(H_2SO_4). This change contributes to acid precipitation. Furthermore, the reaction of sulfuric acid with basic materials such as ammonia yields sulfates, a component of PM_{10}.

The MRIV exceeds the state standard for sulfates at a rate of 105%. MRIV is the only area in the SCAB to exceed the standard in 1995. The standard was exceeded 2% of the days sampled. There is currently no federal standard for sulfates.

Air Quality Monitoring:

The District has a number of air quality monitoring stations within the basin. Two stations are within proximity to the March JPA Planning Area, they are; Metropolitan Riverside County (#s 4144/4146), and Perris Valley (#4149). Table 3-16 summarizes the 1995 air quality measurements at these stations for the respective air pollutants.

Table 3-17 represents the 1995 maximum concentrations of pollutants in Metropolitan Riverside County (MRIV).

Other Pollutant Regulations:

As part of the 1994 AQMP, facilities in the SCAB that emit more than 4 tons per year (tpy) of VOCs, nitrogen oxides (NO_x), or sulfur oxides (SO_x) are subject to Phase II of the SCAQMD's Regional Clean Air Incentive Market (RECLAIM) program for NO_x and SO_x, and/or the new RECLAIM program for VOC. Phase I of the RECLAIM emission reduction program for NO_x and SO_x took effect on January 1, 1994. March is subject to these criteria, as use of the airfield emits more than 4 tons of VOC and NO_x. Further discussion relative to NO_x and VOC emission for March is later in this section under Air Quality Conformity Analysis for Joint Use Aviation at March.

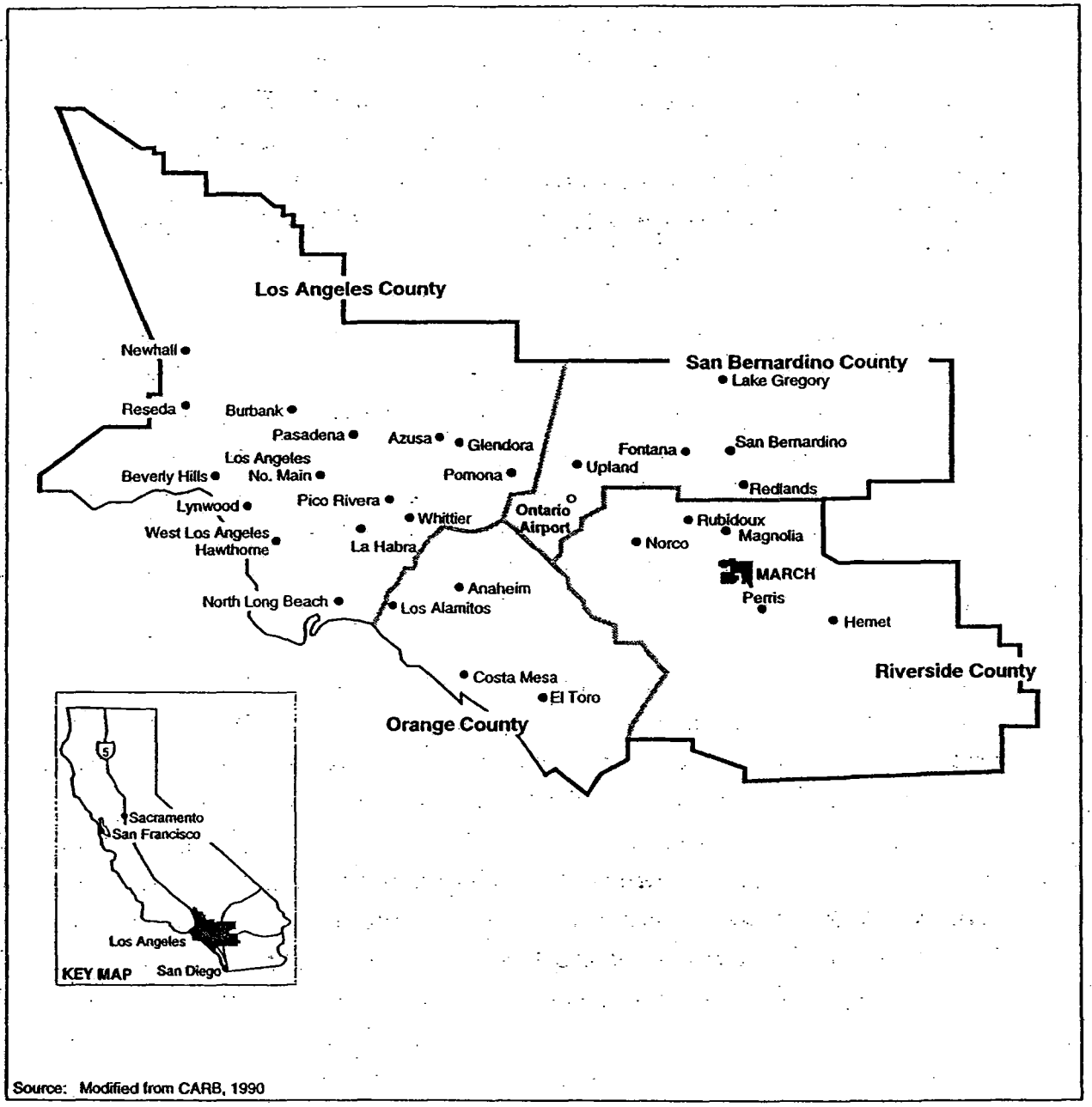
TABLE 3-16
1995 AIR QUALITY MEASUREMENTS

STATION	# OF DAYS OF DATA	MAX. CONC.	2nd HIGH CONC.	NUMBER OF DAYS STANDARD EXCEEDED	
				FEDERAL	STATE
OZONE					
Metro Riv Co.	365	.21[1]	.20[1]	52	109
Perris Valley	365	.20	.18	36	107
CARBON MONOXIDE					
Metro Riv Co.	365	9[1]\6.5[2]	5.8[2]	0	0
SUSPENDED PARTICULATES					
Metro Riv Co.	61	219[3]	--	4 (6.6)	38 (62.3)
NITROGEN DIOXIDE					
Metro Riv Co.	365	.15[1]	--	0	0
SULFUR DIOXIDE					
Metro Riv Co.	365	.01[1]	.006[4]	--	0
SULFATE					
Metro Riv Co.	--	26.3[3]	--	--	1 (1.6)
LEAD					
Metro Riv Co.	--	.05[5]	.04[6]	0	0

NOTES:

1 Max concentration in ppm 1-hour
2 Max concentration in ppm 8-hour
3 Max concent. in ug/m_3 24-hour
4 Max concentration in ppm 24-hour
5 Max number concentration in ug/m_3
6 Max quarterly concent. in ug/m_3

EXHIBIT 3-4
AIR QUALITY MONITORING STATIONS



Source: Modified from CARB, 1990

AIR POLLUTANT EMISSION SOURCES

Prior to realignment of March Air Force Base (AFB) to March Air Reserve Base (ARB), an emission inventory was conducted based upon 1992 information. The March AFB emissions were based upon inventory calculations for on-base military and civilian sources, and off-base employee commuting and secondary population sources. The primary on-base emission sources included aircraft flying operations, aerospace ground equipment, aircraft ground operations, motor vehicles, heating and power production, and area sources.

The base related emissions for March ARB at realignment (1996) were estimated in the Final Environmental Impact Statement (FEIS) by calculating on- and off-base emissions associated only with the cantonment area. The reduction in base-related emissions reflects the loss of both direct and indirect sources given the Air Force's reduced activities and secondary population. Table 3-19 reflects these reductions.

TABLE 3-18
MAXIMUM ALLOWABLE POLLUTANT CONCENTRATION INCREASES UNDER PSD REGULATIONS

POLLUTANT	AVERAGING TIME	MAXIMUM ALLOWABLE INCREMENT (ug/m^3)		
		Class I	Class II	Class III
Nitrogen Dioxide NO_2	Annual	2.5	25	50
Sulfur Dioxide SO_2	Annual	2	20	40
	24-Hour	5	91	182
	3-Hour	25	512	700
Particulate Matter PM_{10}	Annual	4	17	34
	24-Hour	8	30	60

Source: Title 40 CFR Parts 51 & 52, as revised June 3, 1993.

TABLE 3-19
PRE-REALIGNMENT (1992) EMISSIONS INVENTORY AT MARCH AFB (tpy)

EMISSION SOURCE	NO_x	CO	SO_2	PM_{10}	VOC
On-Base Sources[a]					
Aircraft Flying Operations (U) [b]	501.8	645.4	13.1	15.6	241.0
Aircraft Ground Operations (P) [c]	0.0	0.1	0.0	0.0	0.1
Aircraft Ground Operations (U) [c]	2.4	7.1	0.3	0.1	5.3
Aerospace Ground Equipment (P) [d]	12.1	15.2	1.2	1.5	2.7
Aerospace Ground Equipment (U)	0.7	3.7	0.1	0.1	0.5
Motor Vehicles [c][c]	102.0	1,056.1	5.1	8.4	128.3
Heating & Power Production (P) [c]	25.1	4.8	1.3	1.8	1.4
Heating & Power Production (U) [c]	1.1	0.9	0.1	0.2	0.3
Area Sources (P) [c]	--	--	--	--	6.7
Area Sources (U) [c]	4.2	412.3	0.1	6.2	60.4
Other Major Sources (P) [c]	--	--	--	--	48.9
Other Major Sources (U) [c]	--	--	--	--	531.0
Subtotal On-Base Sources	649.4	2,145.6	21.3	33.9	1,026.6
Off-Base Sources					
Motor Vehicles	540.6	3,731.9	40.0	63.2	382.2
Secondary Population	241.4	1,278.9	22.8	161.7	271.0
Subtotal Off-Base Sources	782.0	5010.8	62.8	224.9	653.2
TOTAL BASE-RELATED EMISSIONS	1,431. 4	7,156.4	84.1	258.8	1.679.8
SCAB[g] TOTALS	470,901	2,494,293	44,180	305,958	536,484

Source: FEIS, March AFB 1996

NOTES:

(a) On-base permitted sources are designed by (P). Unpermitted cercus are designated by (U). Split between permitted and unpermitted sources based upon 1992 annual emission calculation and fees submitted to the SCAQMD for March AFB.

(b) Aircraft flight operation emissions based on Emission and Dispersion Modeling System (EDMS).

(c) Data obtained from Pacific Environmental Services Inc., 1994.

(d) Aerospace equipment emissions for military aircraft for 1992 obtained from Pacific Environmental Services Inc., 1994. Aerospace equipment emissions for civilian aircraft based upon EDMS.

(e) Privately owned vehicle emissions calculated from estimates of vehicle miles traveled provided by the transportation resource. Emission factors obtained from the SCAQMD's California Environmental Quality Act (CEQA) Handbook.

(f) Secondary population does not represent total emission levels; only the emissions for persons residing off-base who would out-migrate from the basin due to realignment.

(g) Data obtained from Appendix III-A of the 1994 AQMP.

Localized Intersections:

CO concentrations were modeled for the FEIS for base realignment. Receptors were placed at six key intersections. Both one-hour and eight-hour average concentrations were calculated. Table 3-21 reflects the results of the localized CO modeling for the realignment baseline. The maximum predicted 1-hour and 8-hour concentrations plus background occur at the Graham/Alessandro intersection. The maximum predicted 1-hour concentration of 25.8 ppm exceeds the 1-hour CAAQS for CO (20 ppm) by 5.8 ppm. Exceedances of the CAAQS 1-hour standard occurs at each intersection modeled in 1996. The maximum predicted 8-hour concentration of 18.6 ppm exceeds the 8-hour CAAQS and NAAQS (9 ppm) by 9.6 ppm. All intersections modeled have maximum predicted concentrations above CAAQS and NAAQS standards for 8-hour period.

TABLE 3-20
PROJECTED REALIGNMENT (1996) EMISSIONS INVENTORY AT MARB (tpy)

EMISSION SOURCE	NO_x	CO	SO_2	PM_{10}	VOC
On-Base Sources[a]					
Aircraft Flying Operations (U) [b]	115.2	352.7	1.6	11.4	235.6
Aircraft Ground Operations (P) [c]	0.0	0.1	0.0	0.0	0.1
Aircraft Ground Operations (U) [c]	1.8	5.3	0.2	0.1	4.0
Aerospace Ground Equipment (P) [c]	5.7	7.2	0.6	0.7	1.3
Aerospace Ground Equipment (U)[c]	0.3	1.8	0.0	0.0	0.2
Motor Vehicles [d]	35.5	292.4	2.3	4.4	32.3
Heating & Power Production (P) [c]	12.1	2.4	0.7	0.9	0.7
Heating & Power Production (U) [c]	0.6	0.4	0.0	0.2	0.2
Area Sources (P) [c]	--	--	--	--	0.8
Area Sources (U) [c]	1.6	49.4	0.0	4.3	5.1
Other Major Sources (P) [c]	--	--	--	--	1.2
Other Major Sources (U) [c]	--	--	--	--	531.0
Subtotal On-Base Sources	**172.8**	**711.7**	**5.4**	**22.0**	**812.5**
Off-Base Sources					
Motor Vehicles[d]	113.4	710.8	8.3	14.4	64.8
Total Base-Related Sources	**286.2**	**1,422.5**	**13.7**	**36.4**	**877.3**
Construction Emissions [e]	8.7	1.9	0.9	24.6	2.0
SCAB[f] TOTALS	382,976	1,827,548	39,227	327,420	394,397

Source: FEIS, March AFB 1996

NOTES:

(a) On-base permitted sources are designed by (P). Unpermitted sources are designated by (U). Split between permitted and unpermitted sources assumed to be the same as in 1992.

