil remains and associated		
		specimen data and corresponding geologic and		
		geographic site data that might be recovered from the site		
		as a result of the PRIMP. Prior to any earth moving at the		
		Project site, the Project Paleontologist shall develop a		
		formal agreement with the museum regarding final		
		disposition and permanent storage and maintenance of		
		the fossil collection and associated data. The agreement		
		shall cover, but not necessarily be limited to, museum		
		requirements regarding: 1) level of treatment of the		
		collection; 2) storage and maintenance fees, if any; 3)		
		purchase of specimen storage cabinets and drawers, as		
		well as specimen trays, vials, specimen data cards, and		
		other curatorial supplies, if required.		
		Discovery Clause/Treatment Plan. As part of the PRIMP,		
		the Project Paleontologist shall develop a discovery		
		clause/treatment plan (DC/TP) to allow for the additional		
		tasks (recovery, geologic mapping, fossiliferous rock		
		sample processing, specimen preparation, identification,		
		curation, cataloging, data entry, specimen storage, and		
		maintenance by museum) and manpower required to treat		
		a large or productive fossil occurrence that cannot be		
		treated without diverting the monitor from routine		
		monitoring. The DC/TP shall also include approved		
		procedures and lines of communication to be followed by		
		specific individuals if fossil remains are uncovered by		
		earth moving, particularly when a paleontological		
		monitor is not present at the site. Names and telephone		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		numbers of contact personnel shall be included in the lines of communication. The preparation of the required PRIMPs for future grading permits would ensure compliance with these requirements.		
		<u>Pre-Construction Meeting.</u> The Project Paleontologist or field supervisor, as well as a paleontological construction monitor, shall attend a preconstruction meeting to explain the PRIMP to construction contractor and the developer's construction workers. The presentation shall summarize mitigation procedures to be employed by PRIMP personnel and shall detail procedures and lines of communication to be followed by specific Project personnel when fossil remains are found at the site. The Project Paleontologist or field supervisor shall inform the construction contractor and the developer's construction workers of the following items:		
		 Routine mitigation measures (primarily monitoring and test screening) to be employed by a monitor during earth moving. The potential for fossil remains being uncovered by earth moving in particular areas of the site and the need to implement specific actions and additional mitigation measures when a fossil occurrence is uncovered by earth moving. Functions and responsibilities of the monitor when fossil remains are uncovered by earth moving and can be recovered without diverting the monitor from monitoring (temporarily divert earth moving around fossil site until remains evaluated, recovered, and earth moving allowed to proceed through site by monitor; if approved by construction contractor, enlist assistance of earth-moving equipment and operator to expedite recovery of remains, obviate need for additional personnel, and reduce any potential construction delay). 		
		 Functions and responsibilities of the monitor when a fossil occurrence is uncovered by earth moving and is sufficiently large or productive 		

Potential Environmental Impact	Significance Determination		Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		4a) 4b)	that it cannot be recovered without diverting the monitor from monitoring. Flag the site. Advise construction contractor to avoid fossil site until further notice.		
		4c) 5)	Call the Project Paleontologist or field supervisor to site. Functions and responsibilities of the Project Paleontologist or field supervisor when notified by the monitor that a large or productive fossil		
		5a)	occurrence has been uncovered by earth moving and cannot be recovered without diverting the monitor from monitoring. Evaluate occurrence to determine if recovery is warranted. If recovery is warranted		
		<i>Ja)</i>	contractor and the Project developer of necessity for implementing additional mitigation measures specified in DC/TP initiating increased level of monitoring, if not already in effect, in immediate vicinity of fossil site and assigning additional personnel to PRIMP		
		5b)	Within 24 hours, mobilize recovery crew to recover occurrence; supervise recovery of occurrence and its transport to laboratory facility or to location elsewhere at site approved by construction contractor for initial/field processing of a fossiliferous rock sample or to laboratory facility for preparation of a fossil		
		5c)	specimen. If warranted and approved by construction contractor, enlist assistance of the earth-moving equipment and operator to expedite recovery of occurrence.		
		5d)	To obviate need for additional personnel and reduce any potential construction delay, after recovery of occurrence, have construction contractor allow earth moving to proceed through face is at		
		5e)	Notify Project developer of recovery (or of decision not to recover fossil occurrence, if appropriate) and of authorization for earth		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		 moving to proceed through fossil site. 6) Responsibilities of the construction contractor and earth-moving equipment operators if fossil remains are uncovered by earth moving, particularly if a monitor is not present at the site when the remains are encountered. 6a) Avoid disturbance of fossil site by earth moving. 6b) Notify monitor, the Project Paleontologist or the field supervisor and Project developer of the fossil occurrence. 6c) Avoidance of fossil site by earth-moving activities. 6d) Assist with equipment and operator to expedite recovery of occurrence. 		
		If warranted, the Project Paleontologist or field supervisor and a monitor shall give a similar presentation to the earth-moving equipment operators at one of their earliest safety meetings. The operators shall be instructed on recognizing fossil remains in the field, informed of their responsibilities if they observe fossil remains when the monitor is not present at the site (avoid disturbance of occurrence by earth moving; have construction contractor call monitor to fossil site; expedite recovery of occurrence, if requested), and advised that unauthorized collecting of fossil remains is illegal.		
		<u>Monitoring Earth Moving</u> . Earth moving shall be monitored by a paleontological monitor only in those areas of the site where earth moving will disturb soils greater than 4 feet deep (monitoring will not be conducted in areas in which soils will be buried, but not disturbed) and where paleontological resources have the potential to occur. Monitoring shall not be implemented until earth moving has reached a depth of 4 feet below current grade. Monitoring shall consist of visually inspecting freshly exposed rock and debris for larger fossil remains and periodically dry test screening a small (25 pound) sample of rock and debris with a 20-mesh box screen for smaller		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		vertebrate fossil remains. Monitoring shall be conducted on a full-time basis. However, if too few or no fossil remains are uncovered by earth moving in areas underlain by a particular rock unit, monitoring can be reduced, generally, to half or quarter time or suspended once 50% of earth moving in the area underlain by the rock unit has been completed. Alternatively, if sufficient fossil remains are uncovered by earth moving, monitoring may be increased in areas underlain by the fossil-bearing rock unit, at least in the immediate vicinity of the fossil site.		
		Large-Specimen Evaluation and Recovery Option. 1) If a large fossil specimen is found as a result of monitoring earth moving and the specimen can be recovered without significantly diverting the monitor from monitoring, earth moving shall be temporarily diverted around the fossil site and the specimen shall be evaluated, and, if warranted, excavated, covered with a protective plaster-impregnated burlap jacket, if required, and recovered.		
		If necessary, earth-moving equipment and an operator shall be enlisted to expedite recovery of the specimen and obviate the need for additional personnel, and the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen. A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded and the fossil site location plotted on a map of the site.		
		At the end of the day the monitor or, following his next site inspection, the field supervisor shall transport the fossil remains and associated data to a laboratory facility		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Potential Environmental Impact	Determination	 for further treatment. If appropriate, samples of fossil wood will be submitted for carbon-14 dating analysis. 2) If a fossil specimen is found and is sufficiently large that it cannot be recovered without significantly diverting the monitor from monitoring, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site, the construction contractor shall be advised to avoid the site until further notice, and the Project Paleontologist or field supervisor shall be called to the site. The grading contractor will notify the Project developer and Project Paleontologist of the occurrence and of the avoidance of the site. The Project Paleontologist or field supervisor in turn shall evaluate the specimen to determine if recovery is warranted. 2a) If specimen recovery is not warranted, no further action will be taken to preserve the fossil site or remains, and the construction contractor will be allowed to have earth moving proceed through the 	Monitoring Parties	Stage
		 stte immediately. 2b) If specimen recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP, initiating full-time monitoring, if not already in effect, at least in the immediate vicinity of the site in areas underlain by the fossil-bearing rock unit, and assigning additional personnel to the PRIMP. Within 24 hours a recovery crew shall be mobilized to recover the specimen. The size of the crew shall reflect the size of the specimen and the need to recover the specimen as quickly as possible. The specimen shall be excavated with hand tools, covered with a protective plaster-impregnated burlap jacket, and recovered. If necessary and approved by the construction contractor, earth-moving equipment and an operator shall be enlisted to expedite recovery of the 		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		specimen, reduce any potential construction delay, and obviate the need for additional personnel. The construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the specimen. A temporary field number shall be assigned to the specimen; the field number, a preliminary field identification, and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded, and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member shall transport the fossil specimen and associated site data to a laboratory facility for further treatment		
		Small-Specimen Sample Evaluation, Recovery, and Processing.		
		If a sufficient number of smaller vertebrate fossil remains are found at one site as a result of test screening by the paleontological monitor, the fossil site shall be flagged with colored survey ribbon to temporarily divert earth moving around the site. The construction contractor shall be advised to avoid the site until further notice, and if requested by the monitor to expedite recovery of a fossiliferous rock sample, reduce any potential construction delay and obviate the need for additional personnel, the construction contractor shall have earth- moving equipment and an operator acquire a rock sample from the fossil site and transport the sample, if possible, to a nearby temporary location at the site approved by the construction contractor.		
		If a sample is recovered, the construction contractor shall be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample. The Project Paleontologist or field supervisor shall be called to the fossil/storage site to determine if the fossil		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		site/sample is sufficiently productive to warrant recovery of a large sample of fossiliferous rock to process for additional small remains.		
		 If the site/sample is determined too unproductive or the remains too poorly preserved or insufficiently diagnostic, no further action will be taken to preserve the fossil site/sample or remains, and the construction contractor will be allowed to have earth moving proceed through the fossil/storage site immediately. 		
		2) If sample recovery is warranted, the Project Paleontologist or field supervisor shall notify the construction contractor and Project developer of the necessity for implementing additional mitigation measures specified in the DC/TP and assigning additional personnel to the PRIMP.		
		2a) Within 24 hours, a recovery crew shall be mobilized to recover the sample. The size of the crew shall reflect the need to recover the sample as quickly as possible. The field supervisor shall record the size and supervise recovery of the sample. Up to 3 tons of fossiliferous rock shall be recovered. The sample shall be excavated with hand tools for recovery. If necessary and if approved by the construction contractor, earth- moving equipment and an operator shall be enlisted to expedite transportation of the sample to the processing facility site, obviate the need for additional personnel, and reduce any potential construction delay and the construction contractor will be allowed to have earth moving proceed through the fossil site immediately after recovery of the sample.		
		2b) A temporary field number shall be assigned to the sample; the field number and pertinent specimen (field number, identification by taxon and element) and geologic (particularly stratigraphic		

Potential Environmental Impact	Significance Determination		Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
			level within rock unit) and geographic site data (location, elevation) recorded in the monitor's daily monitoring log; and the field number recorded, and the fossil site location plotted on a map of the site. The field supervisor and, if necessary, a crew member will transport the sample to a location elsewhere at the site approved by the construction contractor or to an offsite location for initial/field processing (wet screening) of the sample. The total weight of all samples from each fossil-bearing rock unit at the site shall not exceed 3 tons.		
		2c)	If warranted, the field supervisor shall set up a field processing facility for wet screening the sample at a site location approved by the construction contractor. Wet screening shall consist of sieving rock through a 20- (and/or finer) mesh box screen immersed in a tub of water to remove the smaller (clay and silt) particles from the larger (sand and rock) particles and small fossil remains and could result in a reduction in sample weight/volume in excess of 90%. If necessary, rock shall be soaked in an environmentally safe dispersant (citrus oil) prior to screening to improve the separation of the clay particles from the rest of the sample during screening. The monitor shall conduct wet screening if screening can be accomplished without diverting the monitor from monitoring. If it is not possible to have the monitor perform the wet screening, a field technician shall be assigned to the task. Following the next site inspection, the field supervisor will transport the concentrate (larger particles and small fossil remains) generated by initial processing to a laboratory facility for final/laboratory processing.		
		2d)	If the fossil remains in the concentrate are sufficiently fossilized (dense), an environmentally safe heavy liquid (sodium polytungstate), if		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		appropriate, shall be used by the senior vertebrate paleontologist to separate the remains from the remaining sand and rock particles. When added to a beaker filled with heavy liquid, the concentrate will separate, the particles floating to the surface, and the remains sinking to the bottom, from where they are retrieved. This technique can result in a further sample weight/volume reduction in excess of 90% (less than 1% of original sample size). The final concentrate shall be examined under a microscope and fossil specimens recovered from any remaining sand and rock particles. If the fossil bone in the original concentrate is not sufficiently dense for use of the heavy-liquid separation technique, the entire sample of concentrate shall be sorted under a microscope for fossil remains. Recovered fossil remains shall then be treated as outlined herein.		
		 During the final processing of a sample, the senior vertebrate paleontologist shall continually evaluate the results of field and laboratory processing. If the sample is insufficiently productive or the fossil remains are too poorly preserved, the senior vertebrate paleontologist shall have the option of discontinuing further laboratory processing of the sample, having field processing of the remainder of the sample and unprocessed concentrate. Similarly, processing shall be discontinued if, after preliminary identification of some specimens, the remains are determined insufficiently diagnostic or diverse taxonomically, or the species represented are the same as those in another sample from the fossil-bearing rock unit. If appropriate, small splits from one or more samples shall be submitted for palynological analysis. 		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		recovered from the site as a result of the PRIMP shall be		
		conducted at a laboratory facility. Larger vertebrate fossil		
		specimens shall be removed from their protective jackets,		
		prepared to the point of identification using hand tools,		
		and hardened or stabilized with a penetrating solution by		
		a preparator. All recovered fossil specimens shall be		
		identified to the lowest taxonomic level possible by		
		knowledgeable vertebrate and invertebrate		
		paleontologists and, if required, other knowledgeable		
		paleontologists (i.e., paleobotanists,		
		micropaleontologists, palynologists). The specimens		
		shall then be curated (assigned and labeled with museum		
		specimen data and corresponding site numbers, placed in		
		specimen trays and, if appropriate, vials with completed		
		specimen data cards), catalogued (specimen and site		
		numbers and specimen data and corresponding geologic		
		and geographic site data, respectively, archived [entered		
		and accessioned into the museum fessil collection, where		
		they will be permanently stored maintained and along		
		with associated data, made available for future study by		
		qualified investigators. With the possible exception of		
		those tasks (curation, cataloging) that might be		
		conducted by museum staff, all treatment of the fossil		
		specimens shall be conducted by a laboratory technician		
		Fossil specimen preparation identification curation and		
		cataloguing are now required before a fossil collection		
		will be accepted by most museum repositories, including		
		the WSC, LACM, SDNHM, SBCM, and RMM.		
		Moreover, the scientific importance of a fossil specimen		
		cannot be evaluated until the specimen has been		
		identified to the lowest taxonomic level possible, and		
		specimen identification often is not possible without		
		prior preparation.		
		Final Report. A final technical report of findings shall be		
		prepared by the Project Paleontologist and shall describe		
		the site's stratigraphy, summarize field and laboratory		
		methods employed during the PRIMP, include a		
		taxonomic list and an inventory of catalogued fossil		
		specimens recovered as a result of the PRIMP, evaluate		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
		the scientific importance of the specimens, and discuss the relationship of the fossil assemblage from any newly recorded fossil site at the project site to relevant fossil assemblages from fossil sites in other areas. The report shall be submitted to the contractor and County Geologist. Submission of the final report will signify completion of the PRIMP and will ensure Project compliance with Public Resources Code Section 21081.6 (mitigation monitoring, reporting, and compliance). All reports shall be signed by the Project Paleontologist and all other professionals responsible for the report's content (e.g., Project Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the Project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the Project Applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a Project Paleontologist for the in-grading implementation of the PRIMP.		
Population and Housing				
Threshold a: Although the Project would result in the removal of three existing residential homes on site, the removal of these three homes from the Project site would not substantially affect the supply of housing in the County and would not displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. Adequate housing opportunities exist or are planned within the Riverside County region to accommodate the existing residents on the Project site, and there would be no direct need for the construction of replacement housing as a result of Project implementation. Furthermore, although not proposed for development as part of the Project, the Project's TPM accommodates three residential	Less than Significant	No mitigation measures are required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
lots, which would offset the loss of three residential units from the site should these lots develop with residential units. As such, impacts would be less than significant.				
Threshold b: Although the Project would result in approximately 574 future employees, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment. Thus, by developing the Project site with employment- generating land uses, the Project would assist the County in improving its jobs-housing balance. Furthermore, the Riverside County General Plan designates areas of the County in which lower- income housing can be accommodated to meet the County's RHNA obligations, and does not rely on residential development on the Project site in order to meet its RHNA obligations. Moreover, it is anticipated that any future employees generated by the Project could be accommodated by existing residential communities and/or by future residential uses to be constructed in accordance with the General Plan Land Use Plan or the general plans of cities within the County, and that no additional housing, including housing affordable to households earning 80% or less of the County's median income, would be required to accommodate Project-related employees. Impacts would be less than significant.	Less than Significant			
Threshold c : Although the Project would result in the generation of more employees than anticipated by the General Plan, Riverside County currently suffers from a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the	Less than Significant			
need for County residents to travel outside the region for employment. Thus, by developing the Project site with employment-generating land uses, the Project would assist the County in improving its jobs-housing balance. Housing for these employees				

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
does not represent "substantial" unplanned population growth, as there is already sufficient housing in the County to accommodate workers. Furthermore, the Project's proposed roadway and other infrastructure (e.g., water, sewer, storm drain, etc.) improvements have been designed and sized to serve the proposed Project, and would not indirectly induce growth in the local area. Thus, the Project would not induce substantial unplanned population growth in the area, either directly or indirectly, and impacts would be less than significant.				
Public Services				
Threshold a: Although the Project would place additional demand on the RCFD and incrementally contribute to a need for new or expanded fire protection facilities, the RCFD has not proposed to expand or construct a new fire station in the Project's service area. With payment of mandatory DIF fees, the proposed Project's potential direct and cumulatively-considerable impacts to the Riverside County Fire Department would be reduced to less- than-significant levels.	Less than Significant	Mitigation measures are not required.	N/A	N/A
Threshold b: With payment of mandatory DIF fees, the proposed Project's potential direct and cumulatively-considerable impacts to the Riverside County Sheriff's Department would be reduced to less-than-significant levels, and the Project would not result in or require the construction of new police protection facilities that could result in a significant impact to the environment.	Less than Significant			
Threshold c: The Project would not directly generate a resident population, and thus would not directly impact school services in the local area. Although the Project may indirectly result in new residents within the service area of the VVUSD, and thus may indirectly result in an incremental increase in demand for new school facilities, there are no current publicly-available plans detailing where such facilities would be built. The payment of mandatory	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
school impact fees would ensure that the Project would result in less-than-significant direct or cumulatively-considerable impacts to the ability of the VVUSD to provide for school services.				
Threshold d: The Project would not directly generate a resident population, and thus would not directly impact library services in the local area. Although the Project may indirectly result in new residents within the local area, and thus could result in an incremental demand for increased library facilities, the County has no plans to expand or build new library facilities in the Project site vicinity. The Project would be required to contribute DIF fees, which would be used in part to provide for library space and/or new book volumes. Accordingly, with payment of DIF fees, Project impacts to library services and facilities are evaluated as less than significant on both a direct and cumulatively- considerable basis.	Less than Significant			
Threshold e: With payment of mandatory DIF fees, the Project would result in less-than-significant direct and cumulatively-considerable impacts to health services facilities, and the Project would not result in or require the construction of new health services facilities that could result in a significant impact to the environment.	Less than Significant			
Recreation				
Thresholds a and d: The physical construction of the on-site trails and pedestrian facilities has been addressed under the relevant issue areas identified throughout this EIR (e.g., air quality, biological resources, cultural resources, etc.). Under each of these topics, the Project impacts are determined to be less than significant, or mitigation measures have been identified to reduce impacts to the maximum feasible extent. There are no components of the planned trails or pedestrian facilities on site that have not already been addressed and accounted for throughout this EIR. Accordingly, Project impacts	Less than Significant	Mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
due to parkland development on site would be less than significant, requiring no mitigation beyond that which is identified in other portions of this EIR.				
Threshold b : Although the Project would accommodate three residential lots that could be developed with residential uses in the future, the addition of these three residential homes would be completely offset by the proposed demolition of the three existing homes in the southern portions of the Project site. The Project's proposed warehouse building would not directly or indirectly generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities, as a majority of the Project's future jobs are anticipated to be filled by existing or future planned residents within the County. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and impacts would be less than significant.	Less than Significant			
Threshold c: The Project site is not located within a CSA that was established for recreational facilities, the Project site is not located within a Community Parks and Recreation Plan, and the Project is not subject to payment of in-lieu fees (Quimby fees) for recreational facilities pursuant to § 10.35 of Riverside County Ordinance No. 460. Accordingly, impacts due to a conflict with a Community Parks and Recreation Plan and due to the need for payment of in-lieu fees for parkland acquisition and construction would be less than significant.	Less than Significant			
Transportation				
Threshold a: The proposed Project would be fully consistent with Connect SoCal, the Riverside County CMP, and the Riverside County General Plan Circulation Element. There are no components of the proposed Project that would conflict with a program, plan, ordinance, or policy addressing the	Less than Significant	MM 4.18-1 Prior to the issuance of grading permits or improvement plans affecting Martin Street, the Project Applicant shall prepare and Riverside County shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable	Project Applicant/ Riverside County Planning Department	Prior to issuance of grading permit

Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
	requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be		
Unavoidable with Mitigation MM 4.18-2	specified in bid documents issued to prospective construction contractors MM 4.18-2 Required Commute Trip Reduction	Project Applicant/ Riverside County Planning Department	of certificate of occupancy
	Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of	Department	
Less than Significant	transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:		
	 a) Designated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact for commute- related questions and commuter benefits. b) Marketing of Commuter Benefits for Employees: Provide commuter benefit materials to new hires. Additionally, provide an on-site message board (physical or digital) to educate employees of commuter benefits. 		
Less than Significant	 c) Pre-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax. d) Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers. e) Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees. f) Preferential Parking: Provide preferential 		
	Significance Determination Significant and Unavoidable with Mitigation MM 4.18-2 Less than Significant Less than Significant	Significance DeterminationMitigation Measures (MMs)Significant and Unavoidable with Mitigation MM 4.18-2requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A 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 contractorsMM 4.18-2MM 4.18-2 Required Commute Trip Reduction Program: Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:a)Designated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact for commute- related questions and commuter benefits.b)Marketing of Commuter Benefits for Employees: Provide commuter benefits are not site sease board (physical or digital) to educate employees of commuter senefits.c)Pre-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax.d)Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers.e)Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees.	Significance DeterminationMitigation Measures (MMs)Responsible/ Monitoring PartiesSignificant and Unavoidable with Mitigation MM 4.18-2requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A 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 contractorsProject Applicant/ Riverside County Planning Department to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:Project Applicant/ Riverside County Planning DepartmentLess than SignificantDesignated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact for commute- related questions and commuter Benefits.b)Marketing of Commuter Benefits.b)Marketing of Commuter Benefits.c)Pro-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax.c)Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers.c)Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees.f)Preferential Parking: Provide preferential

Potential Environmental Impact	Significance Determination		Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
would be less than significant. Threshold e: As part of the Project, improvements would be made to roadways abutting the Project site, including Rider Street, Patterson Avenue, and Walnut Street. The Project has the potential to adversely impact circulation in the local area during the construction of proposed improvements to these roadways. This is conservatively evaluated as a significant impact for which mitigation would be required in the form of a traffic control plan for implementing developments.	Less than Significant with Mitigation MM 4.17-1	g)	carpooling, vanpools, and clean air electric vehicles. Guaranteed Ride Home (GRH) Program. Establish a GRH program for employees that arrive to work by carpool, vanpool, or transit and need to leave work early or are unable to use normal commute accommodations. The GRH Program can be provided via local transportation network companies		
Threshold f: Under long-term operating conditions, the Project would have no effect on emergency access in the local area, and impacts would be less than significant. However, during proposed frontage improvements to Rider Street, Patterson Avenue, and Walnut Street, there is a potential that the Project could adversely affect emergency access or access to nearby uses. This is conservatively evaluated as a significant impact for which mitigation would be required in the form of a traffic control plan for implementing developments.	Less than Significant with Mitigation 4.17-1				
Threshold g: As part of the Project, frontage improvements would occur along Patterson Avenue, Walnut Street, and Rider Street, with a sidewalk and community trail proposed along Patterson Avenue and Walnut Street and a sidewalk proposed along Rider Street. Impacts associated with the construction of these trail segments are inherent to the Project's construction phase, and have been evaluated throughout this EIR under the appropriate subject heading (e.g., biological resources, etc.). There would be no impacts to the environment specifically related to the construction of the Project's frontage improvements that have not already been evaluated and mitigated for throughout this EIR. Accordingly, impacts would be less than	Less than Significant				

Potential Environmental Impact Significance Determination		Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
significant.				
Tribal Cultural Resources				
Impact Threshold a. & b.: The Project site does not contain any known tribal cultural resources. In the unlikely event that human remains are encountered during Project construction, mandatory compliance with State Health and Safety Code Section 7050.5 is required, which is a mandatory requirement and is not considered mitigation.	Less than Significant	No mitigation is required.	N/A	N/A
Utilities and Service Systems				
Threshold a: Although the Project would require construction of new or expanded water, wastewater conveyance, and stormwater drainage systems, impacts associated with the construction of such facilities have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed water, sewer, and drainage improvements that have not already been addressed. As such, with the mitigation measures specified in this EIR, Project impacts due to water, sewer, and drainage improvements would be less than significant. Additionally, the Project's wastewater generation would represent approximately 1.4% of the current available treatment capacity at the Moreno Valley RWRF, and approximately 0.9% of the current available treatment capacity at the Perris Valley RWRF. Accordingly, the Project would not result in or require the expansion of the existing facilities at the Moreno Valley RWRF or the Perris Valley RWRF, and impacts would therefore be less than significant.	Less than Significant	The mitigation measures identified throughout this EIR for Project-related construction impacts (e.g., air quality, biological resources, etc.) shall apply. Project impacts to utilities and service systems would be less than significant; therefore, no additional mitigation is required related to utilities and service system improvements proposed as part of the Project.	N/A	N/A
Threshold b: The UWMP and the Project's WSA	Less than			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
(Technical Appendix O) demonstrate that the EMWD would have sufficient water supplies even during single and multiple dry years to meet the projected demand within its district through year 2045. Because the Project's anticipated water demand would be substantially less than the demand projections identified by the 2020 UWMP for the Project site, it can be concluded that the EMWD would have sufficient water supplies to serve the Project based on existing entitlements and resources. Additionally, the Project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, impacts associated with the Project's water demand would be less than significant.	Significant			
Threshold c: Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed in pertinent sections of this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to proposed sewer improvements would be less than significant.	Less than Significant			
Threshold d: The Project's wastewater generation would represent approximately 1.4% of the current available treatment capacity at the Moreno Valley RWRF, and approximately 0.9% of the current available treatment capacity at the Perris Valley RWRF. Accordingly, the Project would not result in	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
or require the expansion of the existing facilities at the Moreno Valley RWRF or the Perris Valley RWRF, and impacts would therefore be less than significant.				
Threshold e: Regional solid waste facilities would have adequate capacity to handle solid waste generated by the Project's construction and operational phases. The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Accordingly, impacts would be less than significant.	Less than Significant			
Threshold f: With mandatory compliance to AB 939, AB 341, and RCDWR's programs and policies, the Project would not result in a significant impact due to noncompliance with regulations related to solid waste. A less-than-significant impact would occur.	Less than Significant			
Threshold g: Impacts associated with the construction or expansion of utility facilities would be less than significant or otherwise mitigated to the maximum feasible extent by this EIR. No additional mitigation would be required	Less than Significant			
Wildfire				
Threshold a: The Project site and surrounding areas are not identified as evacuation routes, and there are no adopted emergency response plans or emergency evacuation plans applicable to the Project area. During construction and at Project build-out, the proposed Project would be required to maintain adequate access for emergency vehicles. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.	Less than Significant	Mitigation measures are not required.	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
Threshold b and e: The Project would provide for a setback between the proposed warehouse building and areas subject to wildland fire hazards ranging in width from 250 feet to 350 feet, while the future residential uses would not be subject to wildland fire hazards. Landscaped areas of the Project would consist of a variety of trees, shrubs and groundcover irrigated with an automatic irrigation system, and thus would not exacerbate wildfire risks in the local area. The proposed setbacks and roadway areas of between 250 and 350 feet in width would exceed the requirements of the Riverside County Fire Protection and Emergency Medical Master Plan, thereby ensuring that future development on site would not be subject to, and would not exacerbate, wildfire risks. Accordingly, the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Additionally, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.	Less than Significant			
Threshold c: The Project would provide for a setback between the proposed warehouse building and areas subject to wildland fire hazards ranging in width from 250 feet to 350 feet, while the future residential uses would not be subject to wildland fire hazards. Areas located between the proposed warehouse building and areas subject to wildfire hazards would consist of parking areas and drive aisles; ornamental vegetation; and improved roadways (i.e., Rider Street, Patterson Avenue, and Walnut Street). Ornamental vegetation would be irrigated with an automatic irrigation system, and thus would not exacerbate fire risk in the local area. Impacts associated with development of the Project site, including the construction of parking and landscaped areas on site and improvements to	Less than Significant			
Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
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abutting roadways, are inherent to the Project's				
such features have been evaluated throughout this				
FIR under the appropriate subject heading (e.g.				
biological resources, etc.). Accordingly, the Project				
would not exacerbate fire risk or involve				
improvements that may result in temporary or				
ongoing impacts to the environment that have not				
already been addressed throughout this EIR, and				
impacts would therefore be less than significant.				
Threshold de Under existing and proposed	Loss then			
conditions, the Project site exhibits little topographic	Significant			
variation, and development on site as proposed	Significant			
would not involve features subject to wildland fire				
hazards. Landscaped areas proposed for the Project				
site would be irrigated with an automatic irrigation				
system, and thus would not exacerbate fire risk in				
the local area. Thus, improvements proposed as part				
of the Project would not result in an increase in				
wildfire hazard-related risks, including downslope				
or downstream flooding or fandstides, as a result of				
changes Areas surrounding the Project site are				
identified as having a "Very High" susceptibility to				
wildfire hazards; however, there are no large slopes				
on any of the lands immediately surrounding the				
Project site. As such, the Project site is not subject				
to landslides or slope instability that may occur in				
the surrounding area as a result of wildfires.				
Moreover, improvements proposed as part of the				
Project would provide for a setback between the				
wildland fire bazards ranging in width from 250 feet				
to 350 feet (refer to the discussion and analysis of				
Threshold b, and e.), while the future residential				
uses would not be subject to wildland fire hazards.				
Therefore, the Project would not expose people or				
structures to significant risks, including downslope				
or downstream flooding or landslides, as a result of				
runoff, post-fire slope instability, or drainage			1	

Attachment A: Mitigation Monitoring and Reporting Program for GPA220003, CZ2200003, TPM38338, and PPT220004

Attachment A: Mitigation Monitoring and Reporting Program for GPA220003, CZ2200003, TPM38338, and PPT220004

Potential Environmental Impact	Significance Determination	Mitigation Measures (MMs)	Responsible/ Monitoring Parties	Implementation Stage
changes, and impacts would be less than significant.				

Policy No.	Analyses	Staff Analysis
1.1	An "Air Quality" study shall be prepared in accordance with the Air Quality Management District (AQMD) guidelines which includes both project specific and cumulative impact analysis.	
1.2	A "Health Risk Assessment" shall be prepared when a proposed warehouse/distribution facility is located within 1,000 feet of a sensitive receptor, in accordance with AQMD guidelines.	Reports submitted, reviewed and approved by County staff. All documents show the proposed warehouse to be in compliance with applicable standards
1.3	A "Noise Impact Analysis" shall be prepared for use during the land use entitlement review process to evaluate potential impacts to the neighboring properties. The analysis shall include construction and operations-related noise impacts, including stationary and off-site increases to ambient noise levels.	of development.
1.4	A "Construction Traffic Control Plan" shall be prepared prior to grading, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.	Policy included (and to be enforced) as condition of approval.
Policy No.	Construction Phase	Staff Analysis
2.1	During construction of the warehouse/distribution facility, all heavy duty haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.	
2.2	All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar "off-road" construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site, Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.	
2.3	The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.	
2.4	Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers' standards.	
2.5	Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.	All Policies under this heading included (and to be enforced) as conditions of Project approval
2.6	The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.	
2.7	Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.	
2.8	Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with items 2.1-2.7 above, shall be kept onsite and furnished to the County upon request.	
2.9	Construction Contractors shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.	
2.10	During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.	
No.	Siting & Design	Staff Analysis
3.1	Warehouse/distribution facilities should be generally designed so that truck bays and loading docks are a minimum of 300 feet, measured from the property line of the sensitive receptor to the nearest dock door using a direct straight-line method. This distance may be reduced if the site design include berms or other similar features to appropriately shield and buffer the sensitive receptors from the active truck operations areas. Other setbacks appropriate to the site's zoning classification shall be incorporated in the design.	Residential structures located to the south and west of Project site. All dwellings located a minimum of 300 feet from all proposed warehouse dockdoors.
3.2	Warehouse/distribution facilities shall be designed to provide adequate onsite parking for commercial trucks and passenger vehicles and onsite queuing for trucks that is away from sensitive receptors. The general queuing and spill-over of trucks onto surrounding public streets shall be prevented. Commercial trucks shall not be parked in the public road right-of-way or nearby residential areas.	Proposed warehouse to provide 276 parking spaces - exceeding minimum by 82 spaces. Truck queing, site internal circulation and vehcular ingress/egress reviewed by Transportation Department, found compliant with applicable standards.
3.3	Truck driveways shall generally be placed, on streets that do not have fronting sensitive receptors.	Driveways proposed on Rider Street and Patterson Avenue, locations that do not have fronting residential development (sensistive receptors)

3.4	Sites shall clearly mark entry and exit points for trucks and service vehicles.	A condition of approval has been included to ensure that final structural/civil plans demonstrate compliance.
3.5	Sites shall be densely screened with landscaping along all bordering streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box trees. Facility operators will be responsible to establish a long-term maintenance mechanism to assure that the landscaping remains in place and functional in accordance with the approved landscaping plan.	Landscaping to include 711 new trees and a variety of groundcover proposed along all street frontages. Condition of approval included to require that final location and mix of trees to comply with minimum screening, box size and stipualtion for longterm maintenance.
3.6	Onsite speed bumps shall not be allowed except at security/entry gates. Truck loading bays and drive aisles shall be designed to minimize truck noise.	A condition of approval has been included to ensure that final structural/civil plans demonstrate compliance.
3.7	Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.	Warehouse dock doors proposed at north and south elevations, located at a minumum distance of 350 feet from nearest residential dwellings. Landscape screening (including new trees and groundcover) provided on all street frontages.
3.8	An additional "wing-wall" shall be installed perpendicular to the loading dock areas to further attenuate noise related to truck activities and also address aesthetics by screening the loading area when adjacent to sensitive receptors.	Wing walls standing a minimum of 14 feet abover average finished grade elevation proposed at both northerly and southerly warehouse facade for purpose of screening proposed dock doors. Moreover, at southerly elevation, finished grade lowered to (approximately) 16 feet below street elevation, further minimizing public view of proposed dockdoors.
3.9	To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.	Project site plan proposes dedicated "semit-truck only" entrance/exits from both Rider Street (identified by signage and policed via guard station [Rider]) and Patterson Avenue.
3.10	All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.	All lighting has been designed in compliance with Ordinance No's. 655 and 915 - including submittal of photometric analysis (Sheet A 1.3 of plan-set) to demonstrate final placement will not result in excessive intensity/brightness or offsite spillage.
3.11	Warehouse/distribution facilities shall install electrical panels and conduit to facilitate future electrical connections, to eliminate idling of main and auxiliary engines during the loading and unloading process. At all cold storage facilities electrical connections shall be provided to each dock.	A condition of approval has been included to ensure that structural plans demonstrate compliance.
3.12	Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 ("Noise Ordinance")	A condition of approval has been included to ensure that approved project demonstrate compliance during construction phases.
No.	Operations	Staff Analysis
4.1	Facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty ("HHD") trucks with a gross vehicle weight rating greater than 19,500 pounds accessing the site use year CARB compliant 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the County.	
4.2	Facility operators shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.	
4.3	Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.	
4.4	Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.	
4.5	On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.	
4.6	racing operators shall establish specific truck routes between the facility and regular destinations, identifying the most direct routes to the nearest highway/freeway and avoid traveling near sensitive receptors.	Conditions of approval have been included to ensure that the completed
4.7	Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.	project demonstrate compliance.
4.8	Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.	
4.9	A minimum of 5% or as required by the Cal Green Code, whichever is greater of employee parking spaces shall be designated for electric or other alternative fueled vehicles.	

4.10	If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operations, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.		
4.11	Facility Operation shall comply with the exterior noise decibel levels as required by Ord. 847 (Noise Ordinance), which includes a maximum exterior decibel level of 55 dba (between 7:00 a.m. and 10:00 p.m.) and 45 dba (between 10:00 p.m. and 7:00 a.m.) as measured on adjacent occupied residences, or as modified by the most current version of Ordinance No. 847.		
No.	Signage	Staff Analysis	
5.1	Signs should be posted in the appropriate locations that trucks should not idle for more than five (5) minutes and that truck drivers should turn off their engines when not in use.		
5.2	Signs should be posted in the appropriate locations that clearly show the designated entry and exit points for trucks and service vehicles.		
5.3	Signs should be posted in the appropriate locations that state parking and maintenance of all trucks is to be conducted within designated areas and not within the surrounding community or on public streets.	A condition of approval has been included to require application and approval of a sign program or permit (as required) prior to placemnt of any building or onsite signage and which demonstrates compliance with the listed policies.	
5.4	Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services, if these services are not available onsite.		
5.5	Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.		
5.6	Signs shall be posted in accordance with Ordinance No. 348, which may be amended from time to time.		
No.	Community Benefits	Staff Analysis	
6.1	Applicants for proposed warehouse/distribution facilities shall engage in a community outreach effort to engage the existing community in determining issues of concern that can be addressed through site design and other means during the project land use entitlement process. Suggested outreach efforts include but are not limited to, hosting community meetings, making presentations at Municipal Advisory Councils and Community Councils, and hosting job fairs.	The following outreach was conducted to neighborhoods and development surrounding the Project site:January 2022 (door-to-door Survey conducted with residential neighborhood located to the immediate west of the Project site [made contact with 50 households]); October/November 2022 (additional canvasing in neighborhood located to the immediate west of the Project site); November 2022: Project presented to the Mead Valley Municipal Advisory Committee [MAC]); January 2024 (additional neighborhood canvasing conducted in neighborhood located to the immediate west of the Project site. Conducted over the course of eight days; contact made with 75 households).	
6.2	Additionally project applicants shall post on-site notice in accordance with Planning Department requirements during the Notice of Preparation stage of the EIR, in order to provide opportunity for early public comment. Said on-site notice shall include a link to a project website provided by the applicant and the Planning Department's Notice of Preparation link. Website should include information such as a complete and accurate project description, maps and drawings of the project design, and directions for how communities can provide input. The website should be in a format that is easy to navigate and understand.	Notification signage posted to property (all three street frontages) in advance of project's January (EIR) scoping meeting on December 12, 2022 (minimum 14 days prior to January 9, 2023 scoping meeting). Circulated Notice of Preparation as well as signage included link and QR code for County's Planning Department website.	
6.3	Applicants for proposed new facilities should look beyond their immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, landscaping, or other types of infrastructure improvements. On-site and off-site upgrades and improvements which offset potential air quality impacts, based on a showing of substantial evidence by means of a technical report as determined by the County, shall reduce the supplemental funding contribution policy listed in Section 6.4. On-site and off-site upgrades and improvements which could offset potential air quality impacts, include, not are not limited to:	N/A	

6.4	Given the potential for community impacts related to the construction and operation of logistics and warehouse facilities, the applicant for any new facility may be required to provide a supplemental funding contribution, which would be applied to further off-set potential air quality impacts to the community and provide a community benefit above and beyond any CEQA related mitigation measures. Said financial contribution would generally be determined by the Transportation and Land Management Agency based on the level of nitrogen oxides (NOx) emissions generated by the project that exceeds the regional NOx significance thresholds established by the appropriate AQMD. Said supplemental funding contribution will be collected on a one-time basis. Funds collected under said supplemental funding program will be subject to designation for use by the Board of Supervisors, and will generally be used for projects that directly benefit the impacted community wherein the project that directly offset NOx reductions above and beyond what is required by existing air quality regulations; • Projects that directly offset NOx reductions above and beyond what is required by existing air quality regulations; • Projects that generally improve air quality such as paving of dir troads, installation of additional trees , landscaping, and air filters for sensitive receptors; • Provision of additional buffers between the new facility and sensitive receptors, in addition to those setbacks required pursuant to Section 3.1 herein; and • Projects that lead to reduced emissions by promoting alternate forms of transportation such as bicycle lanes, new sidewalks, bus turnouts, or other transit-related uses.	N/A
6.5	The County recognizes that the South Coast Air Quality Management District is studying and considering the implementation of a mitigation fee program that would apply to logistics and warehouse uses. Should South Coast AQMD adopt a mitigation fee program that covers similar uses to achieve additional air quality benefits as intended by Section 6.3, the County recognizes that participation in said South Coast AQMD fee program would offset the supplemental fee requirement in Section 6.3.	N/A



VIA E-MAIL

February 10, 2023

Evan Langan, Principal Planner County of Riverside P.O. Box 1409 Riverside, CA 92502-1409 Ph: 951-955-3024 Em: elangan@rivco.org

RE: County of Riverside, Rider and Patterson Business Center

Dear Mr. Langan:

On behalf of the Southwest Mountain States Regional Council of Carpenters ("**Southwest Carpenters**" or "**SWMSRCC**"), my Office is submitting these comments for the County of Riverside's Rider and Patterson Business Center Project (SCH# 2022120110) ("**Project**").

SWMSRCC would like to express its support for this Project. After further reviewing this Project, SWMSRCC believes that the Project will benefit the environment and the local economy by practicing protocols that will protect worker health and safety and will incorporate adequate environmental mitigation.

Should the City have any questions or concerns, it should feel free to contact my office.

Sincerely,

<u>Xtephanie Papayanis</u> Stephanie Papayanis, Esq.

Attorneys for Southwest Mountain States

City of Santa Monica – Ocean Avenue Project February 10, 2023 Page 2 of 2

Regional Council of Carpenters

Wheeler, Timothy

From:	Nick Goldberg <nsgoldberg@gmail.com></nsgoldberg@gmail.com>
Sent:	Wednesday, July 17, 2024 9:51 AM
То:	Supervisor Jeffries - 1st District; Office of 2nd District Supervisor; District3; District 4
	Supervisor V. Manuel Perez; District 5; Wheeler, Timothy; infoRAMV@yahoo.com
Subject:	Mead Valley Warehouses

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe. ALCON,

The residents of Mead Valley, Gavilan Hills, and Lake Mathews moved out here to enjoy the quiet, rural, equestrian life that these areas provide. Yet our way of life is continually encroached upon by commercial and industrial developments like the Patterson Business Park. At what point is enough, enough? I know many who have moved from the area due to this encroachment and the associated negatives (traffic, crime, etc).

I urge you to PLEASE VOTE NO on the Patterson/Rider Warehouse, and take into consideration the rural nature of our communities in the future.

Thank you, Nick Goldberg (951) 813-7879

Wheeler, Timothy

From:	Stewart Moore <stoo.moore@gmail.com></stoo.moore@gmail.com>
Sent:	Monday, September 2, 2024 1:00 PM
То:	Wheeler, Timothy
Cc:	Bridgette
Subject:	GPA 220003, Change of Zone 220003, Plot Plan 220004, TTM 38337

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Wheeler,

I hope this email finds you well. My father, Thomas H. Moore, owns property at 20030 Patterson Ave, directly across from this proposed development. My father passed away earlier this year and I am the trustee for his estate. I want to submit my support in favor of this project. I am unable to attend in person so please accept this written notice of support.

Respectfully,

Thomas "Stewart" Moore 951-229-5174



COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY

Charissa Leach, P.E. Assistant CEO/TLMA Director



09/05/24, 9:10 am

TPM38337

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for <u>TPM38337</u>. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (TPM38337) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Tentative Parcel Map No. 38337 is a Schedule A map to subdivide and reconfigure the area of the seven legal lots comprising the Project site (totaling 37.46 acres), into 12 lots – including five "lettered" lots to remain undeveloped for future use as both open space available to the existing residential community located to the west of the Project site, or improved as new cul-de-sac terminuses for two existing streets (Wildwood Lane and Sunny Canyon Lane respectively). The largest lot (38.80 [gross] acres) – Parcel 1 – would contain the proposed warehouse and aforementioned earthen buffer.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:

1. County Wide Design Guidelines and Standards

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

Tentative Map, Exhibit A, dated May 1, 2023.

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

- 1. Compliance with applicable Federal Regulations, including, but not limited to:
 - National Pollutant Discharge Elimination System (NPDES)
 - Clean Water Act
 - Migratory Bird Treaty Act (MBTA)
- 2. Compliance with applicable State Regulations, including, but not limited to:
 - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

Quality Control Board (RWQCB.)

- Government Code Section 66020 (90 Days to Protest)
- Government Code Section 66499.37 (Hold Harmless)
- Current California Building Coded (CBC)
- State Subdivision Map Act
- Native American Cultural Resources, and Human Remains (Inadvertent Find)
- School District Impact Compliance
- Civil Code Section 815.3 & Government Code Sections 65040.2 et al SB 18 (Tribal Intergovernmental Consultation)
 - Public Resources Code Section 5097.94 & Sections 21073 et al AB 52 (Native Americans: CEQA)
- 3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 457 (Building Requirements)
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
 - Ord. No. 460 (Division of Land)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)
 - Ord. No. 655 (Regulating Light Pollution)
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise)
 - Ord. No. 857 (Business Licensing)
 - Ord. No. 859 (Water Efficient Landscape Requirements)
 - Ord. No. 915 (Regulating Outdoor Lighting)
 - Ord. No. 925 (Prohibiting Marijuana Cultivating)
 - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)
- 4. Mitigation Fee Ordinances
 - Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
 - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
 - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 6 AND - Hold Harmless

The applicant/permittee or any successor in interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PPT220004 & TPM38337 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning PPT220004 & TPM38337 including, but not limited to, decisions made in

Advisory Notification

Advisory Notification. 6 AND - Hold Harmless (cont.)

response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 7 AND - Mitigation Measures

Mitigation Measures from the project's Environmental Impact Report have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the project Environmental Impact Report.

E Health

E Health. 1 DEH- DEH Comments

Eastern Municipal Water District (EMWD) is willing to provide water and Sewer services to the subject project. The provisions of service are contingent upon the developer completing the necessary arrangements in accordance with EMWD rules and regulations. Provide proof of established connection from the district sewer purveyor.

Eastern Municipal Water District (EMWD) is willing to provide water and Sewer services to the subject project. The provisions of service are contingent upon the developer completing the necessary

E Health

E Health. 1 DEH- DEH Comments (cont.)

arrangements in accordance with EMWD rules and regulations. Provide proof of established domestic water connection from the district purveyor.

Based on the information provided in the environmental assessment documents submitted for this project and a site visit conducted by the Riverside County Department of Environmental Health, Environmental Cleanup Program (RCDEH-ECP) staff and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

E Health. 2 DEH-ECP Comment

Based on the information provided in the environmental assessment documents submitted for this project and a site visit conducted by the Riverside County Department of Environmental Health, Environmental Cleanup Program (RCDEH-ECP) staff and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

Fire

Fire. 1 Fire - General Conditions

With respect to the planning conditions for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the 2019 California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards. These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B or other approved method. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow. Reference CFC 507.3

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the Fire Department. Fire hydrants shall be at

Fire. 1

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire - General Conditions (cont.)

least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4" x 2 ½" x 2 ½" (super hydrant). Reference CFC 507.5, CFC Appendix C and NFPA 24 7.2.3

3. Fire Department Access - Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Technical Policy #TP22-002

4. Fire Department Building Construction Permit Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC 105.1

5. Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC 903.2 as amended by the County of Riverside

6. Fire Alarm and Detection System - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC 903.4 and CFC 907.2

7. Hazardous Vegetation and Fuel Management Plan - Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and the State Responsibility Area Very High, High and Moderate Fire Hazard Severity Zones shall provide a Hazardous Vegetation and Fuel Management Plan to be reviewed and approved by the Fire Department. Reference CFC 4906.3

8. Wildfire Protection Building Construction - Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and the State Responsibility Area Very High, High and Moderate Fire Hazard Severity Zones shall comply with Chapter 7A of the California Building Code and California Code of Regulations Title 14 Fire Safety Regulations. Reference CFC 4905.2

9. Traffic Calming Devices - Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal. Reference CFC 503.4.1

10. Gate Access: All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. A pedestrian gate, if used to provide access, shall be a minimum 3 feet

Fire

Fire. 1 Fire - General Conditions (cont.)

wide and provided with a Knox Box/Padlock if locked. Reference CFC 506.1

11. Fire Department Access Doors – If high piled storage will be utilized in this building, Fire Department Access Doors may be required every 150 feet along all portions of the interior of the building that are along the fire apparatus access road. Reference CFC 3206.7

12. Emergency Responder Radio Coverage Systems - Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Reference CFC 510.1 and Riverside County Office of the Fire Marshal Technical Policy #TP19-002

13. Strategic Planning Review: This planning case will also be reviewed by Riverside County Fire Department Strategic Planning for the cumulative impact on the Fire Department's ability to provide an acceptable level of service. Additional requirements may be conditioned by Strategic Planning to mitigate these impacts. Questions for Strategic Planning can be addressed to RRUOFMPlanning@fire.ca.gov.

Flood

Flood. 1

FLOOD HAZARD REPORT

TPM 38337 FLOOD HAZARD REPORT DAC Date: 12/29/22 BBID: 771-108-220

TPM 38337 is a proposal to subdivide 37.43 gross acres into 3 lots. It is related to GPA 220003, CZ 2200003, and PPT 220004. The project is located on the southwest corner of Rider St and Patterson Ave. It is located in the Perris Valley Master Drainage Plan (MDP) and Area Drainage Plan (ADP).

Offsite flows enter the site on a mild slope from the southwesterly side of the project and exit towards the northeasterly side. Per the Perris Valley MDP, the site drains to Lateral H-11.1. A portion of Lateral H-11.1 is built. The existing upstream terminus of the District maintained reach is approximately 300 feet west of the intersection of Rider St and Harvill Ave. The constructed portion of H-11.1 on Harvill Ave is a 72-inch RCP which transitions to a 30-inch RCP approximately 100 feet west of Rider St. The 30-inch RCP continues west for approximately 200 feet. Per DWG No. 4-1147, there is an additional existing 30-inch RCP that transitions to the 30-inch RCP portion of H-11.1.

This project proposes to construct a 30-inch RCP on the west side of the development which transitions into a 36-inch RCP then a 42-inch RCP before turning east onto Rider St. Shortly before the intersection with Patterson Ave, the 42-inch storm drain transitions to a 48-inch storm drain along Rider St. The downstream end of the proposed facility will connect to an existing 60-inch RCP which transitions into an existing 72-inch RCP (Perris Valley Lateral H-11.1, DWG 4-1147). The reach between Paterson Ave and the existing portion of Laterally H-11.1 is the remaining portion of the proposed MDP facility. The District would accept the 42 and 48-inch portions of the proposed storm drain for operations and maintenance, pending the approval of the 6 items needed (see COND 50, 60, and 80 - 6 ITEMS FOR DISTRICT OPERATION AND MAINTENANCE OF FACILITY).

Flood. 1

ADVISORY NOTIFICATION DOCUMENT

Flood

FLOOD HAZARD REPORT (cont.)

The project proposes to convey offsite tributary flows by intercepting them with catch basins on the west side of the project site which ultimately drain to the aforementioned proposed 48-inch storm drain on Rider St. The offsite flows include runoff from Walnut St, Sunny Canyon St, Wildwood Ln, and Norrisgrove Dr.

This project proposes to direct the onsite flows to 3 separate 96-inch CMP systems for underground detention and then to a bioretention basin on the northeast side of the project. The bioretention basin connects to the proposed 42-inch storm drain on Rider St.

The majority of the proposed storm drain that the District would accept for operations and maintenance are in street right-of-way. However, there is a portion of 42-inch pipe located on the project site. An onsite easement would be needed for onsite storm drains maintained by the District. There is a 2:1 slope for the berm immediately adjacent to the storm drain. The easement shall be free of this slope. During Plan Check, the District may request a realignment of the storm drain to ensure that the easement is free of the 2:1 slope.

Onsite and privately maintained underground detention systems are acceptable in reducing the onsite flowrate as long as vector issues are controlled. However, CMP may not be a suitable long-term material and may need replacing in the future.

The Placentia Ave Interim Basins are currently functioning and are acceptable downstream regional 100-year route down facilities. Therefore, increased runoff mitigation is not required for this project. Due to the change in zone from One-Family Dwellings (R-1), Light Agriculture (A-1-1), and Rural Residential (R-R) to Industrial Park (I-P), there is a significant increase in the impervious cover on this site. The Perris Valley MDP 100-year facilities account for ultimate condition per the General Plan land use designations. This increase in impervious cover causes an increase in runoff from the site compared to the MDP hydrology calculations. The MDP 100-year hydraulic capacity of Lateral H-11.1 is not sufficient for this increase in runoff due to the change in zoning. Therefore, this project must perform 100-year route down of the site to match the hydraulic capacity of the MDP design of Lateral H-11.1.

Per the hydrology report dated October 26, 2022, the 1-hour, 3-hour, 6-hour, and 24-hour 100-year storm event volumes were analyzed. The 24-hour storm event was chosen as the governing storm and the existing and proposed conditions were compared. The volume difference between these conditions provided the total volume of the CMP systems. As noted in the hydrology report, the outlet structure downstream of each CMP underground detention system shall be sized during the project's final design phase to sufficiently restrict proposed condition flow rate to existing condition discharge. For the entitlement phase of this project, the information provided is sufficient to demonstrate the 100-year route down of the site has been met to connect to Lateral H-11.1.

The purpose of entitlement drainage review is to ensure drainage is addressed at a planning level to protect the site from off-site flows in the existing, interim, and ultimate conditions, accommodate right of way for proposed drainage facilities, provide an adequate outlet, not adversely affect adjacent properties, properly floodproof structures and potentially mitigate for increases in runoff. Detailed analyses during the final design may result in changes to assumptions made during entitlement phase, such as, revisions to

Flood

Flood. 1 FLOOD HAZARD REPORT (cont.)

facility sizes, inlet and outlet requirements, revisions to hydrology and/or hydraulic parameters, etc.

The site is located within the bounds of the Perris Valley Area Drainage Plan (ADP) for which drainage fees have been established by the Board of Supervisors. Applicable fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be based on the fee in effect at the time of payment. The drainage fee is required to be paid prior to the issuance of grading permits or issuance of building permits if grading permits are not issued.

Any questions pertaining to this project may be directed to Ava Moussavi at 951-955-4954 or amoussav@rivco.org.

Planning

Planning. 1 Expiration Date

The conditionally approved TENTATIVE MAP shall expire three years after the County of Riverside Board of Supervisors original approval date, unless extended as provided by County Ordinance No. 460. Action on a minor change and/or revised map request shall not extend the time limits of the originally approved TENTATIVE MAP. If the TENTATIVE MAP expires before the recordation of the FINAL MAP, or any phase thereof, no recordation of the FINAL MAP, or any phase thereof, no recordation of the FINAL MAP.

Planning. 2 No Offsite Signage

There shall be no offsite signage associated with this land division, except as otherwise provided by Ordinance No. 679.3 (Kiosk Program).

Planning. 3 Review Fees

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning-CUL

Planning-CUL. 1 Human Remains

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

Planning-CUL. 2 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

Planning-CUL

Planning-CUL. 2 Unanticipated Resources (cont.)

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.

** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-EPD

Planning-EPD. 1 Lighting

Prior to approval of grading or building permits that allow for nighttime construction activities, Riverside County shall condition such permits to require that any lighting elements used in conjunction with nighttime construction activities shall be shielded and

directed away from open space areas to the southwest of the Project site. This requirement also shall be included as a note on the grading or building plans. The Project's construction contractor shall permit inspection by Riverside County staff to verify compliance with this requirement.

Planning-PAL

Planning-PAL. 1 PDP01734 ACCEPTED

County Paleontological Report (PDP) No. 1734, submitted for this case (PPT220004 and TPM38337), was prepared by Brian F. Smith and Associates, Inc. and is entitled: "Paleontological Assessment for the Rider and Patterson Project, Riverside County, California (PPT22004; TPM38337; CZ220003; GPA22003; CEQ220007)" dated November 17, 2022.

PDP01734 concluded: Research has confirmed the existence of potentially fossiliferous Pleistocene very old alluvial fan deposits mapped at the project ("Qvofa" on Figure 3). Although the paleontological locality search did not indicate the presence of any known fossil localities within the project, the occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene older alluvial fan sediments across the

Planning-PAL

Planning-PAL. 1 PDP01734 ACCEPTED (cont.)

Inland Empire of western Riverside County is well documented. These Pleistocene older alluvial fan sediments are typically assigned a "High" paleontological sensitivity rating for yielding paleontological resources. Full-time monitoring of undisturbed Pleistocene old alluvial fan deposits at the project is recommended starting at four feet below the surface (County of Riverside 2015b).

PDP01734 recommended: Monitoring during ground-disturbing activities, such as grading or trenching, by a qualified paleontologist is recommended to ensure that if paleontological resources (i.e., fossils) are present, they will be handled in a timely and proper manner. A paleontological Mitigation Monitoring and Reporting Program (MMRP) with mitigation measures addressing paleontological resources is recommended. This MMRP will ensure that any paleontological resources discovered during the construction grading are treated in accordance with County guidelines and CEQA requirements.

PDP01734 satisfies the requirement for a Paleontological Resource Assessment for CEQA purposes. PDP01734 is hereby accepted for PPT220004 and TPM38337. A PRIMP shall be required prior to any grading for this project.

Transportation

Transportation. 1 RCTD-MAP - General Transportation Condition

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance No. 460 and Riverside County Road Improvement Standards (Ordinance No. 461.11). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.

All corner cutbacks shall be applied per Standard No. 805, Ordinance No. 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design

Transportation

Transportation. 1 RCTD-MAP - General Transportation Condition (cont.)

Guidelines.

All centerline intersections shall be at 90-degrees, plus or minus 5-degrees.

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections and T-intersections per Standard No. 403, sheets 1 through 7 of Ordinance No. 461.11.

The off-site rights-of-way for access road(s) required by the project shall be accepted to vest title in the name of the public if not already accepted.

If there are previously dedicated public roads and utility easements that were not accepted by the County, the Project shall file a separate application to the County of Riverside, Office of the County Surveyor, for the acceptance of the existing dedications by resolution and bear all costs thereof.

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: https://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955-6527.

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance Nos. 460, 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Transportation. 2 RCTD-MAP - TS/Conditions

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Transportation

Transportation. 2

RCTD-MAP - TS/Conditions (cont.)

Harvill Avenue (NS) at: Cajalco Expressway (EW) Rider Street (EW) Placentia Avenue (EW)

Patterson Avenue (NS) at: Rider Street (EW) Driveway 2 (EW) Driveway 3 (EW)

Rider Street (EW) at: Driveway 1 (NS)

Ramona Expressway (EW) at: I-215 NB Ramps (N) I-215 SB Ramps (S)

Placentia Avenue (EW) at: I-215 NB Ramps (N) I-215 SB Ramps (S)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

50. Prior To Map Recordation

E Health

050 - E Health. 1

DEH- Health Clearance

First commitment for sewer and water service (ie sewer and water plans, approved plans, development fees paid, ect).

050 - E Health. 2 **DEH- Health Clearance**

No Water System: The following statement must be stamped on the recorded map in guarter inch high letters: No water system is provided for this Land Division as of the Date of Recordation of this Map.

Riverside County PLUS

CONDITIONS OF APPROVAL

Fire

050 - Fire. 1

Fire - Prior to Map Recordation

Hazardous Vegetation and Fuel Management Plan - Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and the State Responsibility Area Very High, High and Moderate Fire Hazard Severity Zones shall provide a Hazardous Vegetation and Fuel Management Plan to be reviewed and approved by the Fire Department. Contact our office for submittal instructions.

Flood

050 - Flood. 1 ADP Fee Notice

> A notice of drainage fees shall be placed on the Environmental Constraint Sheet and Final Map. The exact wording of the note shall be as follows:

NOTICE OF DRAINAGE FEES

"Notice is hereby given that this property is located in the Perris Valley Area Drainage Plan which was adopted by the Board of Supervisors of the County of Riverside pursuant to Section 10.25 of Ordinance No. 460 and Section 66483, et seq, of the Government Code and that said property is subject to fees for said drainage area. Notice is further given that, pursuant to Section 10.25 of Ordinance No. 460, payment of the drainage fees shall be paid to the Riverside County Flood Control and Water Conservation District at the time of issuance of the grading or building permit for said parcels, whichever occurs first, and that the owner of each parcel, at the time of issuance of either the grading or building permit, shall pay the fee required at the rate in effect at the time of issuance of the actual permit."

050 - Flood. 2 **On-site Drainage Easement**

Onsite drainage facilities located outside of road right-of-way shall be contained within drainage easements shown on the Final Map. A note shall be added to the Final Map stating: "Drainage easements shall be kept free of all buildings and obstructions."

050 - Flood. 3 Submit ECS & Final Map

A copy of the Environmental Constraint Sheet and the Final Map shall be submitted to the District for review and approval. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

050 - Planning. 1

Planning

CC&R - Reciprocal Access/Parking/Landscape

Not Satisfied

Parcel: 317210006

Not Satisfied

Page 1

Not Satisfied

Not Satisfied

Not Satisfied

Not Satisfied

50. Prior To Map Recordation

Planning

050 - Planning. 1 CC&R - Reciprocal Access/Parking/Landscape Not Satisfied The applicant shall notify the Planning Department that the following documents shall be submitted to the

Riverside County PLUS

CONDITIONS OF APPROVAL

Office of County Counsel and submit said documents for review along with the current fee, which documents shall be subject to County Counsel approval:

- 1. A cover letter identifying the project for which approval is sought;
- 2. A signed and notarized declaration of covenants, conditions, and restrictions;

3. A sample document conveying title to the purchaser of an individual lot or unit which provides that the declaration of covenants, conditions and restrictions is incorporated therein by reference; and,

4. A deposit equaling three (3) hours of the current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted for review by County Counsel.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide reciprocal easements for ingress, egress, water, sewage, trash, and parking, c) provide for the establishment of a maintenance operator, and d) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

The Maintenance Operator established herein shall manage and continuously maintain the common landscape areas identified on APPROVED EXHIBIT A and APPROVED EXHIBIT L of [ENTER PLOT PLAN/CUP/OTHER PERMIT RELATED TO THE TPM].

The Maintenance Operator shall have the right to assess the owners of each individual parcel for the reasonable cost of maintaining such landscape areas, and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This Declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage, or maintenance of the 'landscape area' or reciprocal easement established pursuant to the Declaration."

Once approved by the Office of County Counsel, the declaration of covenants, conditions and restrictions shall be recorded by the Planning Department with one copy retained for the case file, and one copy provided to the County Transportation Department - Survey Division.

050 - Planning. 2 CEQA Filing

Not Satisfied

Prior to final map recordation, the applicant shall confirm filing of an NOD/NOE as applicable for the original entitlement application and filing of applicable filing fees.

050 - Planning. 3 ECS Note - Mt Palomar

Not Satisfied

The following Environmental Constraint Note shall be placed on the ECS:

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50. Prior To Map Recordation

Planning

050 - Planning. 3

"This property is subject to lighting restrictions as required by County Ordinance No. 655, which are intended to reduce the effects of night lighting on the Mount Palomar Observatory. All proposed outdoor lighting systems shall be in conformance with County Ordinance No. 655."

ECS Note - Mt Palomar (cont.)

050 - Planning. 4 ECS Shall Be Prepared

The land divider shall prepare an Environmental Constraints Sheet (ECS) in accordance with Section 2.2. E. & F. of County Ordinance No. 460, which shall be submitted as part of the plan check review of the FINAL MAP.

050 - Planning. 5 Fee Balance

Prior to recordation, the Planning Department shall determine if the deposit based fees for the TENTATIVE MAP are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

050 - Planning. 6 Prepare a Final Map

After the approval of the TENTATIVE MAP and prior to the expiration of said map, the land divider shall cause the real property included within the TENTATIVE MAP, or any part thereof, to be surveyed and a FINAL MAP thereof prepared in accordance with the current County Transportation Department - Survey Division requirements, the conditionally approved TENTATIVE MAP, and in accordance with Article IX of County Ordinance No. 460.

Survey

050 - Survey. 1 RCTD-MAP - Final Map Requirements Not Satisfied

[Access Restriction]

_Lot access shall be restricted on Rider Street and so noted on the final map, except for an approximate 75 FT access opening located approximately, 681 FT west from Patterson Avenue centerline intersection.

_Lot access shall be restricted on Patterson Avenue and so noted on the final map, except for an approximate 42 FT access opening located approximately, 626 FT north from Walnut Avenue centerline intersection.

_Lot access shall be restricted on Patterson Avenue and so noted on the final map, except for an approximate 94 FT access opening located approximately, 188 FT north from Walnut Avenue centerline intersection

[Survey Monumentation]

Prior to construction, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

050 - Survey. 2 RCTD-MAP-WQ - WQMP ACCESS AND MAINT Not Satisfied

Prior to map recordation, the Project shall ensure that BMP facilities are placed in dedicated easements and that sufficient legal access to the BMPs are provided for the WQMP. This

Parcel: 317210006

Not Satisfied

Not Satisfied

Not Satisfied

50. Prior To Map Recordation

Survey

050 - Survey. 2

RCTD-MAP-WQ - WQMP ACCESS AND MAINT (cont.) Not Satisfied requirement applies to both onsite and offsite property. In addition, a BMP Maintenance Agreement shall be recorded against the property.

Transportation

Not Satisfied 050 - Transportation. 1 RCTD-MAP - Annexation into a Maintenance District

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by filing an application and completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:

- (1) Landscaping.
- (2) Streetlights.
- (3) Graffiti abatement of walls and other permanent structure(s).
- (4) Street sweeping.
- (5) Traffic signal(s).
- (6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.
- (4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

050 - Transportation. 2 Not Satisfied RCTD-MAP - Approved Maintenance Exhibit (ME)

The Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Riverside County PLUS CONDITIONS OF APPROVAL 09/05/24 09:12

Plan: TPM38337

50. Prior To Map Recordation

Transportation

050 - Transportation. 2

RCTD-MAP - Approved Maintenance Exhibit (ME) (cont.) Not Satisfied

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

Riverside County PLUS

CONDITIONS OF APPROVAL

Not Satisfied 050 - Transportation. 3 **RCTD-MAP - Landscaping Design Plans**

Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance No. 461.11, Comprehensive Landscaping Guidelines & Standards, and Ordinance No. 859 and shall require approval from the Transportation Department.

Landscaping plans shall be designed within the streets associated with the development and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24 in x 36 in).

Landscaping plans shall be coordinated with the street improvement plans.

or as approved by the Director of Transportation.

050 - Transportation. 4 **RCTD-MAP** - Lighting Plan

A separate street light plan and/or a separate bridge light plan shall be approved by the Transportation Department. Street and/or bridge lighting plan(s) shall be designed in accordance with County Ordinance No. 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance No. 461.11. For projects within SCE boundaries use County of Riverside Ordinance No. 461.11, Standard No. 1000. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standard.

050 - Transportation. 5 RCTD-MAP - Road Improvements (Plan) Not Satisfied

Improvements plans for the following roadways shall be submitted for review and approval.

EXISTING MAINTAINED

Rider Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located vary 32 FT to 44 FT from centerline, with a part-width pavement section extending an additional 18 FT-20 FT beyond centerline, within a vary 50 FT to 62 FT half-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 5 FT sidewalk per Standard No. 401, 5 ft sidewalk constructed 9 ft from curb line shall be provided. Note:

1. Construct 73 FT wide commercial driveway with a pork-chop raised median to restrict left out traffic, per County Standard No. 207A. Modify driveway width to accommodate truck traffic usage. A truck turning template exhibit is required for the final design of raised median and the driveway returns. The west return is located 44 FT from the street centerline. The east return.

Parcel: 317210006

50. Prior To Map Recordation

Transportation

050 - Transportation. 5 RCTD-MAP - Road Improvements (Plan) (cont.) Not Satisfied a pop out curb is located 32 FT from the street centerline.

2. Widen the pavement approaching Patterson Avenue intersection to a part-width AC pavement (44 FT on the project side and 20 FT on the opposite side of the centerline within 92 FT part-width dedicated right of way (62 FT on the project side and existing 30 FT on the opposite side of the centerline) per County Standard No. 94, Page 2 of 2 & Note 5.

3. Widen the pavement along the west project frontage, west of the project driveway, and provide 56 FT part-width pavement (38 FT on the project side to match existing curb & gutter and minimum of 18 FT on the opposite side of the street centerline.

Patterson Avenue along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located vary 32 FT to 44 FT from centerline, with a part-width pavement section extending an additional 18 FT beyond centerline, within a varying 56 FT to 68 FT half-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11 (modified for increased right-of-way). The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401, shall be constructed at curb adjacent.

Note:

1. Construct the northerly driveway with 30 FT wide commercial driveway, per County Standard No. 207A. Provide signage onsite for Truck Access is Restricted.

Construct the southerly driveway with 60 FT wide commercial driveway with pork-chop raised median to restrict left out traffic, per County Standard No. 207A. Modify driveway width to accommodate truck traffic usage. A truck turning template exhibit is required for the final design of raised median and the driveway returns. The north return is located 44 FT from the street centerline. The south return, a pop out curb is located 32 FT from the street centerline.
Parkway to include a 10 FT wide trail in addition to the 6-FT wide sidewalk.

Norrisgrove Drive at the project west boundary is County-maintained road designated as a Local Street and shall be improve where it abuts the project's west boundary with AC Pavement to install 6 in curb and gutter 20 FT from the centerline, within a 30 FT of the north half-width by 31.44 FT long dedicated right-of-way in accordance with County Standard No. 105A, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

1. Provide drainage facility at the curb & gutter low point to accept drainage flow.

Wildwood Lane and Sunny Canyon Street at the project west boundary are County-maintained road designated as a Local Streets and shall be improve with an offset Cul-De-Sac improvements and right of way per County Standard No. 800A, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

1. Provide drainage facility at the curb & gutter low point to accept drainage flow.

09/05/24 09:12

Plan: TPM38337

50. Prior To Map Recordation

Transportation

050 - Transportation. 5

RCTD-MAP - Road Improvements (Plan) (cont.)

Riverside County PLUS

CONDITIONS OF APPROVAL

Not Satisfied

Parcel: 317210006

PART-WIDTH

Walnut Street along project boundary shall be improve to an Industrial Collector Street and widened with AC pavement to 6 in curb and gutter to be located 28 FT from centerline, with a part-width pavement section extending an additional 20 FT beyond centerline in accordance with County Standard No. 111 within a 79 FT part-width dedicated right-of-way (39 FT on the project side and existing 40 FT on the opposite side of the centerline. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

1. Provide minimum 4 FT of graded shoulder on the opposite side of the centerline.

2. Provide AC dike on the opposite side of the centerline, where fill slopes are steeper than 4:1 or roadway gradient exceeds 3%.

- 3. Provide graded swale within the Right of Way, south of the centerline to direct drainage flow.
- 4. 10FT wide trail within 11 wide trail easement shall be outside of the Right of Way.
- 5. AC pavement and striping transition per 10:1 on merge traffic and 2:1 taper on the widen traffic.

STREET INTERSECTIONS

Provide the following information on a separate exhibit to evaluate traffic operation on Rider Street & Patterson Avenue intersection, Patterson Avenue & Walnut Avenue intersection, and Rider Street and Harvill intersections for vehicle and pedestrian usage. In addition, review the TS/Geometrics conditions of approval for the required intersection geometry. Impacts from the following information will require the project to mitigate.

Note:

1. Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No.

- 461.11 or as approved by the Director of Transportation.
- 2. Provide truck turning templates for all turning movements.
- 3. Provide right of way corner cut and return improvements per County Standard No. 805.
- 4. AC pavement and striping transition per 45 mph design speed.
- 5. Provide drainage improvement to intercept street drainage flow approaching the intersection.

or as approved by the Director of Transportation.

050 - Transportation. 6

RCTD-MAP - TS/Design

Not Satisfied

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location: Harvill Avenue (NS) at Rider Street (EW)

or as approved by the Transportation Department.

50. Prior To Map Recordation

Transportation

050 - Transportation. 6 RCTD-MAP - TS/Design (cont.)

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

Riverside County PLUS

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050 - Transportation. 7 RCTD-MAP - TS/Fair Share

The project traffic study has determined the project causes an indirect operational deficiency to the following intersection:

Harvill Avenue (NS) at Cajalco Expressway (EW)

The traffic study has determined the project's fair share of the deficiency is 1.3%. The project shall pay its fair share towards the future construction of:

- One northbound right-turn lane
- _ One southbound right-turn lane

_ Signal modification to implement overlap phasing on the northbound and eastbound tight turn lanes

Harvill Avenue (NS) at Placentia Avenue (EW)

The traffic study has determined the project's fair share of the deficiency is 1.4%. The project shall pay its fair share towards the future construction of:

- One northbound right-turn lane with overlap phasing
- _ Second southbound right-turn lane
- _ Second eastbound right turn lane with overlap phasing

Ramona Expressway (EW) at I-215 Southbound Ramps (S)

The traffic study has determined the project's fair share of the deficiency is 0.9%. The project shall pay its fair share towards the future construction of:

- Second southbound left turn lane
- _ One eastbound right-turn lane

Ramona Expressway (EW) at I-215 Northbound Ramps (S)

The traffic study has determined the project's fair share of the deficiency is 0.8%. The project shall pay its fair share towards the future construction of:

_ One westbound right-turn lane

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

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Not Satisfied

50. Prior To Map Recordation

Transportation

050 - Transportation. 8 RCTD-MAP - TS/Geometrics

Not Satisfied

Parcel: 317210006

The intersection of Harvill Avenue (NS) at Rider Street (EW) (traffic signal) shall be improved to provide the following geometrics:

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Northbound: one left-turn lane, one through lane, one shared through-right lane Southbound: one left-turn lane, two through lanes, one right-turn lane Eastbound: one left-turn lane, one through lane, one right-turn lane Westbound: one left-turn lane, one shared through-right lane

The intersection of Patterson Avenue (NS) at Rider Street (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (100 feet), one shared through-right lane (stop control) Southbound: one shared left-through-right lane (stop control) Eastbound: one left-turn lane (100 feet), one through lane, one right-turn lane (100 feet) Westbound: one left-turn lane (100 feet), one through lane, one right-turn lane (100 feet)

The intersection of Rider Street (EW) at Driveway 1 (NS) shall be improved to provide the following geometrics:

Northbound: one right-turn lane (stop control) Eastbound: one through lane, one right-turn lane Westbound: one left turn lane (100 feet), one through lane

The intersection of Patterson Avenue (NS) at Driveway 2 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (100 feet), one through lane Southbound: one shared through-right lane Eastbound: one shared left-right lane (stop control)

The intersection of Patterson Avenue (NS) at Driveway 3 (EW) shall be improved to provide the following geometrics:

Northbound: one through lane Southbound: one shared through-right lane Eastbound: one right-turn lane (stop control)

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

050 - Transportation. 9 RCTD-MAP - Utility Plan

Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall

50. Prior To Map Recordation

Transportation

050 - Transportation. 9

RCTD-MAP - Utility Plan (cont.) Not Satisfied be designed to be placed underground on the Improvement Plans in accordance with Ordinance No. 460 for subdivisions and/or Ordinance No. 461.11 for road improvements. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

_ The Street Improvement Plans are approved.

_ Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

050 - Transportation. 10 Not Satisfied RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP

The project is located in the Santa Ana watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at https://rctlma.org/trans/Land-Development/WQMP. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, and 10-year return periods from the project are mitigated. Projects within an airport influence area may require less than 48-hour drawdown times. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 EASEMENTS/PERMISSION

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the arading herein proposed.

A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.

In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 2 IF WQMP IS REQUIRED

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 3 **IMPROVEMENT SECURITIES**

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

Parcel: 317210006

Not Satisfied

Not Satisfied

60. Prior To Grading Permit Issuance

drainage facility(ies):

Flood

060 - Flood. 1

6 Items to Accept Facility

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW. In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be initiated

1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.

prior to the issuance of a grading permit and accomplished prior to starting construction of the

Riverside County PLUS

CONDITIONS OF APPROVAL

2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.

3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.

4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).

6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

060 - Flood. 2

ADP Fee - Map

Not Satisfied

Not Satisfied

TPM 38337 is located within the boundaries of the Perris Valley Area Drainage Plan (ADP) for which the Board of Supervisors has adopted drainage fees pursuant to Ordinance No. 460 Section 10.25. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of permits for this project. Actual fee will be calculated based on the fee in effect at the time of payment. Drainage fees shall be payable to the Flood Control District. Personal or corporate checks will not be accepted for payment.

Parcel: 317210006

Parcel: 317210006

Not Satisfied

Plan: TPM38337

60. Prior To Grading Permit Issuance

Flood

060 - Flood. 3

Submit Plans (cont.)

Submit storm drain plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, federal and state permits). The storm drain plans and the hydrologic and hydraulic report must receive District approval prior to the grading final inspection or building permit whichever occurs first. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, found on the District's website (https://rcflood.org/I-Want-To/Services/Submit-for-Plan-Check), and a plan check fee deposit.

Planning

060 - Planning. 1 Grading Permits Attach to Other

Not Satisfied

This Tentative Parcel Map and its conditions are only applicable to the proposed subdivision. Any permits for grading or building shall refer to PPT220004 or other applicable use permit.

Planning-EPD

060 - Planning-EPD. 1 Burrowing Owl 30 Day Preconstruction Survey - EPD Not Satisfied

In accordance with Multiple Species Habitat Conservation Plan (MSHCP) Objective 6, prior to issuance of grading permits or other permits authorizing ground disturbance or discing, the Project Applicant shall retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat sites within the Project's limits of disturbance within 30 days of the commencement of any ground-disturbing activities at the Project site, as discussed below. A. Pre-Construction Survey: The pre-construction survey shall be performed by a qualified biologist that will survey the site for the

presence/absence of burrowing owls within 30 days prior to commencement of grounddisturbing activities at the Project site. If

burrowing owls are detected on-site during the pre-construction survey, the owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the Western Riverside County Regional Conservation Authority (RCA) and Wildlife Agencies (i.e., California Department of Fish and Wildlife (CDFW) and/or U.S. Fish and Wildlife Service (USFWS)).

B. Burrowing Owl Management Plan: In the event that burrowing owl is determined to be present, or in the event that an assumption is made that the burrowing owl occurs on-site, a burrowing owl management plan shall be

Plan: TPM38337 Parcel: 317210006 60. Prior To Grading Permit Issuance Planning-EPD 060 - Planning-EPD. 1 Burrowing Owl 30 Day Preconstruction Survey - EPD Not Satisfied prepared and implemented in coordination with the Western Riverside County Regional Conservation Authority (RCA) and California Department of Fish and Wildlife (CDFW) that shall detail the relocation of owls from the Project site, passively and/or actively. If additional site visits determine the species is absent, then the pre-construction survey (as discussed above) shall instead be implemented. C. A copy of the results of the pre-construction survey (and all additional surveys), as well as copies of the Burrowing Owl Management Plan, if required, shall be provided to the County of Riverside Planning Department for review and approval (in the case of the Burrowing Owl Management Plan) prior to any vegetation clearing and ground disturbance activities. 060 - Planning-EPD. 2 Lighting Plan Review Not Satisfied Prior to approval of grading or building permits that allow for nighttime construction activities, Riverside County shall condition such permits to require that any lighting elements used in conjunction with nighttime construction activities shall be shielded and directed away from open space areas to the southwest of the Project site. This requirement also shall be included as a note on the grading or building plans. The Project's construction contractor shall permit inspection by Riverside County staff to verify compliance with this requirement. 060 - Planning-EPD. 3 Not Satisfied MBTA Nest Bird Pre Construction Surveys - EPD As a condition of grubbing and grading permits, vegetation clearing shall be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. If avoidance of the nesting season is not feasible, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. If active nests are identified, the biologist shall establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 300 feet for non-raptors/non-sensitive species). All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The biologist shall review

and verify compliance with these nesting boundaries and

Riverside County PLUS CONDITIONS OF APPROVAL

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 3 MBTA Nest Bird Pre Construction Surveys - EPD (cont.) Not Satisfied shall verify the nesting effort has finished. Work may resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to Riverside County for mitigation monitoring compliance record keeping. If vegetation removal is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds.

060 - Planning-EPD. 4 Proof of Mitigation

Prior to issuance of grading permits, the Project Applicant shall provide evidence (e.g., receipts) to Riverside County demonstrating that permanent impacts to 0.14-acre of Regional Water Quality Control Board (RWQCB) jurisdiction and permanent impacts to 0.35-acre (2,880 linear feet) of California Department of Fish and Wildlife (CDFW)/Multiple Species Habitat Conservation Plan (MSHCP) jurisdiction, of which 0.13acre consists of vegetated riparian habitat, have been mitigated at a minimum 2:1 mitigation-to-impact ratio, including a minimum of 1:1 establishment, through the purchase of rehabilitation, re-establishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed.

Planning-PAL

060 - Planning-PAL. 1 PRIMP

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS:

1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in

Not Satisfied
60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.)

Not Satisfied

addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

a. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.

b. PRIMP must be accompanied by the final grading plan for the subject project.

c. Description of the proposed site and planned grading operations.

d. Description of the level of monitoring required for all earth-moving activities in the project area.

e. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

f. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.

g. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.

h. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

i. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

j. Procedures and protocol for collecting and processing of samples and specimens.

k. Fossil identification and curation procedures to be employed.

I. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

m. All pertinent exhibits, maps, and references.

n. Procedures for reporting of findings.

o. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.

p. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One signed digital copy of the report(s) shall be submitted by email to the County Geologist (dwalsh@rivco.org) along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1 RCTD-MA

RCTD-MAP - Approved Maintenance Exhibit (ME)

Not Satisfied

In the event that the project requires a grading permit prior to map recordation, the Project shall

Parcel: 317210006

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 1 RCTD-MAP - Approved Maintenance Exhibit (ME) (cont.) Not Satisfied submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County or Valley-Wide Recreation and Park District. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County, Valley-Wide Recreation and Park District, and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

060 - Transportation. 2 RCTD-MAP - Fee Credit or Reimbursement Not Satisfied

In order to be eligible for credit/reimbursement, the Project shall enter into a Fee Credit/Reimbursement agreement with the Transportation Department for constructing TUMF, RBBD, DIF, CFD facilities, after plans are approved and prior to advertisement. All work shall be preapproved and comply with the Transportation Department requirements and the public contracts code.

060 - Transportation. 3 RCTD-MAP - Sight Distance Analysis

Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No. 461.11 or as approved by the Director of Transportation.

060 - Transportation. 4 RCTD-MAP - Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24 in x 36 in) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

NOTE:

1. Proposed gates shall be identified on the grading plans. Gates are to be located 35 FT from

60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 4 RCTD-MAP - Submit Grading Plans (cont.) Not Satisfied the flowline of the adjacent street.

2. Sight distance shall be provided at the project driveways and street intersections per Standard No. 821, Ordinance No. 461.11.

or as approved by the Director of Transportation.

060 - Transportation. 5 RCTD-MAP-WQ - Santa Ana Region - FINAL WQMP Not Satisfied

The project is located in the Santa Ana watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at https://rctlma.org/trans/Land-Development/WQMP. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, and 10-year return periods from the project are mitigated. Projects within an airport influence area may require less than 48-hour drawdown times. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

70. Prior To Grading Final Inspection

BS-Grade

070 - BS-Grade. 1 ROUGH GRADE FINAL

Not Satisfied

Prior to Rough Grade Final, the applicant shall obtain rough grade approval from the Building and Safety Department. Rough Grade Final can be accomplished by complying with the following:

1. Submitting a "Wet Signed" copy of the Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.

2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.

3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County Transportation Department Inspector.

Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by the County Inspector prior to receiving a rough grade permit final.

Prior to Rough Grade Final, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

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80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1

1 NO BUILDING PERMITS W/O LAND USE PERMIT Not Satisfied

NO BUILDING PERMITS TO BE ISSUED, BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION - UNLESS AN APPROPRIATE LAND USE PERMIT HAS ALSO BEEN ISSUED AND APPROVED, BY THE PLANNING DEPARTMENT, FOR THAT SAME PARCEL(S).

Fire

080 - Fire. 1 Fire - Prior to Building Permit

Fire Department Building Construction Permit Review - Submittal of construction plans to the Fire Department will be required. This will require a separate permit application submitted directly to the Fire Department. This shall include a full site plan including all fire apparatus access roads. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Contact our office for submittal instructions.

080 - Fire. 2 Fire - Prior to Building Permit

Fire Protection Water Supply Permit Review - Submittal of construction plans for all required fire water protection supplies to the Fire Department will be required. This will include information regarding the minimum fire flow as required by CFC Appendix B or other approved method. Contact our office for submittal instructions.

080 - Fire.3Fire - Prior to Building PermitNot Satisfied

Fire Sprinkler Permit Review - Submittal of construction plans for fire sprinklers to the Fire Department will be required. Contact our office for submittal instructions.

080 - Fire. 4 Prior to permit

Hazardous Vegetation and Fuel Management Plan - Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and the State Responsibility Area Very High, High and Moderate Fire Hazard Severity Zones shall provide a final Hazardous Vegetation and Fuel Management Plan to be reviewed and approved by the Fire Department. Contact our office for submittal instructions.

Flood

080 - Flood. 1

6 Items to Accept Facility

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW. In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be accomplished prior to the issuance of a grading permit or starting construction of the drainage facility(ies) whichever comes first:

1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.

Not Satisfied

Not Satisfied

Not Satisfied

Not Satisfied

Parcel: 317210006

Plan: TPM38337

80. Prior To Building Permit Issuance

Flood

080 - Flood. 1

Not Satisfied

6 Items to Accept Facility (cont.) 2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.

3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection. operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.

 All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).

6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

080 - Flood. 2 ADP Fee - Map Not Satisfied

Not Satisfied

TPM 38337 is located within the boundaries of the Perris Valley Area Drainage Plan (ADP) for which the Board of Supervisors has adopted drainage fees pursuant to Ordinance No. 460 Section 10.25. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of permits for this project. Actual fee will be calculated based on the fee in effect at the time of payment. Drainage fees shall be payable to the Flood Control District. Personal or corporate checks will not be accepted for payment.

080 - Flood. 3 Submit Plans

> Submit storm drain plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, federal and state permits). The storm drain plans and the hydrologic and hydraulic report must receive District approval prior to the issuance of permits. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, found on the District's website (https://rcflood.org/I-Want-To/Services/Submit-for-Plan-Check), and a plan check fee deposit.

80. Prior To Building Permit Issuance

Planning

080 - Planning. 1

1 Building Permits Attach to Other (cont.)

This Tentative Parcel Map and its conditions are only applicable to the proposed subdivision. Any permits for grading or building shall refer to PPT220004 or other applicable use permit.

Riverside County PLUS

CONDITIONS OF APPROVAL

Transportation

080 - Transportation. 1 ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 2 RCTD-MAP-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 NO PRECISE GRADE APPROVAL

A PRECISE GRADING INSPECTION WILL NOT BE PERFORMED, BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION - ALL PRECISE GRADE INSPECTIONS TO BE PERFORMED UNDER THE PRECISE GRADE PERMIT ISSUED UNDER THE APPROPRIATE LAND USE PERMIT, FOR THAT SAME PARCEL(S).

Fire

090 - Fire. 1 Fire - Prior to Final

Hazardous Vegetation and Fuel Management Plan Inspection – An inspection of the requirements of the final Hazardous Vegetation and Fuel Management Plan is required before permit final. Contact our office for instructions regarding this inspection.

090 - Flood. 1 Facility Completion - Map

The District will not release occupancy permits for any portion of the project exceeding 80% of the total recorded residential lots within the map or phase unless either 1) the District has accepted the drainage system for operation and maintenance or 2) written approval has been provided by the District.

Transportation

090 - Transportation. 1 RCTD-MAP - Annexation into a Maintenance District Not Satisfied

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the

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Not Satisfied

Not Satisfied

Not Satisfied

Not Satisfied

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 1 RCTD-MAP - Annexation into a Maintenance District (cont.) Not Satisfied Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:

(1) Landscaping.

(2) Streetlights.

(3) Graffiti abatement of walls and other permanent structure(s).

(4) Street sweeping.

(5) Traffic signal(s).

(6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

(1) Completed Transportation Department application.

(2) Appropriate fees for annexation.

(3) Two (2) sets of street lighting plans approved by Transportation Department.

(4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

090 - Transportation. 2 RCTD-MAP - Complete Landscaping Installation Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance No. 461.11 and shall require approval by the Transportation Department. Landscaping shall be installed along the streets associated with this development. Landscaping within public road right-of-way shall comply with Transportation Department standards, policies, guidelines, and Ordinance No. 461.11 and shall require the approval from the Transportation Department.

or as approved by the Director of Transportation.

090 - Transportation. 3 RCTD-MAP - Regional Transportation Fees Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

_All Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 4 RCTD-MAP - Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED

Rider Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located vary 32 FT to 44 FT from centerline, with a part-width pavement section extending an additional 18 FT-20 FT beyond centerline, within a vary 50 FT to 62 FT half-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 5 FT sidewalk per Standard No. 401, 5 ft sidewalk constructed 9 ft from curb line shall be

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4

RCTD-MAP - Road Improvements (Installation) (cont.) Not Satisfied

provided. Note:

1. Construct 73 FT wide commercial driveway with a pork-chop raised median to restrict left out traffic, per County Standard No. 207A. Modify driveway width to accommodate truck traffic usage. A truck turning template exhibit is required for the final design of raised median and the driveway returns. The west return is located 44 FT from the street centerline. The east return, a pop out curb is located 32 FT from the street centerline.

2. Widen the pavement approaching Patterson Avenue intersection to a part-width AC pavement (44 FT on the project side and 20 FT on the opposite side of the centerline within 92 FT part-width dedicated right of way (62 FT on the project side and existing 30 FT on the opposite side of the centerline) per County Standard No. 94, Page 2 of 2 & Note 5.

3. Widen the pavement along the west project frontage, west of the project driveway, and provide 56 FT part-width pavement (38 FT on the project side to match existing curb & gutter and minimum of 18 FT on the opposite side of the street centerline.

Patterson Avenue along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located vary 32 FT to 44 FT from centerline, with a part-width pavement section extending an additional 18 FT beyond centerline, within a varying 56 FT to 68 FT half-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11 (modified for increased right-of-way). The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401, shall be constructed at curb adjacent.

Note:

1. Construct the northerly driveway with 30 FT wide commercial driveway, per County Standard No. 207A. Provide signage onsite for Truck Access is Restricted.

Construct the southerly driveway with 60 FT wide commercial driveway with pork-chop raised median to restrict left out traffic, per County Standard No. 207A. Modify driveway width to accommodate truck traffic usage. A truck turning template exhibit is required for the final design of raised median and the driveway returns. The north return is located 44 FT from the street centerline. The south return, a pop out curb is located 32 FT from the street centerline.
Parkway to include a 10 FT wide trail in addition to the 6-FT wide sidewalk.

Norrisgrove Drive at the project west boundary is County-maintained road designated as a Local

Street and shall be improve where it abuts the project's west boundary with AC Pavement to install 6 in curb and gutter 20 FT from the centerline, within a 30 FT of the north half-width by 31.44 FT long dedicated right-of-way in accordance with County Standard No. 105A, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

1. Provide drainage facility at the curb & gutter low point to accept drainage flow.

Wildwood Lane and Sunny Canyon Street at the project west boundary are County-maintained road designated as a Local Streets and shall be improve with an offset Cul-De-Sac improvements and right of way per County Standard No. 800A, Ordinance No. 461.11. The

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 RCTD-MAP - Road Improvements (Installation) (cont.) Not Satisfied existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

1. Provide drainage facility at the curb & gutter low point to accept drainage flow.

PART-WIDTH

Walnut Street along project boundary shall be improve to an Industrial Collector Street and widened with AC pavement to 6 in curb and gutter to be located 28 FT from centerline, with a part-width pavement section extending an additional 20 FT beyond centerline in accordance with County Standard No. 111 within a 79 FT part-width dedicated right-of-way (39 FT on the project side and existing 40 FT on the opposite side of the centerline. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

1. Provide minimum 4 FT of graded shoulder on the opposite side of the centerline.

2. Provide AC dike on the opposite side of the centerline, where fill slopes are steeper than 4:1 or roadway gradient exceeds 3%.

- 3. Provide graded swale within the Right of Way, south of the centerline to direct drainage flow.
- 4. 10FT wide trail within 11 wide trail easement shall be outside of the Right of Way.
- 5. AC pavement and striping transition per 10:1 on merge traffic and 2:1 taper on the widen traffic.

STREET INTERSECTION

Provide the following information on a separate exhibit to evaluate traffic operation on Rider Street & Patterson Avenue intersection, Patterson Avenue & Walnut Avenue intersection, and Rider Street and Harvill intersections for vehicle and pedestrian usage. In addition, review the TS/Geometrics conditions of approval for the required intersection geometry. Impacts from the following information will require the project to mitigate.

Note:

1. Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No. 461.11 or as approved by the Director of Transportation.

- 2. Provide truck turning templates for all turning movements.
- 3. Provide right of way corner cut and return improvements per County Standard No. 805.
- 4. AC pavement and striping transition per 45 mph design speed.
- 5. Provide drainage improvement to intercept street drainage flow approaching the intersection.

or as approved by the Director of Transportation.

090 - Transportation. 5 RCTD-MAP - Streetlight Installation

Not Satisfied

Install streetlights along the streets associated with development in accordance with the

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 5 RCTD-MAP - Streetlight Installation (cont.) Not Satisfied approved street lighting plan and standards of County Ordinances No. 461.11.

Riverside County PLUS

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Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 6 **RCTD-MAP - TS/Installation**

The project proponent shall be responsible for the design and construction of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location: Harvill Avenue (NS) at Rider Street (EW)

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

090 - Transportation. 7 **RCTD-MAP** - Utility Installation

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance No. 461.11, or as approved by the Transportation Department. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

RCTD-MAP-WQ - WQMP COMPLETION Not Satisfied 090 - Transportation. 8

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses

Parcel: 317210006

Not Satisfied

Not Satisfied



COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY

Charissa Leach, P.E. Assistant CEO/TLMA Director



09/05/24, 8:57 am

PPT220004

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for <u>PPT220004</u>. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PPT220004) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Plot Plan No. 220004 is a proposal to entitle Parcel 1, of TPM 38337, for an industrial development with a 591,203 sqft shell building consisting of a 7,300 sqft office space, a 7,300 sqft mezzanine office space, and a 576,603 sqft warehouse space. A total of 84 truck docking doors are proposed on both the north and south sides of the building with 115 truck trailer stalls, and 359 parking stalls including 8 ADA and 9 EV parking stalls. Approximately 6.0 acres of Parcel 1 along the western parcel boundary would consist of a landscaped berm forming a buffer between the proposed building and an existing residential community to the west. Frontage improvements would occur along Patterson Avenue, Walnut Street, and Rider Street, with a sidewalk and community trail proposed along Patterson Avenue and Walnut Street and a sidewalk proposed along Rider Street.

*Along with the approval of PPT220004, there was GPA220003, CZ2200003, and TPM38337.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines: 1. County Wide Design Guidelines and Standards

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

Exhibit A (Site Plan), dated May 1, 2023. Exhibit B (Elevations), dated April 27, 2023. Exhibit C (Floor Plans), dated April 27, 2023. Exhibit G (Grading Plans), dated April 27, 2023. Exhibit L (Conceptual Landscaping and Irrigation Plans), dated April 27, 2023. Exhibit P (Photometric Plan), dated April 27, 2023.

Advisory Notification

Advisory Notification. 4 AND - Exhibits (cont.)

Exhibit W (Wall & Fence Plans), dated April 27, 2023. and any other Exhibits needed....

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

- 1. Compliance with applicable Federal Regulations, including, but not limited to:
 - National Pollutant Discharge Elimination System (NPDES)
 - Clean Water Act
 - Migratory Bird Treaty Act (MBTA)
- 2. Compliance with applicable State Regulations, including, but not limited to:

• The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)

- Government Code Section 66020 (90 Days to Protest)
- Government Code Section 66499.37 (Hold Harmless)
- Current California Building Coded (CBC)
- State Subdivision Map Act
- Native American Cultural Resources, and Human Remains (Inadvertent Find)
- School District Impact Compliance

• Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)

- Public Resources Code Section 5097.94 & Sections 21073 et al AB 52 (Native Americans: CEQA)
- 3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 457 (Building Requirements)
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
 - Ord. No. 460 (Division of Land)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)
 - Ord. No. 655 (Regulating Light Pollution)
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise)
 - Ord. No. 857 (Business Licensing)
 - Ord. No. 859 (Water Efficient Landscape Requirements)
 - Ord. No. 915 (Regulating Outdoor Lighting)
 - Ord. No. 925 (Prohibiting Marijuana Cultivating)
 - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)
- 4. Mitigation Fee Ordinances
 - Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
 - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
 - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification.	6	AND - Hold Harmless (cont.)
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Advisory Notification. 6 AND - Hold Harmless

The applicant/permittee or any successor in interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PPT220004 & TPM38337 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning PPT220004 & TPM38337 including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 7 AND - Mitigation Measures

Mitigation Measures from the project's Environmental Impact Report have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation

Advisory Notification

Advisory Notification. 7 AND - Mitigation Measures (cont.)

measures of the project Environmental Impact Report.

BS-Plan Check

BS-Plan Check. 1 Gen - Custom

NOTIFICATIONS: CODE/ORDINANCE REQUIREMENTS: The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply. NOTE: The new updated 2022 California Building Codes will be in effect as of January 1st 2023, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2023 will be subject to the new updated California Building Code(s). PERMIT ISSUANCE: Per section 105.1 (2019 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit. The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property. The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure. At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.

E Health

E Health. 1 DEH-ECP Comment

Based on the information provided in the environmental assessment documents submitted for this project and a site visit conducted by the Riverside County Department of Environmental Health, Environmental Cleanup Program (RCDEH-ECP) staff and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

E Health. 2

DEH-Retention Basin

Retention Basin

E Health. 3

Gen - Custom

E Health

E Health. 3 Gen - Custom (cont.)

Eastern Municipal Water District (EMWD) is willing to provide water and sewer services to the subject project. The provisions of service are contingent upon the developer completing the necessary arrangements in accordance with EMWD rules and regulations.

Fire

Fire. 1 Fire - General Conditions

With respect to the planning conditions for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the 2019 California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards. These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B or other approved method. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow. Reference CFC 507.3

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the Fire Department. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4" x 2 $\frac{1}{2}$ " (super hydrant). Reference CFC 507.5, CFC Appendix C and NFPA 24 7.2.3

3. Fire Department Access - Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Technical Policy #TP22-002

4. Fire Department Building Construction Permit Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire

Fire

Fire. 1 Fire - General Conditions (cont.)

Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC 105.1

5. Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC 903.2 as amended by the County of Riverside

6. Fire Alarm and Detection System - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC 903.4 and CFC 907.2

7. Hazardous Vegetation and Fuel Management Plan - Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and the State Responsibility Area Very High, High and Moderate Fire Hazard Severity Zones shall provide a Hazardous Vegetation and Fuel Management Plan to be reviewed and approved by the Fire Department. Reference CFC 4906.3

8. Wildfire Protection Building Construction - Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and the State Responsibility Area Very High, High and Moderate Fire Hazard Severity Zones shall comply with Chapter 7A of the California Building Code and California Code of Regulations Title 14 Fire Safety Regulations. Reference CFC 4905.2

9. Traffic Calming Devices - Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal. Reference CFC 503.4.1

10. Gate Access: All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC 506.1

11. Fire Department Access Doors – If high piled storage will be utilized in this building, Fire Department Access Doors may be required every 150 feet along all portions of the interior of the building that are along the fire apparatus access road. Reference CFC 3206.7

12. Emergency Responder Radio Coverage Systems - Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Reference CFC 510.1 and Riverside County Office of the Fire Marshal Technical Policy #TP19-002

13. Strategic Planning Review: This planning case will also be reviewed by Riverside County Fire Department Strategic Planning for the cumulative impact on the Fire Department's ability to provide an acceptable level of service. Additional requirements may be conditioned by Strategic Planning to mitigate these impacts. Questions for Strategic Planning can be addressed to RRUOFMPlanning@fire.ca.gov.

Flood

Flood. 1

FLOOD HAZARD REPORT

Flood

Flood. 1

FLOOD HAZARD REPORT (cont.)

PPT 220004 FLOOD HAZARD REPORT DAC Date: 12/19/22 BBID: 771-108-220

PPT 220004 is a proposal to develop an approximately 600,000 square foot distribution/warehouse Building. It is related to GPA 220003, CZ 2200003, and TPM 38337. The project is located on the southwest corner of Rider St and Patterson Ave. It is located in the Perris Valley Master Drainage Plan (MDP) and Area Drainage Plan (ADP).

Offsite flows enter the site on a mild slope from the southwesterly side of the project and exit towards the northeasterly side. Per the Perris Valley MDP, the site drains to Lateral H-11.1. A portion of Lateral H-11.1 is built. The existing upstream terminus of the District maintained reach is approximately 300 feet west of the intersection of Rider St and Harvill Ave. The constructed portion of H-11.1 on Harvill Ave is a 72-inch RCP which transitions to a 30-inch RCP approximately 100 feet west of Rider St. The 30-inch RCP continues west for approximately 200 feet. Per DWG No. 4-1147, there is an additional existing 30-inch RCP that transitions to the 30-inch RCP portion of H-11.1.