(b) Aircraft flight operation emissions based on EDMS.

(c) Emissions based on data from 1992 emissions survey prepared by Pacific Environmental Services, Inc. (1994) and on factors which reflect reduced on-base activities, reduced hearing and power requirements, reduction on-base and secondary population associated with the base, and application of control measures contained in the SCAQMD's 1994 AQMP.

(d) Motor vehicle emissions calculated from estimates of vehicle miles traveled provided by the transportation resource. Emission factors obtained from the SCAQMD's CEQA Handbook.

(e) Based on a total of the expected construction within the cantonment in 1996-1997.

(f) Data obtained from Appendix III-A of the 1994 AQMP.

(g) Data obtained from Appendix III-A of the 1994 AQMP

TABLE 3-21
MAXIMUM 1-HOUR & 8-HOUR CONCENTRATION IN 1996
Realignment plus background, part per million

Intersection	1-Hour	8-Hour
Alessandro/Mission Grove	20.5	14.4
Elsworth/Alessandro	20.2	14.4
Elsworth/Cactus	20.8	14.6
Graham/Alessandro	25.8	18.6
Graham/Cactus	21.8	15.4
Trautwein/Van Buren	20.7	14.6

CLIMATE AND METEOROLOGY

The March JPA Planning Area is located in the eastern portion of the SCAB of California. The basin covers approximately 6,600 square miles, encompassing Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east.

The basin has a Mediterranean climate, characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidities. Variations in rainfall, temperatures, and localized winds occur throughout the basin due to the presence of various mountains and hills inland and the Pacific Ocean on the west. Rain also varies seasonally. Summers are often dry and four to five months could extend with no rain. In the winter, occasional storms often bring rain. Rainfall is lowest in the coastal plain and inland valleys, higher in the foothills, and highest in the mountain areas. Winters are cold but frost is rare, as temperatures seldom fall below 28°F. The annual average daytime temperatures range from 91° F in August to 62°F in January, with temperatures frequently reaching 100°F during the summer months. Annual rainfall in the March JPA Planning area of Western Riverside County is 9 inches and occurs almost exclusively from late October to early April. The average relative humidity is 59 percent.

Winds patterns in the planning area generally follow predominant winds in the basin. During the day, the predominant wind is from the west through southwest directions, demonstrating the effects of the regional onshore flow pattern. At night, the direction of the local offshore flow is generally from the northeast and east directions. Average wind speed is 2 to 3 miles per hour, with wind speeds of 70 miles per hour and greater with Santa Ana conditions.

The predominant winds in the planning area are broken by occasional winter storms and episodes of Santa Ana winds. Santa Ana winds are strong northerly or northeasterly winds that originate from the desert and go through the Newhall and Cajon Passes and into the basin. They occur most often from September through March. Usually warm, always very dry, and often full of dust, these winds are particularly strong in passes and

at the mouths of canyons. On the average, Santa Ana winds occur five to ten times a year, each lasting up to a few days.

Meteorological Influences on Air Quality:

Wind flow patterns affect air quality by directing pollutants downwind of their sources. Local meteorological conditions (such as light winds and shallow vertical mixing) and topographical features (such as surrounding mountain ranges) create areas of high pollutant concentrations by hindering dispersal. Temperature inversions are created by a semi-permanent subtropical high pressure cell over the Pacific Ocean, by trapping cool air near the ground with warm air from the ocean. This hampers dispersion by trapping air pollutants in a limited atmospheric volume near the ground.

During summer, sunshine provides the energy for photochemical reactions between nitrogen oxides and reactive organic compounds which form ozone. Because of the long time period required to form ozone in the atmosphere, ozone concentrations are largely determined by transport patterns. With southwesterly winds occurring on most days in the planning area, the ozone transport route into the area is from sources to the west and southwest, and as far as the urban areas of Los Angeles. In turn, ozone pollutants emitted in Planning Area are most likely to contribute to ozone levels in areas east of the planning area. Ozone concentrations in Planning Area generally peak during the afternoon, after noon sunlight has occurred and after the transport of reactive organic compounds from the Los Angeles area. They are greater in summer and early fall, when abundant sunshine exists.

Ozone and other contaminants from urban areas to the west move eastward in the basin, through mountain passes and up the mountain slopes. In the winter, temperature inversions occur close to ground level during the night and early morning hours. Thus, the greatest pollution problems are from carbon monoxide and nitrogen oxides. Carbon monoxide transport is limited. Since it is produced primarily from automobile exhaust, the highest concentrations are associated with areas of heavy traffic.

SCAQMD REGULATIONS

Air Quality Management Plan (AQMP):

The SCAQMD has adopted the comprehensive 1997 AQMP for the SCAB. The previous AQMPs relied, in part, on technology which has not yet been invented to meet its target. It called for stricter controls on automobiles, paints and coatings, new industries, and transportation usage. The 1989 AQMP called for local governments to specify the measures they will use to improve air quality. These measures are to include actions to reduce contributions to air pollution from vehicle trips, energy usage, local vehicle congestion, and local sources of particulates, including grading and construction. A major objective of the 1989 AQMP was achieving a greater balance between housing and employment opportunities throughout the region. The basis for this policy is that workers can be expected to reduce vehicle miles traveled if they live where there is greater opportunity for employment in the vicinity.

As a result, the existing job/housing ratio in subregions which had previously been established for planning purposes were identified and subregions which had either a disproportionate number of housing units or jobs were assigned job/housing goals intended to bring the subregion into greater balance by the year 2010. Local governments were expected to monitor new development and take measures to encourage greater housing density in areas projected to be rich in jobs or either decrease projected housing units or increase projected job opportunities in areas which were projected to have an excess of housing.

Although the 1989 AQMP was adopted after passage of the CCAA, it was prepared to comply with federal requirements in anticipation of an extension of the attainment deadline. Additional revisions were scheduled for 1991 to comply with new requirements in the CCAA, and the latest prior revision being the 1994 AQMP. Enactment of the 1990 CCAA Amendments required the 1994 AQMP to meet procedural requirements.

The 1997 AQMP puts a greater focus on PM_{10}, determined to be a newly important pollutant to Southern California. The plan further reflects attainment strategies that

are a result of a collaborate task force effort of government, industry, academia and organizational leaders. The 1997 AQMP combines technology with federal, state and regional policy. Air quality monitoring records of recent years have provided SCAQMD with information and knowledge of systems and means of effectively reducing air pollution and enhancing air quality in the SCAB.

1997 Air Quality Management Plan:

Since the 1994 AQMP, notable progress has been made with respect to the implementation of Phase II reformulation of fuels, replacement of Regulation XV rideshare programs with an equivalent emission reduction program under Rule 2202, and new incentive programs for generating emission credits. Since the 1994 AQMP, critical linkages between ozone and PM_{10} have been identified. The 1997 AQMP addresses the designation of the SCAB as a "serious" non-attainment area for PM_{10} in 1993 by U.S. EPA. The CAA specifies that four years from that date of reclassification, a PM_{10} SIP must be submitted and demonstrate attainment by year 2006. The 1997 AQMP addresses this requirement.

The 1997 AQMP continues to emphasize local government measures, but continues the shift in emphasis from jobs/housing balance to equivalent reductions in vehicle miles traveled and the adoption of ordinances in lieu or in conjunction with adoption of air quality ordinances, plans or elements in general plans. The 1997 AQMP focuses on improved emission inventories; fine-tuned overall control strategy with a continued emphasis on flexible, alternative approached including intercredit training; and certain control measures of the 1994 AQMP are eliminated or modified as they have been determined to be infeasible.

Key issues in the 1997 AQMP include:

Applicability of Best Available Retrofit Control Technology (BARCT);

Reducing nonattainment pollutants and their precursors at a rate of five percent per year;

Ensure no net increase in mobile source emissions;

Reduce population exposure to severe nonattainment pollutants (i.e., ozone, carbon monoxide and nitrogen dioxide) according to a prescribed schedule; and

Rank control measures by cost-effectiveness and implementation priority.

Furthermore, state law requires market-based programs to be part of the attainment strategy, and average vehicle ridership during peak commute hours to be 1.5 persons per vehicle by year 1999 or the equivalent emission reduction. However, recent legislation (SB 772) prohibits SCAQMD from enforcing rules to require employee trip reduction plans. Conclusively, state law requires the plan to provide for attainment of the federal and state ambient air quality standards at the earliest practical date.

The basic control strategy is essentially the same as the 1994 AQMP, however certain refinements are included in the 1997 AQMP. The basic control strategy of the 1994 AQMP with few exceptions has been determined to be sufficient to demonstrate attainment for PM_{10} and ozone federal standards through the 1994 CA-SIP. The most notable changes include: removal of the future indirect source measures (ISRs); less reliance on Transportation Control Measures (TCMs) and on long-term future technologies; and removal of otherwise infeasible control measures.

The responsibility and implementation of the 1997 AQMP is divided amongst several agencies. Local government participation with the implementation of the 1997 AQMP can be through a number of the control measures. Local government will participate with emission reductions from paved and unpaved roads, telecommunication systems/practices, advanced shuttle systems, intelligent vehicle highway systems, zero based emission vehicle infrastructure and alternative fuel vehicle infrastructure. Local governments have both a participatory role as well as role of responsibility in the 1997 AQMP.

TABLE 3-22 AGENCIES RESPONSIBLE FOR IMPLEMENTATION OF THE 1997 AQMP FOR SCAB	
AGENCY	PRINCIPAL RESPONSIBILITIES
EPA	State mobile vehicle emission standards Airplanes, trains & ships Mobile operating construction & farm equipment (<175 hp) Off-shore oil development
ARB	On-road/Off-road vehicles Motor vehicle fuels Consumer products
SCAQMD	Stationary (industry/commercial) & area sources Some mobile sources
SCAG	AQMP conformity assessment Regional Transportation Improvement Program
Local Governments & CTC	Transportation and local government actions Transportation facilities

Pursuant to the AQMP, attainment of federal standards will occur no later than year 2000 for carbon monoxide, year 2006 for PM_{10}, and year 2010 for ozone. Federal standards have been met for nitrogen dioxide. State standards would be attained by year 2000 for carbon monoxide and post-2010 for PM_{10} and ozone. Again, state standards have been met for nitrogen dioxide Future AQMP revision will need to identify additional control measures to attain these standards.

Once the AQMP is approved by CARB, it shall be submitted to the U. S. EPA for incorporation into the SIP. Upon approval from EPA, the AQMP will serve as the framework for future federal air pollution control programs in the SCAB.

Stationary Source Controls:

In addition to the local government measures, the 1991, 1994 and 1997 AQMP's contain a number of measures which tighten existing, or add new controls on industrial, commercial and residential activities. These 1989 AQMP was divided into three tiers: Tier I contained measures that were considered to be feasible and ready for immediate implementation; Tier II were measures where technology had been developed but additional testing or commercial development was needed to enact the controls; and Tier III measures were those where new technology would have to be developed in order to achieve the projected emission reductions.

Many of the measures in Tiers I and II have already been enacted. One of the most significant measures is a revised Regulation XIII, the District's New Source Review Rule, which now requires offsets from all emission increases.

Any new or modified existing source of emissions that emits more than 1 pound a day of a regulated air pollutant is subject to the requirements of Regulation XIII, which requires that all increases in emissions be offset by achieving at least an equal amount of reductions from existing sources. Small sources, i.e., sources emitting less than 2 tons/year of any regulated contaminant, are eligible to receive these offsets from the Community Bank, which is funded through shutdowns of facilities throughout the basin. In addition, new or modified equipment is required to install Best Available Control Technology (BACT), as specified by the SCAQMD. Most, if not all, industrial facilities in March JPA will be eligible to receive offsets from the Community Bank because they may be relatively small in size. However, some existing equipment may be old, and is therefore emitting higher pollution than would be possible if equipment were replaced with equipment using BACT. Cleanup of these facilities is an option for sources elsewhere in the basin which are not eligible to use the Community Bank.

The SCAQMD received authorization through the CCAA to adopt rules regulating indirect sources of pollutants. Indirect sources are facilities which do not have equipment which emits pollutants, but which attract large numbers of automobiles which represent, in aggregate, a significant source of pollution. The March JPA

Planning Area currently has no source which would qualify as a major indirect source.

The 1991, 1994 and 1997 AQMPs placed a high priority on market incentives. In response, the SCAQMD developed a new program called Regional Clean Air Incentives Market or RECLAIM that will allow large facilities to meet their 5% annual emission reduction targets. Companies subject to the new regulations will be able to achieve required emission reductions of reactive organic gasses, nitrogen oxides, and, potentially, sulfur oxides through their choice of add-on controls, use of reformulated products, and/or purchasing excess emission reductions from other sources. Equipment permits will be replaced with facility permits. Emission rates are to be replaced with mass emission limits. Retrofit control rules will be replaced with annual emission reductions.

The District is recommending that source categories with annual emissions equal to or greater than four tons of these pollutants be included in the program. They estimate that the program will apply to approximately 2,000 sources of reactive organic gas (ROG), 700 sources of NO_x emissions, and possibly 100 sources of SO_x emissions. Certain essential public services, restaurants, dry cleaners, and gasoline dispensing facilities will be regulated through command and control rules. Additional small source exemptions may also be considered where it appears more cost effective to regulate through source specific rules. Sources that emit less than 4 tons a year may be included in the program at a later date.

Many local industries are covered by SCAQMD regulations, including those which are engaged in metal plating; manufacturing of fiberglass and plastic products; labeling and storage of organic solvents; decreasing equipment; and use of materials which emit hazardous air pollutants. Commercial restaurants are subject to SCAQMD regulations covering charbroilers.

AQMP CONFORMITY PROCEDURES

The EPA requires that local and regional components of plans to meet federal standards (SIP's) include conformity procedures for evaluating federally funded projects. Conformity demonstration procedures for the AQMP extended these requirements to non-federally funded capacity-enhancing waste water treatment projects and to regionally significant transportation and general development projects. Guidelines for demonstrating this conformity were developed by SCAG and approved by the SCAQMD and CARB. Criteria for determining whether a project is required to demonstrate conformity are shown in Table 3-23.

TABLE 3-23
AQMP GENERAL DEVELOPMENT CONFORMITY CRITERIA

1. Airports with at least 50 based aircraft, 25,000 annual itinerant operations, or 35,000 local operations.
2. Airports served by a CAB or PUC certified carrier.
3. Public use airports more than 20 miles away from the nearest airport meeting the above criteria.
4. Sports, entertainment or recreation facilities that accommodate at least 4,000 people per performance, or that contain 1,500 fixed seats or more.
5. Office building or office parks that employ more than 1,000 people or contain over 250,000 square feet.
6. Hotels or motels with 500 rooms or more.
7. New electrical generating facilities or expansion of existing generating facilities.
8. Transmission lines with capacity of 22 kw or more.
9. Flood control project, dams, reservoirs or debris basins on or affecting a major water body that has a tributary area greater than 20,000 acres at the county line, or facilities on a drainage course having a tributary basin greater than 50,000 acres and draining directly into the ocean.
10. Projects in an area that is designated to be of regional significance and concern in the SCAG adopted Conservation and Open Space Plan.

TABLE 3-23
AQMP GENERAL DEVELOPMENT CONFORMITY CRITERIA

11. Industrial plants and industrial parks that employ more than 1,000 people, occupy more than 40 acres of land or contain more than 650,000 square feet of floor space.
12. Mining operations with more than 40 acres or producing 600,000 short tons annually.
13. Petroleum or gas refineries, recovery operations, storage facilities or expansion of existing facilities (not gas station storage facilities).
14. Designation of a drilling district.
15. Petroleum and gas pipelines that are part of a national distribution system.
16. Water ports, or the expansion of an existing port, so that capacity is increased by at least one million short tons of cargo per year.
17. Small craft harbors with 300 or more boat slips or open water moorages, or expansions of an existing harbor to accommodate at least 300 additional boat slips or open water moorages.
18. Residential development including mobile home parks with 500 dwellings or more.
19. State highways and arterial roads(construction or major modification) or roads that provide primary access to a regionally significant area (designated in the SCAG adopted Conservation and Open Space Plan).
20. Construction of a post-secondary school, public or private, for 3,000 students or more, or expansion of an existing facility having a capacity of 3,000 students or more by an addition of at least 20 percent more students.
21. Sewage treatment facilities with a capacity of at least 750,000 gallons per day, or the expansion of an existing facility by at least that much, and any proposed interceptor.
22. Shopping centers or trade centers that employ 1,000 persons or more, or contain 500,000 square feet of floor space.
23. Class I solid waste disposal sites or the expansion of an existing Class I site, or other sites of more than 40 acres, or expansions of sites by at least 40 acres.
24. Transit projects.
25. Water treatment facilities with a capacity of 225,000 gallons a day or more, or the expansion of an existing facility by that much, and proposed major arterial water mains.

Source: SCAQMD

General development projects subject to conformity review must demonstrate that they conform to the subregional job/housing balance goals established in the SCAG's Growth Management Plan and incorporated in the AQMP. If not, such projects must implement trip reduction measures, user fees, or other appropriate mitigation measures which will achieve reductions in vehicle miles traveled (VMT) equivalent to the amount that SCAG estimates would be achieved through meeting the job/housing balance target. The AQMP calls for transportation demand measures equivalent to the job/housing performance goal. These measures must be in addition to all those otherwise required in the AQMP. Job/housing balance is still one option for achieving these reductions.

Initially, SCAG performs the conformity review for all applicable projects. Once a city or county has adopted an air quality element consistent with the AQMP, the local jurisdiction takes over the conformity monitoring and SCAG review is no longer required. Each city or county is responsible for monitoring the cumulative impact of small projects within its jurisdiction to determine whether progress is being made towards achieving job/housing balance. Semiannual reports on local actions to implement the plan, as well as progress toward achieving job/housing balance or equivalent reductions in VMT, are required by SCAG and SCAQMD in order to compile reports required by the California CARB, as part of its 1989 AQMP approval action.

Conformity Procedures for the 1991 AQMP were issued by SCAG in May, 1991. Conformity procedures for general development projects are similar to those for the 1989 AQMP. Two areas of difference are (1) that mitigation measures which achieve reductions in VMT equivalent to that which would be achieved through jobs/housing balance can be substituted for a jobs/housing balance demonstration, and (2) the analysis must show the alternative with the least air quality impact rather than showing that the project will result in no significant long term adverse impacts on air quality.

Air Quality Conformity Analysis for Joint Use Aviation at March:

The airfield at March is owned, operated and maintained by the Air Force Reserve Command (AFRC). Through base realignment, civilian aviation via a joint-use arrangement was established. The joint use of the airfield by military and civilian aircraft includes mutual use of airfield facilities. The proposal to establish joint use in conjunction with AFRC military activities must comply with the federal CAA through the preparation and adoption of the General Conformity Determination.

The General Conformity Determination for Proposed Multiple Uses of March ARB (the "conformity analysis"), was prepared by the USAF, with Final Conformity Determination issued May 1997. The conformity analysis assessed and addressed the consistency of the aviation activities of the airfield through the joint use arrangement, with the California SIP through the 1994 AQMP. The conformity analysis was prepared to meet general conformity requirements under 40 Code of Federal Regulations Part 93, Subpart B, and the SCAQMD Rule 1901.

Joint use of the airfield facilities at March ARB is to be initiated in 1997. Projections of civilian aircraft activities are to reach 21,000 annual aircraft operations by year 2010. Other uses for the ARB airfield incorporated into the conformity analysis is Royal Singapore Air Force (RSAF). March ARB was a candidate installation considered to support the RSAF aircrew training. Although the analysis included RSAF, March ARB was not selected. Air emissions attributed to RSAF, are thereby emissions available at March.

The conformity analysis examined the air quality impact of emissions of nonattainment pollution resulting from the proposed multiple use of the airfield at March, and determination of compliance to the SIP. March ARB is in the SCAB. The SCAB is designated by the US EPA as being in nonattainment of the NAAQS for ozone, carbon monoxide, nitrogen dioxide, and particulate matter equal to or less than 10 microns in diameter (PM_{10}).

The general conformity rule of the federal CAA applies to federal actions in acres that violate one or more of the federal air quality standards, and areas that are subject to attainment maintenance plans. The conformity determination evaluated

the conformity of; establishing civilian joint use of the airfield and the siting of RSAF in conjunction with the activities and operations of the AFRC, for each nonattainment pollutant based upon future CO, VOC, NO_2 (treated as NO_x) emissions.

The threshold levels for the March ARB area as defined by the general conformity rule are as follows: Ozone (VOC and NO_x)*[Extreme]* is 10 tons per year (tpy); NO_2 is 100 tpy; CO is 100 tpy; and PM_{10}*[Serious]* is 70 tpy. Regionally significant thresholds represent ten percent (10%) of the SCAB emission inventory for the nonattainment pollutants. This threshold criterion results in emissions thresholds that are greater than de minimus levels; thereby are not used as limited factors in the applicability determination.

The findings of the conformity analysis are summarized in the following two tables. Table 3-23 specifically addresses levels of NO_x and VOC associated with use of the airfield within a contextual time frame. NO_x and VOC pollutants were specifically addressed, as the total annual emissions for the build out year (2010) and interim years are greater than the conformity threshold limit of 10 tpy for extreme nonattainment areas. Table 3-25 delineates the emission source and projected emission to be generated from each use, for each nonattainment pollutant.

As demonstrated by the Table 3-24, the SIP annual budget for March ARB multiple uses is not expended. Based upon the emission analyses, the reasonable project emission of NO_x and VOC would not exceed the allocated March AFB SIP budget in the 1994 AQMP. The analysis demonstrates conformity, based upon the emission and modeling analyses.

AIR QUALITY PLANNING

As described earlier, Air Quality Elements or their equivalent must be incorporated in local general plans in order to conform to requirements of the adopted AQMP. Guidelines for the Development of local Air Quality Elements have been prepared by the SCAG. These guidelines contain a number of actions which are recommended or required for local governments in order to conform to the AQMP. Southern California

jurisdictions differ significantly in size and character. Therefore, some recommended actions are not applicable to all jurisdictions and programs need to be tailored to meet the unique conditions of each jurisdiction.

TABLE 3-24
COMPARISON OF MARCH AFB SIP BUDGET
AND PROPOSED MULTIPLE USES OF MARCH ARB (in tpy)

EMISSION SOURCE	*1990*	*1997*	*1999*	*2000*	*2002*	*2005*	*2007*	*2008*	*2010*
VOC									
Military		749.6	707.6	700.8	689.7	675.3	668.4	665.0	660.3
RSAF		0.0	8.0	4.8	4.1	3.2	2.7	2.4	1.9
Civil Aircraft Activities		13.3	39.1	52.4	74.3	100.9	95.1	95.6	98.9
Total Project Emissions		762.9	754.7	758.0	768.1	779.3	766.1	763.0	761.1
March AFB SIP Budget	2082.1	2029.6	1990.3	1964.6	1921.9	1866.5	1841.0	1828.3	1811.3
Remaining Budget		1266.7	1235.6	1206.6	1153.8	1087.1	1074.9	1065.2	1050.3
NO_x									
Military		253.7	256.7	254.4	245.2	235.3	230.4	228.6	225.8
RSAF		0.0	27.0	20.2	18.7	16.5	15.7	15.7	15.6
Civil Aircraft Activities		25.2	72.9	96.1	136.2	200.6	221.6	221.9	238.6
Total Project Emissions		278.9	356.6	368.7	400.0	452.4	467.7	466.2	480.0
March AFB SIP Budget	1010.7	787.3	759.5	743.8	716.4	677.5	658.1	650.3	638.8
Remaining Budget		508.4	402.9	375.1	316.3	225.1	190.4	184.1	158.8

Note: (a) Civil aircraft activities include emissions from aircraft flying and ground operations, and construction activities within MARB cantonment.

TABLE 3-25
TOTAL DIRECT AND INDIRECT EMISSIONS FROM THE PROPOSED MULTIPLE USES OF MARCH ARB (in tpy)

EMISSION SOURCE	EXISTING EMISSIONS (1996)	PEAK ANNUAL EMISSIONS	NET CHANGE	DE MINIMUS THRESHOLDS
CO				
Military	1235.7	1174.2		
RSAF		0.0		
Civil Aircraft Activities		40.8		
Total Project Emissions		1215.0	-20.7	
Total Direct/Indirect Emissions				100
VOC				
Military	755.3	675.3		
RSAF		3.2		
Civil Aircraft Activities		99.6		
Total Project Emissions		779.3	24.0	
Total Direct/Indirect Emissions				10
NO_x				
Military	258.2	225.8		
RSAF		15.6		
Civil Aircraft Activities		238.6		
Total Project Emissions		480.0	221	
Total Direct/Indirect Emissions				10
PM_{10}				
Military	14.0	18.1		
RSAF		2.2		
Civil Aircraft Activities		7.5		
Total Project Emissions		27.8	13.8	
Total Direct/Indirect Emissions				70

Note: (a) Peak year emissions occur in 1997 for CO, 2005 for VOCs, 2010 for NOx, and 2005 for PM_{10}

(b) Civil aircraft activities include emissions from aircraft flying and ground operations, and construction activities within MARB cantonment.