This project proposes to construct a 30-inch RCP on the west side of the development which transitions into a 36-inch RCP then a 42-inch RCP before turning east onto Rider St. Shortly before the intersection with Patterson Ave, the 42-inch storm drain transitions to a 48-inch storm drain along Rider St. The downstream end of the proposed facility will connect to an existing 60-inch RCP which transitions into an existing 72-inch RCP (Perris Valley Lateral H-11.1, DWG 4-1147). The reach between Paterson Ave and the existing portion of Laterally H-11.1 is the remaining portion of the proposed MDP facility. The District would accept the 42 and 48-inch portions of the proposed storm drain for operations and maintenance, pending the approval of the 6 items needed (see COND 50, 60, and 80 - 6 ITEMS FOR DISTRICT OPERATION AND MAINTENANCE OF FACILITY).

The project proposes to convey offsite tributary flows by intercepting them with catch basins on the west side of the project site which ultimately drain to the aforementioned proposed 48-inch storm drain on Rider St. The offsite flows include runoff from Walnut St, Sunny Canyon St, Wildwood Ln, and Norrisgrove Dr.

This project proposes to direct the onsite flows to 3 separate 96-inch CMP systems for underground detention and then to a bioretention basin on the northeast side of the project. The bioretention basin connects to the proposed 42-inch storm drain on Rider St.

The majority of the proposed storm drain that the District would accept for operations and maintenance are in street right-of-way. However, there is a portion of 42-inch pipe located on the project site. An onsite easement would be needed for onsite storm drains maintained by the District. There is a 2:1 slope for the berm immediately adjacent to the storm drain. The easement shall be free of this slope. During Plan Check, the District may request a realignment of the storm drain to ensure that the easement is free of the 2:1 slope.

Onsite and privately maintained underground detention systems are acceptable in reducing the onsite

Flood

Flood. 1 FLOOD HAZARD REPORT (cont.)

flowrate as long as vector issues are controlled. However, CMP may not be a suitable long-term material and may need replacing in the future.

The Placentia Ave Interim Basins are currently functioning and are acceptable downstream regional 100-year route down facilities. Therefore, increased runoff mitigation is not required for this project. Due to the change in zone from One-Family Dwellings (R-1), Light Agriculture (A-1-1), and Rural Residential (R-R) to Industrial Park (I-P), there is a significant increase in the impervious cover on this site. The Perris Valley MDP 100-year facilities account for ultimate condition per the General Plan land use designations. This increase in impervious cover causes an increase in runoff from the site compared to the MDP hydrology calculations. The MDP 100-year hydraulic capacity of Lateral H-11.1 is not sufficient for this increase in runoff due to the change in zoning. Therefore, this project must perform 100-year route down of the site to match the hydraulic capacity of the MDP design of Lateral H-11.1.

Per the hydrology report dated October 26, 2022, the 1-hour, 3-hour, 6-hour, and 24-hour 100-year storm event volumes were analyzed. The 24-hour storm event was chosen as the governing storm and the existing and proposed conditions were compared. The volume difference between these conditions provided the total volume of the CMP systems. As noted in the hydrology report, the outlet structure downstream of each CMP underground detention system shall be sized during the project's final design phase to sufficiently restrict proposed condition flow rate to existing condition discharge. For the entitlement phase of this project, the information provided is sufficient to demonstrate the 100-year route down of the site has been met to connect to Lateral H-11.1.

The purpose of entitlement drainage review is to ensure drainage is addressed at a planning level to protect the site from off-site flows in the existing, interim, and ultimate conditions, accommodate right of way for proposed drainage facilities, provide an adequate outlet, not adversely affect adjacent properties, properly floodproof structures and potentially mitigate for increases in runoff. Detailed analyses during the final design may result in changes to assumptions made during entitlement phase, such as, revisions to facility sizes, inlet and outlet requirements, revisions to hydrology and/or hydraulic parameters, etc.

The site is located within the bounds of the Perris Valley Area Drainage Plan (ADP) for which drainage fees have been established by the Board of Supervisors. Applicable fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to permits for this project. Although the current fee for this ADP is \$8,875 per acre, the fee due will be based on the fee in effect at the time of payment. The drainage fee is required to be paid prior to the issuance of grading permits or issuance of building permits if grading permits are not issued.

Any questions pertaining to this project may be directed to Ava Moussavi at 951-955-4954 or amoussav@rivco.org.

Planning

Planning. 1 ALUC General Conditions

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

Planning

Planning. 1

ALUC General Conditions (cont.)

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

(f) Other Hazards to flight.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be

utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries. Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the

name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

Planning

Planning. 1

ALUC General Conditions (cont.)

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers,

access gates, etc.

6. The project has been evaluated to construct a 591,203 square foot manufacturing building with mezzanines. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP

compatibility criteria, at the discretion of the ALUC Director.

7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

Planning. 2 Business Licensing

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department.

Planning. 3 Causes for Revocation

In the event the use hereby permitted under this permit,

a) is found to be in violation of the terms and conditions of this permit,

b) is found to have been obtained by fraud or perjured testimony, or

c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 4 Ceased Operations

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

Planning. 5 Commute Trip Reduction Program

Future building lease or sales agreements shall include a requirement to implement a voluntary program to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. Examples of potential Commute Trip Reduction (CTR) program features include the following:

a. Designated Employee Transportation Coordinator (ETC): Identify an Employee Transportation Coordinator (ETC) as part of future site operations. The role of ETC is to provide education and point of contact for commute-related questions and commuter benefits.

Planning

Planning. 5 Commute Trip Reduction Program (cont.)

b. Marketing of Commuter Benefits for Employees: Provide commuter benefit materials to new hires. Additionally, provide an on-site message board (physical or digital) to educate employees of commuter benefits.

c. Pre-Tax Transit Pass Benefits: Provide employees access to WageWorks (or comparable) to purchase transit passes or other approved commuter expenses pre-tax.

d. Bicycle Parking: Provide on-site secure bike parking facilities and storage lockers.

e. Carpool and Vanpool Ride-Matching Services: Provide information about Waze Carpool and other carpool/vanpool ride-matching services to employees.

f. Guaranteed Ride Home (GRH) Program. Establish a GRH program for employees that arrive to work by carpool, vanpool, or transit and need to leave work early or are unable to use normal commute accommodations. The GRH Program can be provided via local transportation network companies.

Planning. 6 Construction Traffic Control

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.

Planning. 7 Expiration Date Use Case

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 8 Fire Safety Regulations

As a condition of Project approval, the proposed Project would be required to conform to all mandatory local, State, and federal laws, ordinances, and standards relating to fire safety. Among other items, these requirements include conformance with the Uniform Building Code Section 1503, which requires that all buildings be constructed with fire retardant roofing material. Access routes in the Project area would be required to be maintained throughout construction and buildout of the proposed Project.

Planning. 9 Fugitive Dust

Planning

Planning. 9 Fugitive Dust (cont.)

The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

• In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.

• The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

• The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

Planning. 10 High-Cube Cold Storage Prohibited

High-Cube Cold Storage Warehouse uses shall be prohibited in all of the Project's buildings unless the Project Applicant can demonstrate, through sales/lease agreements or through other means, that 100% of the Transport Refrigeration Units (TRUs) associated with the High-Cube Cold Storage Warehouse uses will consist of zero-emission vehicles (e.g., electric TRUs, hydrogen-powered TRUs, etc.). As a component of the County's future review of implementing building permit applications for tenant improvements, the County shall review the building plans for compliance with this requirement by either ensuring that no refrigerated storage space is accommodated by the plans, or by ensuring that all TRUs will consist of zero-emission vehicles.

Planning. 11 Household Hazardous Waste

The Project shall comply with Title 22, Division 4.5 of the California Code of Regulations, which requires residents and employees to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a Household Hazardous Waste Collection Facility.

Planning. 12 Industrial Occupant Change

Prior to initial occupancy, upon tenant/occupant change, or upon change in industrial use, the permit holder shall provide a letter from the Planning Department to Building & Safety verifying no need for further environmental, hazardous materials or air quality review as a result of the change.

Planning. 13 Limits on Exterior Noise

In compliance with Ordinance No. 847, exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 45 db(A), 10

Planning

Planning. 13 Limits on Exterior Noise (cont.)

minute LEQ, between the hours of 10:00 p.m. and 7:00 a.m., and 65 db(A), 10 minute LEQ, at all other times as measured at any property line of any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In the event noise exceeds these standards, the permittee or the permittee's successor in interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities.

Planning. 14 Logistics/Warehouse – General/Operational Measures

The following measures shall be complied with generally through design/permitting of the project and through continued operation of the project.

1. On-site speed bumps shall not be allowed. Truck loading bays and drive aisles shall be designed to minimize truck noise.

2. Facility operators shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.

3. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.

4. Facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty ("HHD") trucks with a gross vehicle weight rating greater than 19,500 pounds accessing the site use year CARB compliant 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the County.

5. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

6. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.

7. Facility operators shall establish specific truck routes between the facility and regular destinations, identifying the most direct routes to the nearest highway/freeway and avoid traveling near sensitive receptors.

8. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.

9. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.

10. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operations, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.

Planning

Planning. 14 Logistics/Warehouse – General/Operational Measures (cont.)

11. Facility Operation shall comply with the exterior noise decibel levels as required by Ord. 847 (Noise Ordinance), which includes a maximum exterior decibel level of 55 dba (between 7:00 a.m. and 10:00 p.m.) and 45 dba (between 10:00 p.m. and 7:00 a.m.) as measured on adjacent occupied residences, or as modified by the most current version of Ordinance No. 847.

12. Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.

13. On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

Planning. 15 No Outdoor Advertising

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

Planning. 16 No Resident Occupancy

No permanent occupancy shall be permitted within the property approved under this plot plan as a principal place of residence. No person, shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

Planning. 17 Noise Monitoring Reports

The permit holder may be required to submit periodic noise monitoring reports as determined by the Department of Building and Safety as part of a code enforcement action. Upon written notice from the Department of Building and Safety requiring such a report, the permittee or the permittee's successor-in-interest shall prepare and submit an approved report within thirty (30) calendar days to the Department of Building and Safety. The noise monitoring report shall be approved by the Planning Department. The permittee or the permittee's successor-in-interest shall be required to place on deposit sufficient funds to cover the costs of this approval prior to commencing the required report. Noise during project construction shall comply with Ordinance No. 847. This requirement shall be noted on all grading and building plans and in bid documents issued to construction contractors.

Planning. 18 OSHA

All future contracts with construction contractors shall comply with all applicable regulations and requirements promulgated by the federal Occupational Safety and Health Administration (OSHA).

Planning. 19 Outside Storage

Planning

Planning. 19 Outside Storage (cont.)

No outside storage is proposed as a part of this development proposal.

Planning. 20 PM 10 – Street Sweeper

The Project's construction activities are required to comply with the provisions of the SCAQMD Rule 1186 "PM10 Emissions from Paved and Unpaved Roads and Livestock Operations," which requires the use of a street sweeper certified by the SCAQMD, and the use of non-toxic chemical stabilizers for dust control.

Planning. 21 Project General Landscaping Requirements

Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;

2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;

3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,

4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:

1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.

2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.

3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 22 Reclaimed Water

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 23 Requirement for Graffiti Abatement

Any graffiti painted or marked upon the premises or on any adjacent area under control of the approved Project shall be removed and/or abated within 24 hours.

Planning. 24 Requirement to Maintain Licensing

At all times during operation of the use and facilities authorized by PPT No. 220004 and related requests, the permittee shall maintain and keep in effect valid licensing/approval (as applicable) from Federal, State,

Planning

Planning. 24 Requirement to Maintain Licensing (cont.)

Local, and Regulatory agencies or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, PPT No. 220004 and related requests shall become null and void.

Planning. 25 Review Fees

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 26 SCAQMD Rule 402

The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

Planning. 27 Signage

A sign program is not a part of this Project proposal and when submitted shall be in compliance with Article XIX of Ordinance No. 348 in regards to commercial signage.

Planning. 28 Waste Regulations

The Project is required to comply with the provisions of the California IWMA of 1989 (AB 939) which mandates a reduction of disposed waste throughout California.

The Project is required to comply with the provisions of the California Solid Waste Reuse and Recycling Act (AB 1327) which developed a model ordinance for adoption of recyclable materials in development projects. AB 1327 requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued. The Project is required to comply with the provisions of the Mandatory Commercial Recycling Program (AB 341): AB 341 made a legislative declaration that it is the policy goal of the State that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020, and required by the California Department of Resources, Recycling, and Recovery, by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations.

Planning-CUL

Planning-CUL. 1 Human Remains

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

Planning-CUL. 2 PDA 8302 Accepted

Planning-CUL

Planning-CUL. 2 PDA 8302 Accepted (cont.)

County Archaeological Report (PDA) No. 8302 submitted for this project (PPT220004; TPM38337; CZ220003; GPA220003; CEQ220007) was prepared by BFSA Environmental Services and is entitled: "A Phase I Cultural Resources Assessment for the Rider and Patterson Project, dated November 17, 2022.

PDA 8302 concludes: During the field survey, two single-family residences (sites Temp-1 and Temp-2) were identified that meet the age threshold to require historic structure evaluations to determine eligibility for the CRHR. The buildings are evaluated as not historically or architecturally significant under any CEQA criteria due to their lack of association with any significant persons or events and not being representatives or significant examples of the California Ranch architectural style.

The proposed development will impact two historic buildings (Temp-1 and Temp-2); however, as these resources are not eligible for the CRHR and are evaluated as lacking any further research potential, impacts have been determined to be not significant. Based upon the evaluation of the buildings as lacking further research potential, mitigation measures will not be required as a condition of approval for the project; however, a MMRP is recommended because grading may expose undocumented and potentially significant historic features or deposits associated with the historic occupation of the property since the 1960s. Evidence of Native American use of this location prehistorically may also be discovered. Based upon this potential, monitoring of grading is recommended to prevent the inadvertent destruction of any potentially important cultural deposits that were not observed or detected during the current cultural resources study. The monitoring program will include Native American observers only in the event that prehistoric deposits are discovered.

These documents are herein incorporated as a part of the record for project.

Planning-CUL. 3 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.

** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-EPD

Planning-EPD. 1 Lighting

Prior to approval of grading or building permits that allow for nighttime construction activities, Riverside County shall condition such permits to require that any lighting elements used in conjunction with nighttime construction activities shall be shielded and directed away from open space areas to the southwest of the Project site. This requirement also shall be included as a note on the grading or building plans. The Project's construction contractor shall permit inspection by Riverside County staff to verify compliance with this requirement.

Planning-PAL

Planning-PAL. 1 Gen - Custom

County Paleontological Report (PDP) No. 1734, submitted for this case (PPT220004 and TPM38337), was prepared by Brian F. Smith and Associates, Inc. and is entitled: "Paleontological Assessment for the Rider and Patterson Project, Riverside County, California (PPT22004; TPM38337; CZ220003; GPA22003; CEQ220007)" dated November 17, 2022.

PDP01734 concluded: Research has confirmed the existence of potentially fossiliferous Pleistocene very old alluvial fan deposits mapped at the project ("Qvofa" on Figure 3. Although the paleontological locality search did not indicate the presence of any known fossil localities within the project, the occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene older alluvial fan sediments across the Inland Empire of western Riverside County is well documented. These Pleistocene older alluvial fan sediments are typically assigned a "High" paleontological sensitivity rating for yielding paleontological resources. Full-time monitoring of undisturbed Pleistocene old alluvial fan deposits at the project is recommended starting at four feet below the surface (County of Riverside 2015b).

PDP01734 recommended: Monitoring during ground-disturbing activities, such as grading or trenching, by a qualified paleontologist is recommended to ensure that if paleontological resources (i.e., fossils) are present, they will be handled in a timely and proper manner. A paleontological Mitigation Monitoring and Reporting Program (MMRP) with mitigation measures addressing paleontological resources is recommended. This MMRP will ensure that any paleontological resources discovered during the construction grading are treated in accordance with County guidelines and CEQA requirements.

PDP01734 satisfies the requirement for a Paleontological Resource Assessment for CEQA purposes. PDP01734 is hereby accepted for PPT220004 and TPM38337. A PRIMP shall be required prior to any grading for this project.

Transportation

Transportation. 1 RCTD-USE - General Conditions

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with the Riverside County Road Improvement Standards (Ordinance No. 461.11). It is

Transportation

Transportation. 1 RCTD-USE - General Conditions (cont.)

understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.

All corner cutbacks shall be applied per Standard No. 805, Ordinance 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design Guidelines.

All centerline intersections shall be at 90-degrees, plus or minus 5-degrees.

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections and T-intersections per Standard No. 403, sheets 1 through 7 of Ordinance No. 461.11.

The off-site rights-of-way for access road(s) required by the project shall be accepted to vest title in the name of the public if not already accepted.

If there are previously dedicated public roads and utility easements that were not accepted by the County, the Project shall file a separate application to the County of Riverside, Office of the County Surveyor, for the acceptance of the existing dedications by resolution and bear all costs thereof.

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the

Transportation

Transportation. 1 RCTD-USE - General Conditions (cont.)

Transportation Department Web site: https://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955-6527.

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance No. 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Transportation. 2 RCTD-USE - TS/Conditions

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Harvill Avenue (NS) at: Cajalco Expressway (EW) Rider Street (EW) Placentia Avenue (EW) Patterson Avenue (NS) at: Rider Street (EW) Driveway 2 (EW) Driveway 3 (EW) Rider Street (EW) at: Driveway 1 (NS) Ramona Expressway (EW) at: I-215 NB Ramps (N) I-215 SB Ramps (S) Placentia Avenue (EW) at: I-215 NB Ramps (N) I-215 SB Ramps (S)

Transportation

Transportation. 2 RCTD-USE - TS/Conditions (cont.)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14. For more information, please visit:

www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal: -Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.

-Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Comply with SB 1383 which establishes regulations to reduce organics waste disposal and went into effect on January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to

Waste Resources

Waste Resources. 1

Waste - General (cont.)

reduce emissions of short-lived climate pollutants caused by organics waste disposal.

Plan: PPT220004

50. Prior To Map Recordation

Planning

050 - Planning. 1

Gen - Requirement to Submit and Record Final Map Not Satisfied

Prior to expiration of the approved Tentative Parcel Map, the land divider shall survey the real property (or any part thereof) described and illustrated therein, and prepare and submit for review by the County Surveyor, a Final Map in compliance with requirements of the Transportation Department - Survey Division, the approved Map, as well as Article IX of County Ordinance No. 460. The Map shall be recorded prior to issuance of any permits for grading or construction at the Project site.

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 CURBS ALONG PLANTERS

Prior to issuance of a grading permit, the grading plan shall include six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

060 - BS-Grade. 2 EASEMENTS/PERMISSION

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.

In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 3 IF WQMP IS REQUIRED

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 4 IMPROVEMENT SECURITIES

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

Flood

060 - Flood. 1

6 Items to Accept Facility

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW. In the event the District is willing to maintain the proposed facility(ies), the

Parcel: 317210006

Not Satisfied

Not Satisfied

Not Satisfied

Not Satisfied

Not Satisfied

Not Satisf

Plan: PPT220004

60. Prior To Grading Permit Issuance

Flood

060 - Flood. 1

6 Items to Accept Facility (cont.) Not Satisfied following six (6) items must be initiated prior to the issuance of a grading permit and accomplished prior to starting construction of the drainage facility(ies):

1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.

2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.

3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.

4) All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval. map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

5) Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).

6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

060 - Flood. 2

Mitcharge - Use

Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

060 - Flood. 3 Submit Plans

Not Satisfied

Submit storm drain plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils

Parcel: 317210006

Not Satisfied

Not Satisfied

Plan: PPT220004

60. Prior To Grading Permit Issuance

Flood

060 - Flood. 3

Submit Plans (cont.)

report and environmental documents (CEQA, federal and state permits). The storm drain plans and the hydrologic and hydraulic report must receive District approval prior to the grading final inspection or building permit whichever occurs first. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, found on the District's website (https://rcflood.org/I-Want-To/Services/Submit-for-Plan-Check), and a plan check fee deposit.

Planning

060 - Planning. 1 ALUC – Detention Basins

The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

060 - Planning. 2 Approval of GPA and CZ Prior to Issuance Grading Permit Not Satisfied

No Grading Permit shall be issued for the approved Project until General Plan Amendment (GPA) No. 220003 and Change of Zone (CZ) No. 2200003 have been approved and adopted by the Board of Supervisors.

060 - Planning. 3 AQMD Rule 403 – Fugitive Dust

Not Satisfied

Prior to grading permit issuance, grading plans shall include notes that include the following provisions.

The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities, such as earth-moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, Riverside County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

• All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.

• The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day.

• The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 mph or less.

060 - Planning. 4 Fee Balance

Not Satisfied

Prior to grading permit issuance, the Planning Department shall determine if the deposit based fees for PPT220004 are in a negative balance. If so, any unpaid fees shall be paid by the land

Plan: PPT220004

60. Prior To Grading Permit Issuance

Planning

- 060 Planning. 4 Fee Balance (cont.) divider and/or the land divider's successor-in-interest.
- 060 Planning. 5 Haul Trucks

Prior to grading permit issuance, grading plans shall include notes that include the following provisions.

All construction activities and haul truck deliveries shall adhere to Section 2.i of Riverside County Ordinance No. 847, which prohibits construction activities that make loud noise from occurring between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May, and on Sundays and federal holidays. Exceptions to these time restrictions may be granted pursuant to Section 7 of Ordinance No. 847 (e.g., if needed to accommodate nighttime concrete pouring activities).

Riverside County PLUS

CONDITIONS OF APPROVAL

060 - Planning. 6 Logistics/Warehouse – Grading Plan Notes Not Satisfied

Prior to issuance of a Grading Permit, grading plans need to describe the final quantity (in cubic yards) of grading cut, fill and export, notes the anticipated source/destination of import/export of earth and related materials, the estimated number of truck trips required to accomplish all export, as well as illustrates the route of truck travel through the County. The following measures shall be noted on grading plans and shall be complied with during grading operations:

1. During construction of the warehouse/distribution facility, all heavy duty haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.

2. All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar "off-road" construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site, Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.

3. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.

4. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers' standards.

5. Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.

6. The surrounding streets shall be swept on a regular basis, to remove any construction related debris and dirt.

7. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.

Parcel: 317210006

Not Satisfied

Not Satisfied
60. Prior To Grading Permit Issuance

Planning

060 - Planning. 6 Logistics/Warehouse – Grading Plan Notes (cont.) Not Satisfied
8. Construction equipment maintenance records and data sheets, which includes equipment design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with the items above, shall be kept onsite and furnished to the County upon request.

9. Construction Contractors shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.

10. During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.

11. Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 ("Noise Ordinance").

060 - Planning. 7 Logistics/Warehouse – Grading Traffic Control Plan Not Satisfied

Prior to grading permit issuance, a "Traffic Control Plan" shall be prepared, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

060 - Planning. 8 SKR Fee Condition

Not Satisfied

Prior to the issuance of a grading permit, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 38.79 acres (gross) in accordance with APPROVED EXHIBITS.

If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable.

060 - Planning.	9	Temporary Traffic Control Plan (MM 4.18-1)	Not Satisfied
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Prior to the issuance of grading permits or improvement plans affecting Martin Street, the Project Applicant shall prepare and Riverside County shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices (CMUTD). A 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

60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 1

Native American Monitor

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of the southern portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) 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 of approval. Upon verification, the Archaeologist shall clear this condition.

Riverside County PLUS

CONDITIONS OF APPROVAL

This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 2 Project Archaeologist

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). 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. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including 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.

060 - Planning-CUL. 3 Unanticipated Resources (MM4.5-3)

A cultural resource,

for this condition, is defined as being a feature and/or three or more artifacts in close association with each other. If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed: All grounddisturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with Not Satisfied

Page 6

Not Satisfied

09/05/2 09:01	4 Riverside County PLUS CONDITIONS OF APPROVAL	Page 7
Plan:	PPT220004	Parcel: 317210006
60. Prio	r To Grading Permit Issuance	
Pla	nning-CUL	
060	- Planning-CUL. 3 Unanticipated Resources (MM4.5-3) (cont.) the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.	Not Satisfied
Plai	nning-EPD	
060	- Planning-EPD. 1 Burrowing Owl 30 Day Preconstruction Survey - EPD	Not Satisfied
	In accordance with Multiple Species Habitat Conservation Plan (MSHCP) Objective 6, prior to issuance of grading permits or other permits authorizing ground disturbance or discing, the Project Applicant shall retain a qualified biologist to perform a burrowing owl survey at all potentially suitable habitat sites within the Project's limits of disturbance within 30 days of the commencement of any ground-disturbing activities at the Project site, as discussed below.	
	 A. Pre-Construction Survey: The pre-construction survey shall be performed by a qualified biologist that will survey the site for the presence/absence of burrowing owls within 30 days prior to commencement of grounddisturbing activities at the Project site. If burrowing owls are detected on-site during the pre-construction survey, the owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the Western Riverside County Regional Conservation Authority (RCA) and Wildlife Agencies (i.e., California Department of Fish and Wildlife (CDFW) and/or U.S. Fish and Wildlife Service (USFWS)). B. Burrowing Owl Management Plan: In the event that burrowing owl is determined to be present, or in the event that an assumption is made that the burrowing owl occurs on-site, a burrowing owl management plan shall be prepared and implemented in coordination with the Western Riverside County (RCA) and California Department of Fish and Wildlife approximation is made that the burrowing owl occurs on-site, a burrowing owl management plan shall be prepared and implemented in coordination with the Western Riverside County Regional Conservation Authority (RCA) and California Department of Fish and Wildlife (CDFW) that shall detail the relocation of owls from the Project site, passively and/or actively. If additional site visits determine the species is 	

Riverside County PLUS CONDITIONS OF APPROVAL

Plan: PPT220004 Parcel: 317210006 60. Prior To Grading Permit Issuance Planning-EPD 060 - Planning-EPD. 1 Burrowing Owl 30 Day Preconstruction Survey - EPD Not Satisfied absent, then the pre-construction survey (as discussed above) shall instead be implemented. C. A copy of the results of the pre-construction survey (and all additional surveys), as well as copies of the Burrowing Owl Management Plan, if required, shall be provided to the County of Riverside Planning Department for review and approval (in the case of the Burrowing Owl Management Plan) prior to any vegetation clearing and ground disturbance activities. 060 - Planning-EPD. 2 Not Satisfied Lighting Plan Check Prior to approval of grading or building permits that allow for nighttime construction activities, Riverside County shall condition such permits to require that any lighting elements used in conjunction with nighttime construction activities shall be shielded and directed away from open space areas to the southwest of the Project site. This requirement also shall be included as a note on the grading or building plans. The Project's construction contractor shall permit inspection by Riverside County staff to verify compliance with this requirement. 060 - Planning-EPD. 3 MBTA Nest Bird Pre Construction Surveys - EPD Not Satisfied As a condition of grubbing and grading permits, vegetation clearing shall be conducted outside of the bird nesting season (February 1 to August 31) to the extent feasible. If avoidance of the nesting season is not feasible, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. If active nests are identified, the biologist shall establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 300 feet for non-raptors/non-sensitive species). All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The biologist shall review and verify compliance with these nesting boundaries and shall verify the nesting effort has finished. Work may resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active

(eggs, chicks, etc.). Upon completion of the survey and

01	CONDITIONS OF APPROVAL	
an:	PPT220004	Parcel: 317210006
Prio	r To Grading Permit Issuance	
Plai	aning-FPD	
060	 Planning-EPD. 3 MBTA Nest Bird Pre Construction Surveys - EPD (con any follow-up construction avoidance management, a report shall be prepared and submitted to Riverside County for mitigation monitoring compliance record keeping. If vegetation removal is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds. 	t.) Not Satisfied
060	- Planning-EPD. 4 Proof of Mitigation	Not Satisfied
	Prior to issuance of grading permits, the Project Applicant shall provide evidence (e.g., receipts) to Riverside County demonstrating that permanent impacts to 0.14-acre of Regional Water Quality Control Board (RWQCB) jurisdiction and permanent impacts to 0.35-acre (2,880 linear feet) of California Department of Fish and Wildlife (CDFW)/Multiple Species Habitat Conservation Plan (MSHCP) jurisdiction, of which 0.13- acre consists of vegetated riparian habitat, have been mitigated at a minimum 2:1 mitigation-to-impact ratio, including a minimum of 1:1 establishment, through the purchase of rehabilitation, re-establishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed.	
Plai	nning-GEO	
060	- Planning-GEO. 1 Geotechnical Investigation Report Review (MM 4.7-1)	Not Satisfied
	Prior to issuance of grading or building permits, the Riverside County Building and Safety Department shall verify that all of the recommendations given in Section 6.0 of the Project's March 23, 2022 "Geotechnical Investigation, Proposed Warehouse, SWC Rider Street and Patterson Avenue, Riverside County (Perris Area), California," prepared by Southern California Geotechnical and included as Technical Appendix F to the Project's EIR, are incorporated into the Project's grading and building plans and implemented by the construction contractors. These recommendations include but are not limited to: a) overexcavation in the southeast portion of the proposed building area and remedial grading across the site to remove organic soils and near-surface alluvium and nearsurface bedrock and replacement with compacted structural fill; b) verification of acceptable soluble sulfate concentrations at the completion of building pad grading; c) verification of acceptable soil expansion indexes at the completion of building pad grading; d) use of a	

09/05/24 09:01

Pla

60.

60. Prior To Grading Permit Issuance

Planning-GEO

060 - Planning-GEO. 1 Geotechnical Investigation Report Review (MM 4.7-1) Not Satisfied polyethylene encasement for ductile iron pipe; e) the periodic conduct of compaction tests by a geotechnical engineer over the course of the Project's grading operation; and f) building foundation design, floor slab design, building and retaining wall design, and pavement design per the requirements of applicable Building Codes and to the specifications of a licensed geotechnical engineer. Alternatively, the Project shall comply with the findings and recommendations of any geotechnical studies that may be required in association with future grading and/or building permits.

Planning-PAL

060 - Planning-PAL. 1 PRIMP

Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS:

1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

a. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.

- b. PRIMP must be accompanied by the final grading plan for the subject project.
- c. Description of the proposed site and planned grading operations.
- d. Description of the level of monitoring required for all earth-moving activities in the project area.

e. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

f. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.

g. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.

h. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

i. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

j. Procedures and protocol for collecting and processing of samples and specimens.

k. Fossil identification and curation procedures to be employed.

60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.)

Not Satisfied

I. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading. m. All pertinent exhibits, maps, and references.

n. Procedures for reporting of findings.

o. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed and will provide confirmation to the County that such funding has been paid to the institution.

p. All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. PG), as appropriate. One signed digital copy of the report(s) shall be submitted by email to the County Geologist (dwalsh@rivco.org) along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, Plan Check staff, Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e., copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1

RCTD-USE - Annexation into a Maintenance District

Not Satisfied

In the event that the project requires a grading permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by filing an application and completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:

- (1) Landscaping.
- (2) Streetlights.
- (3) Graffiti abatement of walls and other permanent structure(s).
- (4) Street sweeping.
- (5) Traffic signal(s).
- (6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.

60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 1 RCTD-USE - Annexation into a Maintenance District (cont.) Not Satisfied (4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

060 - Transportation. 2 RCTD-USE - Approved Maintenance Exhibit (ME) Not Satisfied

In the event that the project requires a grading permit, the Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

060 - Transportation. 3 RCTD-USE - Sight Distance Analysis Not Satisfied

Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No. 461.11 or as approved by the Director of Transportation.

060 - Transportation.	4	RCTD-USE - Submit Grading Plans	Not Satisfied
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The project proponent shall submit two sets of grading plans (24 in x 36 in) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

NOTE:

1. Proposed gates shall be identified on the grading plans. Gates are to be located 35 FT from the flowline of the adjacent street.

60. Prior To Grading Permit Issuance

Transportation

Parcel: 317210006

Not Satisfied

Not Satisfied

060 - Transportation. 4 RCTD-USE - Submit Grading Plans (cont.) or as approved by the Director of Transportation.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

Historic Resources- all historic 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), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines

Prehistoric Resources- One of the following treatments shall be applied.

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request. b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. 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 of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

070 - Planning-CUL. 2 Phase IV Monitoring Report

Not Satisfied

Prior to Grading Permit Final Inspection, 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 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 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 and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

Planning-PAL

70. Prior To Grading Final Inspection

Planning-PAL

070 - Planning-PAL. 1

Gen - Custom (cont.)

Parcel: 317210006

Not Satisfied

PRIOR TO GRADING FINAL:

The applicant shall submit a Paleontological Monitoring Report prepared for site grading operations at this site. The report shall be certified by the professionally qualified Paleontologist responsible for the content of the report. This Paleontologist must be on the County's Paleontology Consultant List. The report shall include the findings made during all site grading activities and an appended itemized list of fossil specimens recovered during grading (if any) and proof of accession of fossil materials into the pre-approved museum repository. In addition, all appropriate fossil location information shall be submitted to the Western Center, the San Bernardino County Museum and Los Angeles County Museum of Natural History, at a minimum, for incorporation into their Regional Locality Inventories.

Riverside County PLUS

CONDITIONS OF APPROVAL

A signed electronic copy of the report shall be uploaded to the County's PLUS Online System: (https://planning.rctlma.org/sites/g/files/aldnop416/files/2023-06/PLUS%20Online%20Upload%20In structions%20-%20Paleontology%20-%20Updated%20June%202023.pdf).

Reports and/or review applications are not to be submitted directly to the County Geologist, Project Planner, Land Use Counter, Plan Check, or any other County office.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL

Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:

1. Submitting a "Wet Signed" copy of the Soils Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.

2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.

3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.

4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by the County Inspector prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

E Health

080 - E Health. 1

DEH-Hazmat Clearance

Obtain clearance from the Hazardous Materials Management Division.

80. Prior To Building Permit Issuance

E Health

080 - E Health. 2

Clearance is required from the Environmental Resources Management Division Local Enforcement Agency (LEA). Compliance with SB1383 verification. Solid waste enclosure, Waste hauler service letter that recognize the project. Number of solid waste carts.

080 - E Health. 3 **DEH-Sewer Connect**

Eastern Municipal Water District (EMWD) is willing to provide water and sewerservices to the subject

DEH-LEA Clearance

project. The provisions of service are contingent upon the developer completing the necessary arrangements in accordance with EMWD rules and regulations. Provide proof of established connection from the district sewer purveyor.

080 - E Health. 4 **DEH-Water Service**

Eastern Municipal Water District (EMWD) is willing to provide water and sewerservices to the subject

project. The provisions of service are contingent upon the developer completing the necessary arrangements in accordance with EMWD rules and regulations. Provide proof of established domestic water connection from the district purveyor.

080 - E Health. 5 **EDEH-Health Clearance**

Prior to issuance of the building permit, clearance must be obtained from the Department of Environmental Health.

Fire

080 - Fire. 1 Fire - Prior to Building Permit

Fire Protection Water Supply Permit Review - Submittal of construction plans for all required fire water protection supplies to the Fire Department will be required. This will include information regarding the minimum fire flow as required by CFC Appendix B or other approved method. Contact our office for submittal instructions.

080 - Fire. 2 Fire - Prior to Building Permit

Fire Department Building Construction Permit Review - Submittal of construction plans to the Fire Department will be required. This will require a separate permit application submitted directly to the Fire Department. This shall include a full site plan including all fire apparatus access roads. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Contact our office for submittal instructions.

080 - Fire. 3 Fire - Prior to Building Permit

Fire Sprinkler Permit Review - Submittal of construction plans for fire sprinklers to the Fire Department will be required. Contact our office for submittal instructions.

080 - Fire. 4 Prior to permit

> Hazardous Vegetation and Fuel Management Plan - Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and the State Responsibility Area Very High, High and Moderate Fire Hazard Severity Zones shall provide a final Hazardous Vegetation and Fuel

Riverside County PLUS CONDITIONS OF APPROVAL

Parcel: 317210006

Not Satisfied

80. Prior To Building Permit Issuance

Fire

080 - Fire. 4

Prior to permit (cont.) Not Satisfied Management Plan to be reviewed and approved by the Fire Department. Contact our office for submittal instructions.

Flood

080 - Flood. 1 6 Items to Accept Facility

Inspection and maintenance of the flood control facility(ies) to be constructed with this development must be performed by either the County Transportation Department or the Flood Control District. THE APPLICANT OR AN AUTHORIZED REPRESENTATIVE MUST OBTAIN CONFIRMATION THAT ONE OF THESE AGENCIES WILL ACCEPT THE PROPOSED SYSTEM FOR OWNERSHIP, OPERATION AND MAINTENANCE PRIOR TO SUBMITTAL FOR REVIEW. In the event the District is willing to maintain the proposed facility(ies), the following six (6) items must be accomplished prior to the issuance of a grading permit or starting construction of the drainage facility(ies) whichever comes first:

1) Plans shall be prepared in strict accordance with District drafting, engineering, operations, and maintenance standards.

2) The Applicant shall submit to the District the preliminary title reports, plats, and legal descriptions for all right-of-way that is to be conveyed to the District and shall secure that right-of-way to the satisfaction of the District. All right-of-way transfer issues shall be coordinated with the District's Right-of-Way Section.

3) The Applicant shall enter into an agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. The Applicant shall submit a completed Application for Agreement Preparation to the District's Contract Services Section.

 All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval. map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

Plans for the facility must be signed by the District's General Manager-Chief Engineer (the plans will not be signed prior to execution of the above referenced agreement).

6) A pre-construction meeting shall be scheduled with the District's Construction Management Section. Prior to scheduling the pre-construction meeting, the Applicant must submit proof of flood control facility bonds and a certificate of insurance to the District's Contract Services Section.

080 - Flood. 2 Mitcharge - Use Not Satisfied

This project is located within the limits of the Perris Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area pursuant to Ordinance No. 460 Section 10.25.

09/05/24 09:01

Plan: PPT220004

80. Prior To Building Permit Issuance

Flood

080 - Flood. 2

Mitcharge - Use (cont.)

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. The charge is payable to the Flood Control District, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Personal or corporate checks will not be accepted for payment.

080 - Flood. 3 Submit Plans

Submit storm drain plans, the hydrologic and hydraulic report, and reference material including but not limited to, street improvement plans, grading plans, utility plans, the approved tentative map or site plan, the final map and the environmental constraint sheet, the geotechnical soils report and environmental documents (CEQA, federal and state permits). The storm drain plans and the hydrologic and hydraulic report must receive District approval prior to the issuance of permits. All submittals shall be date stamped by the Engineer and include a Plan Check Application, Flood Control Deposit Based Fee Worksheet, found on the District's website (https://rcflood.org/I-Want-To/Services/Submit-for-Plan-Check), and a plan check fee deposit.

Planning

080 - Planning. 1 ALUC – Detention Basins

The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be

utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the

Riverside County PLUS CONDITIONS OF APPROVAL

Parcel: 317210006

Not Satisfied

Not Satisfied

09/05/24 09:01	4		Riverside County PLUS CONDITIONS OF APPROVAL	Page 18
Plan:	PPT220004	ł	Parc	cel: 317210006
80. Prior	r To Building	Permit Issuance	ce	
Plan	nning			
080	- Planning. stormwater	1 basin.	ALUC – Detention Basins (cont.)	Not Satisfied
080	- Planning.	2	ALUC – Noise Attenuation	Not Satisfied
Noise attenuation measures shall be incorporated into the design of the office areas of the s to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.		i the structure, craft		
080	- Planning.	3	AQ Building Plan Notes	Not Satisfied
	The Project	t is required to a	comply with the provisions of the SCAQMD Rule 1113 "Table	e of

Standards" pertaining to VOC emissions by using Low-Volatile Organic Compounds paints (no more than 100 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications. Prior to building permit final inspection, the County of Riverside shall verify a note requiring Rule 1113 compliance is specified on all building plans. Project contractors would be required to comply with the note and maintain written records of such compliance that can be inspected by the County of Riverside or its designee upon request.

080 - Planning. 4 **AQMD** Rules

> Prior to building permit issuance, building plans shall include notes that include the following provisions.

The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities, such as earth-moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, Riverside County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.

All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.

The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day.

The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 mph or less.

The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, Architectural Coatings, by requiring that all architectural coatings must consist of low VOCs (i.e., VOCs of less than 50 grams per liter [g/L]) unless otherwise specified in the SCAQMD Table of Standards.

The Project is required to comply with the provisions of SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

In addition to general SCAQMD requirements listed above, additional SCAQMD rules that are currently applicable during construction activity for this Project include but are not limited to:

8

80. Prior To Building Permit Issuance

Planning

080 - Planning. 4 AQMD Rules (cont.) Rule 431.2 (Low Sulfur Fuel) and Rule 1186 / 1186.1 (Street Sweepers).

080 - Planning. 5 **Break Areas**

> Prior to initial building permit the break areas shown on APPROVED EXHIBIT A shall be shown on proposed building plans and final landscape plans as applicable.

> Additionally, prior to initial building permit or tenant improvement building permit (including subsequent tenant improvements), the project proponent shall consider the provision of additional outdoor break areas or patios to accommodate the number of separate tenants and number of employees anticipated in the building since the type of tenant and amount of employees may vary. These additional areas may reduce the amount of landscape areas or parking areas on the site as long as the minimum landscape and parking is provided pursuant to Ordinance No. 348.

080 - Planning. 6 **Building Color/Accent**

Prior to initial building permit or subsequent tenant improvement building permits, the plans shall indicate what colors or additional architectural enhancements or details are provided to enhance the elevations as shown on APPROVED EXHIBIT B. The elevations as shown on APPROVED EXHIBIT B are a base elevation and are not intended to be constructed as shown. The intent is to provide additional varied colors at prominent areas of the building facing (Petterson Avenue) and/or at building corners, in particular those with pedestrian entrances to incorporate desired colors or enhancements that are consistent with the color desires of a particular tenant.

080 - Planning. 7 CAP Screening Table Measures

Prior to building permit issuance, appropriate building construction measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project [EIR or Initial Study (ND/MND)]. The conceptual measures may be replaced with other measures as listed in the table included with the project [EIR or Initial Study (ND/MND)], as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

080 - Planning. 8 **CEQA** Filing

> Prior to building permit issuance, the applicant shall confirm filing of an NOD/NOE as applicable for the original entitlement application and filing of applicable filing fees.

080 - Planning, 9 Conform to Elevations/Floor Plans

Elevations and Floor Plans of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B and the floor plans shown on APPROVED EXHIBIT C.

080 - Planning, 10 **EV Charging Stations**

County Ordinance No.348, Section 18.12 c. (1) c. & d., states that all development projects that require fifty (50) or more parking spaces will be required to designate three (3) parking spaces for electrical vehicles and designate one (1) additional space for electrical vehicles for each additional fifty (50) parking spaces. Based on the parking spaces required (359) the

Parcel: 317210006

Not Satisfied

Not Satisfied

Not Satisfied

Not Satisfied

Not Satisfied

Not Satisfied

80. Prior To Building Permit Issuance

Planning

080 - Planning. 10

EV Charging Stations (cont.) Not Satisfied applicant would be required to provide nine (9) EV parking spaces. Each electrical vehicle parking space shall have a charging station. Charging stations if capable may service more than one electrical vehicle. The applicant's site plan will illustrate the location of these spaces and charging stations.

080 - Planning. 11 Haul Trucks

Prior to building permit issuance, building plans shall include notes that include the following provisions.

All construction activities and haul truck deliveries shall adhere to Section 2.i of Riverside County Ordinance No. 847, which prohibits construction activities that make loud noise from occurring between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May, and on Sundays and federal holidays. Exceptions to these time restrictions may be granted pursuant to Section 7 of Ordinance No. 847 (e.g., if needed to accommodate nighttime concrete pouring activities).

080 - Planning, 12 High-Cube Cold Storage Prohibited

High-Cube Cold Storage Warehouse uses shall be prohibited in all of the Project's buildings unless the Project Applicant can demonstrate, through sales/lease agreements or through other means, that 100% of the Transport Refrigeration Units (TRUs) associated with the High-Cube Cold Storage Warehouse uses will consist of zero-emission vehicles (e.g., electric TRUs, hydrogen-powered TRUs, etc.). As a component of the County's future review of implementing building permit applications for tenant improvements, the County shall review the building plans for compliance with this requirement by either ensuring that no refrigerated storage space is accommodated by the plans, or by ensuring that all TRUs will consist of zero-emission vehicles. This condition shall apply to any initial or subsequent TI building permit.

080 - Planning. 13 Landscape Screening

Final landscape plans shall show that the site is densely screened with landscaping along all bordering streets and adjacent sensitive receptors, with trees spaced no further apart than 25 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box trees. Facility operators will be responsible to establish a long-term maintenance mechanism to assure that the landscaping remains in place and functional in accordance with the approved landscaping plan. This shall apply to landscaping along (Rider Street, Patterson Avenue, Walnut Street, and in the landscaped berm area to the west of the building) for this project unless otherwise deemed acceptable by the TLMA Director.

080 - Planning. 14 Lighting Plans

> All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance Nos. 655, 915, and the Riverside County Comprehensive General Plan.

> - Outdoor lighting shall be installed as hooded or otherwise shield bulbs so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

Not Satisfied

Not Satisfied

Not Satisfied

80. Prior To Building Permit Issuance

Planning

080 - Planning. 15

Logistics/Warehouse – Building Plan Design (cont.) Not Satisfied Prior to building permit issuance, the following measures shall be incorporated into the building design and appropriately noted:

1. Warehouse/distribution facilities shall install electrical panels and conduit to facilitate future electrical connections, to eliminate idling of main and auxiliary engines during the loading and unloading process. At all cold storage facilities electrical connections shall be provided to each dock.

2. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.

A minimum of 5% or as required by the Cal Green Code, whichever is greater of employee parking spaces shall be designated for electric or other alternative fueled vehicles.

On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

080 - Planning. 16 Logistics/Warehouse – Building Plan Notes Not Satisfied

Prior to building permit issuance, the following measures shall be noted on building plans and shall be complied with during grading operations:

1. During construction of the warehouse/distribution facility, all heavy duty haul trucks accessing the site shall have CARB-Compliant 2010 engines or newer approved CARB engine standards.

2. All diesel fueled off-road construction equipment greater than 50 horsepower, including but not limited to excavators, graders, rubber-tired dozers, and similar "off-road" construction equipment shall be equipped with CARB Tier 4 Compliant engines. If the operator lacks Tier 4 equipment, and it is not available for lease or short-term rental within 50 miles of the project site. Tier 3 or cleaner off-road construction equipment may be utilized subject to County approval.

3. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day. Non-Grading construction activity in areas greater than 10 acres is allowed.

4. Construction contractors shall utilize construction equipment, with properly operating and maintained mufflers, consistent with manufacturers' standards.

5. Construction contractors shall locate or park all stationary construction equipment so that the emitted noise is directed away from sensitive receptors nearest the project site, to the extent practicable.

6. The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.

7. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.

8. Construction equipment maintenance records and data sheets, which includes equipment

80. Prior To Building Permit Issuance

Planning

080 - Planning. 16 Logistics/Warehouse – Building Plan Notes (cont.) Not Satisfied design specifications and equipment emission control tier classifications, as well as any other records necessary to verify compliance with the items above, shall be kept onsite and furnished to the County upon request.

9. During construction, the Transportation & Land Management Agency representative shall conduct an on-site inspection with a facility representative to verify compliance with these policies, and to identify other opportunities to reduce construction impacts.

10. Facility construction shall comply with the hours of operation and exterior noise decibel levels as required by Riverside County Ordinance No. 847 ("Noise Ordinance")

080 - Planning. 17 Logistics/Warehouse – Building Traffic Control Plan Not Satisfied

Prior to building permit issuance, a "Traffic Control Plan" shall be prepared, which details the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. This is in addition to a Traffic Impact Study as may be required for the environmental review process.

080 - Planning. 18 Parking Spaces Verification

Prior to issuance of any tenant improvement building permit, a plan for parking and trailer stalls including striping and other measures as may be appropriate shall be provided to show that adequate standard vehicle parking will be provided on-site based on applicable parking rates.

080 - Planning. 19 Plans Showing Bike Racks

Not Satisfied

Not Satisfied

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval.

Industrial developments shall provide one (1) bicycle space for every twenty-five (25) parking spaces required, with a minimum of two (2) bicycle spaces provided for the development. The bicycle spaces may include either Class I or Class II bicycle parking facilities. Based on the number of parking spaces provided 350) the applicant shall provide a minimum of 14 bicycle spaces.

080 - Planning.20Renewable Energy Generation R2-CE1Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through a provision of renewable energy generation. This is anticipated to be accommodated by calculating 20 percent of the total Kilovolt-Amperes (kVA) used to service the project by a Southern California Edison (SCE) final approved drawing showing the transformer size and installing solar panels mounted on the building rooftop sized to generate the same output as 20 percent of the total transformer capacity. The size of the transformer shall be determined by SCE in their final engineered drawings for construction of the project. If the transformer size cannot be determined during the shell building permit issuance, then this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as the tenant's transformer load and panel size may change. Utilizing the transformer capacity and panel size, the appropriate number of solar panels shall be included with the related building permits to ensure their installation and operation. As it relates to the shell building permit, building code requirements shall be met and the roof shall be designed to accommodate additional rooftop mounted solar panels beyond building code requirements if

80. Prior To Building Permit Issuance

Planning

080 - Planning. 20 Renewable Energy Generation R2-CE1 (cont.) Not Satisfied necessary to meet this condition and Climate Action Plan measure R2-CE1.

Riverside County PLUS

CONDITIONS OF APPROVAL

ALUC approval shall be required for rooftop mounted solar panels related glare prior to the solar panel building permit issuance based on their separate conditions of approval and determination of consistency for this project.

080 - Planning. 21 Roof Equipment Shielding

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

080 - Planning. 22 School Mitigation

Impacts to the (Val Verde USD) shall be mitigated in accordance with California State law.

080 - Planning. 23 SKR Fee Condition

Prior to the issuance of a building permit, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 38.79 acres (gross) in accordance with APPROVED EXHIBITS.

If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable.

080 - Planning. 24 Wall/Fencing Plan Required

A wall and fencing plan shall be submitted showing all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable. This plan shall be in substantial conformance with the wall/fence locations and designs shown on APPROVED EXHIBIT A and APPROVED EXHIBIT L.

Survey

080 - Survey. 1

RCTD-USE - Access Restrictions

_Lot access shall be restricted on Rider Street and so noted on the final map, except for an approximate 75 FT access opening located approximately, 681 FT west from Patterson Avenue centerline intersection.

_Lot access shall be restricted on Patterson Avenue and so noted on the final map, except for an approximate 42 FT access opening located approximately, 626 FT north from Walnut Avenue centerline intersection.