Identification of existing programs and conditions in the March JPA Planning Area that impact on air quality will help identify opportunities and constraints for new or modified programs. The following discussion expands on March JPA Planning Area programs that are helping to improve local air quality.

Land Use:

The March JPA Planning Area is largely industrial/commercial, to be developed in a large cohesive fashion. The land use plan focuses on the creation of an employment center within the housing rich environment of western Riverside County.

New Construction:

The March JPA Planning Area has no special controls on fugitive dust other than complying with the SCAQMD's nuisance regulations. Developers must submit a grading plan before receiving a grading permit; the plan must include dust control on site, such as periodic watering, soil binders, etc. Trucks are not required to cover their loads on public streets.

Energy Conservation:

The March JPA Planning Area uses Title 24, but has no additional ordinances at this time. The March JPA has an alternative fuel vehicle.

Public Transit and Parking:

There is limited public transit service to the March JPA Planning Area. The area is currently served by Riverside Transit Agency (RTA). With routes that serve the greater sub-region.

Regional Planning:

The March JPA Planning Area is within Western Riverside Council of Governments (WRCOG). The WRCOG is involved in subregional planning efforts, including

the preparation of the subregion's contribution to SCAG's Regional Comprehensive Plan, an air quality element, transportation control measures (TCM) and transportation demand management (TDM) measures, and other programs relating to growth management, air quality, and transportation planning for the subregion. The efforts and programs of WRCOG can be incorporated into specific development and operational policies and programs. The Air Quality Element of the March JPA General Plan reflects the March JPA's support of the WRCOG's Air Quality Implementation Program. This program will allow the subregion to meet clean air goals, as required under the AQMP.

Job/Housing Balance:

The March JPA Planning Area is located in the western Riverside subregion. For the subregion as a whole, the ratio of jobs to housing units was estimated to be 0.45 in 1984. This means that there are only 0.45 jobs per housing unit in the area making it "housing rich." Jobs and housing are considered to be "balanced" at a ratio of 1.2. The subregion is projected to increase jobs more than housing units by 2010, based on current trends. Therefore, a goal of 0.70 jobs per housing unit was set for 2010.

The employment center nature of the General Plan Land Use Element will contribute to reducing VMT, as a number of residents in the sub-region are commuting into the Orange County and Los Angeles areas, as well as San Diego. The activities by March JPA will assist the region in achieving better jobs/housing balance.

Table 3-A
LAND USE GUIDELINES FOR NOISE COMPATIBILITY

TYPE OF AIRPORT/ LAND USE	55-60 CNEL	60-65 CNEL	65-70 CNEL	70-75 CNEL	75-80 CNEL	80+ CNEL
Air Carrier & Military						
Residential/Lodgings		▸ Potential for annoyance exists; identify high complaint areas. ▸ Determine whether sound insulation requirements should be establish for these areas. ▸ Require acoustical reports for all new construction. ▸ Noise easement should be required for new construction	▸ Discourage new single family dwellings ▸ Prohibit mobile homes. ▸ New construction or development should d be undertaken only after analysis of noise reduction requirements is made, and needed noise insulation is included in the design. ▸ Noise easements should be required. ▸ Develop policies for"in-fill" development.	▸ New construction or development of residential uses should not be undertaken. ▸ New hotels and motels may be permitted after an analysis of noise reduction requirements is made and noise insulation is included in the design.	▸ New hotels and motels should be discouraged.	
General Aviation						
Residential/Lodgings	▸ Potential for annoyance exists; identify high complaint areas. ▸ Determine whether sound insulation requirements should be establish for these areas. ▸ Noise easement should be required for new construction. ▸ Discourage residential use underneath the flight pattern.	▸ Discourage new single family dwellings. ▸ Prohibit mobile homes. ▸ New construction or development should d be undertaken only after analysis of noise reduction requirements is made, and needed noise insulation is included in the design. ▸ Noise easements should be required. ▸ Develop policies for"in-fill" development.	▸ New construction or development of residential use should not be undertaken. ▸ New hotels and motels may be permitted after an analysis of noise reduction requirements is made, and needed noise insulation is included in the design.	▸ New hotels and motels should be discouraged.		
All Airports						
Public/Institutional		▸ Satisfactory with little noise impact and requiring no special noise insulation requirements for new construction.	▸ Discourage institutional uses. ▸ If no other alternative location is available, new construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed noise insulation is included in the design.	▸ No new institutional uses should be undertaken.		
Commercial			▸ Satisfactory with little noise impact and requiring no special noise insulation requirements for new construction.	▸ New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed insulation features included in the design. Noise reduction levels of 25-30 dB will be required.	▸ New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed insulation features included in the design. Noise reduction levels of 25-30 dB will be required.	▸ New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in the construction.
Industrial				▸ Satisfactory with little noise impact and requiring no special noise insulation requirements for new construction.	▸ New construction or development should be undertaken only after an analysis of noise reduction requirements is made and needed insulation features included in the design. ▸ Measures to achieve noise reduction of 25-30 dB must be incorporated in portions of building where the public is received and in office areas.	▸ New construction or development should not be undertaken unless related to airport activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in the construction.
Recreation/Open Space			▸ Satisfactory with little noise impact and requiring no special noise insulation requirements for new construction. ▸ Outdoor music shells and amphitheaters should not be permitted.	▸ Parks, spectator sports, golf courses and agricultural generally satisfactory with little noise impact. ▸ Nature areas for wildlife and zoos should not be permitted.	▸ Land uses involving concentrations of people (spectator sports and some recreational facilities) or of animals (livestock, farming and animal breeding) should not be permitted.	

PROFILE REPORT
for the
GENERAL PLAN
of the
MARCH JOINT POWERS AUTHORITY

Housing

HOUSING

PROJECT BACKGROUND

March Air Force Base (AFB) realigned to March Air Reserve Base (ARB) April 1, 1996, which resulted in the disposal and reuse of 4,400 acres of the 6,500 acre active duty base. The communities surrounding the former March AFB include the cities of Moreno Valley, Perris and Riverside, and unincorporated areas of Riverside County. These four jurisdictions formed a "joint powers authority" under the enabling laws in California. The March Joint Powers Authority (JPA) is a public entity created for the purpose of addressing the use, reuse, and joint use of the realigned March AFB.

March AFB Master Reuse Plan:

The March JPA was established to plan for the economic revitalization of the base and was subsequently recognized by the Department of Defense (DOD) and the State of California as the official "local redevelopment agency" (LRA) for March AFB. With the formation of March JPA by the four jurisdictions, reuse planning authority was delegated to the March JPA for the March AFB realignment process and the March AFB Master Reuse Plan was developed. Base-wide reuse planning required the preparation and submittal of the March AFB Master Reuse Plan to the Department of Air Force. The Air Force then completed an Environmental Impact Statement.

The March AFB Master Reuse Plan outlines a means of revitalizing or redeveloping the realigned military installation in a beneficial manner. The March AFB Master Reuse Plan includes both a Land Use Plan, as well as goals and policies. Both the Land Use Plan and the goals and policies of the March AFB Master Reuse Plan include no housing new opportunities. The basic premise supporting the "no housing new opportunities" policy include the following:

The Land Use Plan denotes the distribution and assignment of the land use designations to insure aviation and noise compatibility, public health

and safety, and contributing measures to better achieve a jobs/housing balance within the region.

The need to create an employment center within the housing-rich environment of the Inland Empire, and replacing the economic loss resulting from base realignment.
The majority of the former housing available on the former March AFB has been deemed unsuitable for occupancy under the Department of Housing and Urban Development (HUD) regulations.

The March AFB Master Reuse Plan serves as the basis, or premises of the March JPA General Plan. In summary, the March JPA General Plan is an implementation tool of the March AFB Master Reuse Plan, while complying with the requirements of California state law in facilitating base reuse and development.

Other actions, beyond the March AFB Master Reuse Plan further the position of no housing opportunities within the March JPA Planning Area, as well as non-retention of former military units for housing. The majority of the former housing available on the former March AFB have been deemed unsuitable for occupancy under HUD regulations; this is primarily applicable to the more than 500 units known as Arnold Heights. The former on-base housing stock that is being retained is limited to the 111 housing units of Green Acres Estates located within the March Field Historic District. As part of a Historic District, these structures must be retained, but their use is not restricted. No housing opportunities are identified within the March JPA Planning Area due to land use compatibility issues related to the continued military activities of the Air Force Reserves and aviation operations.

March AFB Redevelopment Project Area:

The March JPA redevelopment counterpart, the March Joint Powers Redevelopment Agency (MJPRA), adopted a project area that encompasses the

entire March JPA Planning Area and approximately an additional 500 acres within the City of Moreno Valley. This redevelopment project area was formulated pursuant to Assembly Bill (AB) 3769, which was developed to assist "military base conversion redevelopment agencies" with the economic blight associated with closed and realigned military bases in California. Accordingly, the 20 percent housing set aside funds are permitted to be utilized within the March JPA member jurisdictions; and therefore no requirement was made for housing sites within the project area (March JPA Planning Area).

Assembly Bill 2736:

The no housing opportunities status for the March JPA Planning Area was furthered with the passing of AB 2736 by the State of California in 1996. AB 2736 specifically states that "The agency (redevelopment agency) shall not be required to replace barracks or dormitory-style housing or Arnold Heights housing that is adoptively reused, demolished, or removed within the boundaries of March AFB."[1] Given the language of this bill and its status, the long-time standing policy of not including housing within the March JPA Planning Area is furthered.

HOUSING ELEMENT SUMMARY

The March JPA Planning Area is located within the sub-region of Western Riverside County. The sub-region as with the overall Inland Empire, is an area rich in housing stock and development opportunities, yet limited in employment opportunities. Western Riverside County can be characterized as a place where people can afford to live, but for adequate employment opportunities must commute to areas outside the Inland Empire. Adequate housing sites continue to be available within the sub-region, as demonstrated through the certified housing elements of each of the March JPA's member jurisdictions.

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[1] AB 2376 Sec. 16 (b)

The March JPA, as a local entity with land use authority, is mandated to have as a required element of the March JPA General Plan a Housing Element. The Housing Element for the March JPA is developed in accordance with the cooperative spirit of the joint powers authority and the preceding actions that specifically pertain to the reuse and development of the former March AFB.

The March JPA General Plan Housing Element consists of incorporation by reference each of the housing elements of the four member jurisdictions. The four member jurisdiction housing elements have previously been certified by the Department of Housing and Community Development. The Land Use Plan identifies no housing areas, and creates an employment center within the housing rich environment of western Riverside County.

Copies of each of the following certified housing elements is on file with the Office of the March JPA.

City of Moreno Valley:

Resolution Number 88-75, September 20, 1988
Resolution Number 91-64, May 14, 1991
Resolution Number 92-130, December 8, 1992

City of Perris:

Resolution Number 2398, October 31, 1994

City of Riverside:

Resolution Number 17172, June 20, 1989
Resolution Number 18226, April 27, 1993

County of Riverside:

Resolution Number 91-036, June 4, 1991

PROFILE REPORT
for the
GENERAL PLAN
of the
MARCH JOINT POWERS AUTHORITY

Resource Management

RESOURCE MANAGEMENT

INTRODUCTION

The Resource Management Profile Report identifies the environmental resources of the planning area. It addresses soil resources, water resources, vegetation and wildlife, scenic highways, visual resources, cultural (historical, archaeological, and paleontological) resources, open space and recreational opportunities. These resources are typically nonrenewable or limited and need to be preserved and managed in order to be available for future generations.

ENVIRONMENTAL SETTING

March Joint Powers Authority (JPA) Planning Area is located in Riverside County, California, approximately 50 miles east of Los Angeles. The approximately 6,500 acre site is boarded on most of its edges by the cities of Riverside, Moreno Valley and Perris. To the north, wildlife habitat exists in Sycamore Canyon and the Box Springs Mountains, via somewhat tenuous connection to the site. Riverside County is one of the fastest growing counties in the country, with most of the growth centered in the western portion, where the planning area is located.

Coastal southern California experiences a Mediterranean type climate with warm, dry summers and cool, wet winters. However, occasional late summer thunderstorms coming from the southwest reach the area. Rainfall averages 12 inches, with a range of 4.4 - 24.8 inches. The location of the planning area in an inland valley subjects the area to considerable daily and seasonally temperature changes. Daily temperature changes area frequently as much as 44 degrees Fahrenheit (22 degrees Celsius). The lowest temperatures occur from December - February, while the warmest months are from July - September. Frost is limited, if not rare for the area.

The topography of the planning area is generally characterized by rounded ridges and incised drainage in the West March Planning Subarea, and relatively flat slopes east of Interstate 215. Elevations range from approximately 1,760 feet mean sea level (MSL) in the West March Planning Subarea, to about 1,465 MSL in the southeast corner of the planning area. Two major soil associations exist in the planning area: the Cieneba-

Rockland-Fallbrook association on the western portion of the planning area, and the Monserate-Arlington-Exeter association on the eastern portion.