_Lot access shall be restricted on Patterson Avenue and so noted on the final map, except for an approximate 94 FT access opening located approximately, 188 FT north from Walnut Avenue centerline intersection

080 - Survey. 2 RCTD-USE - Survey Monumentation

Not Satisfied

Prior to construction, if survey monuments including centerline monuments, tie points,

Parcel: 317210006

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Not Satisfied

Not Satisfied

Not Satisfied

Not Satisfied

Parcel: 317210006

Plan: PPT220004

80. Prior To Building Permit Issuance

Survey

080 - Survey. 2 RCTD-USE - Survey Monumentation (cont.) Not Satisfied property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

Transportation

080 - Transportation. 1 80 - TRANSPORTATION - Landscape Inspection Deposit Not Satisfied

Landscape Inspection Deposit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 2 80 - TRANSPORTATION - Landscape Plot Plan/Permit Req Not Satisfied

Landscape Plot Plan/Permit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24 inch x 36 inch), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

1) Landscape and irrigation working drawings (stamped) by a California certified/registered landscape architect;

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 80 - TRANSPORTATION - Landscape Plot Plan/Permit Req Not Satisfied 2) Weather-based controllers and necessary components to eliminate water waste;

3) A copy of the (stamped) approved grading plans; and,

4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

1) Identification of all common/open space areas;

2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;

3) Shading plans for projects that include parking lots/areas;

4) The use of canopy trees (24 inch box or greater) within the parking areas;

5) Landscaping plans for slopes exceeding 3 feet in height;

6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,

7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 3 80 - TRANSPORTATION - Landscape Project Specific Not Satisfied

Landscape Project Specific Requirements

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

a. Landscape screening shall be designed to ensure full, opaque, coverage up to a minimum height of (20) feet at maturity except that planting within ten feet of an entry or exit driveway shall not be permitted to grow higher than eighteen (18) inches and no trees shall be planted within ten (10) feet of driveways, alleys, or street intersections.

b. Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 3 80 - TRANSPORTATION - Landscape Project Specific Not Satisfied c. Project proponent shall design overhead irrigation with a minimum 24 inch offset from non-permeable surfaces, even if that surface drains into a permeable area.

d. Landscaping plans shall incorporate the use of specimen (24 inch box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.

e. Project shall prepare water use calculations as outlined in Ord 859.3.

f. Trees shall be hydrozoned separately.

g. Irrigation shall be designed using hydrozones by plant water type, irrigation type, and flat/sloped areas.

h. The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a LOW or VERY LOW water use designation is strongly encouraged.

i. All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lessor water use plant.

j. Project shall use County standard details for which the application is available in County Standard Detail Format.

k. Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).

I. Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.

m. Plant species shall meet ALUC requirements, if applicable.

n. Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures

o. Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.

p. Project shall use (50) Percent point source irrigation type regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.

q. Common areas and open space landscaping plans (construction document level package) shall be submitted to Transportation Department for approval.

r. The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site. s. Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.

t. Project proponent shall provide 12 inch wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

080 - Transportation. 4 RCTD-USE - Annexation into a Maintenance District Not Satisfied

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 RCTD-USE - Annexation into a Maintenance District (cont.) Not Satisfied by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:

- (1) Landscaping.
- (2) Streetlights.
- (3) Graffiti abatement of walls and other permanent structure(s).
- (4) Street sweeping.
- (5) Traffic signal(s).
- (6) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.
- (4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

080 - Transportation. 5 RCTD-USE - Approved Maintenance Exhibit (ME) Not Satisfied

The Project shall submit a Maintenance Exhibit (ME) for approval, on two (2) 11 in x17 in hard copies and two (2) CD copies to County. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department, three (3) 11 in x 17 in hardcopies and one fully signed PDF copy on CD.

Note: Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Division. To ensure water quality compliance, the County discourages the use of HOAs for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

080 - Transportation. 6 RCTD-USE - Landscaping Design Plans

Not Satisfied

Landscaping within public road right of-way shall comply with Transportation Department

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 6 RCTD-USE - Landscaping Design Plans (cont.) Not Satisfied standards, Ordinance No. 461.11, Comprehensive Landscaping Guidelines & Standards, and Ordinance No. 859 and shall require approval from the Transportation Department.

Riverside County PLUS

CONDITIONS OF APPROVAL

Landscaping plans shall be designed within the streets associated with the development and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24 in x 36 in).

Landscaping plans shall be coordinated with the street improvement plans.

or as approved by the Director of Transportation.

080 - Transportation. 7 RCTD-USE - Lighting Plan

A separate street light plan and/or a separate bridge light plan shall be approved by the Transportation Department. Street and/or bridge lighting plan(s) shall be designed in accordance with County Streetlight Specification Chart found in Specification Section 22 of Ordinance No. 461.11. For projects within SCE boundaries use County of Riverside Ordinance No. 461.11, Standard No. 1000. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standard.

080 - Transportation. 8 RCTD-USE - Road Improvements (Plan) Not Satisfied

Improvements plans for the following roadways shall be submitted for review and approval.

EXISTING MAINTAINED

Rider Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located vary 32 FT to 44 FT from centerline, with a part-width pavement section extending an additional 18 FT-20 FT beyond centerline, within a vary 50 FT to 62 FT half-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 5 FT sidewalk per Standard No. 401, 5 ft sidewalk constructed 9 ft from curb line shall be provided. Note:

1. Construct 73 FT wide commercial driveway with a pork-chop raised median to restrict left out traffic, per County Standard No. 207A. Modify driveway width to accommodate truck traffic usage. A truck turning template exhibit is required for the final design of raised median and the driveway returns. The west return is located 44 FT from the street centerline. The east return, a pop out curb is located 32 FT from the street centerline.

2. Widen the pavement approaching Patterson Avenue intersection to a part-width AC pavement (44 FT on the project side and 20 FT on the opposite side of the centerline within 92 FT part-width dedicated right of way (62 FT on the project side and existing 30 FT on the opposite side of the centerline) per County Standard No. 94, Page 2 of 2 & Note 5.

3. Widen the pavement along the west project frontage, west of the project driveway, and provide 56 FT part-width pavement (38 FT on the project side to match existing curb & gutter and minimum of 18 FT on the opposite side of the street centerline.

Patterson Avenue along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located vary 32 FT to 44 FT from centerline, with a part-width pavement section extending an

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Parcel: 317210006

Plan: PPT220004

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 8 RCTD-USE - Road Improvements (Plan) (cont.) Not Satisfied additional 18 FT beyond centerline, within a varying 56 FT to 68 FT half-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11 (modified for increased right-of-way). The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401, shall be constructed at curb adjacent.

Note:

1. Construct the northerly driveway with 30 FT wide commercial driveway, per County Standard No. 207A. Provide signage onsite for Truck Access is Restricted.

Construct the southerly driveway with 60 FT wide commercial driveway with pork-chop raised median to restrict left out traffic, per County Standard No. 207A. Modify driveway width to accommodate truck traffic usage. A truck turning template exhibit is required for the final design of raised median and the driveway returns. The north return is located 44 FT from the street centerline. The south return, a pop out curb is located 32 FT from the street centerline.
 Parkway to include a 10 FT wide trail in addition to the 6-FT wide sidewalk.

Norrisgrove Drive at the project west boundary is County-maintained road designated as a Local Street and shall be improve where it abuts the project's west boundary with AC Pavement to install 6 in curb and gutter 20 FT from the centerline, within a 30 FT of the north half-width by 31.44 FT long dedicated right-of-way in accordance with County Standard No. 105A, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

1. Provide drainage facility at the curb & gutter low point to accept drainage flow.

Wildwood Lane and Sunny Canyon Street at the project west boundary are County-maintained road designated as a Local Streets and shall be improve with an offset Cul-De-Sac improvements and right of way per County Standard No. 800A, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

1. Provide drainage facility at the curb & gutter low point to accept drainage flow.

PART-WIDTH

Walnut Street along project boundary shall be improve to an Industrial Collector Street and widened with AC pavement to 6 in curb and gutter to be located 28 FT from centerline, with a part-width pavement section extending an additional 20 FT beyond centerline in accordance with County Standard No. 111 within a 79 FT part-width dedicated right-of-way (39 FT on the project side and existing 40 FT on the opposite side of the centerline. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 8

RCTD-USE - Road Improvements (Plan) (cont.) Not Satisfied

1. Provide minimum 4 FT of graded shoulder on the opposite side of the centerline. 2. Provide AC dike on the opposite side of the centerline, where fill slopes are steeper than 4:1 or

roadway gradient exceeds 3%.

- 3. Provide graded swale within the Right of Way, south of the centerline to direct drainage flow.
- 10FT wide trail within 11 wide trail easement shall be outside of the Right of Way.
- 5. AC pavement and striping transition per 10:1 on merge traffic and 2:1 taper on the widen traffic.

STREET INTERSECTIONS

Provide the following information on a separate exhibit to evaluate traffic operation on Rider Street & Patterson Avenue intersection, Patterson Avenue & Walnut Avenue intersection, and Rider Street and Harvill intersections for vehicle and pedestrian usage. In addition, review the TS/Geometrics conditions of approval for the required intersection geometry. Impacts from the following information will require the project to mitigate.

Note:

1. Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No. 461.11 or as approved by the Director of Transportation.

- 2. Provide truck turning templates for all turning movements.
- 3. Provide right of way corner cut and return improvements per County Standard No. 805.
- 4. AC pavement and striping transition per 45 mph design speed.
- 5. Provide drainage improvement to intercept street drainage flow approaching the intersection.

or as approved by the Director of Transportation.

080 - Transportation. 9 **RCTD-USE - TS/Design** Not Satisfied

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location: Harvill Avenue (NS) at Rider Street (EW)

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

080 - Transportation. 10 **RCTD-USE - TS/Fair Share** Not Satisfied

The project traffic study has determined the project causes an indirect operational deficiency to the following intersection:

Harvill Avenue (NS) at Cajalco Expressway (EW)

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80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 10 RCTD

on. 10 RCTD-USE - TS/Fair Share (cont.)

Not Satisfied

The traffic study has determined the project's fair share of the deficiency is 1.3%. The project shall pay its fair share towards the future construction of:

- _ One northbound right-turn lane
- One southbound right-turn lane

_ Signal modification to implement overlap phasing on the northbound and eastbound tight turn lanes

Harvill Avenue (NS) at Placentia Avenue (EW)

The traffic study has determined the project's fair share of the deficiency is 1.4%. The project shall pay its fair share towards the future construction of:

- One northbound right-turn lane with overlap phasing
- _ Second southbound right-turn lane
- _ Second eastbound right turn lane with overlap phasing

Ramona Expressway (EW) at I-215 Southbound Ramps (S)

The traffic study has determined the project's fair share of the deficiency is 0.9%. The project shall pay its fair share towards the future construction of:

- _ Second southbound left turn lane
- One eastbound right-turn lane

Ramona Expressway (EW) at I-215 Northbound Ramps (S)

The traffic study has determined the project's fair share of the deficiency is 0.8%. The project shall pay its fair share towards the future construction of:

_ One westbound right-turn lane

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

080 - Transportation. 11 RCTD-USE - TS/Geometrics

Not Satisfied

The intersection of Harvill Avenue (NS) at Rider Street (EW) (traffic signal) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, one through lane, one shared through-right lane Southbound: one left-turn lane, two through lanes, one right-turn lane Eastbound: one left-turn lane, one through lane, one right-turn lane Westbound: one left-turn lane, one shared through-right lane

The intersection of Patterson Avenue (NS) at Rider Street (EW) shall be improved to provide the following geometrics:

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 11 RCTD-USE - TS/Geometrics (cont.) Not Satisfied Northbound: one left-turn lane (100 feet), one shared through-right lane (stop control) Southbound: one shared left-through-right lane (stop control) Eastbound: one left-turn lane (100 feet), one through lane, one right-turn lane (100 feet) Westbound: one left-turn lane (100 feet), one through lane, one right-turn lane (100 feet)

The intersection of Rider Street (EW) at Driveway 1 (NS) shall be improved to provide the following geometrics:

Northbound: one right-turn lane (stop control) Eastbound: one through lane, one right-turn lane Westbound: one left turn lane (100 feet), one through lane

The intersection of Patterson Avenue (NS) at Driveway 2 (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane (100 feet), one through lane Southbound: one shared through-right lane Eastbound: one shared left-right lane (stop control)

The intersection of Patterson Avenue (NS) at Driveway 3 (EW) shall be improved to provide the following geometrics:

Northbound: one through lane Southbound: one shared through-right lane Eastbound: one right-turn lane (stop control)

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

080 - Transportation. 12 RCTD-USE - Utility Plan

Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans in accordance with Ordinance No. 460 for subdivisions and/or Ordinance No. 461.11 for road improvements. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

_ The Street Improvement Plans are approved.

_ Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 1 Waste - Recyclables Collection and Loading Area

Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources (found at http://www.rcwaste.org/business/planning/design) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash, recyclable materials, and organics and have the adequate signage indicating the location of each bin in the trash enclosure. The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection Detailed drawings of the Trash Enclosure and its particular and Loading Area Guideline items. construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

080 - Waste Resources. 2 Waste Recycling Plan

Prior to building permit issuance, a Waste Recycling Plan (WRP) - Form B shall be submitted to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. A copy of Form B can be found at

(https://www.rcwaste.org/Waste-Guide/CandD). At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record-keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 CURBS ALONG PLANTERS

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - BS-Grade. 2 PRECISE GRADE APPROVAL

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:

1. Requesting and obtaining approval of all required grading inspections.

2. Submitting a "Wet Signed" copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the

Parcel: 317210006

Not Satisfied

Not Satisfied

Not Satisfied

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 2

PRECISE GRADE APPROVAL (cont.) sub-grade and base of all paved areas.

3. Submitting a "Wet Signed" copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.

Riverside County PLUS

CONDITIONS OF APPROVAL

4. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

Flood

090 - Flood. 1 Facility Completion - Use

The District will not release occupancy permits for any commercial lot prior to the District's acceptance of the drainage system for operation and maintenance.

Planning

090 - Planning. 1 Accessible Parking

A minimum of eight (8) accessible parking spaces for persons with disabilities, shall be provided as shown on APPROVED EXHIBITS. Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility.

The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the followina:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense.

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

090 - Planning, 2 **CAP Screening Table Measures**

Prior to building permit final/occupancy, appropriate pre-operation measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project [EIR or Initial Study (ND/MND)]. The conceptual measures may be replaced with other measures as listed in the table included with the project [EIR or Initial Study (ND/MND)], as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

090 - Planning. 3 Commute Trip Reduction Program (MM 4.18-2) Not Satisfied

Not Satisfied

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Not Satisfied

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Not Satisfied

Plan	: PPT220004		Parcel: 317210006
90. Pr	ior to Building Fi	nal Inspection	
Р	anning		
P	anning 90 - Planning. 3 Required Cor Program: Fut include a required Corr Program: Fut include a required to discourage employees ar transportation and biking. E: Reduction (C following: a) Designated (ETC): Identif Coordinator (operations. The education and questions and b) Marketing Provide comm Additionally, p (physical or d commuter be c) Pre-Tax Tra access to Wa purchase tran commuter ex d) Bicycle Pa parking facilit e) Carpool an Provide inform other carpool, employees. f) Preferential carpool/vanpe carpooling, va vehicles. g) Guarantee Establish a G arrive to work need to leave normal comm Program can	Commute Trip Reduction Program (MM 4.18-2) (cont.) nmute Trip Reduction are building lease or sales agreements shall airement to implement a voluntary program single-occupancy vehicle trips for id encourage alternative modes of such as carpooling, taking transit, walking, camples of potential Commute Trip TR) program features include the d Employee Transportation Coordinator y an Employee Transportation ETC) as part of future site he role of ETC is to provide d point of contact for commuterelated d commuter benefits. of Commuter Benefits for Employees: nuter benefit materials to new hires. provide an on-site message board igital) to educate employees of nefits. ansit Pass Benefits: Provide employees geWorks (or comparable) to isit passes or other approved benses pre-tax. d Vanpool Ride-Matching Services: nation about Waze Carpool and Vanpool ride-matching services to Parking: Provide preferential bol parking spaces to encourage anpools, and clean air electric d Ride Home (GRH) Program. RH program for employees that by carpool, vanpool, or transit and work early or are unable to use uite accommodations. The GRH be provided via local transportation	Not Satisfied
	network comp	James	
09	90 - Planning. 4	Curbs Along Planters	Not Satisfied

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

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Not Satisfied

Plan: PPT220004

90. Prior to Building Final Inspection

Planning

090 - Planning. 5

Gen - Requirement for EJ Contributions / Community Not Satisfied

In compliance with requirements of the Healthy Communities (Environmental Justice) Element of the General Plan, the Applicant agrees to provide the following contributions and community improvements, and to install and/or provide monetary payment in accordance with the requirements below.

1. A monetary contribution to the County in the amount of \$350,000 to be used exclusively toward the purchase of a new fire truck. Prior to final inspection of the completed Project, the Applicant shall the First District Supervisors Office to determine the form, logistics and ultimate timing for provision of payment.

2. Prior to final inspection of the completed Project, a multi-use, multi-modal trail shall be constructed along the entirety of the Project site's Walnut Avenue frontage. A publicly-dedicated easement measuring not less than 11 feet in width shall be dedicated, with the trail ultimately constructed therein to measure a minimum of 10 feet in width. Final design - including surface materials, any landscaping or related infrastructure - shall be subject to final approval by the Planning Department.

090 - Planning. 6 Install Bike Racks

A bicycle rack shall be provided in convenient locations to facilitate bicycle access to the project area. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans.

090 - Planning. 7 Logistics/Warehouse – Signs Not Satisfied

Prior to Final Inspection, the following measures shall be implemented:

1. Signs should be posted in the appropriate locations that trucks should not idle for more than five (5) minutes and that truck drivers should turn off their engines when not in use.

2. Signs should be posted in the appropriate locations that clearly show the designated entry and exit points for trucks and service vehicles.

3. Signs should be posted in the appropriate locations that state parking and maintenance of all trucks is to be conducted within designated areas and not within the surrounding community or on public streets.

4. Signs should be posted in the appropriate locations and/or handouts should be provided that show the locations of nearest food options, fueling, truck maintenance services, and other similar convenience services, if these services are not available onsite.

5. Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.

6. Signs shall be posted in accordance with Ordinance No. 348, which may be amended

90. Prior to Building Final Inspection

Planning

090 - Planning, 12

090 - Planning. 7 from time to time.	Logistics/Warehouse – Signs (cont.)	Not Satisfied
090 - Planning. 8	Ord. No. 659 (DIF)	Not Satisfied

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected. The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for PPT220004 has been calculated to be 35.97 net acres.

090 - Planning. 9 Ord. No. 810 (MSHCP) Prior to the issuance of a certificate of occupancy upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP),

whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for PPT220004 is calculated to be 35.97 net acres.

090 - Planning. 10 Parking Paving Material A minimum of 359 parking spaces shall be provided as shown on the APPROVED EXHIBITS,

unless otherwise approved by the Planning Department and pursuant to the prior condition of approval titled Parking Spaces Verification and any approved parking plan. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

090 - Planning. 11 Parking Spaces Verification

Planning Site Inspection

Prior to occupancy of any tenant improvement building permit, verification on implementation of the plan for parking and trailer stalls shall be provided to show that adequate standard vehicle parking will be provided on-site based on applicable parking rates.

Prior to final inspection, the Planning Department shall conduct a final site inspection to confirm the Project (PPT220004) an Industrial Warehouse was constructed per the approved entitlement (i.e., landscaping, parking, design layout, etc.).

090 - Planning, 13 Not Satisfied Renewable Energy Generation R2-CE1 Installed

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to occupancy for any tenant improvement building permit, the

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Not Satisfied

Not Satisfied

Not Satisfied

90. Prior to Building Final Inspection

Planning

090 - Planning. 13 Renewable Energy Generation R2-CE1 Installed (cont.) Not Satisfied renewable energy facility as approved with the prior condition shall be installed and ready for operation.

Riverside County PLUS

CONDITIONS OF APPROVAL

090 - Planning. 14 **Roof Equipment Shielding**

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

090 - Planning. 15 **Trash Enclosures**

> Four (4) trash enclosures or trash compactors which are adequate to enclose a minimum of three bins shall be located as shown on the APPROVED EXHIBITS, and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block and landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

Not Satisfied 090 - Planning. 16 **Utilities Underground**

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

Transportation

090 - Transportation. 1 90 - TRANSPORTATION - Landscape Inspection and Not Satisfied

Landscape Inspection and Drought Compliance

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

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Not Satisfied

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90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2

RCTD-USE - Complete Landscaping Installation

Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans in accordance with Ordinance No. 460 for subdivisions and/or Ordinance No. 461.11 for road improvements. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

_ The Street Improvement Plans are approved.

_ Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

090 - Transportation. 3 RCTD-USE - Regional Transportation Fees Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

_All Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824

090 - Transportation. 4 RCTD-USE - Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

EXISTING MAINTAINED

Rider Street along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located vary 32 FT to 44 FT from centerline, with a part-width pavement section extending an additional 18 FT-20 FT beyond centerline, within a vary 50 FT to 62 FT half-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 5 FT sidewalk per Standard No. 401, 5 ft sidewalk constructed 9 ft from curb line shall be provided. Note:

1. Construct 73 FT wide commercial driveway with a pork-chop raised median to restrict left out traffic, per County Standard No. 207A. Modify driveway width to accommodate truck traffic usage. A truck turning template exhibit is required for the final design of raised median and the driveway returns. The west return is located 44 FT from the street centerline. The east return, a pop out curb is located 32 FT from the street centerline.

2. Widen the pavement approaching Patterson Avenue intersection to a part-width AC pavement (44 FT on the project side and 20 FT on the opposite side of the centerline within 92 FT part-width dedicated right of way (62 FT on the project side and existing 30 FT on the opposite side of the centerline) per County Standard No. 94, Page 2 of 2 & Note 5.

3. Widen the pavement along the west project frontage, west of the project driveway, and provide 56 FT part-width pavement (38 FT on the project side to match existing curb & gutter and minimum of 18 FT on the opposite side of the street centerline.

Patterson Avenue along the project is County-maintained road designated as a Secondary Highway and shall be widened with AC Pavement to install 6 in curb and gutter to be located

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Plan: PPT220004

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 RCTD-USE - Road Improvements (Installation) (cont.) Not Satisfied vary 32 FT to 44 FT from centerline, with a part-width pavement section extending an additional 18 FT beyond centerline, within a varying 56 FT to 68 FT half-width dedicated right-of-way in accordance with County Standard No. 94, Ordinance No. 461.11 (modified for increased right-of-way). The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401, shall be constructed at curb adjacent.

Note:

1. Construct the northerly driveway with 30 FT wide commercial driveway, per County Standard No. 207A. Provide signage onsite for Truck Access is Restricted.

Construct the southerly driveway with 60 FT wide commercial driveway with pork-chop raised median to restrict left out traffic, per County Standard No. 207A. Modify driveway width to accommodate truck traffic usage. A truck turning template exhibit is required for the final design of raised median and the driveway returns. The north return is located 44 FT from the street centerline. The south return, a pop out curb is located 32 FT from the street centerline.
 Parkway to include a 10 FT wide trail in addition to the 6-FT wide sidewalk.

Norrisgrove Drive at the project west boundary is County-maintained road designated as a Local Street and shall be improve where it abuts the project's west boundary with AC Pavement to install 6 in curb and gutter 20 FT from the centerline, within a 30 FT of the north half-width by 31.44 FT long dedicated right-of-way in accordance with County Standard No. 105A, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be

Note:

provided.

1. Provide drainage facility at the curb & gutter low point to accept drainage flow.

Wildwood Lane and Sunny Canyon Street at the project west boundary are County-maintained road designated as a Local Streets and shall be improve with an offset Cul-De-Sac improvements and right of way per County Standard No. 800A, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.

Note:

1. Provide drainage facility at the curb & gutter low point to accept drainage flow.

PART-WIDTH

Walnut Street along project boundary shall be improve to an Industrial Collector Street and widened with AC pavement to 6 in curb and gutter to be located 28 FT from centerline, with a part-width pavement section extending an additional 20 FT beyond centerline in accordance with County Standard No. 111 within a 79 FT part-width dedicated right-of-way (39 FT on the project side and existing 40 FT on the opposite side of the centerline. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. In addition, a 6 FT sidewalk per Standard No. 401 constructed curb adjacent shall be provided.
90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 RCTD-USE - Road Improvements (Installation) (cont.) Not Satisfied Note:

1. Provide minimum 4 FT of graded shoulder on the opposite side of the centerline.

2. Provide AC dike on the opposite side of the centerline, where fill slopes are steeper than 4:1 or roadway gradient exceeds 3%.

- 3. Provide graded swale within the Right of Way, south of the centerline to direct drainage flow.
- 4. 10FT wide trail within 11 wide trail easement shall be outside of the Right of Way.
- 5. AC pavement and striping transition per 10:1 on merge traffic and 2:1 taper on the widen traffic.

STREET INTERSECTION

Provide the following information on a separate exhibit to evaluate traffic operation on Rider Street & Patterson Avenue intersection, Patterson Avenue & Walnut Avenue intersection, and Rider Street and Harvill intersections for vehicle and pedestrian usage. In addition, review the TS/Geometrics conditions of approval for the required intersection geometry. Impacts from the following information will require the project to mitigate.

Note:

1. Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No. 461.11 or as approved by the Director of Transportation.

- 2. Provide truck turning templates for all turning movements.
- 3. Provide right of way corner cut and return improvements per County Standard No. 805.
- 4. AC pavement and striping transition per 45 mph design speed.
- 5. Provide drainage improvement to intercept street drainage flow approaching the intersection.

or as approved by the Director of Transportation.

090 - Transportation. 5 RCTD-USE - Streetlight Installation Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances No. 461.11.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 6 RCTD-USE - TS/Installation

Not Satisfied

The project proponent shall be responsible for the design and construction of traffic signal(s) at the intersections of:

Signals eligible for fee credit if installed in the ultimate location: Harvill Avenue (NS) at Rider Street (EW)

or as approved by the Transportation Department.

Plan: PPT220004

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 6 RCTD-USE - TS/Installation (cont.)

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

Riverside County PLUS

CONDITIONS OF APPROVAL

090 - Transportation. 7 RCTD-USE - Utility Installation

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance Nos. 460 and 461.11, or as approved by the Transportation Department. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

Waste Resources

090 - Waste Resources. 1 Waste - Recyclables Collection and Loading Area Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and verified through inspection by the Riverside County Department of Waste Resources.

090 - Waste Resources. 2 Waste Reporting Form and Receipts

Not Satisfied

Prior to building final inspection, a Waste Reporting Form (Form C) and evidence (i.e., receipts or other types of verification) demonstrating project compliance with the approved Waste Recycling Plan (WRP) shall be submitted by the project proponent to the Planning Section of the Riverside County Department of Waste Resources for review and approval at WastePlanning@rivco.org. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled. A copy of Form C can be found at (https://www.rcwaste.org/Waste-Guide/CandD).

Parcel: 317210006

Not Satisfied

Not Satisfied

PROPERTY OWNERS CERTIFICATION FORM GPA220003 / CZ2200003 / TPM38337 / PPT220004 APN 317-210-006, 008, 010, 011, 018, 022, 023, and 024

I, ______Tim Wheeler______, certify that on (Print Name) 05/08/2024 the attached property owners list (Date) was prepared by <u>County of Riverside / TLMA-Planning</u> (Print Company or Individual's Name) Distance Buffered: 600'

Pursuant to application requirements furnished by the Riverside County Planning Department; Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

NAME:	_Tim Wheeler
TITLE/REGISTRATION _	_Project Planner
ADDRESS:4080 Le	emon Street, 12 Floor

Riverside, CA 92501

TELEPHONE (8 a.m. – 5 p.m.): _____(951) 951-6060____



317150006 CHARLES A. BROOKER 19971 PATTERSON AVE PERRIS CA 92570

317150053 GROUP V SAN BERNARDINO 4900 SANTA ANITA AVE 2C EL MONTE CA 91731

317150055 GROUP V SAN BERNARDINO 4900 SANTA ANITA AVE 2C EL MONTE CA 91731

317150057 GROUP V SAN BERNARDINO 4900 SANTA ANITA AVE 2C EL MONTE CA 91731

317150062 JUANG PO N 2608 CALIFORNIA ST BERKELEY CA 94703

317170047 B9 PATTERSON OWNER PO BOX 2980 CHICAGO IL 60690

317210008 JOSE L. RODRIGUEZ 20111 PATTERSON AVE PERRIS CA 92570 317150046 PO N. JUANG 2608 CALIFORNIA ST BERKELEY CA 94703

317150054 GROUP V SAN BERNARDINO 4900 SANTA ANITA AVE 20 EL MONTE CA 91731

317150056 GROUP V SAN BERNARDINO 4900 SANTA ANITA AVE 2C EL MONTE CA 91731

317150058 JORGE ANTONIO ORTIZ 11425 COUNTFLEET CT MORENO VALLEY CA 92557

317170043 DP HARVILL, LLC 1430 S EASTMAN AVE COMMERCE CA 90023

317210006 MANUEL ZARAGOZA SALGADO 23330 WALNUT ST PERRIS CA 92570

317210010 RAUL CALDERON 526 S SYCAMORE ST SANTA ANA CA 92701 317210011 BRADLEY P. SCHWAB 29125 BAXTER RD MURRIETA CA 92563

317210020 LILY OF THE VALLEY 12 VIA AVORIA NEWPORT BEACH CA 92657

317210023 CADO PERRIS 1545 FARADAY AVE CARLSBAD CA 92008

317210026

23115 RIDER ST PERRIS CA 92570

317220009 HERNAN JACOBO 23333 WALNUT AVE PERRIS CA 92570

317220012 DAVID L. MAUSLING 20281 PATTERSON AVE PERRIS CA 92570

317220025 RIVERSIDE LEGACY IV-MEAD VALLEY PO BOX 130339 CARLSBAD CA 92013 317210018 CADO PERRIS 1545 FARADAY AVE CARLSBAD CA 92008

317210022 CADO PERRIS 1545 FARADAY AVE CARLSBAD CA 92008

317210024 RAYMOND G. ESPINOZA P O BOX 127 E IRVINE CA 92150

317220008 JUAN F. CALDERA 23265 WALNUT ST PERRIS CA 92570

317220010 RETT COLUCCIO 1857 IRVINE AVE NEWPORT BEACH CA 92660

317220013 RETT COLUCCIO 20335 PATTERSON AVE PERRIS CA 92570

317230018 CHARLES A. BROOKER 19971 PATTERSON AVE PERRIS CA 92570 317230019 THOMAS H. MOORE 20030 PATTERSON AVE PERRIS CA 92570

317230021 ESCHRICH DEBORAH ESTATE IRREVOCABLE TRUST 18575 JAMBOREE RD FL 9 IRVINE CA 92612

317230023 U TURN FOR CHRIST 20170 PATTERSON AVE PERRIS CA 92570

317240055 IPT RIVERSIDE LOGISTICS CENTER I 2151 MICHELSON DR STE 282 IRVINE CA 92612

317321002 CHRISTIAN RAMOS 23152 NORRISGROVE DR PERRIS CA 92570

317321004 CRISTINA LOPEZ 23180 NORRISGROVE DR PERRIS CA 92570

317321006 JUAN ORTIZ PEREZ 23208 NORRISGROVE AVE PERRIS CA 92570 317230020 MIGUEL ANGEL ARRIZON 20050 PATTERSON AVE PERRIS CA 92570

317230022 U TURN FOR CHRIST 20170 PATTERSON AVE PERRIS CA 92570

317230049 OSCAR CARDENAS 19815 AVENIDA DE ARBOLES MURRIETA CA 92562

317321001 CARLOS A FRANCO SILVA 23138 NORRISGROVE DR PERRIS CA 92570

317321003 MICHAEL L. HEITMILLER 27807 KALMIA AVE MORENO VALLEY CA 92555

317321005 GUTIERREZ AGUSTIN TAPIA LIVING TRUST DTD 09/04/14 23194 NORRISGROVE DR PERRIS CA 92570

317321007 CARLOS CORTEZ 23222 NORRISGROVE DR PERRIS CA 92570 317321008 CHRISTIAN J PALMA HERNANDEZ 23236 NORRISGROVE DR PERRIS CA 92570

317322002 EARL RICHARD 20118 SWALLOW HILL CIR PERRIS CA 92570

317322004 BRANDY NETHKEN 20097 SWALLOW HILL CIR PERRIS CA 92570

317322006 JAVIER RAMOS VILLALTA RICARDO 20065 SWALLOW HILL CIR PERRIS CA 92570

317322008 MARIA C. CASAFRANCISCO 23195 NORRISGROVE DR PERRIS CA 92570

317322010 MANDERS EVANS 20064 FALLEN LEAF DR PERRIS CA 92570

317322012 AARON M. RODRIGUEZ 20096 FALLEN LEAF DR PERRIS CA 92570 317322001 NANCY MORGA GONZALEZ 340 MARCOS ST APT 120 SAN MARCOS CA 92069

317322003 JOSE DAVID JIMENEZ MEZA 20115 SWALLOW HILL CIR PERRIS CA 92570

317322005 CHARLES H. SALTOS 20081 SWALLOW HILL CIR PERRIS CA 92570

317322007 GREGORY MERMILLIOD 5110 MAGNOLIA AVE RIVERSIDE CA 92506

317322009 MARIA DOLORES BARRIOS 23181 NORRISGROVE DR PERRIS CA 92570

317322011 RENEE LYLES 3705 ARCTIC BLV ANCHORAGE AK 99503

317322013 DAVID VASQUEZ 145 HEADLANDS WAY PERRIS CA 92570 317322014 RAFAEL Z. MACIAS 20128 FALLEN LEAF DR PERRIS CA 92570

317322016 JUAN FLORES 23210 WILDWOOD LN PERRIS CA 92570

317322018 SERGIO AGUAYO 23236 WILDWOOD LN PERRIS CA 92570

317323001 MARICELA SALMON 23247 WILDWOOD LN PERRIS CA 92570

317323003 LAURA SHANTAL ZERMENO 23215 WILDWOOD LN PERRIS CA 92570

317323005 OPENDOOR PROP TRUST I 410 SCOTTSDALE RD # 1600 TEMPE AZ 85288

317323007 LUIS A. BLANCO 23208 SUNNY CANYON ST PERRIS CA 92570 317322015 CARLOS JIMENEZ PENA JUAN 23198 WILDWOOD LN PERRIS CA 92570

317322017 RAYMUNDO CABALLERO ROMERO 18286 CAJALCO RD PERRIS CA 92570

317322019 DORA LUZ CRESPO 23248 WILDWOOD LN PERRIS CA 92570

317323002 RUBEN M. GARCIA 23231 WILDWOOD LN PERRIS CA 92570

317323004 BRANDON STEPHENS 23205 WILDWOOD LN PERRIS CA 92570

317323006 PRIMITIVO RODRIGUEZ RICO 23198 SUNNY CANYON ST PERRIS CA 92570

317323008 ALEJANDRO VARGAS 23224 SUNNY CANYON ST PERRIS CA 92570 317323009 BRIAN R. BISHOP 23236 SUNNY CANYON ST PERRIS CA 92570

317324001 DEBRA A. DEFRANTZ 23237 SUNNY CANYON ST PERRIS CA 92570

317324003 MAURILIO RAMIREZ LOPEZ 23209 SUNNY CANYON ST PERRIS CA 92570

317324005 OSCAR TABAREZ 23181 SUNNY CANYON ST PERRIS CA 92570

317324007 HENRY JAMES JOHNSON 23153 SUNNY CANYON ST PERRIS CA 92570

317324009 23140 WALNUT 1 ASHLAWN AVE SPRING VALLEY NY 10977

317324011 SPENCER GONZALEZ 23168 WALNUT ST PERRIS CA 92570 317323010 LUIS G. GALVEZ 29605 VIA SONROSEO SUN CITY CA 92586

317324002 ISRAEL ENCISO CORONA 23223 SUNNY CANYON ST PERRIS CA 92570

317324004 PHAM & DANG FAMILY TRUST DATED 10/5/2018 2859 S EUCLID AVE ONTARIO CA 91762

317324006 NORMA GOMEZ 23167 SUNNY CANYON ST PERRIS CA 92570

317324008 CHRISTOPHER J. BLAKE 23139 SUNNY CANYON ST PERRIS CA 92570

317324010 CESAR JAVIER VELEZ 4259 BAGGETT DR RIVERSIDE CA 92505

317324012 RODOLFO CASTANEDA 23182 WALNUT ST PERRIS CA 92570 317324013 BENJAMIN D. TRUJILLO 23196 WALNUT ST PERRIS CA 92570

317324015 MELISSA B. WILLIAMS 23224 WALNUT ST PERRIS CA 92570

317325001 DAVID RODRIGUEZ 20201 FALLEN LEAF DR PERRIS CA 92570

317325003 JOSE A. TORRES 20161 FALLEN LEAF DR PERRIS CA 92570

317325005 PATRICIA A. GILL 20139 FALLEN LEAF DR PERRIS CA 92570

317325007 ARTHUR V. ARCINEIGA 20111 FALLEN LEAF DR PERRIS CA 92570

317325009 SERGIO GARCIA 20079 FALLEN LEAF DR PERRIS CA 92570 317324014 JAMES L. SPATES 23210 WALNUT AVE PERRIS CA 92270

317324016 TAMERA L. GERBING 23238 WALNUT ST PERRIS CA 92570

317325002 PEDRO SANDOVAL 20179 FALLEN LEAF DR PERRIS CA 92570

317325004 GAIL VAUGHNS 20149 FALLEN LEAF DR PERRIS CA 92570

317325006 OMAR ROBLES BELTRAN 20127 FALLEN LEAF DR PERRIS CA 92570

317325008 LEE ANTHONY AYALA 20095 FALLEN LEAF DR PERRIS CA 92570

317325010 CRISTINA HUDSON 20063 FALLEN LEAF DR PERRIS CA 92570 317325011 REBECCA L. MUNOZ 20047 FALLEN LEAF DR PERRIS CA 92570

317325013 JOEL MUNOZ 20038 VISTA DEL LAGO PERRIS CA 92570

317325015 EDWARD A. MALKASSIAN 20066 VISTA DEL LAGO PERRIS CA 92570

317325017 JUAN ANTONIO ACEVES 20094 VISTA DEL LAGO PERRIS CA 92570

317325019 JAIME MELERO QUIROGA 20124 VISTA DEL LAGO PERRIS CA 92570

317325021 JOHN H. TAYLOR 20158 VISTA DEL LAGO PERRIS CA 92570 317325012 HECTOR PERALTA 20028 VISTA DEL LAGO PERRIS CA 92570

317325014 ANGELICA JANET MEJIA 20052 VISTA DEL LAGO PERRIS CA 92570

317325016 JENNIFER TALLEY 20080 VISTA DEL LAGO PERRIS CA 92570

317325018 JOSE R. AVALOS 20108 VISTA DEL LAGO PERRIS CA 92570

317325020 SIGIFREDO CASTRO 20140 VISTA DEL LAGO PERRIS CA 92570

317325022 ROBERT P. BLISCHKE 20192 VISTA DEL LAGO PERRIS CA 92570 Pechanga Band of Mission Indians P.O. Box 2183 Temecula, CA 92593 Attn: Molly Earp

Agua Caliente Band of Cahuilla Indians 5401 Dinah Shore Drive Palm Springs, CA 92264 Attn: Pattie Garcia-Plotkin

California Department of Justice, Bureau of Environmental Justice 1300 I Street, 15th Floor Sacramento, CA 95814 Attn: Robert Swanson (Dep. AG)

South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765 Attn: Sam Wang (Program Supervisor)

Thomas Moore 20151 Hill Spring Rd Wildomar CA 92595

Lozeau Drury LLP 1939 Harrison Street, Suite 150 Oakland, CA 94612 Attn: Richard Drury

City of Perris - City Hall 101 N. D Street Perris, CA 92570 Attn: Planning Dept. Rincon Band of Mission Indians One Government Center Lane Valley Center, CA, 92082 Attn: Cheryl Madrigal

State Clearinghouse P.O. Box 3044 Sacramento, CA 95812-3044

Channel Law Group, LLP 8383 Wilshire Blvd., Suite 750 Beverly Hills, CA 90211

Southern California Edison 2244 Walnut Grove Ave. Room 312 PO. Box 600 Rosemead, CA. 91770

Tracy Zinn (Principal/President/CEO) T&B Planning, Inc. 3200 El Camino Real, Suite 100 Irvine, CA 92602

Lozeau Drury LLP 1939 Harrison Street, Suite 150 Oakland, CA 94612 Attn: Stacey Oborne Soboba Band of Luiseño Indians P.O. BOX 487 San Jacinto, CA 92581 Attn: Joe Ontiveros-Cultural Res. Dir.

Mitchell M. Tsai Law Firm 139 South Hudson Avenue, Suite 200 Pasadena, CA 91101 Attn: Mitchell M. Tsai

Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877

Debbie Walsh PO Box 2244 Perris, CA 92572

Lozeau Drury LLP 1939 Harrison Street, Suite 150 Oakland, CA 94612 Attn: Komalpreet Toor

Adams Broadwell Joseph & Cardozo 601 Gateway Boulevard, Suite 1000 South San Francisco, CA 94080 Attn: Sheila Sannadan, Legal Assistant

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

DI DI Marin Gallada
SPEAKER'S NAME: Rebecco Fada
Address: 11870 Pince St. (Only if follow-up mail response requested)
City: <u>Rounside</u> zip: <u>92505</u>
Phone #: 858-410-5445
Date: <u>9 /10 / 20</u> Agenda # <u>2 / 1</u>
PLEASE STATE YOUR POSITION BELOW:
Position on "Regular" (non-appealed) Agenda Item:
OpposeNeutral
Note: If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:
SupportOpposeNeutral
I give my 3 minutes to:

Parking validations available for speakers only - see Clerk of the Board.

Requests to Address Board on "Agenda" Items:

You may request to be heard on a published agenda item. Requests to be heard must be submitted to the Clerk of the Board before the scheduled meeting time.

Requests to Address Board on items that are "NOT" on the Agenda:

Notwithstanding any other provisions of these rules, member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

Power Point Presentations/Printed Material:

Speakers who intend to conduct a formalized Power Point presentation or provide printed material must notify the Clerk of the Board's Office by 12 noon on the Monday preceding the Tuesday Board meeting, ensuring that the Clerk's Office has sufficient copies of all printed materials and at least one (1) copy of the Power Point CD. Copies of printed material given to the Clerk (by Monday noon deadline) will be provided to each Supervisor. If you have the need to use the overhead "Elmo" projector at the Board meeting, please ensure your material is clear and with proper contrast, notifying the Clerk well ahead of the meeting, of your intent to use the Elmo. Speakers are prohibited from bringing signs, placards, or posters into the hearing room.

Individual Speaker Limits:

Individual speakers are limited to a maximum of three (3) minutes. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board. Please step up to the podium when the Chair calls your name and begin speaking immediately. Pull the microphone to your mouth so that the Board, audience, and audio recording system hear you clearly. Once you start speaking, the "green" podium light will light. The "yellow" light will come on when you have one (1) minute remaining. When you have 30 seconds remaining, the "yellow" light will begin flash, indicating you must quickly wrap up your comments. Your time is up when the "red" light flashes. The Chair adheres to a strict three (3) minutes per speaker. Note: If you intend to give your time to a "Group/Organized Presentation", please state so clearly at the very bottom of the reverse side of this form.

Group/Organized Presentations:

Group/organized presentations with more than one (1) speaker will be limited to nine (9) minutes at the Chair's discretion. The organizer of the presentation will automatically receive the first three (3) minutes, with the remaining six (6) minutes relinquished by other speakers, as requested by them on a completed "Request to Speak" form, and clearly indicated at the front bottom of the form.

Addressing the Board & Acknowledgement by Chair:

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SPEAKER'S NAME: Telani	Arriaga
Address:(Only if follow-up mail respon	nse requested)
city: Mead Valley	Zip:
Phone #:	
Date: 9-10-24	Agenda #
PLEASE STATE YOUR POSITION BEL	.OW:
Position on "Regular" (non-appealed)	Agenda Item:
Support	OpposeNeutral
Note: If you are here for an agenda item separately your position on the appeal be	i that is filed for "Appeal", please state How:
Support	OpposeNeutral
l give my 3 minutes to:	
Parking validations available for speakers	s only – see Clerk of the Board.

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SPEAKER'	s NAME: Robert	Daminguez	
Address: _	(Only if follow-up mail r	esponse requested)	
City: <u>Me</u>	ad valley	Zip: _	
Phone #: 🤰	09-805-1422	· · · · · · · · · · · · · · · · · · ·	
Date: 9-/	0-24	Agenda # <u> / _ /</u>	
PLEASE ST	ATE YOUR POSITION	BELOW:	
Position on	′′ "Regular" (non-appe	aled) Agenda Item:	
	Support	Oppose	Neutral
Note: If you separately y	are here for an agenda our position on the app	a item that is filed for "Appeal eal below:	", please state
	Support	Oppose	Neutral
l give my 3	minutes to:		
Parking valid	lations available for spe	eakers only – see Clerk of the	Board.

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SPEAKER'S NAME: _	Veronica	Torres	
Address:(Only if follo	ow-up mail respons	e requested)	
City: Medic	valley	Zip:	
Phone #:		-	
Date: Sep 101	2024	Agenda # 21.1	
PLEASE STATE YOU	R POSITION BELO	w:	
Position on "Regular"	' (non-appealed) A	genda Item:	
Sup	port	Oppose	Neutral
Note: If you are here for separately your position	or an agenda item th 1 on the appeal belo	nat is filed for "Appeal", p w:	olease state
Sup	oort	Oppose	Neutral
l give my 3 minutes to	:		
Desking and identity			

Parking validations available for speakers only – see Clerk of the Board.

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SPEAKER'S	NAME: LUIS	Edward Car	rillo Zamb	ran
Address:((Only if follow-up mail res	sponse requested)		JR,
City:		Zip	• •	
Phone #:		·		
Date:		Agenda #2	, ,	
PLEASE STA	TE YOUR POSITION E	BELOW:		
Position on '	'Regular" (non-appeal	ed) Agenda Item:		
~	Support	Oppose	Neutral	
Note: If you a separately yo	are here for an agenda i ur position on the appea	tem that is filed for "Appe I below:	al", please state	
	Support	Oppose	Neutral	
l give my 3 m	ninutes to:			
Parking valida	ations available for spea	kers only – see Clerk of th	ie Board.	

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SPEAKER'S NA	ME: Mary Mary	Inez	
Address:(Only	/ if follow-up mail respo	nse requested)	
City: Mead	Valley	Zip:	
Phone #:			
Date: Sept 10+	ⁿ 2024	Agenda # 2000 21, 1	
PLEASE STATE	YOUR POSITION BEL	.OW:	
Position on "Re	gular" (non-appealed)	Agenda Item:	
tes	_Support	Oppose	Neutral
Note: If you are separately your p	here for an agenda item position on the appeal be	that is filed for "Appeal", plea	ase state
	_Support	Oppose	Neutral
l give my 3 minu	ites to:		
Parking validatior	is available for speakers	only – see Clerk of the Boar	d.
(Revised: 06/13/2	2024)		

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SPEAKER'S NA	ME: Chance	Menende	22
Address:(Only	if follow-up mail respon	nse requested)	
City: <u>Mead</u>	Volley	Z	ip:
Phone #:			
Date: <u>Sept.</u> PLEASE STATE	10, 2024 YOUR POSITION BEL	Agenda #	
Position on "Reg	jular" (non-appealed)	Agenda Item:	
\bigvee	_Support	Oppose	Neutral
Note: If you are h separately your po	nere for an agenda item osition on the appeal be	that is filed for "Ap low:	peal", please state
	Support	Oppose	Neutral
l give my 3 minut	tes to:		
Parking validations	s available for speakers	only – see Clerk o	f the Board.

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SPEAKER'S NAME: DAVID CORDERO
Address:(Only if follow-up mail response requested)
City: Zip:
Phone #: $(G19) 666 - 8772$
Date: 9/10/24 Agenda # 21.1
PLEASE STATE YOUR POSITION BELOW:
Position on "Regular" (non-appealed) Agenda Item:
SupportOpposeNeutral
Note: If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:
OpposeNeutral
l give my 3 minutes to:

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SPEAKER'S NAME: Franco Pacheco
Address: (Only if follow-up mail response requested)
city: Mead valley Zip: 92570
Phone #: 951-796-7757
Date: 9-10-24 Agenda # 21.1
PLEASE STATE YOUR POSITION BELOW:
Position on "Regular" (non-appealed) Agenda Item:
SupportOpposeNeutral
Note: If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:
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Addressing the Board & Acknowledgement by Chair:

Fernandez, Cindy

From:	Franco <inlandvalleyalliance@gmail.com></inlandvalleyalliance@gmail.com>
Sent:	Monday, September 9, 2024 12:11 PM
To:	Clerk of the Board; Supervisor Jeffries - 1st District: District 5: Office of 2nd District
Subject: Attachments:	Supervisor; District3; District 4 Supervisor V. Manuel Perez BOS meeting 9-10-24 item 21.1 public comments Countryplaceletteropwarehouse (1) (1).pdf; Countryplaceletteropwarehouse2.pdf; Petitioncountryplace.pdf

CAUTION: This email originated externally from the **<u>Riverside County</u>** email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

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Hello Board Members,

This warehouse project is another example of the poor planning that the county is allowing to go forward without proper input from residents. We walked the neighborhood directly next to this project to talk to residents about how they feel about the project and if they were in support and contacted by the developer. In total we reached three blocks of homes and the responses from residents were troublesome. Some expressed that the developers lied about the project and who they were representing. Some were signing letters without being properly informed in their native tongue on what they were signing by developers. Most were completely against the project and felt it should be kept zoned for homes. The Buffer to these residents is a big problem the Project will be less than 300 feet away from this neighborhood. Which does not meet the recommended 1000 ft from CARB to minimize impacts to residents. Residents are also worried about their property value and being pushed out by this project and other projects that are proposed all around this neighborhood. The noise pollution, light and air pollution this project will bring will directly affect these residents. The EIR does not answer the concerning questions and comments posed by SCAQMD with real peer reviewed data. Dismissing the fact it will harm the quality of life of residents. Ask yourselfs would you want to live in this neighborhood if this warehouse gets built? We have enough warehouse space in Mead valley to provide a full house for every homeless person in Riverside county. The rezoning of residential land to make way for more warehousing is criminal under the "no net loss" Provisions of SB 330 and the lack of a compliant RHNA for the county. There is 1300 sq ft of warehousing space per person in Mead valley. We do not need to Rezone any more land to make way for more industrial warehousing. Keep the original zoning. I encourage the developer to come back with a project that is compatible with this zoning such as homes which we desperately need in Riverside county. Attached are signed letters and petition from residents that live directly next to this project that are opposed to the rezone and the project being built next to their homes.

Thank you,

Franco Pacheco

Inland Valley Alliance for Environmental Justice

Fernandez, Cindy

From:	Franco Pacheco <dankofoo93@gmail.com></dankofoo93@gmail.com>
Sent:	Monday, September 9, 2024 12:06 PM
To:	Clerk of the Board: Supervisor Jeffries – 1st District: Office – 6.2 – 15: 11:00 - 15:
Subject: Attachments:	District3; District 4 Supervisor V. Manuel Perez; District 5 Public comments for 9-10-24 BOS meeting item 21.1 rider Patterson warehouse Petitioncounrtryplace.pdf; Countryplaceletteropwarehouse (1).pdf; Countryplaceletteropwarehouse2.pdf

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yhaid robnam -

Petition

Residents opposed to Massive 600,000 Square Foot Warehouse. Rider and Patterson Business Center.

- 1. Warehouse Proposed inside our rural Community and outside of the industrial corridor.
- 2. We already have enough warehouses! NO MORE WAREHOUSES!
- 3. The Proposed Patterson warehouse is feet from homes.

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- 4. Trucks from the Proposed Mega Warehouse will be driving through our streets and next to our schools. Most of these truck trips will be added to Cajalco Road.
- 5. Our area already has the worst air pollution in the Nation. This will add more air pollution to Mead Valley. Air pollution causes asthma, impaired heart, lung and brain function in children.

Sigr Address Phone or email 951-436-51m SUMM GHVDM 110 20081 SWALLOW HILL CIRCLE 9.51 287.3797 951 238-8668 54 23209 Sunny Canyon

Rural Association of Mead Valley. RAMV • PO Box 233 • Perris, CA 92572 or RAMVinfo@ yahoo.com

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Sign Name $\frac{1}{2229} + \frac{1}{12}$ Address 2570 95 wild wood In 904-489-7011 23195 wildwood 9317965248 20065 Swalker Hill cir 20094 Vista (909) 490 232-133lorrisgrove Dr 92571 na 7*1*7 risacove 6(te2 951) 219-2939 Parris (A 92570 20115 Swallow Hill Com OSC Jimmer (951)7503822 Privers CA 02570 20001 Swallow Hill cir 97570 $(I\Lambda$ 45 122-1165 20081 Swallow Haller. SM4 8947 Shir SAM 2008 | SUMMON Hill (11 951 Barrios 23181 Morriggrove Ave 626 367 7406 Garcia 20079 Fuller Leaf Di 29:0 (951) 581 - 3159

Rural Association of Mead Valley. RAMV • PO Box 233 • Perris, CA 92572 or RAMVinfo@ yahoo.com

Petition

Residents opposed to Massive 600,000 Square Foot Warehouse. Rider and Patterson Business Center.

- 1. Warehouse Proposed inside our rural Community and outside of the industrial corridor.
- 2. We already have enough warehouses! NO MORE WAREHOUSES!
- 3. The Proposed Patterson warehouse is feet from homes.
- 4. Trucks from the Proposed Mega Warehouse will be driving through our streets and next to our schools. Most of these truck trips will be added to Cajalco Road.
- Our area already has the worst air pollution in the Nation. This will add more air pollution to Mead Valley. Air pollution causes asthma, impaired heart, lung and brain function in children.

Phone or email Address Sign Name cins n Cn 91 5 Dac 7607207.696 nera 0 125 preso CATAUNA AVE HAMABT gmail. rle7com (951 1057 213 3364 catalina AVE HEMBET CAL 33-4898 (95 20095 FALLEN/LEMI-DR. PETU/S, CD. 92 570 Sunny Canyon St Perris 23223 Sunny Canyon St 6133 570 951 52 Venis SUMMY Canyon 232 5 Israel SUNNY Canyon St 0 Fallen 9 310-700 Paris 6F woodra 92570 714.54 5170 OWN 0 wil Ø a 1000

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September 6, 2024

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Emlyn Sandour 92570 20179 Faller Leaf Da. Dennir, CA 92570

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Mairs Graciand 23209 Sunny Canyon St Perris CA 92570 ASI 238-8668

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Mieh

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23737 Sunny Canyon

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Angelica Ingie Tri

23196 Walnut St. Pemis, LA 92520

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Autory AXALA 20095 FALLEN LEAF DR. abilence 1499 @ Smeril. Com

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A better use of the land is more housing. Certainly the County needs more housing.

Best Regards, Sergio Garcia 20079 Fallen Leaf Pr. (951)581-3159

September 6, 2024

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rds, Carlos Cortez 23222 Norrisgrove Dr. Perris, LA 92570 (asi) 218-2939

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M- V / 23196 WOIN 951 1069399

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ima Gomez 23167 Sunny Cauton St Revuis Ca a2570

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Multi Salto 20081 SWALLOW HILL EXCLE 92570

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Palman Berena g3223 Sunny Carryon St perris 12570

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Esnael Enciso 23223 Sunny Conyon, St Permis, CA, 92570

Riverside County Board of Supervisors Request to Speak

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

SPEAKER'S NAM	E: ZACH	STRASTERS			
Address:(Only if	follow-up mail re	esponse requested)			
City:		Zip:			
Phone #:					
Date:		Agenda # 21			
PLEASE STATE Y	OUR POSITION	BELOW:			
Position on "Regular" (non-appealed) Agenda Item:					
S	upport	Oppose	Neutral		
Note: If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:					
S	upport	Oppose	Neutral		
l give my 3 minutes to:					
Parking validations a	available for spea	akers only – see Clerk of th	e Board.		

(Revised: 06/13/2024)

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Power Point Presentations/Printed Material:

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SPEAKER'S NAME: David	Mausling			
Address: 20261 Patterson (Only if follow-up mail res	Am sponse requested)			
City: Perris	Zip:	92578		
Phone #: <u>951 440 2231</u>				
Date: 09/10/24	Agenda # ス).	1		
PLEASE STATE YOUR POSITION E	BELOW:			
Position on "Regular" (non-appealed) Agenda Item:				
XSupport	Oppose	Neutral		
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SPEAKER'S NAME: Miles	sylvester				
Address: <u>23249</u> <u>Nurrig</u> (Only if follow-up ma	struc drive ail response requested)				
City: Perris	Zip:	92570			
Phone #: (951) 294-77	5(
Date: 09/10/2024	Agenda # L	۹			
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Support	Oppose	Neutral			
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SPEAKER'S NAME: RETCO	NVCCIO	
Address: 20335 PA-T (Only if follow-up mail respo	Enson onse requested)	
City: Pennis		Zip:
Phone #: 949 375-1159	<u> </u>	
Date: 9/10/24	Agenda #	21.1
PLEASE STATE YOUR POSITION BE	LOW:	
Position on "Regular" (non-appealed) Agenda Item:	
Support	Oppose	Neutral
Note: If you are here for an agenda iter separately your position on the appeal b	n that is filed for elow:	"Appeal", please state
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Address:(Only if follow-up mail respo	nse requested)		
City:		_Zip:	
Phone #:			
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al i P =	
SPEAKER'S NAME: HEATA FERNITA	
Address: 20028 Vists Dec 2830 (Only if follow-up mail response requested)	3
City: FERRIS CD Zip: 9-	2570
Phone #: <u>951)287-1393</u>	
Date: 09/10/2024 Agenda #	
PLEASE STATE YOUR POSITION BELOW:	
Position on "Regular" (non-appealed) Agenda Item:	
	Neutral
Note: If you are here for an agenda item that is filed for "Appeal", ple separately your position on the appeal below:	ease state
SupportOppose	Neutral
l give my 3 minutes to:	

Parking validations available for speakers only - see Clerk of the Board.

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SPEAKER'S NAME: FELipe	E-JAIN	E FLOTOP		
Address: 20052. UIS (Only if follow-up mail res	sponse requested)	LA60		
city: <u>Perris</u>	CA	Zip: <u>92570</u>		
Phone #: 323-314-37	84			
Date: 9. 10- 2024	Agenda #	1.1		
PLEASE STATE YOUR POSITION E	BELOW:			
Position on "Regular" (non-appeal	Position on "Regular" (non-appealed) Agenda Item:			
Support	Oppose	Neutral		
Note: If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:				
Support	Oppose	Neutral		
I give my 3 minutes to:				
Parking validations available for speal	kers only – see Clerk o	of the Board.		

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SPEAKER'S NAME: ANDREW	SILVA		
Address:(Only if follow-up mail response requested)			
City: RIVERSIDE	Zip: <u>925</u>	08	
Phone #: <u>951 237-4231</u>			
Date: SEPT 10, 2024	Agenda # 21_1		
PLEASE STATE YOUR POSITION BEL	.ow:		
Position on "Regular" (non-appealed) Agenda Item:			
Support	Oppose	_Neutral	
Note: If you are here for an agenda item separately your position on the appeal be	i that is filed for "Appeal", pleas elow:	se state	
Support	Oppose	_Neutral	
l give my 3 minutes to:			
Parking validations available for speakers	only – see Clerk of the Board		

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SPEAKER'S NAME:	ren Storsteer	<u> </u>
Address: (Only if follow-up n	mail response requested)	
City: San Marc	<u>os</u> Zip:	92078
Phone #: 303-58	6-6745	
Date: 9-10-24	Agenda # <u>21</u>	1
PLEASE STATE YOUR POSI	TION BELOW:	
Position on "Regular" (non-a	appealed) Agenda Item:	
Support	Oppose	Neutral
Note: If you are here for an ag separately your position on the	genda item that is filed for "Appeal' appeal below:	', please state
Support	Oppose	Neutral
l give my 3 minutes to:		
Parking validations available for	r speakers only – see Clerk of the	Board.

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SPEAKER'S NAME: Ana Gronzalez				
Address: Jumpa Valley / CCAEJ (Only if follow-up mail response reducated)				
City: Zip:				
Phone #: 909 275 9812				
Date: 9/10/24 Agenda # 21.1				
PLEASE STATE YOUR POSITION BELOW:				
Position on "Regular" (non-appealed) Agenda Item:				
SupportOpposeNeutral				
Note: If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:				
SupportOpposeNeutral				
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SPEAKER'S N	AME: JONATHAN	DAILEY	
Address:(Onl	y if follow-up mail respo	onse requested)	
City:		Zìp:	
Phone #:			
Date: 9-10-2	2024	Agenda # 21.1	
PLEASE STATE	E YOUR POSITION BE	LOW:	
Position on "Regular" (non-appealed) Agenda Item:			
X	Support	Oppose	Neutral
Note: If you are separately your	here for an agenda iter position on the appeal b	m that is filed for "Appeal", pl below:	lease state
	Support	Oppose	Neutral
l give my 3 min	utes to:		
Parking validatio	ns available for speake	rs only – see Clerk of the Bo	ard.

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SPEAKER'S NAME: Noland	Turnage		
Address: (Only if follow-up mail respo	nse requested)		
City: Perris	Zip:	2571	
Phone #: 951 - 750 - 2372	<u></u>		
Date: 9/10/2024	Agenda #2[.1		
PLEASE STATE YOUR POSITION BEI	_OW:		
Position on "Regular" (non-appealed)	Agenda Item:		
Support	Oppose	Neutral	
Note: If you are here for an agenda item separately your position on the appeal be	n that is filed for "Appeal", plea elow:	ase state	
Support	Oppose	Neutral	
give my 3 minutes to:			
Parking validations available for speakers	s only – see Clerk of the Board	d.	
Revised: 06/13/2024)			

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SPEAKER'S NAME:	Gratvez	
Address:(Only if follow-up mail re	esponse requested)	
City: Menifee	Zip:	92586
Phone #: (951) 400-3	424	
Date: 9/10/24	Agenda #11	
PLEASE STATE YOUR POSITION	BELOW:	
Position on "Regular" (non-appea	(led) Agenda Item:	
\vee		
Support	Oppose	Neutral
Note: If you are here for an agenda separately your position on the appe	item that is filed for "Appea al below:	l", please state
Support	Oppose	Neutral
give my 3 minutes to:		
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SPEAKER'S NAME: Karla Cenantes
Address: 21010 and Elsmore val (Only if follow-up mail response requested)
City: Lewis Zip: 072570
Phone #: 0191-392-9916
Date: <u>9-10-2024</u> Agenda # <u>21.1</u>
PLEASE STATE YOUR POSITION BELOW:
Position on "Regular" (non-appealed) Agenda Item:
SupportOpposeNeutral
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SupportOpposeNeutral
I give my 3 minutes to:
Parking validations available for speakers only - see Clerk of the Board
(Revised: 06/13/2024)

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Addressing the Board & Acknowledgement by Chair:

Fernandez, Cindy

From: Sent: To: Cc: Subject:

Aquia Mail Monday, September 9, 2024 10:23 PM Dankofoo93@gmail.com Clerk of the Board Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20240910.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 9, 2024

Submitted values are:

First Name Karla

Last Name Cervantes

Address (Street, City and Zip) 21910 old Elsinore rd

Phone 9518929916

Email Dankofoo93@gmail.com

Agenda Date 09/10/2024

Agenda Item # or Public Comment 21.1

State your position below Oppose

Do you need a Spanish translator?

Commonte

No

Speak to urge the board to deny the warehouse proposal	
10	



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Junta de Supervisores del Condado de Riverside Solicitud de uso de la palabra

Presentar la solicitud al Secretario de la Junta (a la derecho del podio), Los oradores tienen derecho a tres (3) minutos, sujeto a de las Reglas de la Junta enumeradas en el reverso de este formulario. La Junta Directiva puede limitar la opinión del público sobre cualquier tema, según el número de personas que soliciten halar y los asuntos de la junta.

NOMBRE DEL ORADOR: JUSE AVALOS		
Dirección: 20/08 Vista Del Lago (solo si se solicita respuesta por correo electrónico de seguimiento)		
Cuidad y Código postal:		
Teléfono #: 951.207-7938		
Fecha: <u>9-10-2024</u> Agenda # <u>2</u> 1.1		
POR FAVOR, INDIQUE SU POSTURA A CONTINUACIÓN:		
Postura sobre el tema del orden del día "ordinario" (no apelado):		
ApoyoOposiciónNeutral		
Nota: Si está aquí para un tema de la agenda que se presentó para "Apelación", indique por separado su postura sobre la apelación a continuación:		
ApoyoOposiciónNeutral		
Le doy mis 3 minutos a:		
¿Necesitas traductor de español? Sí No		
Si desea escuchar la reunión en español, los auriculares están disponibles en el área		
del Secretario de la Junta.		
Las validaciones de estacionamiento están disponibles solo para oradores: consulte al Secretario de la Junta.		

REGLAS DE LA JUNTA

<u>Solicitudes para dirigirse a la Junta sobre temas de la "Agenda":</u>

Puede solicitar ser escuchado sobre un tema publicado en la agenda. Las solicitudes de audiencia deben presentarse al Secretario de la Junta antes de la hora programada para la reunión.

Solicitudes para dirigirse a la Junta sobre temas que "NO" están en la Agenda:

Sin perjuicio de cualquier otra disposición de estas reglas, el miembro del público tendrá derecho a dirigirse a la Junta durante el segmento de media mañana "Comunicación verbal" de la agenda publicada. Dicho propósito de dirección deberá corresponder a temas que estén bajo la jurisdicción directa de la Junta de Supervisores. SU TIEMPO SERÁ LIMITADO A TRES (3) MINÚTOS. La Junta Directiva puede limitar el tiempo del público sobre cualquier tema, según el número de personas que soliciten hablar y los asuntos de la junta.

Presentaciones de Power Point/Material Impreso:

Los oradores que tengan la intención de realizar una presentación formal de PowerPoint o proporcionar material impreso deben notificar a la Oficina del Secretario de la Junta antes de las 12 del mediodía del lunes previo a la reunión de la Junta del martes, asegurándose de que la Oficina del Secretario tenga suficientes copias de todos los materiales impresos y al menos una (1) copia del CD de PowerPoint. Se proporcionará a cada supervisor copias del material impreso entregado al secretario (antes de la fecha límite del lunes al mediodía). Si necesita utilizar el proyector "Elmo" en la reunión de la Junta, asegúrese de que su material sea claro y tenga el contraste adecuado, notificando al Secretario con suficiente antelación a la reunión su intención de utilizarlo. Se prohíbe a los oradores traer carteles a la sala de audiencias.

Límites de oradores individuales:

Los oradores individuales están limitados a un máximo de tres (3) minutos. La Junta Directiva puede limitar el tiempo del público sobre cualquier tema, según el número de personas que soliciten halar y los asuntos de la junta. Suba al podio cuando el Presidente diga su nombre y comience a hablar de inmediato. Lleve el micrófono a su boca para que la junta directiva, la audiencia y el sistema de grabación de audio lo escuchen claramente. Una vez que comiences a hablar, se encenderá la luz "verde" del podio. La luz "amarilla" se encenderá cuando le quede un (1) minuto. Cuando le queden 30 segundos, la luz "amarilla" comenzará a parpadear, lo que indica que debe terminar rápidamente sus comentarios. Se acaba el tiempo cuando la luz "roja" parpadea. El Presidente respeta estrictamente un límite de tres (3) minutos por orador. Nota: Si tiene la intención de dedicar su tiempo a una "Presentación grupal /organizada", indíquelo claramente en la parte inferior del reverso de este formulario.

Presentaciones Grupales/Organizadas:

Las presentaciones grupales/organizadas con más de un (1) orador se limitarán a nueve (9) minutos a discreción del Presidente. El organizador de la presentación recibirá automáticamente los primeros tres (3) minutos, y los seis (6) minutos restantes cedidos por otros oradores, según lo solicitaron en un formulario de "Solicitud para hablar" completado y claramente indicado en la parte inferior delantera de la forma.

Dirigiéndose a la Consejo y Reconocimiento por parte del Presidente:

El Presidente determinará el orden en que los oradores se dirigirán al Consejo, y convocará a todos los oradores en pares. El primer orador debe subir inmediatamente al podio y comenzar a dirigirse a la Junta. El segundo orador deberá ubicarse en uno de los pasillos de la cámara para poder subir rápidamente al podio después del orador anterior. Esto es para permitir una reunión de la Junta eficiente y oportuna, brindando a todos los asistentes la oportunidad de exponer sus argumentos. Los oradores tienen prohibido realizar ataques personales y/o utilizar lenguaje vulgar, grosero, o profano mientras hablan con los miembros de la Junta, el personal, el público en general y/o los participantes de la reunión. Tal comportamiento, a discreción del Presidente de la Junta, puede resultar en la expulsión de las Cámaras de la Junta por parte de los Agentes del Alguacil.

+4

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

SPEAKER'S NAME: Duby	e Walsh	
Address: RAMU (Only if follow-up mail response	requested)	
City:	Zip:	
Phone #:		
Date: 9-10-29 A	genda # 1227 2(.)	
PLEASE STATE YOUR POSITIÓN BELOW:		
Position on "Regular" (non-appealed) Agenda Item:		
Support	_OpposeNeutral	
Note: If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:		
Support	_OpposeNeutral	
give my 3 minutes to:		

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Addressing the Board & Acknowledgement by Chair:

Fernandez, Cindy

From: Sent: To:	Debbie Walsh <abilene149@gmail.com> Monday, September 9, 2024 7:33 PM Wheeler, Timothy; Clerk of the Board; Supervisor Jeffries - 1st District; Office of 2nd District Supervisor: District 4 Supervisor V. Manuel Baser, D. J. J. J. J. Manuel Baser, D. J. Manuel Baser, D. J. Manuel Baser, D. J. Manuel Baser, D. Manuel Baser, D. J. Manuel Baser, D. Manuel Baser, D. Manuel Baser, D. J. Manuel Baser, D. Manuel</abilene149@gmail.com>
Subject: Attachments:	Romano; District3; District 5 Patterson Warehouse Project agenda- Project is inconsistent with the GP PPT220003letter Sept2024.pdf; Untitled Extract Pages.pdf; Countryplaceletteropwarehouse.pdf; Countryplaceletteropwarehouse2.pdf

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisors please find the attached letter regarding the Patterson Warehouse Project on the Tuesday hearing agenda September 10, 2024.

21.1

Please make this letter a part of the public record. The Project just be denied as it is inconsistent with the General Plan and Mead Valley Area Plan (see Project Consistency analysis).

The Environmental Justice element claims that this project benefits this Poor Rural Community of color by destroying their rural homes and replacing them with massive warehouses. How is that Justice??? This goes against numerous aspects of Environmental Justice, the General Plan and Mead Valley Area Plan.

Thanks.

Debbie Walsh

September 9, 2024

RAMV Debbie Walsh PO Box 2244 Perris, CA 92572

Riverside County Board of Supervisors 4080 Lemon Street Riverside, CA 92502

Attn: Principal Planner Tim Wheeler

Honorable Supervisors.

RE: Opposition to the Patterson Business Center. GPA 220003, CZ220003, PPT220004, TPM 38337. Item 21.1. Project Consistency Analysis Appendix: "The Proposed warehouse use on +-36 acres of the project site is not consistent with the property's existing General Plan land use designation."

Dear Honorable Supervisors:

The Rural Association of Mead Valley is adamantly opposed to the Rider and Patterson Business Center warehouse Project. The current Project is in error by establishing in the EIR, in the Project description and numerous documents that the rural ranch parcels have a land use of CD-MDR (medium Density Residential 3-5 dwelling Units per acre). That is inaccurate as stated and proven in the Consistency Analysis Appendix for this Project. As well as the 2017 previous Project for this site that never made it through the LCD Hearings. The land use for the rural properties for this site is RC-VLDR and has been since the 2003 RICP General Plan.

(See the Consistency Analysis) 2.4.2 and 2.4.3 on the next page. 2017 Project in future pages.

The majority of the residents living and owning property in Country Place have signed letters in opposition to this Warehouse Project. Those renting homes may be for jobs this may bring. (See attached letters).

The Environmental Justice element claims that this project benefits this Poor Rural Community of color by destroying their rural homes and replacing them with massive warehouses. How is that Justice??? This goes against numerous aspects of Environmental Justice, the General Plan and Mead Valley Area Plan.

THE BOARD OF SUPERVISORS "MUST" DENY THIS PROJECT

Completely fails Environmental Justice. The Riverside County Fire Administration Facility is just 5 minutes away. Small Fire trucks would be part of that fleet. Not needed. The Regional Trails are what is needed along Rider and Patterson instead of a small trail. This a critical link to the Regional Trails System.

 Not consistent with the property's existing General Plan and Mead Valley Area Plan and land use designation (Consistency Analysis)

requires a Foundation GPA (Consistency Analysis)

zero clearance between the warehouse and existing homes (SCAQMD) (DOJ)

• cannot reduce the significant impacts to the community of air pollution and greenhouse gases and many other significant impacts. (SCAQMD)

- Residents who are living zero feet away are opposed to the Project.
- Cannot minimize the impacts to the Country Place residents.
- Trucks from the project will use Rider Street west to Cajalco road just like the other warehouses on Harvill. County does not have truck routes. Cajalco is already gridlocked.
- No stop sign at Rider and Vista Del Lago
- Residents living in Country Place already have health concerns.
 The Pollution from this Project will heavily impact their health.
- Rider Street will not be improved to full width. Not in the Industrial Corridor.
- Does not meet Environmental Justice requirements

This Project completely fails the EJ element by creating huge amounts of Pollution directly next to homes and a children's facility each day.

The Previous 2017 LDC Meeting clearly shows that the Project site R-1 land use is MDR and the Ranch properties R-R-1 and A-1-1 are RC-VLDR. This project cannot be approved as it does not meet the General Plan and Mead Valley Area plan and is REQUIRED TO HAVE A FOUNDATION GENERAL PLAN AMENDMENT. Changes were made after the 2017 Project to change the Ranch homes from Rural Community – VDLR (minimum one acre lot sizes) to Community Development MDR (2-5 dwelling units per acre). The zoning does not allow for that change. The land use was changed so that all of the project site is listed as MDR.

The County errored or made an intentionally illegal land use change to get this Project approved. The land use must be restored to the correct land use for the General plan and Mead Valley Area Plan.

The entire Project just like in 2017 cannot be MDR with the added ranch homes.

The warehouse land use is inconsistent with the General Plan and Mead Valley Area Plan.

Because of this the PROJECT CANNOT BE APPROVED AND MUST BE DENIED.

2.4.2 COUNTY OF RIVERSIDE GENERAL PLAN AND MEAD VALLEY AREA PLAN

The prevailing planning document for the Project site and its surrounding area is the Riverside County General Plan. The Project site is located within the Mead Valley Area Plan (MVAP) portion of the Riverside County General Plan. As depicted on Figure 2-4, *Existing General Plan Land Use Designations*, the County's General Plan and MVAP designate the 40.88-acre Project site for "Medium Density Residential (MDR)" land uses (RCIT, n.d.). The MDR land use designation is intended to accommodate single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre and minimum lot sizes ranging from 4,000 to 6,500 square feet (s.f.) (Riverside County, 2021a, Table LU-4). The proposed warehouse use on ± 36.0 acres of the Project site is not consistent with the property's existing General Plan land use designation.

2.4.3 ZONING

The Riverside County Zoning Ordinance is intended to implement the Riverside County General Plan's land use plan. As shown on Figure 2-5, *Existing Zoning Classifications*, under existing conditions a majority of the Project site is zoned for "One-Family Dwellings (R-1)," two parcels along the central southern boundary are zoned "Light Agriculture (A-1-1)," and two parcels near the southeast corner of the Project site are zoned "Rural Residential (R-R-1)." The R-1 zoning classification is intended to allow for one-family dwellings, with limited agricultural and equestrian uses. The A-1-1 zoning classification allows for one-family dwellings and limited agricultural uses, with minimum one-acre lot sizes. The R-R-1 zoning classification allows for onefamily dwellings and limited agricultural uses, with minimum one-acre lot sizes. (Riverside County, 2021c; RCIT, n.d.). The proposed warehouse use on ± 36.0 acres of the Project site is not consistent with the property's existing zoning designations.

The Environmental Justice element claims that this project benefits this Poor Rural Community of color by destroying their rural homes and replacing them with massive warehouses. How is that Justice??? This goes against numerous aspects of Environmental Justice, the General Plan and Mead Valley Area Plan.

EJ: Health Risk Reduction: this category addresses pollution prevention in the day to day living environment that are grouped under the following headings:

- Pollution Exposure
- Food Access
- Safe and Sanitary Homes

This Project completely fails the EJ element by creating huge amounts of Pollution directly next to homes and a children's facility each day.

Environmental Justice. The Riverside County Fire Administration Facility is just 5 minutes away. Small Fire trucks would be part of that fleet. Not needed. The Regional Trails are what is needed along Rider and Patterson instead of a small trail. This a critical link to the Regional Trails System. The Environmental Justice Element claims to benefit the Community with a 10 feet trail and a small fire truck while this Project does not even meet the minimum requirements of safety.

The following General Plan violations require that Riverside County not move forward with this Project of a warehouse almost 600,000 sq. ft. There are numerous violations of the Riverside County General Plan and Mead Valley Area Plan among many other concerns.

Claiming that warehouses are the only industry to provide residents jobs to poor communities is false.

The horse industry in Riverside County is a Billion Dollar Industry that employees more people than this warehouse ever will in Mead Valley. Jimmy Flores Training Stables on Orange Street is one example in Mead Valley, but there are many more.

Seeing what happened to Bloomington another poor Hispanic equestrian community. We now see numerous developers are looking at Mead Valley as the next easy target.

The Previous 2017 LDC Meeting clearly shows that the Project site R-1 land use is MDR and the Ranch properties R-R-1 and A-1-1 are RC-VLDR. This project cannot be approved as it does not meet the General Plan and is REQUIRED TO HAVE A FOUNDATION GENERAL PLAN AMENDMENT. Changes were made after the 2017 Project to change the Ranch homes from Rural Community – VDLR (minimum one acre lot sizes) to Community Development MDR (2-5 dwelling units per acre). The zoning does not allow for that change.

The land use was changed so that all of the project site is listed as MDR. The County made an error or made an illegal land use change to get this Project approved.

The entire Project just like in 2017 cannot be MDR with the added ranch homes.

The warehouse land use is inconsistent with the General Plan and Mead Valley Area Plan.

What the community needs is for this residential housing tract to be completed. We do not need another warehouse and certainly not outside of the Industrial Corridor and inside of our rural community.

The Facts were clear in 2017 when this project was proposed (minus the 4 ranch properties) that it did not make it past the LDC Meeting and clearance. The Project should never have been brought forward. The same huge problems exit with the current Project. The land use was not consistent then and certainly worse now.

The 2017 Plot Plan clearly shows the land use for the ranch properties along Walnut are in fact RC-VLDR. The surrounding land use for rural R-R and A-1 zoning is RC-VLDR. Only R-1 zoned properties (which there are very few) have a land use of MDR.

The current Project Description is in error. The entire DEIR and FEIR must be sent back to the drawing board and the Project must complete a Foundation GPA.

The plot plan for the 2017 Project LDC meeting without the ranch homes shows the land use for this area as RC-VLDR. This land use did not change over the past few years and is still the same today as indicated in the consistency portion of the EIR. This project is inconsistent.

The Regional Trails must be included in the Project. Rider and Patterson 10 feet trails are not the same as a Regional Trail.

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Regional Trail in Rural Areas

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RIVERSIDE COUNTY ANNING DEPARTMEN

Charissa Leach, P.E. Assistant TLMA Director

July 13, 2017

- Core 5 Industrial Partners TO: C/O Andrea Arcilla 2030 Main Street #1200 Irvine, CA 92614
- Albert A Webb Associates CC: 3788 McCray Street Riverside, CA 92508
- GENERAL PLAN AMENDMENT NO. 1222, CHANGE OF ZONE NO. 7942, PLOT PLAN NO. RE: 26293

Your proposal was scheduled for comments from the Land Development Committee (LDC) on July 13, 2017. Enclosed are the resulting comments from the Riverside County Planning Department and all other available comments.

General Comments:

- 1. Considering the current land use designation for the site is for residential use and the project is proposing to change the land use designation to potentially allow for the proposed warehouse, the proposed project presents substantial concerns regarding land use compatibility with a warehouse adjacent to existing and planned residential land uses. Due to this, it is not known whether the proposed project can be supported.
- 2. Associated with the compatibility concerns with the proposed warehouse and General Plan Amendment, please provide proposed findings for the General Plan Amendment pursuant to Ordinance No. 348, Section 2.4.C.2. At initial review of the required findings, it is unknown whether the required findings can be made for staff to be able to support the General Plan Amendment and the project in general, which require the General Plan Amendment.
- 3. The project is located within the March Air Reserve Base Influence Area, in particular Zone C2. Review by the Riverside County Airport Land Use Commission (ALUC) is required. See their website at www.rcaluc.org to submit an application to ALUC and fees due for their review.
- 4. The project is located within the boundaries of the Mead Valley Municipal Advisory Council. Please coordinate with the 1st. District office and the Council on a desire to present the project to them and what their recommendations are regarding the project.
- 5. At this time, the review and ultimate determination of technical reports is outstanding to be able to determine whether an EIR is required. However, based on the size of the proposed project and the resulting potential traffic, air quality, and noise impacts as well as land use compatibility concerns of the project, an EIR is likely needed.
- 6. A preliminary title report, operating agreement, and indemnification form were provided with the application. These have been provided to County Counsel for review which resulted in request for

Riverside Office · 4080 Lemon Street, 12th Floor 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) 863-7555

"Planning Our Future... Preserving Our Past"


Chapter 3 Land Use Element

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Polkka

The following policies apply in residentially designs of properties within the Conservation Development Consera Plan had use designs ion, as described above and as depicied on the area plan land use maps

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- LU 28.3 Require i à si adequais seni avaitable ensulances facilines, vaise respondes, and sever facilines colorisados de decementa of rise proposed readeonal land use (A1.3)
- LU234 Accommodate the development of a vanety of boundary topes, a yies and decourts that are metricable to and metricable of a range of life system, physical abilities, and in comotic velocity

County of Riserside Constant Plan September 22, 2021

111-67



General Plan Chapter 10 Page 19

- HC 16.13 Provide buffer spaces and vegetative barriers between high-volume roadways/ transportation and train track corridors and sensitive land uses.
- HC 16.14* Assure that sensitive receptors are separated and protected from polluting point sources, as feasible, including agricultural businesses that produce or use pesticides and chemical fertilizers.
- HC 16.15^{*} Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barners, distance, or similar solutions or measures from emission sources when possible.
- HC 16.16" Apply pollution control measures such as landscaping, vegetation, and green zones (in cooperation with the SCAQMD) and other materials, which trap particulate matter or control air pollution.
- HC 16.17 Landscape by planting of trees on a community basis that removes pollutants from the air, provides shade and decreases the negative impacts of extreme heat on the community.
- HC 16.18" Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job-poor areas and does not otherwise contribute to onsite emissions in order to improve air guality.
- HC 16.19 Promote reduction of vehicle miles traveled (VMT) by encouraging expanded multi-modal facilities, linkages between such facilities, and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes.
- HC 16.20 Facilitate an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies in the development of mutual policies and funding mechanisms to increase the use of alternative transportation modes. All new development should contribute and invest in increasing access to public transit and multimodal active transportation infrastructure.

South Coast AQMD's Summary of Project Information in the Draft EIR. "South Coast AQMD staff reviewed aerial photographs and found that the nearest sensitive receptor, an existing residential development, is located immediately adjacent west of the Proposed Project site with zero feet of separation".

"In the event that the revised air quality emission calculations for the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project's air quality impacts, South Coast AQMD recommends incorporating the following mitigation measures and project design considerations into the Final EIR".

This Project results in significant air quality and greenhouse emissions to the community and especially to the residents living zero feet from the Project. The entire area has the worst air pollution in the nation. Many of the residents living in Country Place already have health concerns. Riverside County does not have Truck Routes. SCAQMD requirements cannot be met. The hundreds of trucks will be going through our rural neighbors and past our schools.

Trucks will be going west on Rider to Seaton Cajalco impacting traffic throughout Mead Valley and the entire region.

Not included in the EIR or NOP is the Olive Crest facility for disadvantaged children just 1000 feet from this warehouse.

Issues of concern.

- 1. Page 6 of the NOP shows inaccurate information. The Project site consists of three land use designations. Under existing Project image shows Project as MDR. The four parcels along the southern portion of the project site are RC-VLDR with zoning A-1 and RR-1.
- 2. The change of zone CZ220003 violates the General Plan. A Change of Zone from RR-1 and A-1 to LI Industrial land use requires a Foundation General Plan Amendment.
- 3. Findings for Foundation Component General Plan Amendment cannot be made.
- 4. (Ord. 348 § 2.5 (B).) Pursuant to Ordinance 348 Section 2.5 (F), a regular Foundation Component Amendment must include findings, based on substantial evidence:
 (a) That new conditions or circumstances disclosed during the review process justify modifying the General Plan;
 - (b) That the modifications do not conflict with the overall Riverside County Vision, and

- (c) That they would not create an internal inconsistency among the elements of the General Plan.
- 5. General Plan Amendments proposing a change of land use designation from one Foundation Component to another will only be entertained by the County of Riverside at eight-year intervals. Next eight-year interval Foundation General Plan Amendment initiation is scheduled to take place 2024.
- 6. The County must initiate the Foundation GPA Process
- 7. The Project is outside of the Industrial Corridor. Violation of the Mead Valley Area Plan.

"The Mead Valley land use plan provides for a predominantly rural community character with an equestrian focus. This is reflected by the Very Low Density Residential and Low Density Residential land use designations within the Rural Community Foundation Component and Rural Residential designation within the Rural Foundation Component that dominate the planning area."

- 8. The Project is located within an Environmental Justice Community. Violates the General Plan Heathy Communities / Environmental Justice Element of the General Plan. Removes affordable housing from the community. Changes R-1, RR-1 and A-1 residential land use to Ll.
- 9. Violations of the General Plan and Mead Valley Area plan Vision.
- 10. Violations of the Mead Valley Area Plan. Rural Equestrian Community.
- 11. Violations of the General Plan and Ordinance 348 Section 2.5.
- 12. Includes removal of existing rural homes to build a warehouse. Violation of the Mead Valley Area Plan, General Plan and Vision. Replacing existing residential lamd use with residential requires that land use to be replaced somewhere else.
- 13. Violation of HANS requirements. Project is within a HANS cell and a WRC Habitat Cell. The site currently has vegetation that will sustain habitat.
- 14. Warehouse is near an established habitat reserve area. The Mott Reserve.
- 15. Surrounding rural roads are not equipped for large-scale trucking.
- 16. The project is surrounded by residential rural zoned homes.
- 17. Trucks will travel within the rural community, next to homes and a school less than 1000 feet from the warehouse Project that serves children with special needs.
- 18. Logistics trucks from this warehouse will be using Seaton Ave to Cajalco traveling past the AOC Resin Factory. Over 30 trucks carrying very highly toxic and flammable resin use Harvill to Rider to Seaton Ave. to transport their resin from the offloading site to the resin plant. The AOC resin plant is not mentioned in the EIR or documents. Current roads are not equipped for logistics trucks. Refer to the tanker car filled with resin incident.
- 19. Within an existing housing project (Country Place).
- 20. The proposed warehouse is less than 1000 feet from a school for underprivileged children in the community. Oak Grove provides services to students with histories of chronic and severe social, emotional, behavioral, and academic challenges. <u>https://oakgrovecenter.org/oak-grove-at-the-ranch/(Not included in the NOP)</u>.
- 21. Noise impacts next to homes. No screening walls are part of the Project site plans.

- 22. GHG emissions, NOx, PM2.5 will increase in a community already impacted by Environmental Justice.
- 23. The area has some of the worst smog in the nation.
- 24. Traffic impacts.
- 25. Health Impacts.
- 26. Rider is a Rural Road that narrows west of Patterson with a large ditch along the southern portion of the road. Flood Control improvements must be part of the plans for this Project.
- 27. Southern California Edison does not have the capacity to generate enough electricity for the current warehouses located in Mead Valley.
- 28. Environmental Justice is not included in the NOP. The DOJ must be included in the State Clearinghouse list.
- 29. This Project cannot complete the required Foundation General Plan Amendment. HANS for this Project has not been completed. This Project cannot move forward until both of these have been completed.

The NOP does not include the residences along Walnut Street that are part of the Project site. This will eliminate affordable housing within the EJ Community of Mead Valley. The Project includes four homes along the southern boundary. The current zoning includes R-1, A-1 and RR-1.

Mead Valley Community Plan. Page 9 Land Use Concept

"The Mead Valley land use plan provides for a predominantly rural community character with an equestrian focus. This is reflected by the Very Low Density Residential and Low Density Residential land use designations within the Rural Community Foundation Component and Rural Residential designation within the Rural Foundation Component that dominate the

See ordinance 348 Foundation GPA. 2.5

FINDINGS FOR FOUNDATION COMPONENT GENERAL PLAN AMENDMENT CANNOT BE MADE

FGPA for this Project cannot be initiated as the required findings for approving such an amendment are unsupported by substantial evidence and cannot be made. This Project is subject to a Foundation General Plan Amendment with an eight-year approval cycle. (Ord. 348 § 2.5 (B).) Pursuant to Ordinance 348 Section 2.5 (F), a regular Foundation Component Amendment must include findings, based on substantial evidence:

(1) That new conditions or circumstances disclosed during the review process justify modifying the General Plan;

(2) That the modifications do not conflict with the overall Riverside County Vision, and(3) That they would not create an internal inconsistency among the elements of the General Plan.

1b. There are no new conditions or circumstances that justify a Foundation General Plan Amendment.

2b. Modifications would conflict with the Riverside County Vision and Mead Valley Area Plan. The vison of Mead Valley is for a predominately rural, equestrian lifestyle.

3b. This Project would create an internal inconsistency among the elements of the General Plan by changing rural residential zoning to allow for Industrial large scale logistics distribution centers outside of the established Industrial corridor and within the residential rural community.

The Riverside County General Plan states, "The Mead Valley land use plan provides for a predominantly rural community character with an equestrian focus. This is reflected by the Very Low Density Residential and Low Density Residential land use designations within the Rural Community Foundation Component and Rural Residential designation within the Rural Foundation Component that dominate the planning area." Mead Valley Area Plan. (Riverside County General Plan).

General Plan Administrative Element. A-12

3. Foundation Amendment Findings. The premise for a Foundation Amendment is that the General Plan will only be amended in any fundamental way for significant cause. The intent with Foundation Amendment Findings is to consider them comprehensively in the context of the entire General Plan and their overall impacts on the Riverside County Vision and its implementation. A Foundation Amendment may occur in two ways. The first would be as part of a regular General Plan Review cycle. The first finding is required for this type of amendment. The second means of making a Foundation Amendment would be as a result of extraordinary events. The first two and any one or more of the subsequent findings will be necessary to justify an Extraordinary Amendment, which does not have to comply with the General Plan Review cycle: a. The foundation change is based on substantial evidence that new conditions or circumstances disclosed during the review process justify modifying the General Plan, that the modifications do not conflict with the overall Riverside County Vision, and that they would not create an internal inconsistency among the elements of the General Plan.

b. A condition exists or an event has occurred that is unusually compelling and can only be rectified by making changes in the current Riverside County Vision, Principles, or Policies. An Extraordinary Amendment must still result in a consistent direction for the subsequent planning period. The condition stimulating such an amendment may involve private properties, public properties or both.

GP Page 10 Vision

Clarity in Land Use Guidance

Completely Mapped Policy: Land use mapping at the General Plan level (see Chapter 3, Land Use Element) depicts four "Foundation" Components, while Area Plans use a streamlined, consistent set of land use designations that fall under the umbrella of the Foundation Components.

The Foundation Components: The RCIP Vision calls for the land uses in Riverside County to be clearly mapped, and areas suitable for development or agriculture to be easily distinguishable from those to be permanently conserved, either for habitat or to accommodate natural resources or open space. As a result, the land use designations used in this General Plan fall under the umbrella of five Foundation Components, or major categories of Riverside County

land use: **Community Development, Rural, Rural Community, Agriculture, and Multipurpose Open Space**. The countywide map of land use delineates only those five Foundation Components (see Chapter 3, Land Use Element).

As detailed in the description of the General Plan Certainty System (see general description below and Chapter 11, Administration), the significance of these foundation components is that General Plan Amendments proposing a change of land use designation from one Foundation Component to another will only be entertained by the County of Riverside at eight-year intervals.

Preserving Stability and Flexibility in the Plan Over Time: The Certainty System

The Riverside County General Plan Certainty System provides clarity regarding the interpretation and use of the General Plan in ongoing decision making, and seeks to sustain the Plan's policy direction over time (see Chapter 10, Administration). It recognizes that circumstances will change, imperfections in the Plan will be discovered, and events will occur that require changes in the Plan. The overriding consideration, however, is the absolute necessity to maintain a high level of confidence in the Plan and enable people affected by it to have reasonable expectations regarding how the Plan will impact them. **The Certainty System serves the needs of those who value a rural lifestyle**, farmers who have invested in their operations, and developers who want to ensure return on their investments. The System also ensures that open space is preserved in Riverside County for the benefit of all.

Administrative Element General Plan.

Healthy Communities General Plan element Open Space, Rural, Rural Community and Agriculture Land Uses

These policies are intended for Open Space, Rural, Rural Community, and Agriculture areas, which were designated in this General Plan to preserve the rural lifestyle that is an integral part of the character and appeal of Riverside County. Agriculture defines the unique character of many communities in Riverside County, and helps to define the edges of and provide separation between developed areas. Widespread and diverse agricultural lands

are one of Riverside County's most important land uses in terms of historic character, economic strength and human health.

When local agricultural products are grown and distributed locally, people have better access to high quality, nutritious food. In addition, local food sources are closer to local retailers and thus require less in terms of transportation costs and fossil fuel. The goal of this section is to promote development patterns in Rural and Agricultural areas that are consistent with the General Plan Vision and which promote healthy lifestyles. Policies:

HC 4.1 Promote healthy land use patterns by doing each of the following to the extent feasible: (AI 137)

a. Preserving rural open space areas, and scenic resources.

b. Preventing inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

c. Developing incentives, such as transfer of development rights, clustered development,

development easements, and other mechanisms, to preserve the economic value of agricultural and open space lands.

Environmental Health

People today are exposed to an unprecedented amount of harmful substances ranging from particulate matter and emissions from auto and industrial sources to toxic pesticides and ingredients found in every day household and pharmaceutical products. These harmful substances enter into our air and water supplies and accumulate in our bodies causing a range of health effects such as increased respiratory illnesses, cancer and other chronic health problems. Consequently, decisions about the location and mix of land uses, transportation investments, design and building practices and building materials can all have an impact on the environment and human health.

Motor vehicles are the principal source of particulate matter and other pollutants that contribute to poor air quality and associated respiratory illnesses. In general, the more vehicle miles traveled in a region, the worse the air pollution. Factories, concentrated in heavily industrial areas, are equally problematic. Heavy industrial areas have the potential for toxic releases that cause negative health impacts

Policies:

HC 14.1 When feasible, avoid siting homes and other sensitive receptors near known or anticipated sources of air pollution.

HC 14.2 When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors

General Plan Environmental Justice

The Environmental Justice section of the Healthy Communities Element identifies environmental justice policies that address quality of life and environmental safety. These environmental justice policies apply to the Environmental

Justice Communities ("EJ Communities") shown on Figure LU-4.1, entitled "Riverside County Environmental Justice Communities," within the General Plan Land Use Element with specific policies located in the Healthy Communities Element. It is important to note that in addition to policies shown under the Environmental Justice Section, all other policies within the Healthy Communities Element also directly apply within EJ Communities; for example, policies HC 2.1, HC 11.1 and HC 11.2 above all encourage access to food, which is an issue within

EJ Communities. Environmental justice policies address eight topics under the following categories: Civic Engagement: this category includes policies that promote civic engagement in the decision-making process. Health Risk Reduction: this category addresses pollution prevention in the day to day living environment that are grouped under the following headings: • Pollution Exposure

- Food Access
- Safe and Sanitary Homes

• Physical Activity Public Facilities: this category includes policies that prioritize improvements and programs for public facilities.

 Health Care Facilities Other: this category includes policies that do not fall under one of the above sections. The objectives of these environmental justice policies are to increase civic

engagement, reduce unique and compounded health risks, and prioritize improvements and programs for public facilities within EJ Communities. Meeting these objectives involves collaboration and coordination with the unincorporated communities and constituents, stakeholder groups, other government agencies, service districts, and the development community. The environmental justice policies are provided below grouped under the headings discussed above.

The Proposed Plot Plan shows only a landscape berm and buffer between the Country Place homes subdivision and the proposed warehouse. Screen walls must be included along the eastern, western and southern side of the project to project residents and the church along Patterson and Walnut Ave. The Project must require a screen wall between residential homes (Sensitive Receptors) and warehouses. Residents must be protected from noise and health impacts of from this Project. A 1000 foot buffer is necessary between warehouses and sensitive receptors. (General Plan Environmental Justice Element).

Mead Valley is an Environmental Justice Community as designated by EPA's Environmental Justice Screening and Mapping Tool in the 95-100 percentile range for Particulate Matter 2.5.

Mead Valley is a community of color and one of the poorest communities in Riverside County.



SEPA EJScreen EPA's Environmental Justice Screening and Mapping Tool (Version 2.1)

The health risk impacts from this Project are a big concern. The cancer risk and impacts of diesel emissions on human health, SCAQMD, CARB, WRCOG, and others have recommended siting warehouses at least 1000 feet from residences and other sensitive receptors. ("Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning: a Reference for Local Governments within the South Coast Air Quality Management District," May 6, 2005, "Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities," WRCOG Regional Air Quality Task Force, September 12, 2005.)



Project seen from Rider Street east of Patterson Street. Country Place nomes on the west side of the photo and Walnut Street homes are located on the south side of the Project. The site currently has vegetation present. Photo taken December 29, 2022.



HANS is shown in the red checked area. WRC Criteria Cell Group B #2432 is shown in tan.





Oak Grove School for disadvantaged children is less than 1000 feet from the Project. Sensitive receptors should not be placed within 1000 feet of logistics warehouses and yet we see homes surrounding the Project site. There is a need for affordable housing. This property is currently zoned for residential homes and should remain zoned for housing. California law requires that the County must provide replacement housing elsewhere.



Country Place is directly adjacent to the Project. Country Place subdivision includes the current section of the Project that is vacant land. Occupied home along Walnut are set for removal and the land they are on will be part of the massive warehouse. The Project is outside of the Industrial Corridor and surrounded by homes. This is a violation of the General Plan and Mead Valley Area Plan.

Traffic study fails to include Seaton Ave. An intersection analysis must include Seaton X Rider and Seaton X Cajalco where hundreds of trucks from this project will travel.

Hundreds of trucks will be using Rider to Seaton to Cajalco.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	Jurisdiction	CMP?
1	Driveway 1 & Rider St.	County of Riverside	No
2	Patterson Av. & Rider St.	County of Riverside	No
3	Patterson Av. & Driveway 2	County of Riverside	No
4	Patterson Av. & Driveway 3	County of Riverside	No
5	Harvill Av. & Cajalco Exwy.	County of Riverside	No
6	Harvill Av. & Rider St.	County of Riverside	No
7	Harvill Av. & Placentia Av.	County of Riverside	No
8	I-215 SB Ramps & Ramona Exwy.	County Perris Caltrans	No
9	I-215 NB Ramps & Ramona Exwy,	County, Perris, Caltrans	No
10	I-215 SB Ramps & Placentia Av.	County Perris Caltrans	NO
11	I-215 NB Ramps & Placentia Av.	Perris, Caltrans	No

Please deny this Project. The location of this warehouse is not appropriate. It is located where a large number of hazardous and flammable materials are transported on narrow country roads every day along Rider Street and Seaton.

https://www.pressenterprise.com/2022/08/12/hazardous-chemical-leak-from-rail-car-leads-to-170-evacuations-215-freeway-closure-near-perris/

Sincerely,

Outbielvaloe

Debbie Walsh Rural Association of Mead Valley



September 6, 2024

RE: I am in Opposition to the Warehouse Project GPA220003 at Patterson and Rider.

Honorable Supervisors:

I live in the Country Place housing tract. This massive 600,000 sq. ft. warehouse is very near my house. We were told that the rest of our housing tract would be built someday. Now we find a massive warehouse instead. I am in opposition to this Project. The trucks from this Project will drive directly down Rider to Cajalco. There is no stop sign on Rider at Vista Del Lago where hundreds of residents get out onto Rider every day to take our kids to school and go to work. There will be no road improvements along the north side of the road only surrounding the Project site. Rider Street will become very dangerous. This Project is outside of the Industrial Corridor and inside of our rural community. How can these warehouses be built here?

The noise from the warehouse will be deafening. There is constant beeping from back up beepers and pounding as the trucks drive down Rider Street that is feet from our homes and the trucks will tear up our road.

The air pollution and health risks will increase dramatically as hundreds of trucks pass by our neighborhood each day. Our air quality is already the worst in the nation and we don't need more toxins in our air for our kids to breathe.

The trucks will be backed up onto Rider Street. Rider and Patterson will only be improved to half width. This increases the dangers for our community.

I respectfully urge the Board of Supervisors to VOTE NO on this massive warehouse next to my home.

A better use of the land is more housing. Certainly the County needs more housing.

Best Regards,

Eurlyn Sandourd 92570 20179 Faller Leaf Da. Dennic, CA 92570

September 6, 2024

4080 Lemon Street. Riversite County Events of Supervisors

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Obelia Sandord 1 92570 20179 Faller Lenf Dr.

September 6, 2024

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Riverside County Board of Supervisors 4080 Lemon Street. Riverside CA, 92501 September 6, 2024

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Mairs Graciand 23209 Sunny Canyon St Perris CA 92570 ASI 238-8668

September 6, 2024

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Jose S. Flores 23210 Wildwood 2N Pervis Ca 92570

September 6, 2024

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Best Regards,

Mieh

23737

Summy Canyon

September 6, 2024

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23195 wildwood In Peins CA 92570

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Janflauth 23195 Wildwood In Persis CH 92570

909-489-7011

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Abordony AYALA 20095 FALLEN LEAF DR. abilence 1490 gm evil. com

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Riverside County Boarrin Standarian In Clab Lemon Strees Riverside CA, 92-40

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M- 0 / 23196 WOIN 951069399

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Riverside County Board of Supervisors 4080 Lemon Street. Riverside CA, 92501 September 6, 2024

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The air pollution and health risks will increase dramatically as hundreds of trucks pass by our neighborhood each day. Our air quality is already the worst in the nation and we don't need more toxins in our air for our kids to breathe.

The trucks will be backed up onto Rider Street. Rider and Patterson will only be improved to half width. This increases the dangers for our community.

I respectfully urge the Board of Supervisors to VOTE NO on this massive warehouse next to my home.

A better use of the land is more housing. Certainly the County needs more housing.