The open areas of the planning area mainly consist of grasslands consisting of nonnative species of European origin, isolated costal sage scrub remnants, and localized riparian habitats along draws and depressions. March Air Force Base (AFB) established the SKR Management Area and SKR Open Space area as part of a December 4, 1991 agreement with the US Fish and Wildlife Service (USFWS), as mitigation for the development of base properties to meet current and future Air Force (USAF) needs. Through the Biological Opinion (BO), major portions of the West March Planning Subarea, as well as about 441 acres of the east of I-215, between the runway and the I-215 freeway, were identified as either management or open space habitat for the federally listed endangered Stephens' Kangaroo Rat (SKR). Habitat areas amount to approximately 1,000 acres of management and an additional 1,200 acres of open space, for a combined total of 2,200 acres for the entire planning area. The Habitat Conservation Plan (HCP) of the Riverside County Habitat Conservation Agency (RCHCA), only recognizes the 1,000 acres of management area as part of the Sycamore Canyon - March AFB core preserve. The SKR management area is currently managed by the Nature Conservancy using funds supplied under the agreement.

Military operations date back to 1918, with structures built commencing in 1920's. The Green Acres housing development in the Northeast Planning Subarea is a National Register Historic District. The Historic District will be restricted to support the USAF commitments to maintain the integrity of the March AFB Historic District.

WATER RESOURCES

Water resources encompass surface water, surface drainage, ground water and water quality. Wetlands are discussed within the biological resources section.

Surface Water:

The majority of the planning area is located within the San Jacinto Watershed, one of the three major geographical subdivisions of the Santa Ana Basin. The

San Jacinto watershed encompasses 760 square miles, and the San Jacinto River is the major drainage feature. The northwest corner and part of the southwestern corner of the planing area are within the Upper Santa Ana watershed, which drains tributaries of the Upper Santa Ana River.

No permanent surface water bodies are within the planning area, with the exception of small water impoundments used for irrigation purposes. Approximately one mile south of the planning area is a portion of the Colorado River Aqueduct, which is part of the California State Water Project. The Colorado River Aqueduct carries water from the Colorado River from the eastern deserts of California to Lake Mathews for storage. Lake Mathews is located approximately 10 miles southeast of the planning area. Lake Mathews, a Metropolitan Water District (MWD) facility is a primary source of potable water for the planning area and surrounding communities.

Ground Water:

The main aquifer in the Perris Valley is formed by coarse-grained alluvial deposits. The deposits are highly permeable and capable of yielding large amounts of water under unconfined conditions. The ground water system in the Perris and Moreno Valleys is almost completely surrounded by non-water-bearing rocks such that the amount of water flowing into or out of the basin is negligible. Natural recharge to the aquifer results from primarily infiltration and precipitation.

Recharge occurs by both natural and artificial means. Within the central portion of the planning area, artificial recharge occurs due to the Heacock channel and irrigated areas within March Air Reserve Base (ARB) and the Northeast Planning Subarea. This artificial recharge causes localized ground water heights, which effect the direction of ground water flows.

Ground water movement within the region tends to follow the surface topography. East of the planning area, ground water generally flows southwest through Moreno Valley and into Perris Valley. Ground water gradient slopes gently to the southeast. In the northwest portion of the planning area, ground

water flows toward the northwest, indicting the presence of a ground water divide. Ground water north of this divide generally flows north to Sycamore Canyon. No wells within the planning area supply water. Former wells used by the military have been abandoned due to insufficient yields, and trichloroethylene (TCE) contamination.

Water Quality:

Surface water quality records are not detailed to the planning area; however, U.S. Geological Survey (USGS) gaging stations along the Santa Ana River at the MWD crossing northeast of the planning area collected samples in 1985-1986. The water in the Santa Ana River is considered of good quality, but hard to very hard, with a suspended solid concentration ranging from 274 to 697 parts per million (ppm).

The quality of ground water is questionable. The quality of ground water in the northern portions of the Perris Plain and Moreno Valley is good. Total dissolved solids (TDS) concentrations in these areas range from 250 to 1,000 ppm. In the southern portion of the Perris Plain, TDS values can exceed 12,000 ppm. TDS within the planning area are greater than 1,000 ppm, with some areas almost 2,000 ppm. Ground water monitoring within the planning area have identified contamination by TCE and tetrachloroethylene (PCE), as well as chlorinated hydrocarbons, benzene, bromochloromethane, diobromochloromethane, chloroform, methylene chloride, and a variety of other volatile organic compounds (VOCs). The ground water contamination is located within the Northeast Planning Subarea and March ARB, within proximity of the airfield and flightline. Ground water contamination is included within the base Installation Restoration Program (IRP) site clean up program.

Flood Plains:

Flooding can cause serious harm to a community, including loss of life and property. Federal, state, and local laws and regulations have been enacted to require identification of flood hazard areas and to utilize special development practices to reduce flooding hazards and to minimize uncontrolled storm water

diversion. The maintenance of the existing storm channels will also keep flooding hazards to a minimum. For the under developed West March Planning Subarea a hydrology study needs to be prepared, and a drainage master plan developed. Floodplain zones exist just west of Heacock Avenue, near the Iris Channel. Structures are located within the 100-year flood area, including more recent military construction of the new commissary and Los Hall. Improvements to the flood channels by the Riverside County Flood Control and Water Conservation District, have decreased the extent of the 100-year Floodplain so that fewer developed areas are susceptible to flooding.

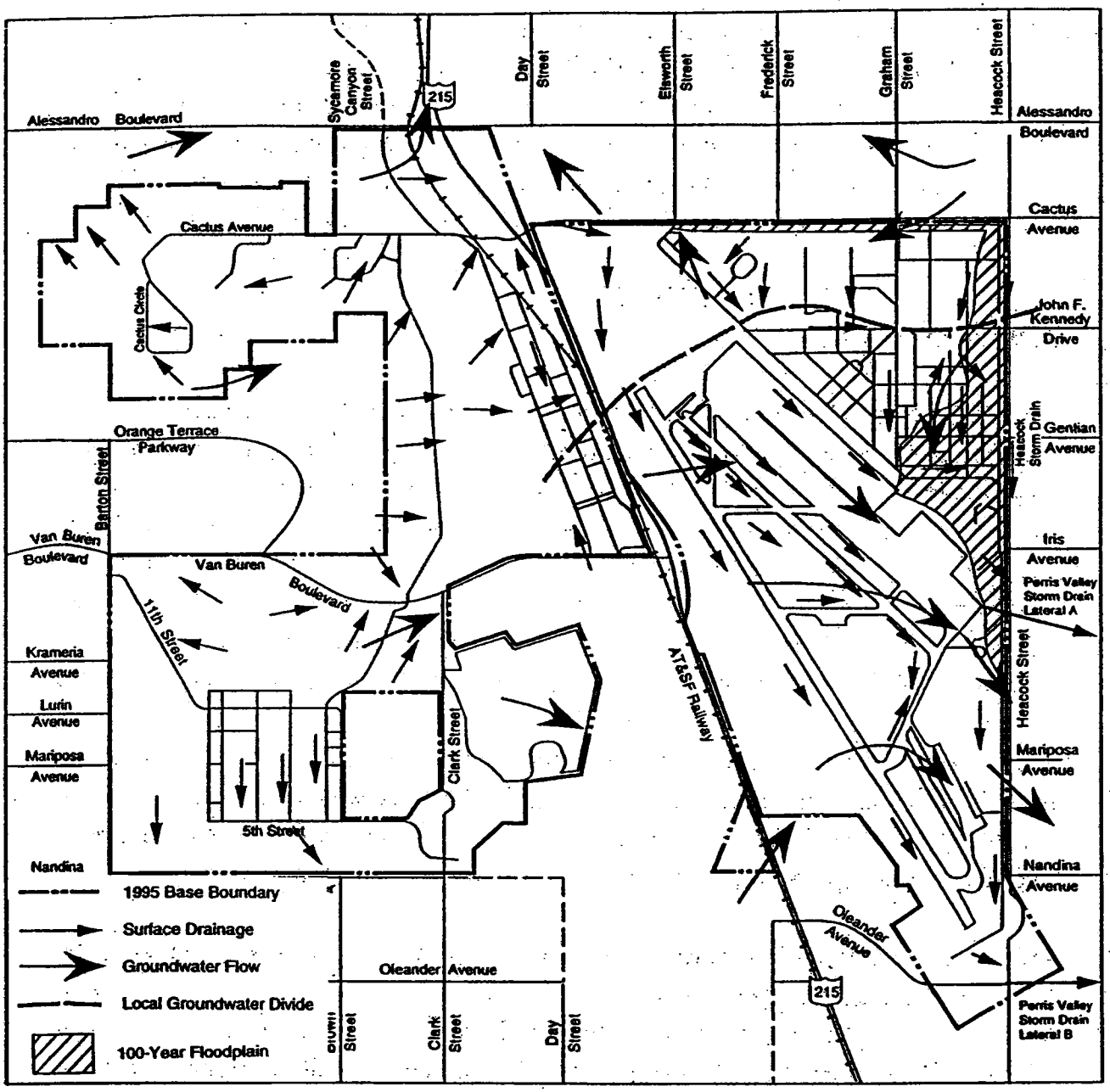
SOIL RESOURCES

The USDA Natural Resources Conservation Service has identified and characterized the soils in western Riverside County, including the planning area. Selected properties for all soil series occurring within the planning area are found in Table 5-1. Two major soil associations are present within the planning area. They are the Cieneba-Rocky Fallbrook association and the Monserate-Arlington-Exeter association. Both soil associations are generally fair to good sources of top soil, fair to good sources of road fill, have variable but generally low permeability, and generally exhibit severe restrictions for septic system either because of shallow bedrock or low permeability silica hardpans.

Cieneba-Rocky Fallbrook association is derived from granitic rock and three feet thick, have a surface layer of sandy loam to fine sandy loam, are well drained, are course to medium grained, and have slopes ranging from 2 to 50 percent. These soils occur on undulating to steep terrain, such as granitic rock uplands and low mountains.

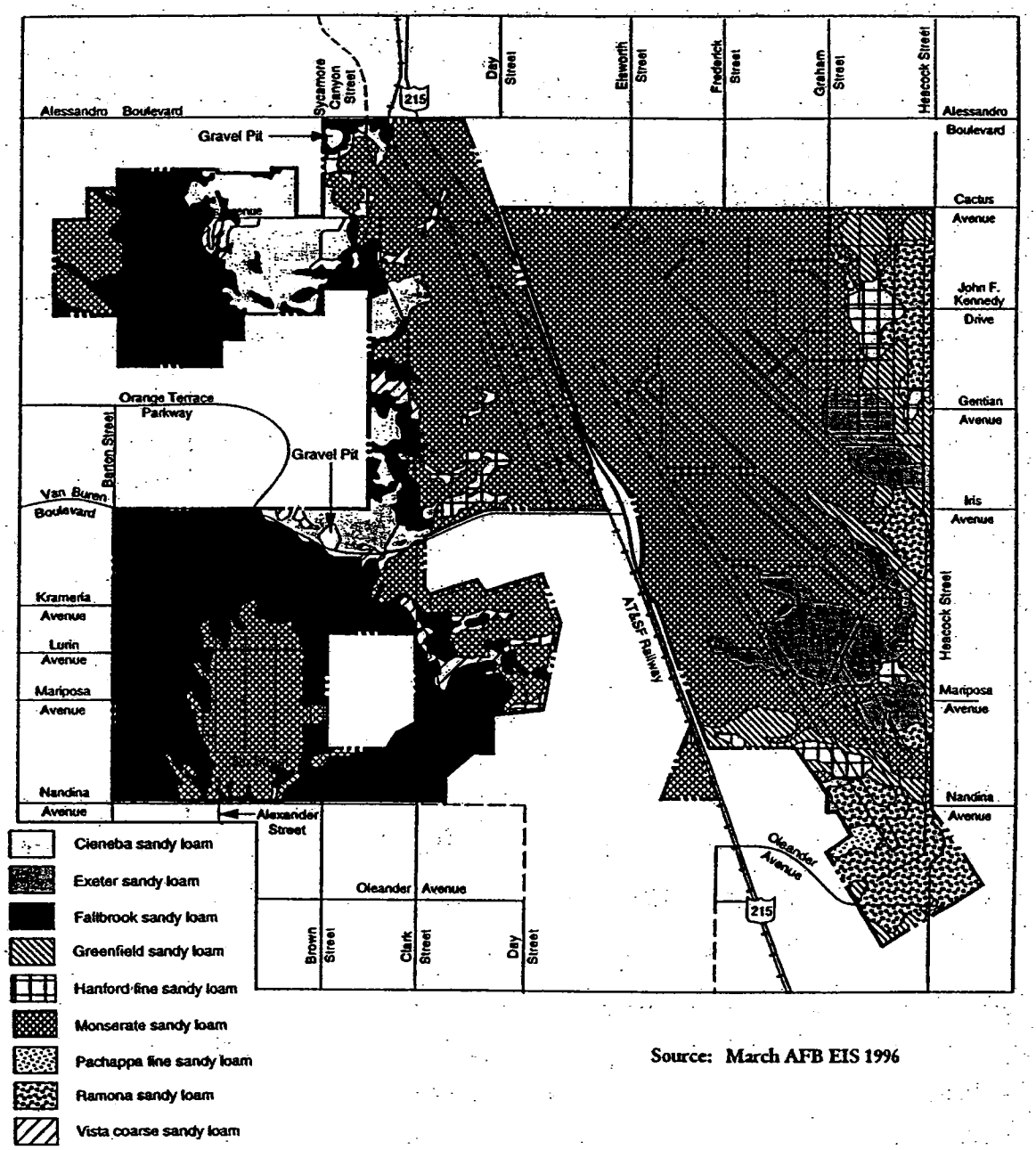
Monserate-Arlington-Exeter association is derived from granitic alluvium and occurs on the eastern side of the planning area. These soils have a surface layer of sandy loam to loam, are well drained, are fine to medium grained, and are gently sloping. The soils are topically underlain by a shallow, relatively low permeability silica hardpan at a depth of 28 to 50 inches, resulting in a moderately high runoff potential. These soils occur on alluvial fans, terraces, and valleys.