Israel Enciso 23223 Sunny Conyon, St Permis, CA., 92570

Riverside County Board of Supervisors Request to Speak

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

SPEAKER	'S NAME: <u>Alex</u>	Likakis	
Address: _	(Only if follow-up mail	response requested)	
City:	intstand	Zip:	
Phone #: _	760-525-12	00	
Date:	9 10 24	Agenda # 21.	
PLEASE S	TATE YOUR POSITIO	N BELOW:	
Position or	n "Regular" (non-app	ealed) Agenda Item:	
./			
V	Support	Oppose	Neutral
Note: If you separately y	u are here for an agend our position on the ap	da item that is filed for "Appeal" peal below:	, please state
	Support	Oppose	Neutral
	Support		
l give my 3	minutes to:		

(Revised: 06/13/2024)

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SPEAKER'S NAME: MARK	-A-DEJ	
Address:(Only if follow-up mail res	sponse requested)	
City: CARSBAD	Zip	912008
Phone #: 740.827 4025	· · · · · · · · · · · · · · · · · · ·	
Date: 09.10.2024	Agenda # 2 (.1
PLEASE STATE YOUR POSITION I	BELOW:	
Position on "Regular" (non-appeal	led) Agenda Item:	
Support	Oppose	Neutral
Note: If you are here for an agenda is separately your position on the appear	item that is filed for "Appe al below:	al", please state
Support	Oppose	Neutral
give my 3 minutes to:ÅLEX	ZIKAKIS	
Parking validations available for spea	kers only – see Clerk of th	ne Board.

(Revised: 06/13/2024)

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Junta de Supervisores del Condado de Riverside Solicitud de uso de la palabra

Presentar la solicitud al Secretario de la Junta (a la derecho del podio), Los oradores tienen derecho a tres (3) minutos, sujeto a de las Reglas de la Junta enumeradas en el reverso de este formulario. La Junta Directiva puede limitar la opinión del público sobre cualquier tema, según el número de personas que soliciten halar y los asuntos de la junta.

NOMBRE DEL ORADOR: Tony Towes
Dirección: (solo si se solicita respuesta por correo electrónico de seguimiento)
Cuidad y Código postal:
Teléfono #:
Fecha:Agenda #
POR FAVOR, INDIQUE SU POSTURA A CONTINUACIÓN:
Postura sobre el tema del orden del día "ordinario" (no apelado):
ApoyoOposiciónNeutral
Nota: Si está aquí para un tema de la agenda que se presentó para "Apelación", indique por separado su postura sobre la apelación a continuación:
ApoyoOposiciónNeutral
Le doy mis 3 minutos a:
¿Necesitas traductor de español? Sí No
Si desea escuchar la reunión en español, los auriculares están disponibles en el área del Secretario de la Junta.
Las validaciones de estacionamiento están disponibles solo para oradores: consulte al Secretario de la Junta.

(Revisado: 06/13/2024)

REGLAS DE LA JUNTA

<u>Solicitudes para dirigirse a la Junta sobre temas de la "Agenda":</u>

Puede solicitar ser escuchado sobre un tema publicado en la agenda. Las solicitudes de audiencia deben presentarse al Secretario de la Junta antes de la hora programada para la reunión.

Solicitudes para dirigirse a la Junta sobre temas que "NO" están en la Agenda:

Sin perjuicio de cualquier otra disposición de estas reglas, el miembro del público tendrá derecho a dirigirse a la Junta durante el segmento de media mañana "Comunicación verbal" de la agenda publicada. Dicho propósito de dirección deberá corresponder a temas que estén bajo la jurisdicción directa de la Junta de Supervisores. SU TIEMPO SERÁ LIMITADO A TRES (3) MINUTOS. La Junta Directiva puede limitar el tiempo del público sobre cualquier tema, según el número de personas que soliciten hablar y los asuntos de la junta.

Presentaciones de Power Point/Material Impreso:

Los oradores que tengan la intención de realizar una presentación formal de PowerPoint o proporcionar material impreso deben notificar a la Oficina del Secretario de la Junta antes de las 12 del mediodía del lunes previo a la reunión de la Junta del martes, asegurándose de que la Oficina del Secretario tenga suficientes copias de todos los materiales impresos y al menos una (1) copia del CD de PowerPoint. Se proporcionará a cada supervisor copias del material impreso entregado al secretario (antes de la fecha límite del lunes al mediodía). Si necesita utilizar el proyector "Elmo" en la reunión de la Junta, asegúrese de que su material sea claro y tenga el contraste adecuado, notificando al Secretario con suficiente antelación a la reunión su intención de utilizarlo. Se prohíbe a los oradores traer carteles a la sala de audiencias.

Límites de oradores individuales:

Los oradores individuales están limitados a un máximo de tres (3) minutos. La Junta Directiva puede limitar el tiempo del público sobre cualquier tema, según el número de personas que soliciten halar y los asuntos de la junta. Suba al podio cuando el Presidente diga su nombre y comience a hablar de inmediato. Lleve el micrófono a su boca para que la junta directiva, la audiencia y el sistema de grabación de audio lo escuchen claramente. Una vez que comiences a hablar, se encenderá la luz "verde" del podio. La luz "amarilla" se encenderá cuando le quede un (1) minuto. Cuando le queden 30 segundos, la luz "amarilla" comenzará a parpadear, lo que indica que debe terminar rápidamente sus comentarios. Se acaba el tiempo cuando la luz "roja" parpadea. El Presidente respeta estrictamente un límite de tres (3) minutos por orador. Nota: Si tiene la intención de dedicar su tiempo a una "Presentación grupal /organizada", indíquelo claramente en la parte inferior del reverso de este formulario.

Presentaciones Grupales/Organizadas:

Las presentaciones grupales/organizadas con más de un (1) orador se limitarán a nueve (9) minutos a discreción del Presidente. El organizador de la presentación recibirá automáticamente los primeros tres (3) minutos, y los seis (6) minutos restantes cedidos por otros oradores, según lo solicitaron en un formulario de "Solicitud para hablar" completado y claramente indicado en la parte inferior delantera de la forma.

Dirigiéndose a la Consejo y Reconocimiento por parte del Presidente:

El Presidente determinará el orden en que los oradores se dirigirán al Consejo, y convocará a todos los oradores en pares. El primer orador debe subir inmediatamente al podio y comenzar a dirigirse a la Junta. El segundo orador deberá ubicarse en uno de los pasillos de la cámara para poder subir rápidamente al podio después del orador anterior. Esto es para permitir una reunión de la Junta eficiente y oportuna, brindando a todos los asistentes la oportunidad de exponer sus argumentos. Los oradores tienen prohibido realizar ataques personales y/o utilizar lenguaje vulgar, grosero, o profano mientras hablan con los miembros de la Junta, el personal, el público en general y/o los participantes de la reunión. Tal comportamiento, a discreción del Presidente de la Junta, puede resultar en la expulsión de las Cámaras de la Junta por parte de los Agentes del Alguacil.

On line

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SPEAKER'S NAME: Nanne	He Plascenci	d
Address:(Only if follow-up mail respo	onse requested)	<u></u>
City:	Zip:	<u></u>
Phone #:	÷.	
Date:	Agenda # 21.1	
PLEASE STATE YOUR POSITION BEI	LOW:	
Position on "Regular" (non-appealed)) Agenda Item:	
Support	Oppose	Neutral
Note: If you are here for an agenda iten separately your position on the appeal b	n that is filed for "Appeal", plea elow:	ise state
Support	Oppose	Neutral
l give my 3 minutes to:		
Parking validations available for speaker	s only – see Clerk of the Board	d.

(Revised: 06/13/2024)

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SPEAKER'S NAME:	Victoria	Camarer	101
Address:(Only if follow-	up mail response req	uested)	
City:		Zip:	
Phone #:			
Date:	Agen	ida#_21.1	
PLEASE STATE YOUR PO	OSITION BELOW:		
Position on "Regular" (no	on-appealed) Agenc	ła item:	
Support	0	ppose	Neutral
Note: If you are here for an separately your position on	n agenda item that is the appeal below:	filed for "Appeal", ple	ase state
Support	0	ppose	Neutral
I give my 3 minutes to:			
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Lopez, Daniel

From: Sent: Cc: Subject:

Aquia Mail Tuesday, September 10, 2024 8:31 AM Clerk of the Board Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20240910.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 10, 2024

Submitted values are:

First Name Victoria

Last Name Camarena

Phone 9512303916

Agenda Date 09/10/2024

Agenda Item # or Public Comment 21.1 (public hearing for Patterson-rider warehouse)

State your position below Oppose

Do you need a Spanish translator? No

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

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SPEAKER'S NAME:	Kadaadad	Hussam	Khalil
Address: (Only if follow-up	mail response req	uested)	
City:		Zip:	
Phone #:			
Date:	Agen	da#_21.1	
PLEASE STATE YOUR POS	SITION BELOW:		
Position on "Regular" (non	-appealed) Agend	a ltem:	
Support _	0	opose	Neutral
Note: If you are here for an a separately your position on the	agenda item that is le appeal below:	filed for "Appeal", ple	ase state
Support	Or	pose	Neutral
l give my 3 minutes to:			

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(Revised: 06/13/2024)

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From: Sent: Cc: Subject:

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Submitted on September 10, 2024

Submitted values are:

First Name Hussam

Last Name Khalil

Phone 9492761422

Agenda Date 09/10/2024

Agenda Item # or Public Comment 21.1 public comment

State your position below Oppose

Online

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SPEAKER'S NAME:	ncy Brigg	<u>S</u>
Address:(Only if follow-up mail re	esponse requested)	
City:	Zip:	
Phone #:		211
Date:	Agenda # AAAA	AMAMAAAA
PLEASE STATE YOUR POSITION	BELOW:	
Position on "Regular" (non-appea	aled) Agenda Item:	
Support	Oppose	Neutral
Note: If you are here for an agenda separately your position on the appe	a item that is filed for "Appea eal below:	ıl", please state
Support	Oppose	Neutral
l give my 3 minutes to:		
Parking validations available for spe	akers only – see Clerk of th	e Board.

(Revised: 06/13/2024)

BOARD RULES

Requests to Address Board on "Agenda" Items:

You may request to be heard on a published agenda item. Requests to be heard must be submitted to the Clerk of the Board before the scheduled meeting time.

Requests to Address Board on items that are "NOT" on the Agenda:

Notwithstanding any other provisions of these rules, member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

Power Point Presentations/Printed Material:

Speakers who intend to conduct a formalized Power Point presentation or provide printed material must notify the Clerk of the Board's Office by 12 noon on the Monday preceding the Tuesday Board meeting, ensuring that the Clerk's Office has sufficient copies of all printed materials and at least one (1) copy of the Power Point CD. Copies of printed material given to the Clerk (by Monday noon deadline) will be provided to each Supervisor. If you have the need to use the overhead "Elmo" projector at the Board meeting, please ensure your material is clear and with proper contrast, notifying the Clerk well ahead of the meeting, of your intent to use the Elmo. Speakers are prohibited from bringing signs, placards, or posters into the hearing room.

Individual Speaker Limits:

Individual speakers are limited to a maximum of three (3) minutes. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board. Please step up to the podium when the Chair calls your name and begin speaking immediately. Pull the microphone to your mouth so that the Board, audience, and audio recording system hear you clearly. Once you start speaking, the "green" podium light will light. The "yellow" light will come on when you have one (1) minute remaining. When you have 30 seconds remaining, the "yellow" light will begin flash, indicating you must quickly wrap up your comments. Your time is up when the "red" light flashes. The Chair adheres to a strict three (3) minutes per speaker. Note: If you intend to give your time to a "Group/Organized Presentation", please state so clearly at the very bottom of the reverse side of this form.

Group/Organized Presentations:

Group/organized presentations with more than one (1) speaker will be limited to nine (9) minutes at the Chair's discretion. The organizer of the presentation will automatically receive the first three (3) minutes, with the remaining six (6) minutes relinquished by other speakers, as requested by them on a completed "Request to Speak" form, and clearly indicated at the front bottom of the form.

Addressing the Board & Acknowledgement by Chair:

The Chair will determine what order the speakers will address the Board and will call on all speakers in pairs. The first speaker should immediately step to the podium and begin addressing the Board. The second speaker should take up a position in one of the chamber aisles to quickly step up to the podium after the preceding speaker. This is to afford an efficient and timely Board meeting, giving all attendees the opportunity to make their case. Speakers are prohibited from making personal attacks, and/or using course, crude, profane or vulgar language while speaking to the Board members, staff, the public and/or meeting participants. Such behavior, at the discretion of the Board Chair may result in removal from the Board Chambers by Sheriff Deputies.

Lopez, Daniel

From: Sent: To: Cc: Subject:

Aquia Mail Monday, September 9, 2024 6:59 PM lucybriggsco@gmail.com Clerk of the Board Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20240910.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 9, 2024

Submitted values are:

First Name Lucy

Last Name Briggs

Address (Street, City and Zip) 1319 N Martel Ave, 305

Phone 3034995829

Email lucybriggsco@gmail.com

Agenda Date 09/10/2024

Agenda Item # or Public Comment Public Comment

State your position below Oppose

Do you need a Spanish translator?

No

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Online

Riverside County Board of Supervisors Request to Speak

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

SPEAKER'S NAME: Catherine Barrett-Fischer

Address:			
	(Only if follow-up mail re	esponse requested)	
City:		Zip:	
Phone #: _			
Date:		Agenda #21.	
PLEASE S	TATE YOUR POSITION	BELOW:	
Position o	n "Regular" (non-appe	aled) Agenda Item:	
	Support	Oppose	Neutral
Note: If yo separately	ou are here for an agenda your position on the appe	a item that is filed for "Appea eal below:	l", please state
	Support	Oppose	Neutral
give my 3	minutes to:		

Parking validations available for speakers only – see Clerk of the Board.

(Revised: 06/13/2024)

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Lopez, Daniel

From: Sent: To: Cc: Subject:

Wheeler, Timothy Monday, September 9, 2024 3:34 PM Clerk of the Board Tracy Zinn; Kimberly Thienes; Gettis, Aaron; Moore, Sarah FW: Supporting jobs in Mead Valley

FYI...

Kind Regards,

Tim Wheeler Principal Planner County of Riverside 4080 Lemon St - 12th floor Riverside, CA 92501 951-955-6060 <u>How are we doing? Click the link to tell us</u>

From: scott@adrenalinenation.com <scott@adrenalinenation.com> Sent: Monday, September 9, 2024 11:35 AM To: Wheeler, Timothy <TWHEELER@RIVCO.ORG> Subject: Supporting jobs in Mead Valley

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe. Hello Mr. Wheeler:

My name is Scott Smith and I reside and own property at 21225 Geens Place in Mead Valley. On behalf of myself and my neighbors I would like to express support for the Rider and Patterson Business Park project docketed for Board of Supervisors hearing on 9/10/24, Item # 21.1.

The Rider and Patterson project is located in the eastern portion of Mead Valley that is clearly not rural. Our community needs to continue progressing, with the I-215 corridor area designated for business. Projects that create physical transitions and buffers for Mead Valley between business and residential uses like this project, should be welcomed with open arms. The landscaped berm included in the Rider and Patterson Business Park design will create a clear separation between residential uses to the west the warehousing uses to the east. My neighbors and I would like to see continued business development along the I-215 corridor, with rural uses maintained far west of this property. West of approximately Day Street has a rural character. Properties between I-215 and approximately Day Street are not rural and should not be rural in our opinion.

As a long-time resident of Mead Valley, I support this project and continued business development in this portion of Mead Valley.

Regards,

Scott Smith 21225 Geens Place Perris, CA 92570 (310) 686-0778

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From:	Tracy Zinn <tzinn@tbplanning.com></tzinn@tbplanning.com>
Sent:	Monday, September 9, 2024 1:37 PM
То:	Clerk of the Board
Subject:	FW: Supporting jobs in Mead Valley

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Tracy Zinn Principal/President/CEO

tzinn@tbplanning.com

714.505.6360 ext. 350 | 714.397.4224

3200 El Camino Real, Suite 100, Irvine, CA, 92602

www.tbplanning.com

F 6 0



Celebrating 50 years in business. YOUR PROJECT. OUR PRIORITY.

From: scott@adrenalinenation.com <scott@adrenalinenation.com> Sent: Monday, September 9, 2024 11:35 AM To: TWHEELER@rivco.org Subject: Supporting jobs in Mead Valley

Hello Mr. Wheeler:

My name is Scott Smith and I reside and own property at 21225 Geens Place in Mead Valley. On behalf of myself and my neighbors I would like to express support for the Rider and Patterson Business Park project docketed for Board of Supervisors hearing on 9/10/24, Item # 21.1.

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As a long-time resident of Mead Valley, I support this project and continued business development in this portion of Mead Valley.

Regards,

Scott Smith 21225 Geens Place Perris, CA 92570 (310) 686-0778

From: Sent: To: Cc: Subject:

Aquia Mail Monday, September 9, 2024 1:30 PM zeenon127@gmail.com Clerk of the Board Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 .** Password is 20240910. You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 9, 2024

Submitted values are:

First Name zenon

Last Name smith

Phone 9096326032

Email zeenon127@gmail.com

Agenda Date 09/10/2024

Agenda Item # or Public Comment #21.1 and Public Comment

State your position below Oppose

Do you need a Spanish translator? No

From: Sent: To: Cc: Subject:

Aquia Mail Monday, September 9, 2024 2:58 PM CBFCentury@aol.com Clerk of the Board Request to Speak Web Submission

Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 .** Password is 20240910. You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 9, 2024

Submitted values are:

First Name Catherine

Last Name Barrett-Fischer

Address (Street, City and Zip) 24871 APPIAN WAY

Phone 9514619443

Email CBFCentury@aol.com

Agenda Date 09/10/2024

Agenda Item # or Public Comment 21. 10:00 A.M. County Land Use Public Hearings Meeting , 1. 25827 Mead Valley Rider & Patterson

State your position below Oppose

Do you need a Spanish translator?

Comments

Honorable Chairman and Supervisors,

Mead Valley is a rural community. The Country Place subdivision of homes is right next door to the proposed site for the 600,000 sf industrial warehouse under consideration today. There is a tremendous shortage of housing in California and the highest and best use for this land is single family housing. Please spare the community the noise and traffic and pollution that this proposed warehouse would generate and VOTE NO on this project today. Thank you. Best regards,

Catherine Barrett-Fischer

Executive Committee Chairwoman

Community Alliance for Riverside's Economy & Enviroobnment (CAREE)

careenews.org

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From:	Tracy Zinn <tzinn@tbplanning.com></tzinn@tbplanning.com>
Sent:	Monday, September 9, 2024 3/36 PM
То:	Wheeler, Timothy; Clerk of the Board
Cc:	Kimberly Thienes
Subject:	Item 21.1 Applicant PowerPoint PPT 200004

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe. Tim –

The Applicant's PowerPoint presentation for Board of Supervisors Agenda Item pertaining to PPT220004 is linked below. Please confirm receipt. Thank you!

Board of Supervisors 09-10-2024 PPT220004.pptx

Tracy Zinn Principal/President/CEO

tzinn@tbplanning.com

- 🦕 714.505.6360 ext. 350 | 714.397.4224
- 3200 El Camino Real, Suite 100, Irvine, CA, 92602

www.tbplanning.com

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Rider and Patterson Business Center

Riverside County, California

General Plan Amendment No. 220003 (GPA220003) Change of Zone No. 2200003 (CZ2200003) Tentative Parcel Map No. 38337 (TPM38337) Plot Plan No. 220004 (PPT220004)



Date: September 10, 2024

Vestern RealCo

Rider and Patterson Business Center

BOARD OF SUPERVISORS HEARING

GPA 220003, CZ 2200003, TPM 38337 & PPT 220004



- Operated since 1972
- > Specializing in industrial projects
- investors and smaller private investors, to consider a wide Has long-standing relationships with national institutional range of project size and types A



Applicant Introduction




Vicinity Map

Source(s): Esri, Nearmap Imagery (January 2024)



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BOARD OF SUPERVISORS HEARING

GPA 220003, CZ 2200003, TPM 38337 & PPT 220004



General Plan Amendment No. 220003

Source(s): Esri, Nearmap Imagery (January 2024), RCIT 2022



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BOARD OF SUPERVISORS HEARING

GPA 220003, CZ 2200003, TPM 38337 & PPT 220004



Source(s): Esri, Nearmap Imagery (January 2024), RCIT 2022

Change of Zone No. 220003





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GPA 220003, CZ 2200003, TPM 38337 & PPT 220004

Community Outreach Summary

- January 2022 Door to Door Survey (made contact with 50 households)
- October/November 2022 Neighborhood Canvasing
- November 2022 Mead Valley MAC Meeting
- January 2024 Neighborhood Canvasing (8 days, made contact with 75 households; majority support the project)
- May 2024 Door to Door Outreach
- July/August/September 2024 Door to Door Outreach



Outreach Summary

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GPA 220003, CZ 2200003, TPM 38337 & PPT 220004

November 2022 Door-to-Door Survey and Canvasing Summary

Majority of Residents in Support of the Project or are Neutral



Responses about Community Improvement Needs:

space and Park Space 23	ire Service and Sheriff Service 19 24.	treets and Roads 31 39.	ng 1.2	4 5.1
Increase in Open	Improvement to	mprovement to S	Stop Illegal Dump	Vot Specified

Source(s): Esri, Nearmap Imagery (January 2024)

Neighborhood Outreach Area

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GPA 220003, CZ 2200003, TPM 38337 & PPT 220004

2024 Door-to-Door Survey and Canvasing Summary

Majority of Residents in Support the Project or are Neutral





Neighborhood Outreach Area

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Site Plan

es, Inc. (12-06-2022)







BOARD OF SUPERVISORS HEARING

GPA 220003, CZ 2200003, TPM 38337 & PPT 220004



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BOARD OF SUPERVISORS HEARING

GPA 220003, CZ 2200003, TPM 38337 & PPT 220004



Cource(s): Bastien and Associates, Inc. (12-06-2022)

Site Improvements



GPA 220003, CZ 2200003, TPM 38337 & PPT 220004

EXISTING WILDWOOD LANE DEAD END





View From Wildwood Lane Dead End looking Northeast









GPA 220003, CZ 2200003, TPM 38337 & PPT 220004







View From Sunny Canyon Street Dead End looking Northeast



BOARD OF SUPERVISORS HEARING











BOARD OF SUPERVISORS HEARING



BOARD OF SUPERVISORS HEARING



BOARD OF SUPERVISORS HEARING



Proposed View from Corner of Rider and Patterson looking Southwest

A N N K



GPA 220003, CZ 2200003, TPM 38337 & PPT 220004





Setback from Walnut Street



BOARD OF SUPERVISORS HEARING











Rider Street Streetscape



BOARD OF SUPERVISORS HEARING



BOARD OF SUPERVISORS HEARING

GPA 220003, CZ 2200003, TPM 38337 & PPT 220004

LEFT IN / RIGHT OUT MOVEMENTS








BOARD OF SUPERVISORS HEARING





		Rider and Patterson Business Center
BOARD	0	JF SUPERVISORS HEARING GPA 220003, CZ 220003, TPM 38337 & PPT 220004
. 0		Landscaped berm/buffer provides substantial visual and physical barrier to west. Landscape buffer will be maintained by the project's owner/occupant (\$2.645M Est.).
•		lmprovement of Wildwood Ln. and Sunny Canyon St. cul-de-sacs (\$295K Est.).
		Installation of Planned Community Trail along Patterson Avenue.
•		Installation of an Additional (unplanned) Community Trail along Walnut Street.
•		Walnut Street – no driveways; extra land for widening; additional trail (\$145K Est).
-		Sidewalks installed along Rider Street, Patterson Avenue, and Walnut Street.
		Rider Street striping and driveway entrance designed to orient trucks entering and existing the site from the east (towards Harvill Avenue and I-215).
_		Paterson Avenue truck driveway orients exiting trucks south toward Placentia.
		Separate vehicle entrance for passenger vehicles on Patterson Avenue.
		Project Design Feature Benefits
LAKNING		

BOARD OF SUPERVISORS HEARING

GPA 220003, CZ 2200003, TPM 38337 & PPT 220004

- Development of the site will curtail illegal dumping and trespassing.
- Loading dock doors will be more than 300 feet from existing residential lots.
- Adequate on-site stacking for inbound trucks.
- Truck traffic directed toward the east, away from sensitive receptors.
- Separate driveway entrance for passenger vehicles.
- Rooftop solar.
- Electric vehicle charging stations.
- Conduit to future on-site charging area(s).
- Electric or non-diesel yard equipment.
- Prohibition of cold storage use.



BOARD OF SUPERVISORS HEARING

GPA 220003, CZ 2200003, TPM 38337 & PPT 220004

Reimbursement to County for Purchase of Mead Valley Fire Patrol Vehicle (\$350K)





BOARD OF SUPERVISORS HEARING

GPA 220003, CZ 2200003, TPM 38337 & PPT 220004

Installation of Off-Site Traffic Signal at Intersection of Rider Street/Harvill Avenue, whereas the Project's contribution of traffic is only approximately 6%.



Community Benefits and Highlights

DNINNE

Riverside County, California

THANK YOU!



Fernandez, Cindy

From: Sent: To: Cc: Subject: Attachments:	Jamie Hall <jamie.hall@channellawgroup.com> Monday, September 9, 2024 6:54 PM Clerk of the Board Veronica Lebron General Plan Amendment No. 220003, Change of Zone No. 2200003, Plot Plan No. 220004 and Tentative Parcel Map No. 38337, EIR for the Rider and Patterson Business Center (SCH# 2022120110) 2024-09-09 EIR Comment Letter pdf</jamie.hall@channellawgroup.com>
Attachments:	2024-09-09 EIR Comment Letter.pdf

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Honorable Board of Supervisors:

This firm represents Rural Association of Mead Valley ("RAMV"). We urge the Board to reject the proposed Patterson Business Center Project ("Project"), a 591,203 sq ft warehouse facility with 84 truck docking doors and 15 truck trailer stalls which will significantly impact the character of this part of Mead Valley and is inconsistent with intended uses in the area as evidenced by the Project's need for both a General Plan Amendment and Zone Change. As explained in the attached letter, the County cannot justify approval of this project which the EIR acknowledges will generate significant unavoidable project and cumulative noise and traffic impacts. In addition, given the current housing crisis, the County cannot justify approval of a project which demolishes three homes, and changes 36 acres of land designated Medium Density Residential (MDR) to a land use designation of Light Industrial, thereby removing the ability to construct up to 180 housing units on the Project site.

Please confirm receipt of this letter.

Jamie T. Hall

Channel Law Group, LLP 8383 Wilshire Blvd., Suite 750 Beverly Hills, CA 90211 Main Number: (310) 347-0050 Direct: (310) 982-1760 Fax: (323) 723-3960 Email:jamie.hall@channellawgroup.com Website: www.channellawgroup.com

****NOTICE****

I receive many e-mails on a daily basis and am unable to respond to all of them despite my best efforts. If you have sent me an email that requires my attention and I have not responded, it may have been overlooked. I ask that you contact my paralegal, Veronica Lebron, at <u>paralegal@channellawgroup.com</u>. She will ensure your e-mail is elevated and a response received. Thank you for your patience and understanding.

****CONFIDENTIAL & PRIVILEGED TRANSMISSION****

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- 제작가 소리하는 데이트 위원은 "개인 것입니다. "3

Channel Law Group, LLP

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September 9, 2024

VIA EMAIL

Riverside County Board of Supervisors c/o Clerk of the Board 4080 Lemon Street, 1st Floor Post Office Box 1147, Riverside, CA 92502-1147 <u>cob@rivco.org</u>

Re: General Plan Amendment No. 220003, Change of Zone No. 2200003, Plot Plan No. 220004 and Tentative Parcel Map No. 38337, EIR for the Rider and Patterson Business Center (SCH# 2022120110)

Honorable Board of Supervisors:

This firm represents Rural Association of Mead Valley ("RAMV"). We urge the Board to reject the proposed Patterson Business Center Project ("Project"), a 591,203 sq ft warehouse facility with 84 truck docking doors and 15 truck trailer stalls which will significantly impact the character of this part of Mead Valley and is inconsistent with intended uses in the area as evidenced by the Project's need for both a General Plan Amendment and Zone Change. The County cannot justify approval of this project which the EIR acknowledges will generate significant unavoidable project and cumulative noise and traffic impacts. In addition, given the current housing crisis, the County cannot justify approval of a project which demolishes three homes, and changes 36 acres of land designated Medium Density Residential (MDR) to a land use designation of Light Industrial, thereby removing the ability to construct up to 180 housing units on the Project site.¹

¹ The unit calculation is without consideration of any recent housing legislation which would allow for additional residential density.

As noted by the State's Attorney General, in a November 13, 2019 comment letter, included as Attachment A, on the County's then proposed Good Neighbor Policy for warehouses:²

Despite the negative environmental and health impacts (warehouses) bring to communities, warehouse facilities are often approved on the promise that they will bring jobs. However, the economic benefits of these facilities are often overstated. Many warehouse jobs are part-time, temporary, lack benefits, and/or do not pay a living wage. According to a report from the Los Angeles County Economic Development Corporation's Institute for Applied Economics (LAEDC report), employment in warehousing and logistics jobs in Los Angeles and the Inland Empire grew by 55.1% from 2005 to 2015, while real wages decreased by 9% in the same period.12 Moreover, a 2018 nationwide industry-sponsored study found that 48% of warehouse employees worked a second job, and that 40% of those employees worked at least 31 hours per week at their second jobs.13 Although logistics industry growth and the attendant demand for workers has increased wages somewhat in recent years, still only 65% of workers surveyed made at least \$12 an hour.14

Job growth from warehouse projects may also be temporary. The LAEDC report warned that "employment prospects for tomorrow will dim as ... automation of these jobs becomes a reality." In fact, JD.com, a major online retailer in China, last year unveiled a fully automated warehouse that can fulfill 200,000 packages a day while employing only four workers, who service the facility's robots.15 Prominent American retailers' substantial investments in automation are well-documented.16

In addition, both the Draft Environmental Impact Report ("DEIR")³ and Final EIR ("FEIR") for the Project fail to comply with the California Environmental Quality Act ("CEQA") as the EIR fails to identify all of the significant impacts of the proposed Project, and fails to provide the Board with needed information on which to base a decision regarding whether or not to approve this large-scale warehouse facility in an area of the County already plagued by numerous warehouse facilities. As detailed herein, the Board therefore cannot certify the EIR for the Project at this time.

² See Attachment A for footnoted references in the quote from the State Attorney General.3

³ The Draft EIR for the Project is available at: <u>https://ceqanet.opr.ca.gov/2022120110/2</u>

I. <u>THE PROPOSED PROJECT</u>

e

As explained on DEIR pages S-2 to S-3:

In total, the Project site acreage is 40.88 acres and up to 4.45 acres off-site would be physically disturbed by Project-related construction activities including but not limited to roadway and infrastructure improvements.

- GPA220003 is a proposal to change the General Plan land use designation of ±36.0 acres of the Project site from "Community Development – Medium Density Residential (CD-MDR)" to "Community Development – Light Industrial (LI)." (The balance of the Project site would remain designated CD- MDR.)
- CZ2200003 is a proposal to change the zoning classification of ±36.0 acres of the Project site from "One-Family Dwellings (R-1)," "Light Agriculture (A-1-1)," and "Rural Residential (R-R-1)" to "Industrial Park (I-P)." (The balance of the Project site would retain its R-1 zoning classification.)
- TPM38337 is a proposal to consolidate the Project site's existing eight parcels into one ± 36.0 -acre parcel (Parcel 1), three residential parcels [Lot A (± 1.16 acres), Lot C (± 0.21 acres), and Lot E (± 0.23 acres), and two parcels to accommodate roadway cul-de-sacs (Lot B ± 0.23 acres; Wildwood Lane) and Lot D (± 0.20 acres; Sunny Canyon Street)]. The remaining site acreage (± 2.85 acres) would be dedicated to the County for public road improvements along the Project site's frontages with Rider Street, Patterson Avenue, and Walnut Street (Lots F through K).

PPT220004 is a proposal to entitle Parcel 1 for development with a 591,203 square-foot (s.f.) building, which would include 7,300 s.f. of ground floor office space, 7,300 s.f of mezzanine office space, and 576,603 s.f of warehouse space. A total of 84 truck docking doors are proposed, positioned on the northern and southern sides of the building. Approximately 6.0 acres of Parcel 1 along the western parcel boundary would consist of a landscaped berm forming a buffer between the proposed building and an existing residential community to the west. Frontage improvements would occur along Patterson Avenue, Walnut Street, and Rider Street, with a sidewalk and community trail proposed along Patterson Avenue and Walnut Street and a sidewalk proposed along Rider Street. In addition to roadway frontage improvements, other offsite improvements would include: 2) paving and striping on Rider Street west of the Project site boundary; 2) improvements at the

intersection of Rider Street/Patterson Avenue; 3) the installation of a traffic signal at the intersection of Rider Street/Harvill Avenue; 4) the installation of a storm drain extending from the southeastern corner of the site to connect with an existing storm drain pipe near the Patterson Avenue//Walnut Street intersection; and 5) the installation of a storm drain paralleling the southern side of Rider Street and extending from the northeastern corner of the Project site, east to connect with an existing concrete pipe located just west of the Rider Street/Harvill Avenue intersection.

As noted on DEIR page 5-2, the southern portions of the Project site is currently developed with three large-lot residential homes along with several ancillary structures and ornamental landscaping which includes numerous large mature trees. As part of the Project, the existing residential units would be demolished.

As explained under the No Project Alternative,⁴ retention of the existing homes and development of the vacant portion of the site consistent with the mid-point density for Medium Density Residential zoning would could result in the development of 122 residential units. The 125 residential dwelling units, given the average household size in the Mead Valley Area Plan ("MVAP") area, could provide housing for 474 persons.

However, if the 34.8 undeveloped acres were developed at 5 units per acre (5 X 34.8 = 174), the top end of the MDR land use designation, 174 housing units could be constructed. Based on average household size in the MVAP of 3.79 persons per household (3.79 x 174 = 659), these 174 units would house approximately 659 persons in a region and State where housing in general and affordable housing in particular is considered a crisis issue. If the entire 36 acres to be redesignated from MDR to Light Industrial were developed with housing (5 x 36), this could result in 180 housing units serving approximately 682 persons. Approval of the proposed Project would thus result in a significant opportunity cost in the form of removal of land from potential residential development.

As noted on DEIR page S-6 to S-7, the proposed Project would result in the following significant unmitigable impacts:⁵

Traffic Noise: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Potential mitigation measures were considered and were found to be infeasible for reducing the Project's off- site traffic noise

⁴ See DEIR page S-4, Section S.3.2.

⁵ It should be noted that the EIR displays a sloppy approach. For example, page S-6 states that: "After the application of all feasible mitigation measures, the Project would result in one significant and unavoidable environmental effect, as summarized below." However, pages S6-S-7 identify both significant unmitigable project and cumulative noise impacts and project and cumulative transportation impacts.

level increase (when considering traffic noise in isolation of other noise sources) affecting three residential lots on the segment of Patterson Avenue north of Placentia Avenue. Potential mitigation considered included the use of rubberized asphalt hot mix pavement and the installation of off-site noise barriers adjacent to the impacted roadway segment. While rubberized asphalt could provide some nominal noise reduction, rubberized asphalt is only effective in the reduction of tire-onpavement noise at higher speeds and would not materially reduce the Project's traffic noise increase. Because the use of rubberized asphalt would not materially lower off-site traffic noise levels at potentially affected receptors, rubberized asphalt is not considered effective and feasible as mitigation. Regarding the potential installation of noise barriers at the impacted residential lots, the barriers would need to be high enough and long enough to block the line-of-sight from the noise source (at 11.5 feet high for trucks) to the receiver and it is not practical given the need for driveway openings and the usability of front and side yards to construct 11.5 foot-high uninterrupted barriers at this off- site location along Patterson Avenue. Further, the significant impact is identified for traffic noise in isolation of other noise sources and the existing ambient noise levels at the affected residential lots currently exceed the calculated existing traffic noise levels, so it expected that the noise-sensitive land uses adjacent to Patterson Avenue would not perceive a significant traffic noise level increase even though one is calculated by noise modeling to occur.

Transportation: Significant and Unavoidable Direct and

Cumulatively-Considerable Impact. The Project would generate approximately 16.8 Vehicle Miles Traveled (VMT) per employee, which would exceed the County threshold of 14.2 VMT per employee by 18.31%. The Project's total VMT per Service Population (SP) would be approximately 38.78, which would exceed the identified threshold of significance of 37.87 by 2.40%. Therefore, the Project would conflict with or be inconsistent with CEQA Guidelines § 15064.3(b), which represents a significant of the proposed Project. As the future building tenants are not known for the Project, the effectiveness of any potential commute trip reduction measure may be limited. In addition to specific tenancy considerations, locational context is also a major factor relevant to the potential application and effectiveness of Transportation Demand Management (TDM) measures. A project may only realize a quantifiable reduction in commute VMT under the most favorable circumstances and ideal local conditions when implementing trip reduction measures. In practical terms, ideal conditions are rarely realized due to variables such as locational context limitations (i.e., non-urban areas). Additionally, to achieve ideal conditions a project must achieve one hundred percent employee participation, and maximum employee eligibility, which are not

generally expected. This is more difficult to presume since future building tenants are not known at this time. Although the Project would be subject to compliance with Mitigation Measure MM 4.18-2, which would serve to reduce the Project's VMT, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measure MM 4.18-2 cannot be guaranteed to reduce Project VMT to a level of less than significant. No additional feasible mitigation measures are available to measurable reduce the Project's VMT. Therefore, the Project's VMT impact is considered significant and unavoidable.

THE EIR FAILS TO PROVIDE ADEQUATE SETTING INFORMATION П.

Section 2.0 of the DEIR contains a discussion of the Environmental Setting of the Project. The setting information in the EIR is deficient because it fails to identify the fact that the Project is located within Foreign Trade Zone ("FTZ") 244 or to discuss the large-scale warehouse development which has occurred in within FTZ 244, the Mead Valley Area and its environs, and the Inland Empire. Figure 1 shows the location and boundaries of FTZ 244.



FIGURE 1 - LOCATION OF FTZ 244

Source:

https://countyofriverside.maps.arcgis.com/apps/instant/lookup/index.html?appid=e18856 07e98d4bc5a2734a1e78dd0b75¢er=-117.326;33.8161&level=10

The impacts of this area-wide warehouse and logistic center development was of sufficient environmental concern that the County adopted a Good Neighbor Policy⁶ for warehouses within the County. The EIR also fails to discuss the factors of concern regarding warehouse development, which are still very much at issue, that led to the identification of the need for a warehouse-specific policy. As noted by the State's Attorney General, in a November 13, 2019 comment letter, included as **Attachment A**, on the County's then-proposed Good Neighbor Policy for warehouses:⁷

The Inland Empire region, including Riverside County, has been an epicenter of warehouse development in the state. The Los Angeles Times reports that, "[i]n the last decade, more than 150 million square feet of industrial space, the vast majority of it warehouses, has been built in the Inland Empire."1 Among the largest 100 logistics leases signed in 2018 nationwide, 20 were in the Inland Empire, nearly double the jurisdiction with the second-most signed leases.2 Those 20 deals, representing only a fraction of overall logistics growth in the Inland Empire, were for a total of nearly 20 million square feet.3 Furthermore, this development has proliferated near communities. For example, in the Mead Valley area of Riverside County and the neighboring City of Perris, significant new warehouse developments have been placed adjacent to and surrounding pre-existing neighborhoods.4

. . .

As the County understands, nearby residents, schools, parks, and places of worship are exposed to the air pollution, noise, and traffic generated by logistics facilities. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NOx)—a primary precursor to smog formation and a cause of respiratory problems like asthma, bronchitis, lung irritation, and lung cancer—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.8 Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.9 The hundreds, and sometimes thousands, of daily

⁶ A copy of the County's Good Neighbor Policy is available at: <u>https://rivcocob.org/sites/g/files/aldnop311/files/migrated/wp-content-uploads-2020-01-Good-Neighbor-Policy-F-3-Final-Adopted.pdf</u>

A copy of the Board of Supervisor's 11/19/2019 Agenda with Agenda Item 23 – Approval of the Good Neighbor Policy for Logistics and Warehouse Uses with links to the attachments is available at: <u>http://riversidecountyca.iqm2.com/Citizens/Detail_Meeting.aspx?ID=2058</u>

⁷ See Attachment A for footnoted references in the quote from the State Attorney General.

truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

While, as shown in DEIR Figure 2-3 reproduced below, the DEIR does provide a graphic showing the proliferation of warehousing facilities in the immediate Project vicinity, the EIR failures to provide an adequate picture of past, present and reasonably foreseeable warehouse and logistics center development within FTZ 244, the larger Mead Valley area, the County, and the Inland Empire. This renders both the EIR's setting discussion and cumulative impact analysis inadequate.



FIGURE 1 – Proliferation of Warehouse Facilities in the Project Vicinity Source: DEIR Figure 2-3

In addition, the DEIR fails to provide an adequate description of the Project's proximity and relationship to warehouse development within the March Joint Powers Authority (March "JPA") and airbase, including the development of air cargo operations at March Inland Port Airport ("MIPA").⁸ The EIR also fails to address the Project's indirect effects of increased demand for cargo operations at MIPA and thus it's growth-inducing impacts.

III. INADEQUATE CUMULATIVE IMPACT ANALYSIS

California Environmental Quality Act ("CEQA) Guidelines ("Guidelines") Section 15130(b) specifies that a cumulative impact analysis shall be based: "1) a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency ('the list of projects approach'), or 2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact ('the summary of projections approach')." As explained in DEIR Section 4.1.2 - Scope of the Cumulative Effects Analysis, the summary of projections approach was used in the EIR, "except for the evaluation of near-term vehicular traffic-related air quality and noise impacts, which rely instead on the list of projects approach." According to DEIR page 4-2, this "methodology was determined to be appropriate by Riverside County because long-range planning documents contain a sufficient amount of information to enable an analysis of cumulative effects for all subject areas, with exception of vehicular-related air quality and noise effects, which require a greater level of detailed study." "As noted, for most issue areas, nearby portions of unincorporated Riverside County and nearby portions of the City of Moreno Valley and the City of Perris are used as the Project's cumulative study area."

> The analysis of cumulatively-considerable vehicular-related impacts to air quality and noise uses a combined approach, utilizing the list of projects approach for the near-term analysis of cumulatively-considerable traffic impacts, and the summary of projections approach for the evaluation of long-term cumulatively-considerable traffic impacts.

> For near-term conditions, the analyses of cumulatively-considerable vehicular-related air quality and noise impacts are based on existing traffic conditions plus ambient growth and the manual addition of traffic from past, present, and reasonably foreseeable projects, and includes approved and pending development projects in proximity to the Project site that

See <u>https://marchjpa.com/about/</u>

https://marchipa.com/march-inland-port-airport/

https://marchjpa.com/march-inland-port-airport/operations/

https://marchjpa.com/march-inland-port-airport/formation-of-mipaa/

would contribute traffic to the same transportation facilities as the Project, as well as large, traffic-intensive projects farther from the Project site that have the potential to affect regional transportation facilities. This methodology recognizes development projects that have the potential to contribute measurable traffic to the same intersections, roadway segments, and/or State highway system facilities as the proposed Project and have the potential to be made fully operational in the foreseeable future. As shown on Table 4.0-1, Cumulative Projects List, and as depicted on Figure 4.0-1, Cumulative Development Location Map, the near-term cumulative impact analysis of traffic-related air quality and noise impacts includes 31 other past, present, and reasonably foreseeable projects within this study area in addition to the summary of projections (Urban Crossroads, 2022g, Table 4-3). The analysis of long-term cumulatively- considerable traffic impacts considers full buildout of nearby portions of unincorporated Riverside County, the City of Moreno Valley, and the City of Perris, based on the general plan land use plans for these jurisdictions.

The cumulative impact analysis is significantly flawed, does not comply with CEQA, and underestimates cumulative impacts for the following reasons. First, the cumulative impact discussion in the EIR fails to provide the required "summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified," but instead merely lists and "incorporates the following documents by reference":⁹

- Riverside County General Plan Program EIR No. 521 (SCH No. 2009041065), available for review at the Riverside County Planning Department, located at 4080 Lemon Street, 12th Floor, Riverside, California 92501.
- City of Moreno Valley General Plan Update EIR (SCH No. 2020039022), available for public review at the City of Moreno Valley Planning Division, located at 14177 Frederick St., Moreno Valley, California 92552.
- City of Perris General Plan 2030 Final EIR (SCH No. 2004031135), available for public review at the City of Perris Planning Division, 101 N. D Street, Perris, California 92570.

Both CEQA Guidelines Sections 15150 and 15130 require that the pertinent information be summarized. CEQA Guidelines Section 15150 (c) specifies: "(c) Where an EIR or Negative Declaration uses incorporation by reference, the incorporated part of the referenced document shall be briefly summarized where possible or briefly described if the data or information cannot be summarized. The relationship between the incorporated part of the referenced document and the EIR shall be described." No such summary is provided in the DEIR.

9

See DEIR pages 4-6 to 4-7.

Second, the EIRs that the cumulative impacts analysis relies on are old. The Notice of Determination for the Riverside County General Plan Program EIR No. 521 (SCH No. 2009041065) is dated December 9, 2015.¹⁰ The DEIR for the City of Perris General Plan 2030 Final EIR (SCH No. 2004031135) is dated October 29, 2004¹¹ and the 2030 document is not available on the State Clearinghouse website. The DEIR for the most current City of Moreno Valley General Plan Update EIR (SCH No. 2020039022) is dated April 1, 2021. Given the age of these documents, an adequate cumulative impact analysis necessarily requires supplementing the projections with a list of all of the relevant projects since these documents were prepared. The EIR fails to do this.

Third, the cumulative projects list is incomplete. It fails to adequately supplement and update the projection information relied on by the EIR, as can be seen from an examination of the DEIR's cumulative project's listing contained in Attachment B. It fails to identify all of the past, present and reasonably foreseeable developments since the EIRs that the DEIR relies on for its cumulative analysis were certified. The cumulative projects list also fails to identify all relevant warehouse projects in the Project vicinity, FTZ 244, and the Inland Empire. For example, the cumulative project list fails to include the Moreno Valley Trade Center (PEN19-0191, PEN19-0192, PEN19-0193, PEN19-0234)¹² and the World Logistics Center in Moreno Valley (SCH #2012021045).¹³ This is particularly important given that a number of warehouse projects have required rezoning and/or land use designation changes and are thus not captured in the cited planning documents and their EIR analyses, or in current general plans for these areas.

Fourth, the cumulative projects list ignores all of the past, present and reasonably foreseeable projects within the nearby March JPA. This includes significant warehouse development.¹⁴ Attachments C, D, and E include the cumulative projects lists for three warehouse-related developments being processed by the JPA. The cumulative projects list for the Project fails to include all of these projects and the projects on their respective cumulative projects lists and is thus deficient, resulting in an understatement of cumulative impacts.

¹² Attorney General scoping comments for this EIR available at: <u>https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/comment-moreno-valley-trade-center.pdf</u>?

¹³ Attorney General's letter for this EIR available at:

https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/comment-wlc-eir-072020.pdf?

¹⁴ The Project site is located within the Airport Influence Area (AIA) for the MARB and is located within ALUCP Compatibility Zone C2, yet the cumulative impact analysis fails to address cumulative projects, including a number of large warehouse projects within the March JPA.

¹⁰ https://ceqanet.opr.ca.gov/Project/2009041065

¹¹ <u>https://ceqanet.opr.ca.gov/Project/2004031135</u>

Fifth, the cumulative analysis fails to identify the significant unmitigated cumlative impacts identified in the EIRs for the County, City of Perris and City of Moreno Valley General Plan EIRs. For example, the City of Moreno Valley General Plan would result in the following unmitigated significant impacts:¹⁵ agricultural resources, air quality, biological resources, cultural and tribal resources, noise, and transportation.

Sixth:

The cumulative analysis provided in EIR Subsection 4.3 assumes that individual projects that do not generate emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related emissions that exceed SCAQMD thresholds for Project-specific impacts would be considered cumulatively considerable.

This is inconsistent with CEQA Guidelines Section 15064(h)(1) which states:

When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the **project's incremental effect, though individually limited, is cumulatively considerable.** "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

For these reasons the cumulative impact analysis in the EIR is deficient and underestimates the Project's cumulative impacts. The EIR must therefore be corrected and recirculated.

IV. <u>INADEQUATE IDENTIFICATION AND MITIGATION OF PROJECT'S</u> <u>CUMULATIVE CONTRIBUTION TO AIR QUALITY IMPACTS</u>

In May of 2021 the South Coast Air Quality Management District ("SCAQMD"), in recognition of the cumulative impact of warehouse operations in the region, adopted Rule 2305 – Warehouse Indirect Source Rule. The rule was adopted in an attempt to address the significant

¹⁵ <u>https://files.ceqanet.opr.ca.gov/259934-3/attachment/v6sFb7-Ka-</u> <u>qPobCVk1nKka6VY8cAFxBZ86xNpZDUqjgGqnrB0fX8Jz7WwrIWcwDmIPn_layVaebq3sS0</u>

cumulative NOx and ozone impacts of warehouse development. As explained in the Board Report: 16

Background

Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Proposed Rule 316 – Fees for Rule 2305, are new rules that seek to reduce regional and local emissions of nitrogen oxides (NOx) and Diesel Particulate Matter (DPM) in order to assist in meeting state and federal ambient air quality standards for ozone and fine particulate matter and improve public health, especially in communities located near warehouses.

Our region continues to have the worst ozone in the country, and about half of the NOx contributing to ozone comes from the goods movement industry - with the largest source being heavy-duty diesel trucks. Warehouses are a key destination for trucks, which make up about 90 percent of the emissions associated with warehouses. NOx emissions from the warehousing sector in 2019 (~45 tons/day) were almost the same as all stationary sources (~48 tons/day).

Our region faces many deadlines to achieve federal air quality standards in the coming years, with the 2023 and 2031 deadlines for ozone being the most prominent. If those standards are not met in time, in addition to the continuing public health impacts experienced by residents, the federal government could potentially impose significant sanctions. The 2016 Air Quality Management Plan (AQMP) includes a comprehensive approach to meeting all federal and state air quality standards, primarily through a strategy to reduce NOx emissions. The 2016 AQMP, as approved by the California Air Resources Board (CARB) and the United States Environmental Protection Agency (U.S. EPA), requires the development of many different control measures, including facility-based mobile source measures. PR 2305 and PR 316 would fulfill the requirement for implementing one of those facility-based measures (MOB-03).

There is thus ample evidence that warehouse operations and associated goods movement contributes to significant cumulative air quality impacts. The EIR for the project should have discussed this evidence and classified the Projects NOX and ozone impacts as cumulatively considerable. The EIR must be updated and recirculated for public review and comment.

As explained in the Board Report, new AQMD Rule 2305:

¹⁶ Available at: <u>http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10</u>

to 0, 14 Provide Land

applies to both the operators and owners of warehouses greater than or equal to 100,000 square feet in size, although most requirements apply to warehouse operators. Warehouses will be phased in over a 3-year period based on their size, and stringency increases over a 3-year period. The overall structure of the rule is a menu-based points system, similar to programs like LEED for building design, or climate plans that have been used by local governments like San Bernardino County. Every year, warehouse operators covered by the rule will be required to earn a specified number of WAIRE Points using any combination of items from the WAIRE Menu, implementation of a Custom WAIRE Plan, or payment of a mitigation fee. The amount of points every warehouse operator must earn annually depends upon the number of truck trips to their warehouse during the 12-month compliance period.