Exhibit 5-1
Planning Area Hydrology



Source: March AFB EIS 1996

Exhibit 5-2
Planning Area Soils



Source: March AFB EIS 1996

TABLE 5-1
SOIL PROPERTIES

SOIL TYPE	TEXTURE	SLOPE %	RUNOFF	PERME-ABILITY	EROSION POTENTIAL
Cieneba Rocky	Sandy loam	8-15	Moderate	Rapid	Moderate
Cieneba Rocky	Sandy loam	15-50	Rapid	High	High
Exeter	Sandy loam	0-2	Slow	Moderate	Slight
Exeter Deep	Sandy loam	0-2	Slow	Moderate	Slight
Exeter Deep	Sandy loam	0-5	Slow	Moderate	Slight
Exeter Deep	Sandy loam	2-8	Mod. slow	Moderate	Mod. slight
Fallbrook	Fine sandy loam	2-8	Slow	Moderate	Slight
Fallbrook	Sandy loam	5-8	Moderate	Moderate	Moderate
Fallbrook	Sandy loam	8-15	Moderate	Moderate	Moderate
Fallbrook Shallow	Sandy loam	8-15	Moderate	Moderate	Moderate
Fallbrook Shallow	Fine sandy loam	8-15	Moderate	Moderate	Moderate
Fallbrook Rocky	Sandy loam	15-50	Rapid	Moderate	High
Greenfield	Sandy loam	0-2	Mod. slight	Moderate	Mod. slight
Hanford	Fine sandy loam	0-2	Slow	Moderate	Slight
Monserate	Sandy loam	0-5	Moderate	Moderate	Moderate
Monserate	Sandy loam	5-8	Moderate	Moderate	Moderate
Monserate	Sandy loam	8-15	Moderate	Moderate	Moderate
Monserate Shallow	Sandy loam	5-15	Rapid	Moderate	High
Pachappa	Fine sandy loam	0-2	Slight	Moderate	Slight
Ramona Vista Rocky	Course sandy loam	2-35	Moderate	Rapid	Moderate

Agricultural Lands:

Soils within the planning area contain characteristics that make them eligible as Farmlands of Statewide Importance, and other soils that are prime farmland soils when irrigated. However, these soils are not irrigated for agricultural purposes. The Farmlands of Statewide Importance soils are located on the eastern portion of the planning area, which is approximately 90 percent disturbed or developed. Therefore, their suitability for classification as Prime Farmland or Farmlands of Statewide Importance may not be well suited. The USDA Natural Resources Conservation Service has determined that no prime, unique, statewide or local important farmland is present within the planning area.

Mineral Resources:

No significant mineral deposits are found to be in the planning area. Mineral resources within the planning area include rock resources as identified by the County of Riverside and the California Department of Conservation, Division of Mines and Geology. In former years, two small gravel pits were operated in the West March Planning Subarea. Both pits have been inoperable for more than a decade, and were part of the IRP site cleanup conducted by the USAF. The Division of Mines and Geology also identifies Mineral Resource Zones (MRZ) within Riverside County, although none of these mineral zones currently exist in the planning area.

CULTURAL RESOURCES

Cultural resources includes historic (prehistoric), paleontological and archeological resources. These types of resources include sites, structures, districts, artifacts, or any other physical evidence of human activity considered to be important to culture, subculture, or community for scientific, traditional, religious or other reasons. Cultural resources are defined to contribute to the knowledge of the past and the inhabitants thereof. The contents herein summarizes the key components of cultural resources within the planning area. Additional discussion is found within the Final Environmental Impact Statement (EIS) prepared for the disposal of portions of March

AFB, April 1996, and the approved Cultural Resource Management Plan (CRMP) for March AFB.

Historic Resources:

Historic resources are defined according to the National Historic Preservation Act (NHPA) (Title 36 code of Federal Regulations [CFR] 60.4). The quality of significance is present in districts, sites, buildings, structures and objects that: (a) are associated with events that have made a significant contribution to the broad patterns of history; (b) are associated with the lives of persons significant in the past; © embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction; and (d) have yielded, or may be likely to yield, information important in prehistory or history.

In order to be listed in the National Register of Historical Places (NRHP), a cultural resource must meet at least one of the above criteria and possess integrity of location, design, setting, materials, workmanship, feeling, and association. Should a resource retain the physical characteristics it possessed in the past, it has capacity to convey information about culture and people, historical patterns, or architectural or engineering design and technology.

The primary law governing cultural resources in terms of their treatment in an environmental analysis is the NHPA, which addresses the protection of archeological, historic and Native American resources. In compliance with the NHPA the USAF has submitted and is in the process of consultation with the State Historic Preservation Officer (SHPO), as required under Section 106 of the NHPA for the United States Air Force historic district at March Air Field, including the officers' housing area of Green Acres.

Prehistoric

The physiography and climate of Southern California have supported aboriginal people since early Holocene time (circa 10,000 B.C.); prior to this time occupational patterns are both speculative and controversial. Five major periods

of prehistory, or the time prior to European contact, based upon a temporal range of distinctive projectile points and associated radiocarbon dates, identify a cultural chronology for the region: Lake Mojave (10,000 - 5000 B.C.), Pinto Period (5000 -2000 B.C.), Gypsum Period (2000 B.C. - A.D. 500), Saratoga Springs Period (A.D. 500 - A.D. 1200), and the Protohistoric (A.D. 1200 - historic).

What is known of the pre-contact period at the planning area is extrapolated from data collected from investigations conducted elsewhere in the region, specifically at Lake Perris. The archaeological record reflects gradual population movement into the San Jacinto Plain area beginning approximately 2300 Before Present (B.P.) (300 B.C.) With a dramatic increase in the population density around 500 B.P. (A.D. 1500). Because this occurrence coincides with the desiccation of Lake Cahuilla, a freshwater Pleistocene lake in the Salton Basin (east of the San Jacinto Mountains), it is speculated that there was an influx of people seeking more productive environs. The Native American groups, Luiseno and Cahuilla, who utilized the resources on and around the planning area during protohistoric (between European contact and established written history) and historic periods are described in ethnographic data that have been collected since the early 1900s.

Premilitary History

California's historic period began in 1769 with the first Spanish expedition into Alta California led by Gaspar de Portola. Spain's three-fold strategy to colonize the region included the establishment of missions, pueblos, and presidios. In 1775-1776, Juan Bautista de Anza led an expedition from Mexico to San Francisco, resulting in the founding of the presidio and missions in San Francisco. Part of the route followed by the expedition crossed what is now the northeastern corner of March AFB. In 1990, de Anza's 1,200-mile route was designated by the National Park Service as a National Historic Trail, under the National Trails System Act.

Early settlement in Riverside County was slow and sporadic. In 1818, the first European settler, Leandro Serrano, obtained rights from the priests at San Luis Rey Mission to settle on five leagues of land in Temescal Valley. Three years

later, the fathers of San Gabriel Mission established a rancho in the San Bernardino Valley managed by neophytes (missionized Indians) and another in 1824 located near Banning and Beaumont. Following Mexican independence and secularization of the Spanish missions in 1833, the number of privately held California ranchos increased dramatically.

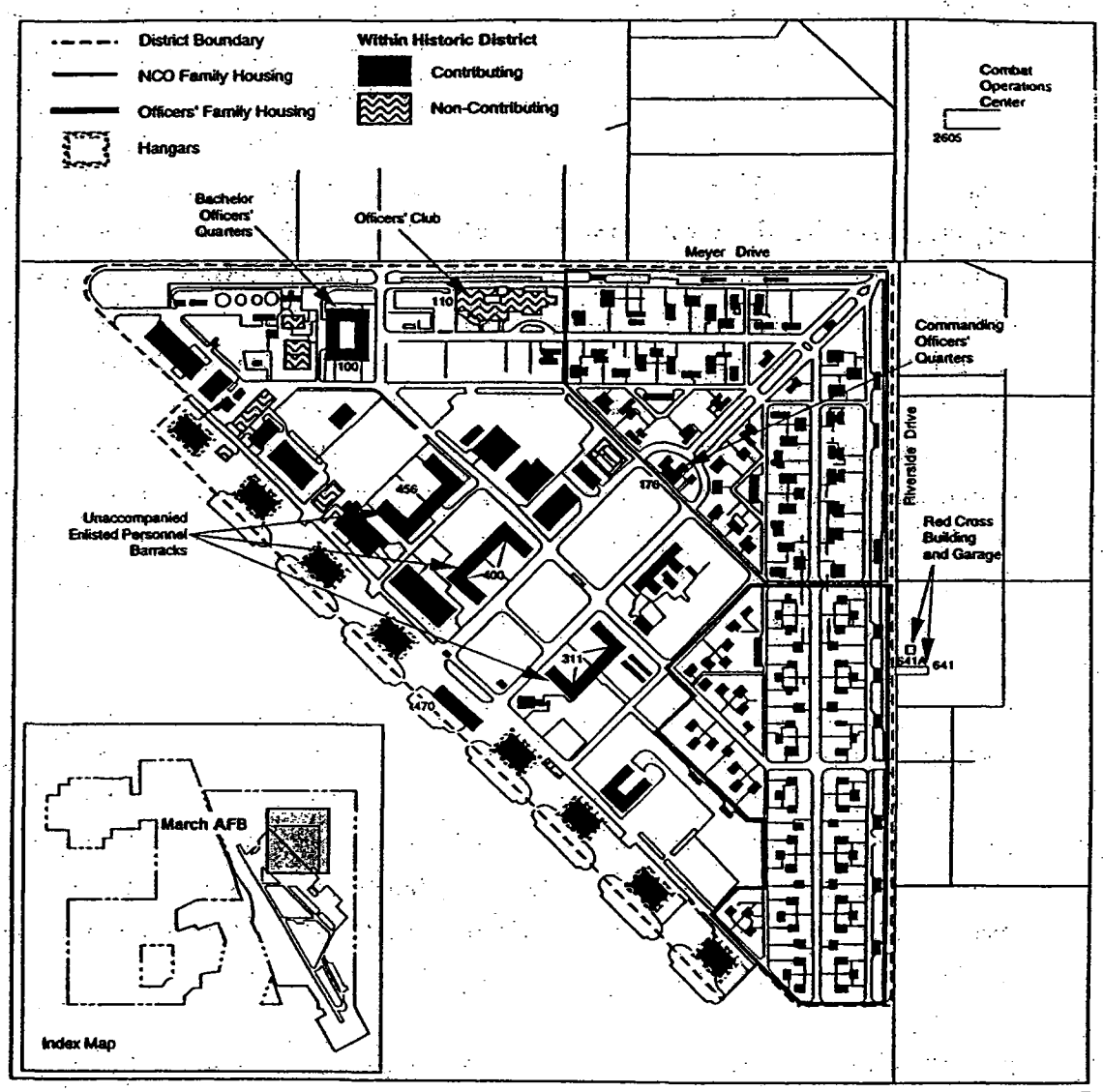
Between 1834 and 1836, 16 Mexican land grants were confirmed within western Riverside County. Rancho Jurupa (32,000 acres) extended 17 miles across the Santa Ana River valley and the 48,000-acre Sobrante de San Jacinto Rancho was located in the Lake Mathews area. Southeast of March AFB was the San Jacinto Nuevo Potrero Rancho, which covered 48,000 acres of land in what is now Moreno Valley and the Perris Plain. The rancho period in California's history was colorful, but brief.

During the 1820's and 1830's Anglo-American fur trappers, wanderers, and speculators had been coming to California; many of them stayed and married into California society. When hostilities broke out between the United States and Mexico during the mid-1840's the American conquest of California created havoc among the Mexicans, Anglos, and Indians. The signing of the Treaty of Guadalupe Hidalgo on February 2, 1848, ended the Mexican War and marked the beginning of the American Period when California became a possession of the United States and a state in 1850.

The mild climate, availability of water, and transportation networks brought settlers and prosperity to southern California. The Butterfield Overland Mail Route operated from 1858 to 1861, and connected Aguanga and Temecula with Los Angeles. Interstate-10, which crosses the Colorado desert from the east, and SR 11, which runs north through Coachella Valley, were originally stagecoach routes. In what was to become Riverside County, access to water from the Santa Ana River and irrigation transformed this semi-arid area into an important California agricultural and industrial center.

The nationwide military buildup that took place prior to the United States entering World War I initiated another historical development in Riverside County, the construction of Alessandro Aviation Field, later to be renamed March Air Field.

Exhibit 5-3
Historic District



Source: March AFB EIS 1996

Military History

March Field commenced as a military installation between 1917 and 1918. The War Department established ten new airfields across the nation to support mobilization and entry into World War I. Officially declared open on February 7, 1918, the one square mile base was named Alessandro Aviation Field and later changed to March Air Field. The base closed in 1923.

Reactivated in 1927, and operated to 1943, the base was the principal tactical training base for all of the western United States. Many of the permanent facilities were built at this time, including 129 military family housing units (Green Acres), the commanding officers' residence, the hospital, the administration building, barracks, hangers and other support facilities. These facilities built between 1927 and 1943 were constructed within a distinctive triangular area northeast of the flightline. Architecturally, the period of base construction within the historic district represents the integration of the principles of the City Beautiful Movement, and innovative technological design. These influences created a highly formal yet functional environment that coordinates architecture, landscape and transportation.

In 1940, as World War II military building was taking place, 930 acres were added to the one-square mile base. The Works Progress Administration (WPA) built a power station, hangar additions, bridges, runways, and taxiways. In 1941 the War Department approved additional housing, maintenance, storage and other strategic support facilities. The construction of 1940 and thereafter was not integrated into earlier construction by either siting or architecture. The majority of frame-type buildings have been removed.

The 1950's represented a major construction period. Arnold Heights housing, including 583 Wherry units were built. Strategic tactical and support facilities, including replacement of older facilities, were constructed during this time.

Historic District / Green Acres

An inventory conducted in 1985 evaluated the historical buildings at March AFB. The establishment of an historic district was recommended for

nomination. The historic district proposed included the original one square mile and adjacent buildings constructed between 1928-1943. The March Field Historic District is located within a triangular area of about 158 acres, and consists of essentially all buildings and structures constructed between 1928 and 1943 as "part of the second generation of March Field" and one extent building from the original 1918 March Field. The March Field Historic District was listed on the NRHP with the concurrence of the California SHPO, based upon the following eligibility criteria:

(1) Association with an event that made significant contribution to the broad patterns of history;

(2) Association with the lives of people significant in our past; and

(3) the Comprehensive Plan of 1928-1934 of the base that included buildings, structures, and landscape that embodied the distinctive characteristic of its type, period, and method of construction.

The District is significant for a number of reasons, including the continuity and integrity of architectural style and technological construction within a planned community environment. The architectural motif of the district is Mission Revival, as well as the construction utilizing hollow wall concrete method. The sheer number and scale of hollow wall concrete buildings at March ranks amongst the most significant examples. Additionally, the unity of design encompasses residential, administrative and industrial buildings.

Designation of Green Acres and the Historic District in accordance with NHPA protects these lands and property from actions that may diminish their cultural and historical value (Title 36 CFR 800.9). Thereby, the following actions are not permitted:

Physical destruction, damage or alteration of all or part of the property;

Isolating the property from its setting or altering the character of the property's setting when that character contributes to the property's qualification for the NRHP;

— Introduction of visual or auditory elements that are out of character with the property or that alters its setting;

Transfer or sale of a federally owned property without adequate conditions or restrictions regarding its preservation, maintenance, or use;

Neglect of a property, resulting in its deterioration or destruction.

A draft Historic Preservation Plan prepared by JRP Historical Consulting Services and Brian F. Mooney in 1994 addresses the treatment and long-term management of all formerly reevaluated historical properties within the planning area. This report was finalized as part of the Cultural Resource Management Plan and Maintenance manual in 1996.

Camp Haan

In 1940, as part of the World War II military buildup taking place nationwide, 930 additional acres were acquired to the north, east, and south of the existing base, increasing the base holdings to 1,590 acres. The base's mission included hosting bombardment and pursuit groups and later fighter groups. The base was also involved in anti-aircraft protection training and testing of new ideas and equipment. The secret testing of jet-assisted and liquid rocket takeoffs helped the United States enter the jet age. The Works Progress Administration built a power station, hanger additions, bridges, runways, and taxiways. The following year the War Department approved additional funding for housing, maintenance, storage, and other strategic support facilities as part of the mobilization effort. Eventually an 800-foot extension of the railroad spur was also completed. This new construction phase was not integrated either architecturally or technologically with the earlier construction. The majority of the frame-type buildings have since been removed.

Camp Haan (CA-Riv-3285H), a World War II Antiaircraft Replacement Training Center and prisoner-of-war camp, was first recorded in 1987. Three additional areas within the West March Planning Subarea have subsequently been recorded as part of Camp Haan, none of which were determined to be significant, primarily because they had been substantially impacted by demolition

activities. This $6 million installation, which covered 8,058 acres, was opened on November 11, 1940, and eventually hosted the Army Services Depot, Southwest Branch; U.S. Disciplinary Services Barracks; and an Italian prisoner-of-war camp. Camp Haan consisted of 350 buildings and 2,500 tent platforms for both walled and sided tents. The first buildings to be constructed were described as "early mobilization type;" later construction was described as "theater of operations type". When the camp was closed in August 1946, many of the wooden buildings and 2,459 tent floors were removed. Remains within the West March Planning Subarea consist of foundations, building piers, and paved roads near the military housing area and the site once occupied by Headquarters 15th Air Force.

The 1994 survey included previously unsurveyed portions of Camp Haan. Five historic sites were recorded. Four are associated with Camp Haan. Three concrete building foundations and one boulder exhibiting World War II-era graffiti. The fifth historic site is a glass shard deposit that is approximately 20 centimeters in depth. The site has been tentatively dated between 1880 and 1920 because of the presence of sun-altered amethyst glass that was not manufactured after 1915. Eligibility of Camp Haan for listing on the NRHP is not supported, as integrity of the site has been severely compromised. Formal testing was not recommended for the four sites associated with Camp Haan because the exhibit no potential for subsurface deposits.

Archeological Resources:

Records indicate that ten archeological surveys have been conducted, with no sites or artifacts determined to be eligible for inclusion within the National Register (Table 5-2). Sites have been document and recorded (Table 5-3). The last survey conducted included an intensive examination that covered 2,500 acres of undeveloped land. This survey as with the prior surveys found that sites (1) cannot be temporally placed within a regional chronology because they lack associated artifacts, and (2) lack midden (an indication of the presence of subsurface deposits) that would indicate long-term use or occupation. Therefore, they are not eligible for inclusion within the National Register.

TABLE 5-2
ARCHAEOLOGICAL SURVEYS AND RECORDED SITES AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Reference	Survey Acreage	Archaeological Sites Recorded	Survey Results
Drover 1986 (MF-21)	50	———	Approximately 23 acres surveyed on MAFB property. No resources found within base property, but two milling sites found off base.
Spanne 1986 (MF-508)	32	———	No resources.
McCarthy 1986b (MF-2237)	130	3096 3097 3098 3100 3105 3099	Six bedrock milling sites; McCarthy recommended no further evaluation necessary.
Drover 1987 (MF-2346)	153	3325 3326 3327 3328 3329	Five bedrock milling sites recorded; Drover recommended no further evaluation. Land subsequently transferred to private ownership for Air Force Village West housing development.
Swope & Neiditch 1987 (MF-2313)	970	3285 3289 3293 3297 3301 3286 3290 3294 3298 3302 3287 3291 3295 3299 3303 3288 3292 3296 3300	One historic site (a portion of Camp Haan), 18 milling sites, and four isolated artifacts (a chalcedony core, a basalt flake, a mano, and a metate). No further evaluations recommended by Swope and Neiditch; SHPO concurred regarding lack of NRHP eligibility for all sites (reply to USAF870821A).

TABLE 5-2
ARCHAEOLOGICAL SURVEYS AND RECORDED SITES AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Reference	Survey Acreage	Archaeological Sites Recorded	Survey Results
Nichaus & Associates 1987 (no MF#)	No systematic survey	3380 3381 3382	Three bedrock milling sites recorded, but probably no systematic survey. Environmental Assessment produced for land conveyance for Air Force Village West housing development. Assume no further evaluations recommended by Nichaus? SHPO concurrence of ineligibility (reply to USAF870821A) given for sites CA-REV-3380 and CA-RIV-3381.
Drover 1989 (MF-3755)	50	———	No resources.
Budinger 1990 (MF-3475)	834	4067 4068 4069	Three bedrock milling sites and one isolated chalcedony biface.
McDonald & Giacomini 1996 (no MF # assigned to date)	~2,500	5399 5412 5426 5440 545411 5400 5413 5428 5441 545511 5401 5414 5429 5442 545611 5402 5415 5430 5443 5810 5403 5416 5431 544411 5811 5404 5417 5432 5445 5812 5405 5418 5433 5446 5813 5406 5419 5434 5447 5814 5407 5420 5435 5448 5815 5408 5421 5436 5449 5816 5409 5422 5437 5450 5817 5410 5424 5438 5451 5818 5411 5425 5439 545311 5819	Five historic sites associated with Camp Haan, 60 prehistoric milling feature sites, and three historic isolate artifacts recorded. Testing recommended at two large milling sites (CA-RIV-5439 and CA-RIV-5488).

SOURCE: Cultural Resources Management Plan for March AFB, California, September 1996

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
3096	Single boulder with six milling slicks.	Not eligible	No record?	No record
3097	Two adjacent boulders, one with one slick, and one with two slicks.	Not eligible	No record?	No record
3099	Two boulders, one with a single slick, and one with nine slicks.	Not eligible	No record?	No record
3100	A large boulder with nine slicks, and a smaller boulder with one slick.	Not eligible	No record?	No record
3105	Two boulders; one with a single slick and another with four slicks.	Not eligible	No record?	No record
3285 H	Building foundations and roads associated with Camp Haan.	Not eligible	Not eligible	Not eligible
3286	Four milling slicks on a single boulder.	Not eligible	Not eligible	Not eligible
3287	Three milling slicks on a 3-m boulder.	Not eligible	Not eligible	Not eligible
3288	One milling slick in a bedrock outcrop of decomposing granite.	Not eligible	Not eligible	Not eligible
3289	One grinding slick on the central boulder of a group of three boulders.	Not eligible	Not eligible	Not eligible
3290	Two grinding slicks on a 2-m by 3-m boulder.	Not eligible	Not eligible	Not eligible
3291	One milling slick on a small boulder in a bedrock outcrop.	Not eligible	Not eligible	Not eligible
3292	Six slicks on two adjacent boulders.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
3293	Two grinding slicks on a 1-m by 2-m boulder.	Not eligible	Not eligible	Not eligible
3294	Three oblong milling slicks on a 2-m by 4-m boulder.	Not eligible	Not eligible	Not eligible
3295	Single 36-m by 12-m slick on a small (0.5 m by 0.5 m) boulder.	Not eligible	Not eligible	Not eligible
3296	Three slicks dispersed in a boulder outcrop measuring 10 m by 10 m.	Not eligible	Not eligible	Not eligible
3297	Two slicks on a very small boulder in a bedrock outcrop.	Not eligible	Not eligible	Not eligible
3298	One grinding slick on a granitic boulder.	Not eligible	Not eligible	Not eligible
3299	One oblong grinding slick on a singular boulder.	Not eligible	Not eligible	Not eligible
3300	One grinding slick on a large boulder in a group of three boulders.	Not eligible	Not eligible	Not eligible
3301	Two milling slicks on two adjacent boulders.	Not eligible	Not eligible	Not eligible
3302	Three slicks on one exfoliating boulder.	Not eligible	Not eligible	Not eligible
3303	One boulder with a single grinding slick.	Not eligible	Not eligible	Not eligible
3325	Four grinding slicks on one boulder and three slicks on another boulder; boulders are on either side of a small drainage.	Not eligible	No record?	Transferred