The WAIRE Menu includes acquisition of, or visits from near zero emissions (NZE) and zero emissions (ZE) on-road trucks, acquiring or using ZE yard trucks, installing or using ZE charging/fueling infrastructure, installing or using solar panels, or installing particulate filters for nearby sensitive land uses. Alternatively, an operator may choose to apply to implement a site-specific Custom WAIRE Plan that incorporates actions that are not on the WAIRE Menu. Example plans could include acquiring and/or using NZE yard trucks using renewable fuels, developing onsite energy generation such as-4- hydrogen production and/or fuel cells, implementing energy management programs for cold storage warehouses, or developing off-site ZE charging/fueling stations.

[Rule] 2305 includes a numerical stringency value that determines the number of WAIRE Points each warehouse operator must earn or obtain each year. The proposed stringency is 0.0025 WAIRE Points per Weighted Annual Truck Trips (WATTs) phased-in over three years. Warehouses will also be phased into the program over a three-year period based on warehouse size, beginning with the largest warehouses. This is not a trading program, however there is flexibility built into the proposed rule. Warehouse operators that over-comply during any compliance period may bank excess WAIRE Points for up to three years or may transfer WAIRE Points to another site within their operational control. WAIRE Points may also be transferred between a warehouse operator and owner, for example if a warehouse owner opts to earn WAIRE Points by installing onsite solar panels or charging infrastructure. PR 2305 also requires warehouse owners to report basic information about their warehouse and their tenants. The first report would be due September 1, 2021, and any time there is a change to the warehouse building's square footage during a renovation, or when there is a new tenant. Warehouse operators would be required to submit a more detailed one-time report during the first compliance period at a warehouse, and annual reports after every compliance period detailing how many truck trips they had and how they satisfied their WAIRE Points Compliance Obligation (WPCO). These reports will be provided through a new online portal . . . Information about program compliance will also be made available online to the public.

[Rule] 2305 includes a sunset provision for when the lowest current federal and state standards for ozone have been achieved (currently 70 parts per billion). The deadline for achieving the federal standard is in 2038. One year prior to the anticipated achievement of that standard, the Executive Officer will provide recommendations to the Board on any potential continued need for the rule, including anti-backsliding or maintenance plan requirements.

Rule 2305 is designed to address the cumulative air quality impacts of warehouse operations in the region, and to achieve federal air quality standards by 2038. This means that any warehouse operating prior to federal air quality standard compliance will have a significant cumulative impact on air quality. Rule 2305 is intended to help mitigate this impact.

While Rule 2305 includes provisions for compliance reporting and monitoring, and the issuance of violation notices, there is no defined penalty for violation. Thus, in order to ensure that the Project's contribution to these significant NOX and ozone standards violation impacts is mitigated we would propose that the revised FEIR include the following additional mitigation measure:

<u>Mitigation Measure</u> – The warehouse operator will provide the County Planning Department with documentation of the warehouse operator's and any tenant's compliance with Rule 2305 on an annual basis. In the event that a tenant receives two or more Notices of Violation from the SCAQMD within a four-year period, the warehouse operator shall terminate the tenant's lease. The requirements of Rule 2305 and Rule 2305 compliance requirements shall be included in any lease agreements with tenants. In the event that the warehouse operator receives two or more Notices of Violation within a four-year period, the operator shall be fined \$1,000 per day for each day in violation of Rule 2305.

This new mitigation is particularly important, given that, as stated on FEIR page F-15:

The Project includes the development of a speculative warehouse that would be subject to compliance with Rule 2305. Since the proposed building is not anticipated to be leased and operated by the Project Applicant or current owner, it is not feasible to commit to specific provisions of Rule 2305; however, future tenants will be obligated to comply with its provisions.

Additionally, the EIR should address each of the Attorney General's suggested mitigation measure to address cumulative warehouse impacts. A copy of the Attorney General's

"Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" is included as Attachment F.¹⁷

Given that compliance with Rule 2305 has not been demonstrated and adequately ensured, the potential for significant cumulative air quality impacts remains.

V. <u>INADEQUATE LAND USE IMPACT ANALYSIS - FAILURE TO ANALYZE</u> <u>PROJECT'S CONSISTENCY WITH THE GOOD NEIGHBOR POLICY IN THE</u> EIR

The County adopted a Good Neighbor Policy for Logistics and Warehouse/Distribution uses on November 19, 2019.¹⁸ As explained on page 1 of the policy document:

This policy provides a framework through which large-scale logistics and warehouse projects can be designed and operated in a way that lessens their impact on surrounding communities and the environment. It is meant to apply Best Management Practices to help minimize potential impacts to sensitive receptors and is intended to be used in conjunction with the County's Land Use Ordinance, which provides development requirements for said projects, and the California Environmental Quality Act (CEQA). This policy does not replace the need for preparation of the appropriate project-specific environmental review and application of any necessary measures that may arise out of that review. This policy provides a series of development and operational criteria that can be implemented to supplement project-level mitigation measures, in order to further reduce impacts related to logistics and warehousing development and operations.

The application of this policy is intended to be included in the conditions of approval as part of individual development projects. This will provide a mechanism by which applicants and the public are made aware of how these guidelines are specifically implemented on a project by project basis, and will provide an opportunity for County staff to monitor the individual conditions of approval. The following policies are organized into specific

¹⁷ A copy of the Attorney General's Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environment Quality Act is also available at: <u>https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf</u>

¹⁸ A copy of the County's Good Neighbor Policy is available at: <u>https://rivcocob.org/sites/g/files/aldnop311/files/migrated/wp-content-uploads-2020-01-Good-Neighbor-Policy-F-3-Final-Adopted.pdf</u>

A copy of the Board of Supervisor's 11/19/2019 Agenda with Agenda Item 23 – Approval of the Good Neighbor Policy for Logistics and Warehouse Uses with links to the attachments is available at: <u>http://riversidecountyca.iqm2.com/Citizens/Detail_Meeting.aspx?ID=2058</u>

categories, to address these potential quality of life issues from the initial design process, to construction, and through operations.

The policy guidelines apply to new projects submitted after the policy approval date, and will be implemented during the land use review process on a district by district basis. (sic)

The DEIR for the proposed Project mentions the Good Neighbor Policy in only three places. Page 4-6-14 of Section 4-6 Energy states:

In accordance with the County of Riverside Good Neighbor Policy for Logistics and Warehouse/Distribution uses, it was assumed that equipment rated 50 or less horsepower would meet at least CARB Tier 3 emissions standards, and equipment rated more than 50 horsepower would meet at least CARB Tier 4 Interim emissions standards.

Page 4.6-21 states:

In accordance with the County of Riverside Good Neighbor Policy for Logistics and Warehouse/Distribution uses, it is assumed that all on-site cargo handling equipment would be electrically powered.

Page 4-8-30 of Section 4-8 Greenhouse Gas Emissions states:

In accordance with the County of Riverside Good Neighbor Policy for Logistics and Warehouse/Distribution uses it is assumed that all on-site cargo handling equipment would be electrically powered.

The EIR for the Project fail to analyze and demonstrate the Project's consistency with each of the requirements of the Good Neighbor Policy. The EIR analysis thus assumes compliance with the Policy, without requiring compliance with the Policy via inclusion of a mitigation measure requiring compliance. The EIR also fails to demonstrate that full compliance with the Policy is feasible and will be mandated. The Land Use and Planning section of the EIR is therefore deficient.

Moreover, noted by the Attorney in his November 13, 2019 comment letter included in **Attachment A**, the buffer distances between sensitive receptors and warehouse facilities included in the Policy are inadequate to protect sensitive receptors from warehouse impacts:

The (Policy) states that warehouse facilities "should be generally designed so that truck bays and loading docks are a minimum of 300 feet, measured from the dock building door to the occupied structure of a sensitive receptor. This distance may be reduced if the site design include berms or other similar features to appropriately shield and buffer the sensitive receptors from the active truck operations areas." 17 This buffer is insufficient for three reasons. First, it is too small. CARB recommends that sensitive land uses be separated from warehouses by at least 1,000 feet, based on data showing that localized air pollution drops off by 80% about 1,000 feet away.18 Riverside County has vast swathes of vacant land, such that implementation of CARB's recommended buffer size is feasible without significantly constraining potential economic development.

Second, the way the 300-foot buffer is measured-from the warehouse dock building door to the occupied structure of a sensitive receptor--provides no actual protection. Three hundred feet-including a backyard, warehouse wall, vegetative buffer, and potentially a road- will typically separate any warehouse building and residence. For example, Attachment B to this letter contains an aerial image of a small, formerly rural community near Mead Valley that is now surrounded by warehouses. All of the occupied structures in the image are at least 300 feet from the nearest dock door. Measuring the buffer from the warehouse dock door to the occupied structure of a sensitive receptor also ignores how sensitive receptors are exposed to the facility's impacts. Trucks drive and idle on other parts of a warehouse property besides the dock doors, and sensitive receptors are most exposed to pollution outdoors, such as in a backyard or school playground. Finally, the buffer provision expressly permits exceptions to its rule. It states that facilities "should generally be designed" with the buffer, and that the 300-foot buffer "may be reduced" if the site design shields the sensitive receptors. The entire good neighbor policy is non-binding guidance, so it already allows for reasonable flexibility. The buffer provision's built-in exceptions invite development that ignores the buffer altogether.19

The potential for impacts remains.

VI. FAILURE TO IDENTIFY SIGNIFICANT HOUSING IMPACTS

Although the proposed Project would only result in the destruction of three homes, it would result in the rezoning and redesignation of land currently designated for residential development to non-residential use. The analysis in the EIR inappropriately addresses only two housing impact threshold questions:¹⁹

• Would the Project induce substantial unplanned population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through the extension of infrastructure)?

19

See DEIR Section 4.15 – Population and Housing at page 4.15-4.

Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The EIR fails to address the threshold question of: would the Project result in the conversion of land designated for residential development to non-residential uses in an area with a substantial housing need? As noted in CEQA Guidelines Appendix G - Environmental Checklist Form: "Substantial evidence of potential impacts that are not listed on this form must also be considered." The EIR must address this impact of the proposed Project.

According to the 2021-2029 Riverside County Housing Element²⁰ unincorporated Riverside County has an estimated need for 40,647 additional housing units by 2029 as shown in Table H-1 from the County's Housing Element reproduced below. This is a substantial additional need given that the unincorporated County had a total of only 143,000 housing units in 2020 as shown in Table P-15 from the County's Housing Element, also reproduced below. The County thus has an identified need for a 28.4 percent increase in the number of housing units in the unincorporated County by 2029.

Income Category	Income Range*	2021-2029 RHNA
Extremely Low	\$0 - \$26,500	5,185
Very Low	\$26,501 - \$39,500	5,186
Low	\$39,501 - \$63,200	6.627
Moderate	\$63,201 - \$93,00	7 347
Above Moderate	\$93.001 or more	16 302
Total		40 647

*Based on a four-person household

Table P-15 Housing Inventory by Type, 2020								
Type	Riverside	Riverside County Total		Unincorporated County				
-36-	Estimate	Percentage	Estimate	Percentage				
SF Detached	585,544	68.4%	101,081	70.7%				
SF Attached	52,844	6.2%	2,493	1.7%				
3-4 Units	39,044	4.6%	3.326	2.3%				
5+ Units	98,023	11.5%	3.481	2.4%				
Mobile Homes	80,669	9.4%	32.619	22.8%				
Total	856,124	100.0%	143 000	100.0%				

100.0%

Source: California Department of Finance, 2020 Housing Estimates

The lack of housing in California has been identified as a housing crisis by the State Legislature. In enacting the SB-330, the Housing Crisis Act of 2019²¹, the State Legislature held in part that:

20 https://planning.rctlma.org/sites/g/files/aldnop416/files/2024-07/County%20of%20Riverside%206th%20Cycle%20Housing%20Element.pdf 21

The text of SB 330 is available at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330

SEC. 2.

(a) The Legislature finds and declares the following:

(1) California is experiencing a housing supply crisis, with housing demand far outstripping supply. In 2018, California ranked 49th out of the 50 states in housing units per capita.

(2) Consequently, existing housing in this state, especially in its largest cities, has become very expensive. Seven of the 10 most expensive real estate markets in the United States are in California. In San Francisco, the median home price is \$1.6 million.

(3) California is also experiencing rapid year-over-year rent growth with three cities in the state having had overall rent growth of 10 percent or more year-over-year, and of the 50 United States cities with the highest United States rents, 33 are cities in California.

(4) California needs an estimated 180,000 additional homes annually to keep up with population growth, and the Governor has called for 3.5 million new homes to be built over the next 7 years.

(5) The housing crisis has particularly exacerbated the need for affordable homes at prices below market rates.

(6) The housing crisis harms families across California and has resulted in all of the following:

(A) Increased poverty and homelessness, especially first-time homelessness.

(B) Forced lower income residents into crowded and unsafe housing in urban areas.

(C) Forced families into lower cost new housing in greenfields at the urbanrural interface with longer commute times and a higher exposure to fire hazard.

(D) Forced public employees, health care providers, teachers, and others, including critical safety personnel, into more affordable housing farther from the communities they serve, which will exacerbate future disaster response challenges in high-cost, high-congestion areas and increase risk to life.

(E) Driven families out of the state or into communities away from good schools and services, making the ZIP Code where one grew up the largest

determinate of later access to opportunities and social mobility, disrupting family life, and increasing health problems due to long commutes that may exceed three hours per day.

SEC. 3.

Section 65589.5 of the Government Code is amended to read:

65589.5.

(a) (1) The Legislature finds and declares all of the following:

(A) The lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California.

(B) California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing.

(C) Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.

(D) Many local governments do not give adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing development projects, reduction in density of housing projects, and excessive standards for housing development projects.

(2) In enacting the amendments made to this section by the act adding this paragraph, the Legislature further finds and declares the following:

(A) California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives.

(B) While the causes of this crisis are multiple and complex, the absence of meaningful and effective policy reforms to significantly enhance the

approval and supply of housing affordable to Californians of all income levels is a key factor.

(C) The crisis has grown so acute in California that supply, demand, and affordability fundamentals are characterized in the negative: underserved demands, constrained supply, and protracted unaffordability.

(D) According to reports and data, California has accumulated an unmet housing backlog of nearly 2,000,000 units and must provide for at least 180,000 new units annually to keep pace with growth through 2025.

(E) California's overall homeownership rate is at its lowest level since the 1940s. The state ranks 49th out of the 50 states in homeownership rates as well as in the supply of housing per capita. Only one-half of California's households are able to afford the cost of housing in their local regions.

(F) Lack of supply and rising costs are compounding inequality and limiting advancement opportunities for many Californians.

(G) The majority of California renters, more than 3,000,000 households, pay more than 30 percent of their income toward rent and nearly one-third, more than 1,500,000 households, pay more than 50 percent of their income toward rent.

(H) When Californians have access to safe and affordable housing, they have more money for food and health care; they are less likely to become homeless and in need of government-subsidized services; their children do better in school; and businesses have an easier time recruiting and retaining employees.

(I) An additional consequence of the state's cumulative housing shortage is a significant increase in greenhouse gas emissions caused by the displacement and redirection of populations to states with greater housing opportunities, particularly working- and middle-class households. California's cumulative housing shortfall therefore has not only national but international environmental consequences.

(J) California's housing picture has reached a crisis of historic proportions despite the fact that, for decades, the Legislature has enacted numerous statutes intended to significantly increase the approval, development, and affordability of housing for all income levels, including this section.

(K) The Legislature's intent in enacting this section in 1982 and in expanding its provisions since then was to significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled.

(L) It is the policy of the state that this section be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing.

A. Failure to Identify Lack of Consistency With The Intent of Housing State Law

SB-330 added Chapter 12 (commencing with Section 66300) to Division 1 of Title 7 of the Government Code, to read in part:²²

(b) (1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected county or an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:

(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district in effect at the time of the proposed change, below what was allowed under the land use designation or zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018, except as otherwise provided in clause (ii) of subparagraph (B) or subdivision (i). For purposes of this subparagraph, "reducing the intensity of land use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any other action that would individually or cumulatively reduce the site's residential development capacity.

(2) Any development policy, standard, or condition enacted on or after the effective date of this section that does not comply with this section shall be deemed void.

²² The text of Government Code Section 66300 is available at: <u>https://law.justia.com/codes/california/2022/code-gov/title-7/division-1/chapter-12/section-66300/</u>

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(c) Notwithstanding subdivisions (b) and (f), an affected county or affected city may enact a development policy, standard, or condition to prohibit the commercial use of land that is designated for residential use, including, but not limited to, short-term occupancy of a residence, consistent with the authority conferred on the county or city by other law.

In essence the proposed Project requires that the County change the General Plan Land Use Designation and zoning of the Project parcels to a use that is a less intensive housing use (i.e. no housing; just industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses with a FAR of 0.25-0.60)²³ and thus to reduce the allowable intensity of housing land use below what was allowed under the land use designation and zoning ordinances of the County in effect on January 1, 2018. The proposed Land Use Designation and zoning changes are thus inconsistent with the intent of the Housing Crisis Act. This is a significant impact which the EIR fails to identify.

B. Failure to Identify Lack of Consistency With the General Plan

The analysis of Project consistency with the General Plan included in Appendix N of the DEIR failed to identify the Project's lack of Consistency with the County's Housing Element. The proposed change in Land Use Designation and zoning is inconsistent with Riverside County Housing Element Goal 1, which is: New Construction – facilitate new housing opportunities to meet the needs of existing and future unincorporated Riverside County residents in all income categories. Associated Policy H1.1 states: Maintain an adequate supply of appropriately zoned land to accommodate housing needs of existing and future residents. The proposed Project would result in a reduction in land zoned for housing. This is a significant land use policy inconsistency of the proposed Project.

C. Failure To Identify Significant Housing Impacts

The proposed Project would result in the demolition of 3 housing units and redesignation of 36 acres of the 40.88 acres Project site from Medium Density Residential ("MDR") to Community Development – Light Industrial and rezoning to Industrial Park. DEIR page 2-4, incorrectly states that the: "MDR land use designation is intended to accommodate single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre and minimum lot sizes ranging from 4,000 to 6,500 square feet (s.f.)."²⁴ However, the Table 1 of the Mead Valley Area Plan²⁵ and Table LU-4 of the Land Use Element²⁶ indicate that the MDR

²⁴ DEIR citing: (Riverside County, 2021a, Table LU-4).

²⁵ The Mead Valley Area Plan is available at:

https://planning.rctlma.org/sites/g/files/aldnop416/files/2024-05/MVAP%2012-12-23.pdf

²⁶ The Land Use Element is available at:

https://planning.rctlma.org/sites/g/files/aldnop416/files/2024-05/Portals-14-Ch03-Land-Use-2019-28-21_0.pdf

²³ See Mead Valley Area Plan, page 11, Table 1.

designation is intended to accommodate 2-5 dwelling units per acre. Redesignation of 36 acres to Light Industrial removes the ability to construct up to 180 housing units (36 acres x 5 units) on the Project site.²⁷ The proposed Project will thus remove 3 existing housing units and eliminate the potential for at least 180 new housing units to be constructed.

The loss of residential land with the potential to be developed with at least 180 housing units, and the loss of the existing three units, is a significant housing as well as land use impact of the proposed Project. The EIR must be corrected and recirculated to address this impact.

VII. <u>FAILURE TO IDENTIFY SIGNIFICANT IRREVERSABLE CHANGE IMPACTS</u> OF THE PROJECT

CEQA Guidelines Section 15126(c) requires that an EIR contain a discussion of the significant irreversible environmental changes which would be involved in the proposed Project should it be implemented. As explained in CEQA Guideline Section 15126.2(c), this includes:

(d) Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented. Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. **Primary impacts and**, **particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses.** Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)

As discussed in Section VI, above, the change in the Land Use Designation and zoning for the Project site will change the allowable use on the property from residential to industrial (warehouse and logistics), and will thereby result in the loss of an important non-renewable resource – land for housing development in a state experiencing a housing crisis. The change in zoning and Land Use Designation would generally commit future generations to similar industrial use of the Project site, resulting in a significant irreversible loss of land designated to address housing needs. This is a significant impact of the Project that the EIR needed to address. The EIR must be corrected and recirculated for public review.

²⁷ The calculation is without consideration of any recent housing legislation which would allow for additional residential density.

VIII. <u>CONCLUSION</u>

As detailed in this comment letter, the EIR for the proposed Project contains significant defects. These must be corrected and the EIR recirculated pursuant to CEQA Guidelines Section 15088.5(a)(1), (2) and (4). We urge you to reject the proposed Project and adopt the No Project Alternative.

Please keep this office on the list of interested persons to receive timely advance notice of all hearings, votes and determinations related to the Project, its DEIR and requested entitlements. Pursuant to Public Resources Code Section 21167(f), please provide us with a copy of each and every Notice of Determination issued in connection with the Project.

We adopt and incorporate by reference all Project comments and objections raised by all others during the environmental review and land use entitlement processes for the Project. Pursuant to PRC Section 21167.6(e) and *Consolidated Irrig. Dist. v. Superior Court*, 205 Cal.App.4th 697 (2012), please include all of the hyperlinked references cited in each of the comment letters submitted during the administrative process in the administrative record.

Thank you for your consideration of this matter. I may be contacted at jamie.hall@channellawgroup.com if you have any questions, comments or concerns.

Sincerely,

Jamie T. Hall

Attachments:

- A. State of California Department of Justice, comments on the Proposed Good Neighbor Policy for Logistics and Warehouse/Distribution Uses, dated November 13, 2019.
- B. Rider Patterson Cumulative Projects List
- C. West Campus Upper Plateau Cumulative Projects List
- D. Aviation Center Cumulative Projects List
- E. South Campus Cumulative Projects List
- F. Attorney General's "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act"
Attachment A

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State of California DEPARTMENT OF JUSTICE



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November 13, 2019

Mr. Juan C. Perez Director County of Riverside, Transportation and Land Management Agency 4080 Lemon St., 14th Floor P.O. Box 1605 Riverside, CA 92502-1605

RE: Proposed "Good Neighbor" Policy for Logistics and Warehouse/Distribution Uses

Dear Mr. Perez:

The California Attorney General's Bureau of Environmental Justice supports Riverside County's efforts to establish a good neighbor policy setting minimum standards for logistics and warehouse projects. As the policy recognizes, the logistics industry has experienced rapid growth in recent years, especially in the Inland Empire. A robust set of minimum standards can protect residents, level the playing field for projects across the County, and provide a predictable business environment. The Attorney General's Office therefore urges the County to adopt a good neighbor policy and provides several recommendations for improving the policy.

I. LOCAL IMPACTS OF WAREHOUSE FACILITIES AND THE NEED FOR A GOOD NEIGHBOR POLICY

The Inland Empire region, including Riverside County, has been an epicenter of warehouse development in the state. The Los Angeles Times reports that, "[i]n the last decade, more than 150 million square feet of industrial space, the vast majority of it warehouses, has been built in the Inland Empire."¹ Among the largest 100 logistics leases signed in 2018 nationwide, 20 were in the Inland Empire, nearly double the jurisdiction with the second-most signed leases.² Those 20 deals, representing only a fraction of overall logistics growth in the Inland Empire, were for a total of nearly 20 million square feet.³ Furthermore, this development has proliferated near communities. For example, in the Mead Valley area of Riverside County

¹ Los Angeles Times, When your house is surrounded by massive warehouses, October 27, 2019.

² See <u>https://www.cbre.us/about/media-center/inland-empire-largest-us-warehouse-leases</u>.

³ Id.

and the neighboring City of Perris, significant new warehouse developments have been placed adjacent to and surrounding pre-existing neighborhoods.⁴

The draft policy acknowledges that construction and operation of warehouse projects can come with significant environmental and public health impacts for nearby sensitive receptors. Indeed, the Attorney General's Office has recently filed several comment letters on logistics projects pursuant to the California Environmental Quality Act to ensure that those impacts are properly disclosed and mitigated.⁵ In addition, the California Air Resources Board (CARB)⁶ and South Coast Air Quality Management District (SCAQMD)⁷ regularly submit comment letters on the air quality impacts of logistics projects. This substantial involvement from state and regional actors underscores the need for minimum development standards for warehouse projects. It should also assure local decision-makers that attracting economic development need not be a race to the bottom.

As the County understands, nearby residents, schools, parks, and places of worship are exposed to the air pollution, noise, and traffic generated by logistics facilities. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x) —a primary precursor to smog formation and a cause of respiratory problems like asthma, bronchitis, lung irritation, and lung cancer—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.⁸ Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.⁹ The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

⁷ South Coast Air Quality Management District, CEQA Comment Letters – Year 2019, http://www.aqmd.gov/home/rules-compliance/ceqa/commenting-agency/comment-letters-year-2019

⁸ California Air Resources Board, Nitrogen Dioxide & Health,

https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health (NOx); California Air Resources Board, Summary: Diesel Particular Matter Health Impacts,

https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts; Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust,

https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf (DPM). ⁹ Noise Sources and Their Effects,

https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

 ⁴ See Attachment A, Warehouse Proliferation in the Mead Valley Vicinity from 2012 to 2019.
⁵ California Office of the Attorney General, Comment Letters Filed under the California Environmental Quality Act, <u>https://oag.ca.gov/environment/ceqa/letters</u>.

⁶ California Air Resources Board, California Environmental Quality Act Letters for Freight Facilities, <u>https://ww2.arb.ca.gov/resources/documents/california-environmental-quality-act-letters-freight-facilities</u>.

These environmental impacts tend to be concentrated in neighborhoods already suffering from disproportionate health impacts. According to CalEnviroScreen 3.0, CalEPA's screening tool that ranks each census tract in the state for pollution and vulnerability, many communities in unincorporated Riverside County experience some of the highest pollution in the state and are especially vulnerable to the resulting health effects.¹⁰ For example, several census tracts in Mead Valley rank worse than 90 percent of the rest of the state for combined pollution burden and vulnerability. The majority of Riverside County is in the worst 10% for exposure to ozone, and areas near Mead Valley, Moreno Valley, Corona, Indio, Murrieta, and Temecula have elevated exposures to fine and/or diesel particular matter. Unsurprisingly, Riverside County residents suffer from health issues that correspond with high levels of air pollution. Areas near Banning, Hemet, Mead Valley, Moreno Valley, and Perris have among the worst rates of asthma and/or cardiovascular disease in the state, and many communities suffer from especially high rates of low birth weight infants. These health issues both are caused by exposure to air pollution, and make the residents more vulnerable to that exposure. Moreover, various communities across unincorporated Riverside County are low-income communities and communities of color. Nearly half of the County's population is Latinx, 19% of whom live below the poverty line.¹¹ Given the high exposure County residents experience, and their vulnerability to this exposure, the County should take care to avoid adding to the existing pollution burden in these communities.

Despite the negative environmental and health impacts they bring to communities, warehouse facilities are often approved on the promise that they will bring jobs. However, the economic benefits of these facilities are often overstated. Many warehouse jobs are part-time, temporary, lack benefits, and/or do not pay a living wage. According to a report from the Los Angeles County Economic Development Corporation's Institute for Applied Economics (LAEDC report), employment in warehousing and logistics jobs in Los Angeles and the Inland Empire grew by 55.1% from 2005 to 2015, while real wages decreased by 9% in the same period.¹² Moreover, a 2018 nationwide industry-sponsored study found that 48% of warehouse employees worked a second job, and that 40% of those employees worked at least 31 hours per

¹⁰ CalEnviroScreen 3.0, available at <u>https://oehha.ca.gov/calenviroscreen</u> (as of January 17, 2019). CalEnviroScreen is a tool created by the Office of Environmental Health Hazard Assessment that uses environmental, health, and socioeconomic information to produce scores and rank every census tract in the state. A census tract with a high score is one that experiences a much higher pollution burden than a census tract with a low score. Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0 Report (January 2017), available at https://oehha.ca.gov/media/downloads/calenviroscreen/report/ces3report.pdf.

¹¹ U.S. Census Bureau, American Community Survey (data from 2017). 15.6% of all people in Riverside County live below the poverty line, compared to the national average of 13.4%. ¹² Los Angeles County Economic Development Corporation, *Goods on the Movel Trade and Logistics in Southern California*, <u>https://laedc.org/wp-</u> content/uploads/2017/06/TL_20170515_Final.pdf, at 17-18.

week at their second jobs.¹³ Although logistics industry growth and the attendant demand for workers has increased wages somewhat in recent years, still only 65% of workers surveyed made at least \$12 an hour.¹⁴

Job growth from warehouse projects may also be temporary. The LAEDC report warned that "employment prospects for tomorrow will dim as ... automation of these jobs becomes a reality." In fact, JD.com, a major online retailer in China, last year unveiled a fully automated warehouse that can fulfill 200,000 packages a day while employing only four workers, who service the facility's robots.¹⁵ Prominent American retailers' substantial investments in automation are well-documented.¹⁶

For all these reasons, the County should take special care analyzing the expected benefits of logistics facilities, as well as evaluating the environmental and health impacts of siting these facilities near communities. A good neighbor policy would appropriately place minimum development standards on warehouse projects to ensure that the facilities in fact benefit the communities where they are located. Although improvements are suggested below, the County's good neighbor policy would be a step in the right direction toward more thoughtful, health-protective, and just warehouse development County-wide. The good neighbor policy could also become a model for other jurisdictions that are grappling with similar issues. Accordingly, the Attorney General's Office encourages the County to adopt a good neighbor policy.

II. RECOMMENDATIONS FOR IMPROVING THE DRAFT "GOOD NEIGHBOR" POLICY

While we applaud the County's effort in developing the policy, we have identified several areas that would benefit from revisions to the draft policy. These recommendations fall into four categories—(1) buffers between warehouses and sensitive receptors, (2) cumulative impacts analyses, (3) mitigation of engine emissions, and (4) community engagement.

¹³ ProLogistix, 2018 Warehouse Employee Opinion Survey Results,

https://www.newcastlesys.com/hubfs/docs/2018-Warehouse-Employee-Opinion-Survey-Results.pdf, at 2.

¹⁴ *Id.* Even though Amazon made headlines when it announced that it will pay its employees a \$15 per hour minimum wage, it simultaneously ended programs that paid workers bonuses and gave them stock. CBS News, Amazon cutting bonuses and stock benefits as it raises minimum wage to \$15, https://www.cbsnews.com/news/amazon-to-cut-bonuses-for-warehouse-workers-and-stock-benefits-as-it-raises-minimum-wage-to-15/.

¹⁵ Freight Waves, JD.com opens automated warehouse that employs four people but fulfills 200,000 packages daily, <u>https://www.freightwaves.com/news/technology/jdcom-opens-automated-warehouse-that-employs-four-people-but-fulfills-200000-packages-daily.</u> ¹⁶ See, e.g., InvestorPlace, Amazon Stocks Should Grow on Its Automation Efforts,

see, e.g., InvestorPlace, Amazon Stocks Should Grow on Its Automation Efforts, https://investorplace.com/2019/06/amazon-stock-can-deliver-better-returns-due-to-higherautomation-investments/; Bloomberg, Kroger Goes Full Robot to Take On Amazon, https://www.bloomberg.com/opinion/articles/2019-07-22/kroger-goes-full-robot-to-take-onamazon-with-ocado.

A. The County Should Strengthen the Buffer Between Warehouses and Sensitive Receptors.

Most importantly, the County should increase the distance of the buffer between sensitive receptors and warehouse facilities and revise the way the buffer is measured. The current draft states that warehouse facilities "should be generally designed so that truck bays and loading docks are a minimum of 300 feet, measured from the dock building door to the occupied structure of a sensitive receptor. This distance may be reduced if the site design include berms or other similar features to appropriately shield and buffer the sensitive receptors from the active truck operations areas."¹⁷ This buffer is insufficient for three reasons. First, it is too small. CARB recommends that sensitive land uses be separated from warehouses by at least 1,000 feet, based on data showing that localized air pollution drops off by 80% about 1,000 feet away.¹⁸ Riverside County has vast swathes of vacant land, such that implementation of CARB's recommended buffer size is feasible without significantly constraining potential economic development.

Second, the way the 300-foot buffer is measured—from the warehouse dock building door to the occupied structure of a sensitive receptor—provides no actual protection. Three hundred feet—including a backyard, warehouse wall, vegetative buffer, and potentially a road—will typically separate any warehouse building and residence. For example, Attachment B to this letter contains an aerial image of a small, formerly rural community near Mead Valley that is now surrounded by warehouses. All of the occupied structures in the image are at least 300 feet from the nearest dock door. Measuring the buffer from the warehouse dock door to the occupied structure of a sensitive receptor also ignores how sensitive receptors are exposed to the facility's impacts. Trucks drive and idle on other parts of a warehouse property besides the dock doors, and sensitive receptors are most exposed to pollution outdoors, such as in a backyard or school playground. Finally, the buffer provision expressly permits exceptions to its rule. It states that facilities "should generally be designed" with the buffer, and that the 300-foot buffer "may be reduced" if the site design shields the sensitive receptors. The entire good neighbor policy is non-binding guidance, so it already allows for reasonable flexibility. The buffer provision's built-in exceptions invite development that ignores the buffer altogether.¹⁹

B. The County Should Add a Requirement to Conduct Meaningful Cumulative Air Quality Impact Analysis.

We are pleased that the draft good neighbor policy requires air quality, health risk assessment, noise, and construction traffic analyses for warehouse projects. In this spirit of robust disclosure, and particularly where a warehouse facility is sited near sensitive receptors,

¹⁷ Good Neighbor Policy (October 15, 2019 Draft), at 4.

¹⁸ California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at 4-5.

¹⁹ Similarly, the County should remove Policy 3.1. The Purpose and Applicability sections make clear that individual projects are unique, such that deviating from a particular policy may be justified in special circumstances.

the County should also require analysis of a project's cumulative air quality impacts with other nearby sources of pollution. Often, analyses under the California Environmental Quality Act (CEQA) conclude that a project has no significant cumulative air quality impact on the basis that the project's impacts alone do not exceed SCAQMD's significance thresholds for an individual project. CEQA documents sometimes use this rationale even if the project is adjacent to other warehouses and their combined impact would clearly exceed SCAQMD standards. As a California appellate court has stated, "[o]ne of the most important environmental lessons evident from past experience is that environmental damage often occurs incrementally from a variety of small sources."20 Including a requirement to expressly disclose a warehouse project's cumulative air quality impacts with other projects would ensure that decision makers are aware of the project's cumulative impacts when considering whether to approve facilities that would contribute to communities' cumulative pollution burden. It would also ensure compliance with CEQA's requirement that cumulative impact analysis consider the project's incremental impact in combination with past, present, and reasonably foreseeable future projects. CEQA Guidelines, Appendix G, §§ 15130, 15355; Communities for a Better Env't v. California Res. Agency (2002) 103 Cal.App.4th 98, 118 ("[T]he guiding criterion on the subject of cumulative impact is whether any additional effect caused by the proposed project should be considered significant given the existing cumulative effect."); Kings Cty. Farm Bureau v. City of Hanford, supra, 221 Cal.App.3d 692, 719-21 (holding that relatively small air quality impacts from a project do not eliminate the need to consider the project's combined impacts with other development).

C. The County Should Improve its Mitigation of Warehouse-Related Engine Emissions.

In addition, the County should strengthen its measures to reduce warehouse-related engine emissions. For example, the County should require that on-site equipment for operations be electric. This is a common mitigation measure found in many warehouse projects, and electric on-site equipment substantially reduces on-site emissions and noise. The County should also revise policy 2.2 so that off-road construction equipment must meet Tier 4 engine standards. Requiring Tier 4 engines is feasible—CARB enacted those standards in 2005—and much cleaner, reducing particulate matter and nitrogen oxide emissions by about 90%. In addition, the County should revise policy 3.12 to require electrical connections at all loading/unloading docks and trailer spaces for cold storage warehouses. Cold storage warehouses attract trucks with transport refrigeration units, which generate significantly higher levels of diesel, nitrogen oxide, and greenhouse gas emissions than trucks without such units.²¹ Without electrical connections, these auxiliary diesel engines idle at warehouse facilities, contributing to higher localized health

 ²⁰ Kings Cty. Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 720.
²¹ California Air Resources Board, Preliminary Health Analyses: Transport Refrigeration Unit Regulation, Public Review Draft (October 18, 2019), <u>https://ww3.arb.ca.gov/cc/cold-storage/documents/hra_healthanalyses2019.pdf</u>, at ES-2 to ES-3.

risks.²² CARB is currently developing new regulations for transport refrigeration units, so it would also benefit projects in the County to get ahead of the incoming regulations.²³

D. The County Should Clarify its Community Engagement Requirement.

Finally, we appreciate the County's acknowledgment of the importance of including communities in the warehouse project design, siting, and approval process. Policy 6.1 requires warehouse project applicants to "engage in a community outreach effort to engage the existing community in determining issues of concern that can be addressed through site design and other means during the project land use entitlement process."²⁴ While this policy has good intentions, it is unclear what the County expects applicants to do to comply with the policy, and thus it may not accomplish the County's goal of increasing community engagement. More detail would make this community engagement policy more predictable for project applicants and more enforceable for the County. To provide more notice while maintaining flexibility, the County could add examples of recommended community engagement strategies to Policy 6.1. For example, Policy 6.1 could ask project applicants to hold a series of community meetings with affected residents and incorporate suggestions into the project design. Other suggestions to promote successful community outreach strategies include:

- Posting information on a website about the project, such as a complete, accurate project description, maps and drawings of the project design, and directions for how communities can provide input. The website and information should be in a format that is easy to navigate and understand.
- Providing notice by mail to residents and schools within a certain radius of the project and by erecting a prominent sign on the project site. The notice should include a brief project description and directions to the website and how to provide input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.

III. CONCLUSION

The County's good neighbor policy would help safeguard residents' health, without posing undue burdens on economic development. We therefore urge the County to adopt minimum development standards for warehouse projects County-wide and incorporate the recommendations in this letter. We are available to provide assistance to the County as it considers the good neighbor policy, and to provide feedback on any measure the County is considering. Please do not hesitate to contact me if you have any questions or would like to discuss.

²² Id.

²³ California Air Resources Board, New Transport Refrigeration Unit Regulation in Development, <u>https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation</u>.

²⁴ Good Neighbor Policy (October 15, 2019 Draft), at 7.

Sincerely,

Ra

ROBERT SWANSON Deputy Attorney General

For

XAVIER BECERRA Attorney General

Attachment A: Warehouse Proliferation in the Mead Valley Vicinity from 2012 to 2019



2012

2019

Attachment B: Aerial Image Illustrating a 300-Foot Buffer



As indicated by the annotations, all structures occupied by sensitive receptors in this image are at least 300 feet from the nearest warehouse dock door, even though warehouses surround this community and some of the dock doors face residences.²⁵

²⁵ Intersection of N. Webster Ave., W. Markham St., and Ramona Expy. in Perris. Cite: Google Earth (distances from ruler tool).

Attachment **B**



F

Rider and Patterson Business Center Environmental Impact Report

No.	Project Name/Case No.	Land Use ¹	Quantity Units
RCI	Thrifty Oil Warehouse	Warehousing	194 479 TSE
RC2	Placentia Truck Drop Lot	Truck Trailer Storage	8.06 AC
RC3	Harvill & Water Logistics	High-Cube Fulfillment Center Warehouse	304.376 TSF
- DOI		High-Cube Cold Storage Warehouse	130.447 TSF
$\frac{RC4}{DC6}$	Barker Logistics	High-Cube Fulfillment Center Warehouse	699.630 TSF
RCS DCC	Dedeaux Harvill Truck Terminal	Truck Terminal	55.700 TSF
KC0	Harvill & Rider Warehouse	General Light Industrial	50.249 TSF
- D C Z		High-Cube Transload Short-Term Warehouse	284,746 TSF
RC/	WPC Perris	High-Cube Fulfillment Center Warehouse	384.448 TSF
. D.CO		High-Cube Cold Storage Warehouse	96.112 TSF
RC8	Majestic Freeway Busines Center (Building 11)	High-Cube Fulfillment Center Warehouse	391.045 TSF
RC9	PPT190029	Warehousing	36.000 TSF
RCIO	PP1210021	Trailer Maintenance Facility/Storage	16.200 TSF
RCH	PP1210133	Warehousing	350.481 TSF
RC12	Majestic Freeway Busines Center (Building 13)	High-Cube Fulfillment Center Warehouse	322.997 TSF
RC13	Patterson & Harvill Warehouse	Warehousing & Cold Storage	100.190 TSF
RCI4	CUP03599	Hotel	103 RM
RC15	Majestic Freeway Busines Center (Buildings 14A,14B)	Warehousing	354.583 TSF
RC16	PP16763	Warehousing	10 500 TSE
<u>RC17</u>	PP16823	Manufacturing	22 000 TSF
<u>RC18</u>	PP16932	Manufacturing	12.000 TSF
<u>RC19</u>	PP21207	Warehousing	311 412 TEE
RC20	PP23170	Warehousing	286 820 TEE
<u>RC21</u>	PP23342	Warehousing	180 551 TSE
RC22	Majestic Freeway Busines Center (Buildings 1,3,4)	High-Cube Fulfillment Center Warehouse	1,195.740
RC23	PPT190005	Warehousing	1SF
RC24	PPT190006	Warehousing	333.553 TSF
RC25	PPT190028	Warehousing	289.556 TSF
RC26	TR27997	Multifamily Housing	197.856 TSF
RC27	Seaton Commerce Center	High-Cube Fulfillment Center Wardham	120 DU
RC28	Harvill & Cajalco Warehouse	General Light Industrial & Truck Varia	210.800 TSF
RC29	Patterson & Cajalco Warehouse	Warehousing & Cold Storage	99.770 TSF
RC30	Seaton & Cajalco High Cube Warehouse	Warehousing & Cold Storage	107.968 TSF
RC31	Seaton & Cajalco High Cube Warehouse	General Light Industrial	350.481 TSF
TOD	There is a part of the court of	General Eight moustrial	98.940 TSF

Table 4-1 Cumulative Projects List

¹ TSF = Thousand Square Feet; DU = Dwelling Units; RM = Rooms; TPY = Tons Per Year (Urban Crossroads, 2022g, Table 4-3)

Figure 4

development the Development (Cumpon Company)

Lead Agency: Riverside County

SCH No. 2022120110



Rider and Patterson Business Center Environmental Impact Report

4.0 Environmental Analysis



Lead Agency: Riverside County

SCH No. 2022120110

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Attachment C

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Fovironmental Resource	Geographic Area	Method of Evaluation	
Anothering	Immediate Vicinity	List of Projects	
Aesthelics	Immediate Vicinity	List of Projects	
Air Quality (Toxic Air Contaminants, Odors)	South Coast Air Basin	List of Projects	
Air Quality (Construction) Mobile Sources)	Immediate Vicinity	List of Projects	
Biological Resources	Regional and Local	List of Projects	
	State	List of Projects	
Energy	Regional	List of Projects	
Geology and Soils	South Coast Air Basin	List of Projects	
Greenhouse Gas Emissions	Immediate Vicinity	List of Projects	
Hazards and Hazardous Materials	Sub-Watershed	List of Projects	
Hydrology and Water Quality	Groundwater Basin		
	Regional and Local	List of Projects	
Land Use and Planning	Immediate Vicinity	List of Projects	
Noise (On-Site Construction Noise)	Immediate Vicinity	List of Projects	
Noise (Off-Site Truck Noise)	Pegional	List of Projects	
Population and Housing	Immediate Vicinity	List of Projects	
Public Services	Immediate Vicinity	List of Projects	
Recreation	Bediepel	List of Projects	
Transportation	Regional	List of Projects	
Tribal Cultural Resources	Regional	List of Projects	
Utilities and Service Systems	Immediate Vicinity	List of Projects	
Wildfire	Immediate Vicinity	List of Projects	

Table 4-1. Geographic Scope and Method of Evaluation for Cumulative Impacts

The following list of projects is based on the information provided in the Traffic Analysis Report (Appendix N-2). The cumulative project list was developed for the purposes of this EIR analysis through consultation with planning and engineering staff from March JPA to include key projects in on the March Air Reserve Base and in the City of Riverside, County of Riverside, and City of Moreno Valley. Table 4-2 presents the cumulative projects surrounding the Project site. The projects listed in Table 4-2 serve as the foundation on which the cumulative analysis approach has been based. Figure 4-1, Cumulative Development Location Map, shows geographically where the projects listed in Table 4-2 are located.

Table 4-2. Cumulative Projects

ID	Project Name	Land Use ¹	Quantity	Units ²
March	loint Powers Authority			
MIDA4	Meridian Business Park (West Campus)	Industrial Park	2,278.852	TSF
	K4 Parcel	Warehouse	718.000	TSF
IVIJPA2	Economio Rusiness Center	Warehouse	124.523	TSF
MJPA3		Warehouse	709	TSF
MJPA4	Freeway Business Center	Warehouse	2,000.000	TSF
MJPA5	veteran s industrial Plaza/ VIP 215	Commercial Retail	198,000	TSF
MJPA6	Veteran's Plaza		176 396	TSF
MJPA7	MS Van Buren I	warenouse	160.044	
MJPA8	MS Van Buren II	Warehouse	102.041	
MIPAG	MS Prime Six	General Office	74.922	

Table 4-2. Cumulative Projects

ID	Project Name	Land Use ¹	Quantity	Linite?
MJPA10	Meridian Distribution Center IV	Warehouse	90,000	TOP
MJPA11	Meridian Distribution Center III	Warehouse	30.000	TOF
MJPA12	Eagle Business Park	Business Park	202.209	ISF
MJPA13	South Campus	Office	390.480	ISF
	125	Commercial Retail	300.011	TOF
()EL	14	Business Park	282.730	ISF
		Industrial Park	1,764.180	ISF
City of Ri	verside	modelini fuix	1,174.437	ISF
R1	P17-0419/20/21	Fast Food w/ Drive Thru	4.055	T
R2	P16-0578	Warehouse	1.857	TSF
R3	P19-0151/P19-0152/P19-0153	Health and Ethness Olut	82.200	TSF
R4	P13-0665		21.706	TSF
R5	P15-1035/P16-0556/P16 0567	Manaka	8	DU
R6	P14-0841 to P14-0848/	Warehouse	176.149	TSF
	P16-0472/P16-0474	warehouse	73.200	TSF
B7	P14-0472/P14-0472/P16-0204/	Commercial Retail	15.000	TSF
	P15-0322		85	DU
R8	P19-0022/P19-0024/P19-0026/ P19-0027/P19-0028	Fast Food w/ Drive Thru	4.319	TSF
R9	Sycamore Hills Distribution Center	Warehouse	603 100	TSE
R10	P06-0900, P08-0269, P08-0270	Single Family Detached Housing	20	
R11	P06-1355	Single Family Detached Housing	20	
R12	P06-1396	Single Family Detached Housing	20	
R13	P03-1404	Single Family Detached Housing	20	
R14	P10-0113, P10-0118, P10-0449	Free-Standing Discount Superstore	129 516	
		Home Improvement Superstore	158,510	TOF
		Shonning Plaza	105.433	TOF
R15	P12-0360	Vocational School	125.608	TSF
R16	P12-0507 through P12-0510	Warehouse/Industrial	11.505	ISF
R17	P13-0263, P13-0264, P13-0769	Retail	235.741	ISF
	, 11-10, 120 0100	Day Care	10.700	TSF
		Drive Thru Posteurset	10.000	TSF
		Office	2.500	TSF
ĺ		Modical Office	10.000	TSF
R18	P13-0553 P13-0554 P13-0583		8.000	TSF
	<u>P14-0065</u>	Multi-ramily Residential	275	DU
R19	P13-0607, P13-0608, P13-0609, P13-0854	Industrial	171.616	TSF
R20	P14-0294, P14-0295, P14-0297, P16-0297 (JN:8890)	-	-	
R21	P14-0536, P14-0537	Fast Food w/ Drive Thru	3750	TOF
R22	P14-0600, P14-0601, P14-0602, P15-044	Industrial	121.390	TSF
₹23 F	P14-1070	Warehousing	240.090	тег
24 F	P15-0075, P15-0076, P15-0819	Auto Repair	11 720	Ter
		East Food w/ Drive Thru	11.130	

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Table 4-2. Cumulative Projects

ID	Project Name	Land Use1	Quantity	Units ²
	P16 0082 P15 0984	Child Care	15.000	TSF
R25	P15-0983, P15-0984	Car Wash	5.440	TSF
R26	P17-0688, P17-0689	Restaurant	4.300	TSF
R27	P19-0042	Office	9,920	TSF
181	P10 0000 P10 0000	Car Wash	4.340	TSF
R28	P19-0332, P19-0333	Desidential	81	DU
R29	P20-0013, P20-0014, P20-0015, P20-0016	Residential		
R30	P20-0018, P20-0019, P20-0020,	Residential	138	DU
R31	P20-0203, P20-0281	Canyon Springs Healthcare Campus	280.800	TSF
County	of Riverside			
RC1	PP 25422	Warehouse	814.000	ISF
PC2	Knox Business Park	Warehouse	1,259.050	TSF
DC2	Oleander Business Park	Warehouse	710.736	TSF
RC4	PP25382	Commercial Office Building	10.275	TSF
City of	Moreno Valley			
Oity Of A	Coattish Village	Multifamily	194	DU
MV1	Marana Vallay Captus Center	Warehouse	36.950	TSF
MV2	(DEN16-0131)	Fast Food w/ Drive Thru	7.900	TSF
	(FENIG-OIGI)	Gas Station w/ Car Wash	28	VFP
	DA 08 0047 0052	Hotel	110	Rooms
MV3	/Komar Cactus Plaza)	Fast Food w/ Drive Thru	8.000	TSF
		Commercial	42.400	TSF

Source: Appendix N-2.

Notes:

1

SFDR = Single Family Detached Residential DU = Dwelling Units; TSF = Thousand Square Feet; SP = Spaces; VFP = Vehicle Fueling Positions 2

Cumulative Projects West Campus Upper Plateau Draft EIR

FIGURE 4.1

DUDEK



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4-8

Attachment D

Table 3-1. Cumulative Projects

ID	Project Name	Land Use	Quantitya	Unit
March Jo	int Powers Authority			
MJPA1	Meridian Business Park (West Campus)	Industrial Park	2,279	ksf
MJPA2	K4 Parcel	Warehouse	718	ksf
MJPA3	Economic Business Center	Warehouse	125	ksf
MJPA4	Freeway Business Center	Warehouse	709	ksf
MJPA5	Veteran's Industrial Park/VIP 215	Warehouse	1,867	ksf
MJPA6	Veteran's Plaza Phase I and Phase II	Commercial	202,000	ksf
MJPA7	MS Van Buren I	Warehouse	176	ksf
MJPA8	MS Van Buren II	Warehouse	162	ksf
MJPA9	MS Prime Six	General Office	75	ksf
MJPA10	Meridian Distribution Center IV	Warehouse	90	ksf
MJPA11	Meridian Distribution Center III	Warehouse	262	ksf
MJPA12	Eagle Business Park	Business Park	390	ksf
MJPA13	Meridian South Campus	Office	388	ksf
		Commercial Retail	298	ksf
		Business Park	1,764	ksf
		Warehousing	774	ksf
	1 E 1 1 43	High-Cube Cold Storage	700	ksf
	2. R . L .	High-Cube Transload	800	ksf
		LGB6 (Building A)	1,000	ksf
		Parcel Delivery	1,000	ksf
		Dog Park	6	Acres
MIPA14	Meridian U1 L2 Industrial Warehouse	Warehouse	49	ksf
MIPA15	March Veterans Village - Building 1	Transitional Housing	16	DU
MIPA16	West Campus Upper Plateau	High-Cube Fulfillment	2,563	ksf
		High-Cube Cold Storage	500	ksf
		Business Park - Office	529	ksf
		Business Park – Warehouse	1,234	ksf
		Commercial	161	ksf
		Active Park	42	Acres
		Public Park	18	Acres
City of	liverside		Real Property and	
R1	P17-0419/20/21	Fast Food w/Drive	2	ksf
	P16-0578	Warehouse	82	ksf
<u></u>	P19-0151/P19-0152/P19-0153	Health and Fitness Club	22	ksf
<u>n</u> 3	P12 0665	Single-Family Detached	8	DU
<u>K4</u>	P15-0003	Warehouse	176	ksf
<u>ко</u>	P10-1035/F10-0050/F10-0007	Warehouse	73	ksf
ко	P16-0472/P16-0474	Commercial Retail	15	ksf

Table	3-1.	Cumulative	Projects
-------	------	------------	-----------------

ID	Project Name	Land Use	Quantitya	Unit
R7	P14-0472/P14-0473/P15-0321/ P15-0322	Single-Family Detached	85	DU
R8	P19-0022/P19-0024/P19-0026/ P19-0027/P19-0028	Fast Food w/Drive Through	4	ksf
R9	Sycamore Hills Distribution Center	Warehouse	603	Vef
Count	y of Riverside	A A BOOM OF THE AND	1 000	K5I
RC1	PP 25422	Warebouse	014	1
RC2	Knox Business Park	Warehouse	1 250	kst
RC3	Oleander Business Park	Warehouse	1,209	KST
RC4	Majestic Freeway Business Center Specific Plan	General Light Industrial	6,200	ksf
RC5	PPT210130	Warehouse	239	
RC6	PPT190031	High-Cube Warehouse	418	hai
City of	Moreno Valley	1 3	1 410	1 13
MV1	Kearney	High-Cube Warehouse	1 100	Τ
MV2	IDS	High-Cube Warehouse	1,100	Ksf
MVЗ	First Industrial	High-Cube Warehouse	1 280	
MV4	Prologis 1	High-Cube Warehouse	1,380	KST
MV5	Moreno Valley Industrial Park	High-Cube Warehouse	1,000	kst
MV6	Tract 31442	Single-Family Detached	208	KST
MV7	Moreno Valley Utility Substation	High-Cube Warehouse	03	U
MV8	Phelan Development	High-Cube Warehouse	N/D	KST
MV9	Nandina Industrial Center	High-Cube Warehouse	30	KST
MV10	Indian Street Commerce Center	High-Cube Warehouse		KST
MV11	Tract 32716	Single-Family Detached	434	KST
MV12	Tract 36760	Single-Family Detached	221	
MV13	PEN18-0042	Single-Family Detached	2	
MV14	Tract 33024	Single-Family Detached	2	
MV15	Scottish Village	Multifamily	194	
WV16	Moreno Valley Cactus Center	Warehouse		kef
	(PEN16-0131)	Fast Food w/Drive Through	8	ksf
		Gas Station w/Car Wash	28	VFP
AV17	PA 08-0047-0052 (Komar Cactus	Hotel	110	Rooms
		Fast Food w/Drive Through	8	ksf
1.000	1	Commercial	42	ksf
ity of P	erris			
1	Bargemann/DPR 07-09-0018	Warehousing	173	kef
2	Duke 2/DPR 16-00008	High-Cube Warehouse	669	kef
3	Perris Circle 3	Warehousing	211	kof

Table 3-1. Cumulative Projects

ID	Project Name	Land Use	Quantitya	Unit
P4	Gateway/DPB 16-00003	High-Cube Warehouse	400	ksf
P5	Harley Knox Commerce Park/	High-Cube Warehouse	386	ksf
P6	OLC 1/DPR 12-10-0005	High-Cube Warehouse	1,455	ksf
	OLC2/DPR 14-01-0015	High-Cube Warehouse	1,037	ksf
PS	Duke at Patterson/DPR 17-00001	High-Cube Warehouse	811	ksf
PQ	Markham Industrial/DPR 16-00015	Warehousing	170	ksf
P10	Westcoast Textile/DPR 16-00001	Warehousing	180	ksf
	Indian/Ramona Warehouse	High-Cube Warehouse	429	ksf
	IPT Perris DC II	High-Cube Warehouse	273	ksf
	Western Way/Nandina Warehouse	Cold Storage Warehouse	252	ksf
P13	March Plaza/CIIP 16-05165	Commercial Retail	47	ksf
 	Coli Exprose Canyash /CUP 16-05258	Carwash	6	ksf
P15	Integra Expansion/MMOD 17-05075	High-Cube Warehouse	273	ksf

Notes: ksf = thousand square feet; DU = dwelling units; N/D = no data; VFP = vehicle fueling positions.

a Quantities rounded to the nearest whole number.



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Attachment E

The following list of projects is based on the information provided in the traffic impact analysis prepared for the proposed Project (Appendix K). The cumulative project list was developed for the purposes of this SEIR analysis through consultation with planning and engineering staff from the City of Riverside, City of Moreno Valley, and County of Riverside to include key projects in their respective jurisdictions. Table 4-1 presents the cumulative projects surrounding the Project site. The projects listed in Table 4-1 serve as the foundation on which the cumulative analysis approach has been based. Figure 4-1, Cumulative Projects, shows geographically where the projects listed in Table 4-1 are located.

Table 4-1. Related Projects

March JPA MJPA1 Meridian Business Park (West Campus) Industrial 2,278.852 TSF MJPA2 K4 Parcel Industrial 718.000 TSF MJPA3 Economic Business Center Business Park 124.523 TSF MJPA4 Freeway Business Center Industrial 709 TSF MJPA4 Freeway Business Center Industrial 709 TSF MJPA4 Freeway Business Center Industrial 709 TSF MJPA4 Veteran's Plaza Commercial 198.000 TSF MJPA3 MS Prime Six Mixed Use 176.396 TSF MJPA1 Meridian Distribution Center IV Industrial 90.000 TSF MJPA11 Meridian Distribution Center III Industrial 962.2269 TSF MJPA12 Eagle Business Park Business Park 360.480 TSF Chy of Riversde TSF States Park Business Park 360.480 TSF R1 P17-0419/20/21 Fast Food w/ Drive Through </th <th>ID</th> <th>Project Name</th> <th>Land Use</th> <th>Quantity</th> <th>Units¹</th>	ID	Project Name	Land Use	Quantity	Units ¹
MJPA1 Meridian Business Park (West Campus) Industrial 2,278,852 TSF MJPA2 Economic Business Center Industrial 718,000 TSF MJPA3 Economic Business Center Business Park 124,523 TSF MJPA4 Freeway Business Center Industrial 709 TSF MJPA6 Veteran's Plaza Commercial 198,000 TSF MJPA6 Weteran's Plaza Commercial 198,000 TSF MJPA6 Weteran's Plaza Commercial 198,000 TSF MJPA4 MS van Buren I Mixed Use 162,041 TSF MJPA10 Meridian Distribution Center IV Industrial 262,269 TSF MJPA12 Eagle Business Park Business Park 360,480 TSF MJPA12 Eagle Business Park Business Park 360,480 TSF R1 P17-0419/20/21 Fast Food w/ Drive Through 1.857 TSF R2 P16-0578 Warehouse 176,149 Se DU R4 P13-0665 Single-Family Detached Residential 8 DU R5 P14-0472/P14-0473/P15- Single-Family Detached Residential 85 DU R6 P14-0472/P14-047	March JPA				**************************************
MJPA2 K4 Parcel Industrial 718.000 TSF MJPA3 Economic Business Center Business Park 124.523 TSF MJPA4 Freeway Business Center Industrial 709 TSF MJPA6 Veteran's Plaza Commercial 198.000 TSF MJPA6 Veteran's Plaza Commercial 198.000 TSF MJPA4 MS Van Buren I Mixed Use 176.396 TSF MJPA3 MS Van Buren I Mixed Use 162.041 TSF MJPA1 Meridian Distribution Center IV Industrial 262.269 TSF MJPA12 Eagle Business Park Business Park 360.480 TSF Chy of Riverside 7157 TSF R1 P17-0419/20/21 Fast Food w/ Drive Through 1.857 TSF R2 P16-0578 Warehouse 82.200 TSF R3 P19-0151/P19-0556/P16-0474 Health and Fitness Club 21.706 TSF R4 P13-0665 Single-Fa	MJPA1	Meridian Business Park (West Campus)	Industrial	2,278.852	TSF
MJPA3 Economic Business Center Business Park 124.523 TSF MJPA4 Freeway Business Center Industrial 709 TSF MJPA6 Veteran's Plaza Commercial 198.000 TSF MJPA7 MS Van Buren I Mixed Use 176.396 TSF MJPA8 MS Van Buren II Mixed Use 162.041 TSF MJPA0 Ms Van Buren II Mixed Use 74.922 TSF MJPA10 Meridian Distribution Center IV Industrial 90.000 TSF MJPA11 Meridian Distribution Center IV Industrial 90.000 TSF MJPA12 Eagle Business Park Business Park 360.480 TSF R1 P17-0419/20/21 Fast Food w/ Drive Through 1.857 TSF R2 P16-0578 Warehouse 82.200 TSF R3 P19-0151/P19-0556/P16-0474 Heatth and Fitness Club 21.706 TSF R4 P13-0665 Single-Family Detached 8 DU Residential 15.000 TSF </td <td>MJPA2</td> <td>K4 Parcel</td> <td>Industrial</td> <td>718.000</td> <td>TSF</td>	MJPA2	K4 Parcel	Industrial	718.000	TSF
MJPA4 Freeway Business Center Industrial 709 TSF MJPA6 Veteran's Plaza Commercial 198.000 TSF MJPA7 MS Van Buren I Mixed Use 176.396 TSF MJPA8 MS Van Buren II Mixed Use 162.041 TSF MJPA9 MS Van Buren II Mixed Use 74.922 TSF MJPA10 Meridian Distribution Center IV Industrial 90.000 TSF MJPA11 Meridian Distribution Center III Industrial 262.269 TSF MJPA11 Meridian Distribution Center III Industrial 262.269 TSF MJPA12 Eagle Business Park Business Park 360.480 TSF City of Riverside 8 Cuty of Riverside 8 DU R1 P17-0419/20/21 Fast Food w/ Drive Through 1.857 TSF R2 P16-0578 Warehouse 82.200 TSF R3 P19-0151/P19-0556/P16-0567 Warehouse 176.149 TSF R6 P14-	MJPA3	Economic Business Center	Business Park	124.523	TSF
MJPA6Veteran's PlazaCommercial198.000TSFMJPA7MS Van Buren IMixed Use176.396TSFMJPA8MS Van Buren IIMixed Use162.041TSFMJPA0MS Prime SixMixed Use74.922TSFMJPA10Meridian Distribution Center IVIndustrial90.000TSFMJPA12Eagle Business ParkBusiness Park360.480TSFCity of RiversideTSFStripersideR1P17-0419/20/21Fast Food w/ Drive Through1.857TSFR2P16-0578Warehouse82.200TSFR3P19-0151/P19-0556/P16-0474Health and Fitness Club21.706TSFR4P13-0665Single-Family Detached Residential8DUR5P15-1035/P16-0556/P16-0567Warehouse73.200TSFR6P14-0341 to P14-0348/P16- 0/321/P16-0474Warehouse73.200TSFR7P14-0472/P14-0473/P15- 0/321/P15-032Single-Family Detached Residential85DUR8P19-0022/P19-0024/P19- 0026/P19-0027/P19-0028Fast-Food w/ Drive Through Varehouse4.319TSFRC1PP 25422Warehouse710.736TSFRC2Knox Business Park WarehouseWarehouse1,259.050TSFRC2Knox Business Park WarehouseWarehouse710.736TSFCity of Moreno ValleyWarehouse36.950TSFMV1Socttish VillageMultifamily194	MJPA4	Freeway Business Center	Industrial	709	TSF
MJPA7 MS Van Buren I Mixed Use 176.396 TSF MJPA8 MS Van Buren II Mixed Use 162.041 TSF MJPA9 MS Prime Six Mixed Use 74.922 TSF MJPA10 Meridian Distribution Center IV Industrial 90.000 TSF MJPA11 Meridian Distribution Center III Industrial 262.269 TSF MJPA12 Eagle Business Park Business Park 360.480 TSF City of Riverside 74.922 TSF R1 P17-0419/20/21 Fast Food w/ Drive Through 1.857 TSF R2 P16-0578 Warehouse 82.200 TSF R3 P19-0151/P19-0556/P16-0474 Health and Fitness Club 21.706 TSF R4 P13-0665 Single-Family Detached Residential 8 DU R5 P14-04841 to P14-0848/P16- 0472/P16-0474 Warehouse 73.200 TSF R7 P14-0472/P14-0473/P15- 0026/P19-0024/P19-0024/P19- 0026/P19-0027/P19-0028 Single-Family Detached Residential 85	MJPA6	Veteran's Plaza	Commercial	198.000	TSF
MJPA8MS Van Buren IIMixed Use162.041TSFMJPA9MS Prime SixMixed Use74.922TSFMJPA10Meridian Distribution Center IVIndustrial90.000TSFMJPA11Meridian Distribution Center IIIIndustrial262.269TSFMJPA12Eagle Business ParkBusiness Park360.480TSFCity of RiversideTSFSec.269TSFR1P17-0419/20/21Fast Food w/ Drive Through1.857TSFR2P16-0578Warehouse82.200TSFR3P19-0151/P19-0556/P16-0474Health and Fitness Club21.706TSFR4P13-0665Single-Family Detached Residential8DUR5P15-1035/P16-0556/P16-0567Warehouse73.200TSFR6P14-0841 to P14-0848/P16- 0472/P16-0474Warehouse73.200TSFR7P14-0472/P14-0473/P15- 0026/P19-0027/P19-0028Single-Family Detached Residential85DUR8P19-0022/P19-0024/P19- 0026/P19-0027/P19-0028Fast-Food w/ Drive Through 0026/P19-0027/P19-0028TSFRC1PP 25422Warehouse814.000TSFRC2Knox Business ParkWarehouse1,259.050TSFRC3Oleander Business ParkWarehouse1,259.050TSFCity of Moreno ValleyMultifamily194DUMV1Scottish VillageMultifamily194DUMV2Moreno Valley Cactus Center (PEN16-0131) <td>MJPA7</td> <td>MS Van Buren I</td> <td>Mixed Use</td> <td>176.396</td> <td>TSF</td>	MJPA7	MS Van Buren I	Mixed Use	176.396	TSF
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R5P15-1035/P16-0556/P16-0567Warehouse176.149TSFR6P14-0841 to P14-0848/P16- 0472/P16-0474Warehouse73.200TSF0472/P16-0474Commercial Retail15.000TSFR7P14-0472/P14-0473/P15- 0321/P15-032Single-Family Detached Residential85DUR8P19-0022/P19-0024/P19- 0026/P19-0027/P19-0028Fast-Food w/ Drive Through4.319TSFR9Sycamore Hills Distribution CenterWarehouse603.100TSFRC1PP 25422Warehouse814.000TSFRC2Knox Business ParkWarehouse710.736TSFRC3Oleander Business ParkWarehouse710.736TSFCity of Moreno ValleyMultifamily194DUMV1Scottish VillageMultifamily194DUMV2Moreno Valley Cactus Center (PEN16-0131)Fast Food w/ Drive Through7.900TSF	R4	P13-0665	Single-Family Detached Residential	8	DU
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R8P19-0022/P19-0024/P19- 0026/P19-0027/P19-0028Fast-Food w/ Drive Through4.319TSFR9Sycamore Hills Distribution CenterWarehouse603.100TSFCounty of RiversideRC1PP 25422Warehouse814.000TSFRC2Knox Business ParkWarehouse1,259.050TSFRC3Oleander Business ParkWarehouse710.736TSFCity of Moreno ValleyMV1Scottish VillageMultifamily194DUMV2Moreno Valley Cactus Center (PEN16-0131)Warehouse36.950TSFCas Station w/ Cas Weath7.900TSF	R7	P14-0472/P14-0473/P15- 0321/P15-032	Single-Family Detached Residential	85	DU
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RC2Knox Business ParkWarehouse1,259.050TSFRC3Oleander Business ParkWarehouse710.736TSFCity of Moreno ValleyMV1Scottish VillageMultifamily194DUMV2Moreno Valley Cactus Center (PEN16-0131)Warehouse36.950TSFFast Food w/ Drive Through7.900TSF	RC1	PP 25422	Warehouse	814.000	TSF
RC3 Oleander Business Park Warehouse 710.736 TSF City of Moreno Valley MV1 Scottish Village Multifamily 194 DU MV2 Moreno Valley Cactus Center (PEN16-0131) Multifamily 194 DU Fast Food w/ Drive Through 7.900 TSF Cace Station w/ Care Weath 200 100	RC2	Knox Business Park	Warehouse	1,259.050	TSF
City of Moreno Valley MV1 Scottish Village Multifamily 194 DU MV2 Moreno Valley Cactus Center (PEN16-0131) Warehouse 36.950 TSF Fast Food w/ Drive Through 7.900 TSF Cac Station w/ Car Weath 200 V/200	RC3	Oleander Business Park	Warehouse	710.736	TSF
MV1 Scottish Village Multifamily 194 DU MV2 Moreno Valley Cactus Center (PEN16-0131) Warehouse 36.950 TSF Fast Food w/ Drive Through 7.900 TSF	City of More	no Valley			
MV2 Moreno Valley Cactus Center (PEN16-0131) Warehouse 36.950 TSF Gas Station w/ Car Weeh 0.9 1/5	MV1	Scottish Village	Multifamily	194	DU
(PEN16-0131) Fast Food w/ Drive Through 7.900 TSF	MV2	Moreno Valley Cactus Center	Warehouse	36.950	TSF
Cas Station w/ Cas Weah		(PEN16-0131)	Fast Food w/ Drive Through	7,900	TSF
Gas Station w/ Car wash 28 VFP			Gas Station w/ Car Wash	28	VFP

Meridian South Campus Specific Plan and Village West Drive Extension Draft Subsequent EIR September 2020

Table 4-1. Related Projects

ID	Project Name	Land Use	Quantity	Units ¹
MV3	PA 08-0047-0052 (Komar Cactus	Hotel	110	Rooms
	Plaza)	Fast Food w/ Drive Through	8.000	TSF
		Commercial	42.400	TSF

Source: Appendix K.

Notes:

DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions.

Table 4:11 Sciate . Stoled



SOURCE: Urban Grossreads 2020

DUDEK

FIGURE 4-1 Cumulative Projects South Campus Specific Plan and Vilage West Drive Extension Draft EIR

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Wintehouse in dotte, Else Frendoss and Mittigation Metermes to Comply with the Calification on - inclumental Quality Act

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Attachment F

ROB BONTA Attorney General

Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

Attachment

Table of Contents

1.	Background	1
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¹ Sangali, C. Lino, K. Matano, J. J. L., Miller, "Science interpretation by construction for the construction of the construction of the second se Second sec In carrying out its duty to enforce laws across California, the California Attorney General's Bureau of Environmental Justice (Bureau)¹ regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. When necessary, the Bureau submits comment letters to lead agencies regarding warehouse projects, and in rare cases the Bureau has filed litigation to enforce CEQA.² This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the state.³ It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals.⁴ While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California.

I. Background

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development.⁵ California, with its ports, population centers, and transportation network, has found itself at the center of this trend. In 2020, the Ports of Los Angeles, Long Beach, and Oakland collectively accounted for over 34% of all United States international container trade.⁶ The Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day.⁷ Accordingly, the South Coast Air Basin now contains approximately 3,000 warehouses of over 100,000 square feet each, with a total warehouse capacity of approximately 700 million square feet, an increase of 20 percent over the last five years.⁸ This trend has only accelerated, with e-commerce growing to

¹ https://oag.ca.gov/environment/justice.

² <u>https://oag.ca.gov/environment/ceqa;</u> People of the State of California v. City of Fontana (Super. Ct. San Bernardino County, No. CIVSB2121829); South Central Neighbors United et al. v. City of Fresno et al. (Super. Ct. Fresno County, No. 18CECG00690).

⁵ As used in this document, "warehouse" or "logistics facility" is defined as a facility consisting of one or more buildings that stores cargo, goods, or products on a short- or long-term basis for later distribution to businesses and/or retail customers.

⁶ Data from the Bureau of Transportation Statistics, Container TEUs (Twenty-foot Equivalent Units) (2020), <u>https://data.bts.gov/stories/s/Container-TEU/x3fb-aeda/</u> (Ports of Los Angeles, Long Beach, and Oakland combined for 14.157 million TEUs, 34% of 41.24 million TEUs total nationwide) (last accessed September 18, 2022).

⁷ U.S. Dept. of Transportation, Federal Highway Administration, *FHWA Operations Support* – *Port Peak Pricing Program Evaluation* (2020), available at

³ This September 2022 version revises and replaces the prior March 2021 version of this document.

⁴ Anyone reviewing this document to determine CEQA compliance responsibilities should consult their own attorney for legal advice.

https://ops.fhwa.dot.gov/publications/fhwahop09014/sect2.htm (last accessed September 18, 2022).

⁸ South Coast Air Qual. Mgmt. Dist., Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305, at 7-8, 41 (May 2021).

13% of all retail sales and 2021 being a second consecutive record year for new warehouse space leased.⁹ The latest data and forecasts predict that the next wave of warehouse development will be in the Central Valley.¹⁰

When done properly, these activities can contribute to the economy and consumer welfare. However, imprudent warehouse development can harm local communities and the environment. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation-and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)-a contributor to cancer, heart disease, respiratory illnesses, and premature death.¹¹ Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.¹² The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

These environmental impacts also tend to be concentrated in neighborhoods already suffering from disproportionate health impacts and systemic vulnerability. For example, a comprehensive study by the South Coast Air Quality Management District found that communities located near large warehouses scored far higher on California's environmental justice screening tool, which measures overall pollution and demographic vulnerability.¹³ That

¹² Noise Sources and Their Effects,

⁹ U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 4th Quarter 2021 (February 22, 2022), https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf (last accessed September 18, 2022); CBRE Research, 2022 North America Industrial Big Box Report: Review and Outlook, at 2-3 (March 2022), available at https://www.cbre.com/insights/reports/2022north-america-industrial-big-box#download-report (last accessed September 18, 2022).

¹⁰ CBRE Research, supra note 9, at 4, 36; New York Times, Warehouses Are Headed to the Central Valley, Too (Jul. 22, 2020), available at

https://www.nytimes.com/2020/07/22/us/coronavirus-ca-warehouse-workers.html. ¹¹ California Air Resources Board, Nitrogen Dioxide & Health,

https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health (last accessed September 18, 2022) (NOx); California Air Resources Board, Summary: Diesel Particular Matter Health Impacts, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts (last accessed September 18, 2022); Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf (last accessed September 18, 2022) (DPM).

https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (last accessed September 18, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

¹³ South Coast Air Quality Management District, "Final Socioeconomic Assessment for Proposed Rule 2305 - Warehouse Indirect Source Rule - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 - Fees for Rule 2305" (May 2021), at 4-5.

study concluded that, compared to the South Coast Air Basin averages, communities in the South Coast Air Basin near large warehouses had a substantially higher proportion of people of color; were exposed to more diesel particulate matter; had higher rates of asthma, cardiovascular disease, and low birth weights; and had higher poverty and unemployment rates.¹⁴ Each area has its own unique history, but many of these impacts and vulnerabilities reflect historic redlining practices in these communities, which devalued land and concentrated poverty, racial outgroups, and pollution into designated areas.¹⁵

Proactive Planning: General Plans, Local Ordinances, and Good Neighbor Policies II.

To systematically guide warehouse development, we encourage local governing bodies to proactively plan for logistics projects in their jurisdictions. Proactive planning allows jurisdictions to prevent land use conflicts before they materialize and direct sustainable development. Benefits also include providing a predictable business environment, protecting residents from environmental harm, and setting consistent expectations jurisdiction-wide.

Proactive planning can take many forms. Land use designation and zoning decisions should channel development into appropriate areas. For example, establishing industrial districts near major highway and rail corridors but away from sensitive receptors¹⁶ can help attract investment while avoiding conflicts between warehouse facilities and residential communities. Transition zones with lighter industrial and commercial land uses may also help minimize conflicts between residential and industrial uses.

In addition, general plan policies, local ordinances, and good neighbor policies should set minimum standards for logistics projects. General plan policies can be incorporated into existing economic development, land use, circulation, or other related general plan elements. Many jurisdictions alternatively choose to consolidate policies in a separate environmental justice element. Adopting general plan policies to guide warehouse development may also help

¹⁴ *Id.* at 5-7.

¹⁵ Beginning in the 1930s, federal housing policy directed investment away from Black, immigrant, and working-class communities by color-coding neighborhoods according to the purported "riskiness" of loaning to their residents. In California cities where such "redlining" maps were drawn, nearly all of the communities where warehouses are now concentrated were formerly coded "red," signifying the least desirable areas where investment was to be avoided. See University of Richmond Digital Scholarship Lab, Mapping Inequality,

https://dsl.richmond.edu/panorama/redlining/#loc=12/33.748/-118.272&city=los-angeles-ca (Los Angeles), https://dsl.richmond.edu/panorama/redlining/#loc=13/32.685/-117.132&city=sandiego-ca (San Diego), https://dsl.richmond.edu/panorama/redlining/#loc=11/37.81/-122.38&city=oakland-ca (Oakland),

https://dsl.richmond.edu/panorama/redlining/#loc=13/37.956/-121.326&city=stockton-ca (Stockton), https://dsl.richmond.edu/panorama/redlining/#loc=12/36.751/-119.86&city=fresnoca (Fresno) (all last accessed September 18, 2022).

¹⁶ In this document, "sensitive receptors" refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.
jurisdictions comply with their obligations under SB 1000, which requires local government general plans to identify objectives and policies to reduce health risks in disadvantaged communities, promote civil engagement in the public decision making process, and prioritize improvements and programs that address the needs of disadvantaged communities.¹⁷

Local ordinances and good neighbor policies that set development standards for all warehouses in the jurisdiction are a critical and increasingly common tool that serve several goals. When well-designed, these ordinances direct investment to local improvements, provide predictability for developers, conserve government resources by streamlining project review processes, and reduce the environmental impacts of industrial development. While many jurisdictions have adopted warehouse-specific development standards, an ordinance in the City of Fontana provides an example to review and build upon.¹⁸ Good neighbor policies in Riverside County and by the Western Riverside Council of Government include additional measures worth consideration.¹⁹

The Bureau encourages jurisdictions to adopt their own local ordinances that combine the strongest policies from those models with measures discussed in the remainder of this document.

III. Community Engagement

Early and consistent community engagement is central to establishing good relationships between communities, lead agencies, and warehouse developers and tenants. Robust community engagement can give lead agencies access to community residents' on-the-ground knowledge and information about their concerns, build community support for projects, and develop creative solutions to ensure new logistics facilities are mutually beneficial. Examples of best practices for community engagement include:

- Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into the project design.
- Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The

<u>content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf</u> (last accessed September 18, 2022) (Riverside County);

http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF?bidId= (last accessed September 18, 2022) (Western Riverside Council of Governments).

 ¹⁷ For more information about SB 1000, see <u>https://oag.ca.gov/environment/sb1000</u>.
 ¹⁸ <u>https://oag.ca.gov/system/files/attachments/press-</u>

docs/Final%20Signed%20Fontana%20Ordinance.pdf (last accessed September 18, 2022). ¹⁹ For example, the Riverside County policy requires community benefits agreements and supplemental funding contributions toward additional pollution offsets, and the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors. <u>https://www.rivcocob.org/wp-</u>

information should be in a format that is easy to navigate and understand for members of the affected community.

- Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete information about the project and for providing input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.
- For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.
- Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.
- Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.
- Creating a community advisory board made up of local residents to review and provide feedback on project proposals in early planning stages.
- Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.
- Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.²⁰
- Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.
- Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.
- Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.
- Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.
- Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.
- Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.
- Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.
- Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

²⁰ CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted in some scenarios. CARB, Concept Paper for the Freight Handbook (December 2019), *available at* <u>https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_l.pdf</u> (last accessed September 18, 2022).

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.²¹
- When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- Preparing a quantitative air quality study in accordance with local air district guidelines.
- Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.
- Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.

²¹ CEQA Guidelines § 15369.

• Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be hybrid electric-diesel or zeroemission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

• Requiring all heavy-duty vehicles engaged in drayage²² to or from the project site to be zero-emission beginning in 2030.

²² "Drayage" refers generally to transport of cargo to or from a seaport or intermodal railyard.

- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of

trucks.

- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound

pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

• Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e. both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Planning and enforcing truck routes that avoid passing sensitive receptors.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license

is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.
- Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- Directing all lighting at the facility into the interior of the site.
- Using full cut-off light shields and/or anti-glare lighting.
- Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.
- Using cool pavement to reduce heat island effects.

- Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.
- Using light colored roofing materials with a solar reflective index of 78 or greater.
- Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.
- Designing skylights to provide natural light to interior worker areas.
- Installing climate control and air filtration in the warehouse facility to promote worker well-being.

IX. Conclusion

California's world-class economy, ports, and transportation network position it at the center of the e-commerce and logistics industry boom. At the same time, California is a global leader in environmental protection and environmentally just development. The guidance in this document furthers these dual strengths, ensuring that all can access the benefits of economic development. The Bureau will continue to monitor proposed projects for compliance with CEQA and other laws. Lead agencies, developers, community advocates, and other interested parties should feel free to reach out to us as they consider how to guide warehouse development in their area.

Please do not hesitate to contact the Environmental Justice Bureau at <u>ej@doj.ca.gov</u> if you have any questions.

Riverside County Board of Supervisors Request to Speak

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

SPEAKER'S NAME: Vick Sanchiz
Address: 20020 SmdARd (Only if follow-up mail response requested)
City: Perns
Phone #: 951-7892978
Date: 9/10/2024 Agenda # 21.1
PLEASE STATE YOUR POSITION BELOW:
Position on "Regular" (non-appealed) Agenda Item:
SupportOpposeNeutral
Note: If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:

Support	Oppose	Neutral
I give my 3 minutes to: Debble	Walsh	

Parking validations available for speakers only - see Clerk of the Board.

(Revised: 06/13/2024)

BOARD RULES

Requests to Address Board on "Agenda" Items:

You may request to be heard on a published agenda item. Requests to be heard must be submitted to the Clerk of the Board before the scheduled meeting time.

Requests to Address Board on items that are "NOT" on the Agenda:

Notwithstanding any other provisions of these rules, member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

Power Point Presentations/Printed Material:

Speakers who intend to conduct a formalized Power Point presentation or provide printed material must notify the Clerk of the Board's Office by 12 noon on the Monday preceding the Tuesday Board meeting, ensuring that the Clerk's Office has sufficient copies of all printed materials and at least one (1) copy of the Power Point CD. Copies of printed material given to the Clerk (by Monday noon deadline) will be provided to each Supervisor. If you have the need to use the overhead "Elmo" projector at the Board meeting, please ensure your material is clear and with proper contrast, notifying the Clerk well ahead of the meeting, of your intent to use the Elmo. Speakers are prohibited from bringing signs, placards, or posters into the hearing room.

Individual Speaker Limits:

Individual speakers are limited to a maximum of three (3) minutes. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board. Please step up to the podium when the Chair calls your name and begin speaking immediately. Pull the microphone to your mouth so that the Board, audience, and audio recording system hear you clearly. Once you start speaking, the "green" podium light will light. The "yellow" light will come on when you have one (1) minute remaining. When you have 30 seconds remaining, the "yellow" light will begin flash, indicating you must quickly wrap up your comments. Your time is up when the "red" light flashes. The Chair adheres to a strict three (3) minutes per speaker. Note: If you intend to give your time to a "Group/Organized Presentation", please state so clearly at the very bottom of the reverse side of this form.

Group/Organized Presentations:

Group/organized presentations with more than one (1) speaker will be limited to nine (9) minutes at the Chair's discretion. The organizer of the presentation will automatically receive the first three (3) minutes, with the remaining six (6) minutes relinquished by other speakers, as requested by them on a completed "Request to Speak" form, and clearly indicated at the front bottom of the form.

Addressing the Board & Acknowledgement by Chair:

The Chair will determine what order the speakers will address the Board and will call on all speakers in pairs. The first speaker should immediately step to the podium and begin addressing the Board. The second speaker should take up a position in one of the chamber aisles to quickly step up to the podium after the preceding speaker. This is to afford an efficient and timely Board meeting, giving all attendees the opportunity to make their case. Speakers are prohibited from making personal attacks, and/or using course, crude, profane or vulgar language while speaking to the Board members, staff, the public and/or meeting participants. Such behavior, at the discretion of the Board Chair may result in removal from the Board Chambers by Sheriff Deputies.

Lopez, Daniel

From: Sent: To: Cc: Subject:

Aquia Mail Tuesday, September 10, 2024 7:24 AM JFLORES@WSCARPENTERS.ORG Clerk of the Board Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015**. **Password is 20240910**. You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 10, 2024

Submitted values are:

First Name Julio

Last Name Flores

Phone 9095038590

Email JFLORES@WSCARPENTERS.ORG

Agenda Date 09/10/2024

Agenda Item # or Public Comment 21.1

State your position below Support

Do you need a Spanish translator? No

Comments

My name is Julio Flores , and I am a member of the Western States Regional Council of Carpenters. I am a resident who lives, works, and enjoys recreational activities in the vicinity of the Project that is currently underway.

I wanted to reach out to you to express my support for this Project, as the Western States Regional Council of Carpenters fully endorses it. I believe that the Developer's commitment to collaborating with contractors who will hire locally and utilize apprentices from a state-certified apprenticeship training program is commendable.

I am particularly encouraged by the Project's focus on implementing protocols that prioritize worker health and safety while also incorporating sufficient environmental mitigation measures. I am optimistic that this Project will have a positive impact on our environment and the local economy.

Thank you

Lopez, Daniel

From: Sent: To: Subject:	Esteban Hernandez <hernandezesteban1@yahoo.com> Tuesday, September 10, 2024 11:05 AM Supervisor Jeffries - 1st District; Office of 2nd District Supervisor; District3 Information; District 4 Supervisor V. Manuel Perez; District 5; Clerk of the Board Mead Valley Warehouse Project</hernandezesteban1@yahoo.com>
Attachments:	Mead Valley Warehouses.pdf

CAUTION: This email originated externally from the Riverside County email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

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Dear Riverside County Board of Supervisors,

I strongly oppose the proposed General Plan Amendment No. 220003, Change of Zone No. 2200003, Plot Plan No. 220004, and Tentative Parcel Map No. 38337 for the Mead Valley area. As a resident directly impacted by this development—living just across the field from the proposed site—I am deeply concerned about several environmental impacts that are not adequately addressed in the current documents. This EIR is inadequate to address ALL impacts. These include:

- 1. Air Quality and Health Impacts: The South Coast Air Basin's already poor air quality could be worsened, adversely affecting residents' health, especially the elderly.
- 2. Biological Resources: A comprehensive assessment of potential disruptions to local wildlife and plant species is needed, along with mitigation measures.
- 3. Cultural Resources/Tribal Cultural Resources: The EIR should include a survey to identify and address any impacts on significant cultural or tribal resources.
- 4. Energy: The project's energy consumption and efficiency need to be reviewed, focusing on incorporating energy-saving technologies.
- 5. Geology and Soils (Paleontological Resources Only): The EIR must assess any significant geological or paleontological features and outline preservation measures.
- Greenhouse Gas (GHG) Emissions/Global Climate Change: The warehouse's contribution to greenhouse gas emissions must be quantified, with mitigation measures included.
- 7. Land Use and Planning: The EIR should evaluate how the warehouse aligns with existing land use patterns and long-term planning goals.
- 8. Noise: Potential noise increases and their impact on nearby residents should be assessed, with appropriate mitigation strategies.
- 9. Traffic: The EIR should analyze the project's impact on local transportation infrastructure, traffic congestion, safety, and accessibility.

The current environmental documents do not adequately show how all impacts will be mitigated. Therefore, I urge you to delay approval until these concerns are thoroughly addressed and the EIR is re-circulated for public review. This will ensure that all potential impacts are properly evaluated and mitigated.

We live here in Mead Valley and are currently affected by the wave of industrial warehouses that bring unavoidable negative impacts.

Thank you for your attention to this critical matter.

Sincerely, Esteban Hernandez Phone: 951-478-2946

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Lopez, Daniel

From: Sent: To: Cc:	Yesenia Contreras <yesenia.contreras26@yahoo.com> Tuesday, September 10, 2024 9:55 AM Clerk of the Board Supervisor Jeffries - 1st District; Office of 2nd District Supervisor; District3; District 4 Supervisor V. Manuel Perez; District 5</yesenia.contreras26@yahoo.com>
Subject:	Comments for General Plan Amendment No. 220003, Change of Zone No. 2200003, Plot Plan No. 220004 and Tentative Parcel Map No. 38337

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe. Dear Supervisors.

I am writing to you as a concerned resident who opposes the Rider and Patterson Business Center Project.

The proposed project is located directly next to homes, meaning resident's health will undoubtedly be affected by diesel emissions and noise pollution. This project also poses several significant environmental impacts to local plant and animal species, such as the southern willow scrub, the burrowing owl, the loggerhead shrike, the white-tailed kite, and the yellow warbler.

Local residents do not want to see more industrial buildings in their city, let alone live next to one. Not to mention the frustrating increase in truck traffic along the 215 freeway and Cajalco road that would occur. Far better uses of the land would include a park, or more housing. The land is not zoned for industrial, so at the very least let's keep the land for its intended use.

Thank you for considering my comments before you vote on these changes.

Lopar, Daniel

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Lopez, Daniel

From:	Silvia Tercero <tercerosilvia@gmail.com></tercerosilvia@gmail.com>
Sent:	Tuesday, September 10, 2024 11-31 AM
То:	Clerk of the Board
Subject:	Public Comment for Item 21.1

CAUTION: This email originated externally from the Riverside County email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

My name is Silvia Tercero, and I am writing to express my strong concerns regarding the proposed rezoning from residential to light industrial. This change would pave the way for a warehouse construction, which raises serious health risks, including increased cancer and respiratory issues, for nearby residents. The potential impact on two residential areas cannot be overlooked.

It is troubling to see this proposal affecting one of Riverside County's most vulnerable communities. The project seems to exploit rather than support this community's needs. Furthermore, this rezoning proposal violates key elements of both the Riverside General Plan and the Mead Valley Area Plan.

I urge the County Board of Supervisors to reject this rezoning proposal. Instead, Mead Valley urgently needs housing and developments that enhance this community, such as commercial and recreational spaces.

Thank you for your attention to this important matter.

-Silvia Tercero, zip code: 92571

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Fernandez, Cindy

From: Sent: To: Subject:

Wheeler, Timothy Friday, September 6, 2024 6:33 PM Tracy Zinn; Kimberly Thienes; Clerk of the Board Fwd: STOP THE WAREHOUSES!! SAVE OUR RURAL LIFESTYLE

Item # 21.1

Get Outlook for iOS

From: Shauna Shaw <sugarbabe19303@gmail.com> Sent: Friday, September 6, 2024 12:32:37 PM To: distict1@rivco.org <distict1@rivco.org>; Office of 2nd District Supervisor <District2@rivco.org>; District3 <District3@Rivco.org>; District 4 Supervisor V. Manuel Perez <District4@RIVCO.ORG>; District 5 <District5@rivco.org>; Wheeler, Timothy <TWHEELER@RIVCO.ORG> Subject: STOP THE WAREHOUSES!! SAVE OUR RURAL LIFESTYLE

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

Please stop building warehouses near Cajalco Road, Woodcrest, Lake Matthews, Perris, & surrounding rural areas. We bought our home here, 33 years ago, because of the rural lifestyle this area offered...no sidewalks, no streetlights, lots of orange groves, limited traffic, etc. We have seen orange groves disappear, many new homes have gone up, many warehouses have already been built and the traffic has become a nightmare.

You are ruining our area!! The trails are disappearing because you want more warehouses...there isn't even enough electricity to handle what is here already! The roads are in horrible condition and are way overly congested. This area, which was a beautiful area in Riverside County, has become ugly and you just want to keep making it uglier. This is so sad and so upsetting, especially because none of you care about US!

Per Sales Cindy

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Fernandez, Cindy

From: Sent: To: Cc: Subject:

Aquia Mail Tuesday, September 10, 2024 7:24 AM JFLORES@WSCARPENTERS.ORG Clerk of the Board Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20240910.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 10, 2024

Submitted values are:

First Name Julio

Last Name Flores

Phone 9095038590

Email JFLORES@WSCARPENTERS.ORG

Agenda Date 09/10/2024

Agenda Item # or Public Comment 21.1

State your position below Support

Do you need a Spanish translator? No

Comments

My name is Julio Flores , and I am a member of the Western States Regional Council of Carpenters. I am a resident who lives, works, and enjoys recreational activities in the vicinity of the Project that is currently underway.

I wanted to reach out to you to express my support for this Project, as the Western States Regional Council of Carpenters fully endorses it. I believe that the Developer's commitment to collaborating with contractors who will hire locally and utilize apprentices from a state-certified apprenticeship training program is commendable.

I am particularly encouraged by the Project's focus on implementing protocols that prioritize worker health and safety while also incorporating sufficient environmental mitigation measures. I am optimistic that this Project will have a positive impact on our environment and the local economy.

Thank you

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Fernandez, Cindy

From:	Christina Clifton <christina@mitchtsailaw.com></christina@mitchtsailaw.com>
Sent:	Monday, September 9, 2024 4:28 PM
To:	Clerk of the Board
Cc:	Mitchell M. Tsai Attorney at Law, P.C.
Subject: Attachments:	WSRCC - [County of Riverside, Rider and Patterson Business Center] - Comment Letter 20240909_WSRCC_RivCo_Rider&Patterson_BOSMeeting_SupportCL_Signed (1).pdf

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe. Good afternoon,

Please find attached a comment letter our office is submitting for tomorrow's Board of Supervisors meeting, agenda item 21.1.

Please let me know if you have any questions. We would greatly appreciate confirmation of receipt of this email and its attachment.

Thank you, Christina --Christina Cliftor Mitchell M. Tsai

Christina Clifton, Paralegal Mitchell M. Tsai Law Firm - Environmental & Land Use Litigation 139 South Hudson Avenue Suite 200 Pasadena, CA 91101 Phone: (626) 314-3821 Fax: (626) 389-5414 Email: <u>christina@mitchtsailaw.com</u> Website: <u>https://www.mitchtsailaw.com</u>

CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages accompanying it, may contain confidential information that is legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of any of the information contained in or attached to this message is STRICTLY PROHIBITED and may violate applicable laws including the Electronic Communications Privacy Act. If you have received this transmission in error, please immediately notify us by reply e-mail at <u>christina@mitchtsailaw.com</u> or by telephone at (626) 314-3821 and destroy the original transmission and its attachments without reading them or saving them to disk. Thank you.

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P: (626) 314-3821 F: (626) 389-5414 E: info@mitchtsailaw.com



139 South Hudson Avenue Suite 200 Pasadena, California 91101

VIA E-MAIL

September 10, 2024

Board of Supervisors County of Riverside P.O. Box 1409 Riverside, CA 92502-1409 Ph: (951) 955-1060 Em: <u>cob@rivco.org</u>

RE: County of Riverside, Rider & Patterson Business Center

Dear Board of Supervisors:

On behalf of the Western States Regional Council of Carpenters ("Western Carpenters" or "WSRCC"), my Office is submitting these comments for the County of Riverside's Board of Supervisors meeting addressing the Rider and Patterson Business Center Project ("Project").

WSRCC would like to express its support for this Project. After further reviewing this Project, WSRCC believes that the Project will benefit the environment and the local economy by practicing protocols that will protect worker health and safety and will incorporate adequate environmental mitigation.

Should the County have any questions or concerns, the County should feel free to contact my office.

Sincerely,

Mitchell M. Tsai Attorneys for Western States Regional Council of Carpenters

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Lopez, Daniel

From: Sent: Cc: Subject:

Aquia Mail Monday, September 9, 2024 7:45 PM Clerk of the Board Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20240910.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 9, 2024

Submitted values are:

First Name Yesenia

Last Name Contreras

Phone 9514979708

Agenda Date 09/10/2024

Agenda Item # or Public Comment 21

State your position below Oppose

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Fernandez, Cindy

From:	Wheeler, Timothy
Sent:	Monday, September 9, 2024 9-20 AM
То:	Clerk of the Board
Cc: Subject:	Tracy Zinn; Kimberly Thienes; Gettis, Aaron; Moore, Sarah; Tsang, Kevin FW: NO Patterson Warehouse GPA220003 (PPT220004)

FYI... For Item # 21.1 for tomorrow

Kind Regards,

Tim Wheeler Principal Planner County of Riverside 4080 Lemon St - 12th floor Riverside, CA 92501 951-955-6060 <u>How are we doing? Click the link to tell us</u>

From: Doonie Carlos <doonie.carlos@gmail.com>
Sent: Sunday, September 8, 2024 2:55 PM
To: Wheeler, Timothy <TWHEELER@RIVCO.ORG>; District 5 <District5@rivco.org>; District 4 Supervisor V. Manuel Perez
<District4@RIVCO.ORG>; District3 <District3@Rivco.org>; Office of 2nd District Supervisor <District2@rivco.org>;
districtl@rivco.org
Subject: NO Patterson Warehouse GPA220003

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe. Hello,

I am writing to express my strong opposition to your proposed Patterson Warehouse Project. As a local resident who lives on Mockingbird Canyon Rd. I am not for the added traffic and invasion of our rural communities. People/ families made the choice to move to this area to GET AWAY from the inner cities. Projects like this threaten our chosen way of life and destroy our communities. This had been proven time and time again by the forced urbanization of areas all throughout the Inland Empire. By continuing to attack our rural communities you are choosing to eradicate American history. Not everyone needs/wants to live in the city. Please respect our way of life and stay out of our communities. The damage caused by projects like this to our rural communities is severe enough already.

Make the right choice for the residents you're suppose to serving and not those who want to gain from our open lands.

Sincerely,

Doonie Carlos

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Fernandez, Cindy

From:	Wheeler, Timothy
To: Cc: Subject:	Monday, September 9, 2024 9:19 AM Clerk of the Board
	Tracy Zinn; Kimberly Thienes; Gettis, Aaron; Moore, Sarah; Tsang, Kevin FW: NO on Patterson warehouse (PPT220004)

FYI... For Item # 21.1 for tomorrow

Kind Regards,

Tim Wheeler Principal Planner County of Riverside 4080 Lemon St - 12th floor Riverside, CA 92501 951-955-6060 <u>How are we doing? Click the link to tell us</u>

From: Aline Talbot <alinesellsre@gmail.com> Sent: Friday, September 6, 2024 3:01 PM To: Wheeler, Timothy <TWHEELER@RIVCO.ORG> Subject: NO on Patterson warehouse

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe. NO on Patterson WAREHOUSE GPA220003.

Thank You, Aline G. Talbot Direct #: 949-842-8505 E-Fax: 909-524-4332 RE/MAX TIME 10535 Foothill Blvd, Ste. 460 Rancho Cucamonga, CA 91730 Broker-Associate DRE #01780301 NMLS:1968653

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Fernandez, Cindy

From: Sent: To: Cc: Subject:

Aquia Mail Monday, September 9, 2024 10:07 AM flandesm07@gmail.com Clerk of the Board Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20240910.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 9, 2024

Submitted values are:

First Name Melanie

Last Name Flandes

Address (Street, City and Zip) 17685 Clark Street

Phone 9512590776

Email flandesm07@gmail.com

Agenda Date 09/10/2024

Agenda Item # or Public Comment Item Number 21.1 and public comment

State your position below Oppose

Do you need a Spanish translator?

Comments

We need to preserve the rural land that we have! Additionally adding the warehouses is going to cause lots of health issues to the surrounding community which is not giving people a healthy life and air quality that they deserve and require to survive!

Fernandez, Cindy

From:Kimberly Thienes <kthienes@tbplanning.com>Sent:Monday, September 9, 2024 9:58 AMTo:Clerk of the Board; Wheeler, TimothyCc:Tracy ZinnSubject:PPT220004 Agenda Item 21.1 Video Support

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

I hope this message finds you well.

I am writing in reference to Agenda Item 21.1. I am submitting this video for the hearing tomorrow of local residents expressing their support for the project and would like it to be played during the public comment period. Please let me know if you have any technical difficulties with the video.

Thank you!

BOS Hearing - Support the Project

Kimberly Thienes Project Coordinator | Entitlements

- kthienes@tbplanning.com
- C 714.505.6360 ext. 112 | 714.323.1292
- 🖕 3200 El Camino Real, Suite 100 , Irvine , CA , 92602
- www.tbplanning.com
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From: Sent:	Michael McCarthy <mikem@radicalresearch.llc> Monday, September 9, 2024 8:47 AM</mikem@radicalresearch.llc>
То:	Clerk of the Board; Supervisor Jeffries ~ 1st District; Office of 2nd District Supervisor;
Cc:	District3; District 4 Supervisor V. Manuel Perez; District 5 inlandvalleyalliance@gmail.com; George Hague
Subject:	Public Comment on Agenda Item 21 - Riverside County Board of Supervisors meeting
Attachments:	RiderPatterson.pdf

CAUTION: This email originated externally from the <u>Riverside County</u> email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

Supervisors, Clerk,

Please see attachment for my letter of opposition to the Rider/Patterson Warehouse project which continues the insanity of downzoning residential for industrial warehouses during a housing crisis where the County is out of compliance with RHNA. Mead Valley is among the most impacted communities in the entire region by warehousing and this project is yet another locally-unwanted land-use. Please be responsible stewards of the public trust and oppose any downzoning of residential housing.

Mike McCarthy

Riverside Neighbors Opposing Warehouses 92508

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Honorable Supervisors,

Please oppose the Rider and Patterson Business Center warehouse project. It is yet another megawarehouse in Mead Valley. The Inland Empire has the worst air quality in the country, the 215 freeway is already bumper-to-bumper truck traffic all day long, and the area of Mead Valley in which this is proposed is an environmental justice community that is disproportionately burdened by warehouse impacts.

I've attached a figure below indicating the amount of warehouse area per capita in communities in the Inland Empire. Mead Valley is the third most impacted community behind the adjacent community of the March JPA and just above the adjacent city of Perris. There is already over 1300 SQ.FT of warehouse space per person, 300 sq.ft. per person approved, and projects like this one ready to add another 350 sq.ft per person. It is insane to me, that in the midst of a housing and a homelessness crisis, this is the land-use that is getting approved. We have sufficient space devoted to warehouses in Mead Valley to provide a full house for every single homeless person in the County. And yet here we are discussing downzoning an area currently zoned for Medium Duty Residential land to make room for more warehouses – and that is criminal under the 'no net loss' provisions of SB 330 and the lack of a compliant RHNA for the County.



Please make the right decision and block this project. No more warehouses.

8.00

Mike McCarthy, PhD

Riverside Neighbors Opposing Warehouses

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