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
3326	Single milling slick on a large boulder adjacent to modern quarry.	Not eligible	No record?	Transferred
3328	Slightly used slick on a prominent boulder in an granitic bedrock outcrop.	Not eligible	No record?	Transferred
3329	Two bedrock grinding slicks on one boulder, and one slick on each of two other boulders.	Not eligible	No record?	Transferred
3380	Two milling features on a single boulder.	Not eligible	Not eligible	Not eligible
3381	A single, shallow milling slick on a boulder.	Not eligible	Not eligible	Not eligible
3382	Single milling slick on a small boulder.	Not eligible	No record?	No record
4067	Bedrock milling feature.	Not eligible	No record?	No record
4068	Bedrock milling feature.	Not eligible	No record?	No record
4069	Bedrock milling feature.	Not eligible	No record?	No record
5399	Two milling features with three slicks and one rub. Open site located on the side of a small knoll.	Not eligible	Not eligible	Not eligible
5400	Ten milling features with 12 slicks and one basin.	Not eligible	Not eligible	Not eligible
5401	One milling feature with four slicks adjacent to asphalt golf cart path.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
5402	Two milling features with three slicks and one rub in a small, low-lying granite outcrop incorporated into the golf course landscape.	Not eligible	Not eligible	Not eligible
5403	One milling feature with a collared mortar in a small knoll outcrop bordering a lime dump.	Not eligible	Not eligible	Not eligible
5404	Four milling features with eight slicks and one rub in a scattered bedrock outcrop on a knoll bordering a lime dump.	Not eligible	Not eligible	Not eligible
5405	Six milling features with eight slicks and one basin in a long, narrow row of granite boulders. The outcrop appears to be partially covered by and adjacent lime dump.	Not eligible	Not eligible	Not eligible
5406	One milling feature with on slick in a small bedrock outcrop.	Not eligible	Not eligible	Not eligible
5407	One milling feature with one slick on a low-lying boulder. Site is located near a dirt road.	Not eligible	Not eligible	Not eligible
5408	One milling featured with two slicks and a rub between the slicks. Site located near a well-used dirt road.	Not eligible	Not eligible	Not eligible
5409	Three milling features with six slicks in a scattered granite outcrop incorporated into the golf course landscape. Some trash dumping in the area.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
5410	Two milling features 30 m apart, with three slicks total: incorporated into the golf course landscaping.	Not eligible	Not eligible	Not eligible
5411	One milling feature with one basin and one rub on the golf course.	Not eligible	Not eligible	Not eligible
5412	Two milling features with two slicks in a large granite outcrop on a knoll shared with the base gun range.	Not eligible	Not eligible	Not eligible
5413	Three milling features with one slick, two basins, and two rubs in a large granite outcrop incorporated into the golf course landscape.	Not eligible	Not eligible	Not eligible
5414	Two milling features with two slicks. Signs indicate buried cable through out the site outcrop; roads, fences, and housing are within 20 m of site.	Not eligible	Not eligible	Not eligible
5415	Two milling features with four slicks. Site shows evidence of extreme disturbance from bulldozing, construction dumping, and quarrying.	Not eligible	Not eligible	Not eligible
5416	One milling feature with one slick in a small granite outcrop on a rise above a dry wash. Vehicle traffic and modern dumping in evidence.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
5417	One milling feature with one slick in a large, low-lying granite outcrop. Site and surrounding area very disturbed due to adjacent dump site.	Not eligible	Not eligible	Not eligible
5418	One milling feature with two slicks and one rub in a large, low-lying granite outcrop. Some boulders appear to have been bulldozed into the site area.	Not eligible	Not eligible	Not eligible
5419	Five slicks on a very large, eroded and fractured boulder. Located on a knoll to that appears to have been altered due to military construction in area.	Not eligible	Not eligible	Not eligible
5420	Seven milling features with 23 slicks and one rub in a group of small, low boulder clusters. Evidence of vehicular traffic and dumping in the area.	Not eligible	Not eligible	Not eligible
5421	One milling feature with three slicks on bank of a dry stream bed. Large amount of modern trash dumped in area.	Not eligible	Not eligible	Not eligible
5422	One milling feature with six slicks on a large, flat-topped boulder in an outcrop of massive boulders lining a small dry stream bed. Modern trash dumped in area.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
5424	One milling feature with one slick in a sparse outcrop bordering a dry wash. Disturbance is not obvious, but a gas pipeline runs 2 m from the feature.	Not eligible	Not eligible	Not eligible
5425	Thirty-eight milling features with 88 slicks in an outcrop concentrated on a short steep slope, becoming scattered on a large, level plain above the site. Disturbance is not obvious, but various types of construction have occurred on three site boundaries.	Not eligible	Not eligible	Not eligible
5426	Two milling features with five slicks in a small granite outcrop surrounded by knolls. A gas pipeline borders the site, and modern trash dumping is evident.	Not eligible	Not eligible	Not eligible
5428	Four milling features with 13 slicks in a low-lying granite outcrop. Two features have graffiti and a large amount of trash is on-site. A well-used dirt road is located 15 m away.	Not eligible	Not eligible	Not eligible
5429	Five milling features with 11 slicks and one basin in a disced field. A natural drainage is found near the eastern boundary.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
5430	One milling feature with one slick in a large outcrop bordering a water storage tank. Some boulders were moved by construction.	Not eligible	Not eligible	Not eligible
5431	One milling feature with two slicks in a disturbed granite outcrop. Boulders have been moved for water tank construction.	Not eligible	Not eligible	Not eligible
5432	One milling feature with two slicks in an outcrop of three boulders 50 m from a dry wash. The site area appears to have been cleared.	Not eligible	Not eligible	Not eligible
5433	Four milling features with five slicks and three basins in a scatter of boulders bisected by a dry drainage. Construction dumping, railroad construction, and paved and dirt roads are all nearby.	Not eligible	Not eligible	Not eligible
5434	One milling feature with three slicks in a low-lying granite outcrop along a natural drainage at the foot of a high knoll. The site area appears to have been cleared, and a well-used dirt road is nearby.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
5435	One milling feature with one slick on a low boulder on the rise of a high knoll. A well-used dirt road runs through the area, and modern trash dumping has occurred.	Not eligible	Not eligible	Not eligible
5436	Two slicks on a flat-topped, ground -level boulder on the top of a high knoll. A dirt road and modern trash are close to the site.	Not eligible	Not eligible	Not eligible
5437	One slick on a very small ground-level boulder on a slope. Site is located near a dirt road.	Not eligible	Not eligible	Not eligible
5438	One milling feature with one slick in a low granite outcrop of three boulders resting in a drainage. Modern trash and dirt roads are located close to the site.	Not eligible	Not eligible	Not eligible
5439	Twenty-one milling features with 41 slicks in a large outcrop lining a drainage. Hay bales are scattered throughout the site.	Potentially eligible	Potentially eligible	Evaluation required
5440	One milling feature with three slicks in a dry drainage directly adjacent to a well used dirt road.	Not eligible	Not eligible	Not eligible
5441	Two milling features with five slicks in a small outcrop on a gentle slope. Little obvious disturbance, but a paved road is located 25 m east.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
5442	One milling feature with three slicks in an isolated cluster of granite boulders. The site feature is painted with "TKC 2019." Footpaths are found in the area.	Not eligible	Not eligible	Not eligible
5443	One split boulder with two slicks on a level plateau with deep drainage. Dirt roads, graded house pads, and "environmental" dump sites are all located in the site area.	Not eligible	Not eligible	Not eligible
5444 H	Large granite boulder with three crude incised concrete markers; associated with Camp Haan. Firing range located close to site.	Not eligible	Not eligible	Not eligible
5445	Two milling features with two slicks and one rub bordering the golf course; area is mowed for weed control.	Not eligible	Not eligible	Not eligible
5446	Two milling features with one basin and one rub in an area with a great amount of construction disturbance.	Not eligible	Not eligible	Not eligible
5447	One milling feature with one slick in an area disturbed by bulldozing, construction dumping , and quarrying.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
5448	Sixty-four milling features with 132 slicks, 15 basins, 3 mortars, and a mano fragment in a very large outcrop on a medium slope. Some areas of the outcrop have been quarried, and a dirt road bisects the site.	Potentially eligible	Potentially eligible	Evaluation required
5449	Three milling features with 17 slicks. Site appears undamaged although a barbed-wire fence runs through the site.	Not eligible	Not eligible	Not eligible
5450	Eight milling features with 18 slicks in a large bedrock outcrop at the base of a knoll. Two drainage transect the site and some concrete foundation fragments have been dumped in the site area.	Not eligible	Not eligible	Not eligible
5451	One milling feature with on slick in a small, low outcrop of boulders located in a flood plain area. Phone cable junction box buried cable 2-3 m northwest of site outcrop.	Not eligible	Not eligible	Not eligible
5453 H	Historic glass shard scatter with amethyst and clear glass; site deposit is 20 cm in depth as seen in a stream embankment. Modern trash is abundant in the area.	Not eligible	Not eligible	Not eligible

TABLE 5-3
ARCHAEOLOGICAL SITES RECORDED AT MARCH AFB*
(*MARCH JPA PLANNING AREA)

Site No.	Site Description	NRHP Eligibility Recommendation	Agency NRHP Eligibility Determination	SHPO Consultation/ Concurrence
5454 H	Camp Haan concrete foundation (60-70 total) adjacent to railroad tracks. Some slabs have been destroyed, and modern truck trailers and trailer storage containers are parked on some of the foundations.	Not eligible	Not eligible	Not eligible
5455 H	Two Camp Haan concrete foundations located on the northeast corner of Plummer Rd. and Cactus Ave. adjacent to firing range.	Not eligible	Not eligible	Not eligible
5456 H	Two Camp Haan concrete foundations located east of the firing range. \roads intersect near the site, and weed control takes place in the site vicinity.	Not eligible	Not eligible	Not eligible
5810	One milling feature with one slick, located in an "environmental" landfill. Feature is extremely decomposed and cracked.	Not eligible	Not eligible	Not eligible
5811	Two granite boulders with nine slicks among a huge outcrop in and on the sides of a wide drainage, located in an " environmental" landfill.	Not eligible	Not eligible	Not eligible
5812	Five milling features with 18 slicks, a mano fragment, and a flake in an outcrop of huge boulders, with a moderate amount of trash on site.	Not eligible	Not eligible	Not eligible

Only significant Paleontological remains are subject to consideration and protection by a federal agency. Among the criteria used for National Natural Landmark designation are illustrative character, present condition, diversity, rarity, and value for science and education.

A fossil is the hardened remains or traces of plant and animal life of some previous geologic period which has been preserved in rock formations in the earth's crust. Quaternary-age fossils have been found in alluvial deposits near the planning area. However, very few finds are of significant scientific quality. North of the planning area, in San Timoteo Canyon, vertebrate fossils have been found and have been used to date local rock formations. Other fossils, both marine and non marine, are found throughout the Peninsular Ranges Province in sedimentary rock units. These units are not present within the planning area. Therefore, there is no significant paleontological resources determined to be within the planning area.

OPEN SPACE & RECREATIONAL RESOURCES

The Open space and recreation issues deal with existing open spaces, vacant land, and parks and recreational facilities in the March JPA Planning Area. Vacant land refers to undeveloped land left as open space. Open space areas include areas unsuitable for development due to IRP remediation restrictions, habitat and riparian areas, and areas that are undeveloped to comply with existing land use controls such as parks, building setback areas, buffers, utility easements, and playing fields.

The March JPA Planning Area will be primarily developed with open areas retained through development patterns creating a campus-like setting. Other open space areas within the planning area include: the golf course, airfield area, expansion of Riverside National Cemetery, Arnold Heights school playground and adjacent park, the recreation area in the Northeast Planning Subarea, proposed regional park, unimproved streams and drainage courses, and riparian areas.

Recreational Areas:

Recreational areas existing within the March Planning Area are limited. Due to the former military status of the area, the Arnold Heights housing areas incorporated small common recreational areas, instead of individual unit play yards; while the main base area includes youth centers and recreational facilities for base personnel. Green Acres contains common areas, but is devoid of recreational facilities within the historic district itself. Other existing recreational areas include the golf course (18 holes) and small park next to Arnold Heights school in the West March Planning Subarea.

With base reuse, the existing recreational facilities have closed, except for the golf course, school and small park. The City of Moreno Valley has requested approximately 92 acres in the Northeast Planning Area, which consists of play fields, ball fields, recreation center, equestrian center and open areas. The request for said property by the City of Moreno Valley is for the establishment of a community park and recreation center.

Other recreational opportunities resulting from base reuse include the creation of a regional park sports complex in the West March Planning Subarea. The regional park to be located on the southside of Van Buren Boulevard, just west of Village West Drive, is partially the result of an IRP cleanup. The area is a closed landfill, therefore has land use restrictions. The proposed regional park will be over 200 acres, with league-type ball fields for a variety of sports. Additionally, passive recreation areas, trails, sport complex centers are proposed. The base reuse plan includes other recreational facilities, including the designation of 146 acres for a destination recreation complex, expansion of the golf course, and retention and enhancement of the March Field Museum.

Open Space:

Open space includes those areas that contain sensitive plant and animal habitat; archaeological, historic, and paleontological resources; unique geographic features; and mineral resources. March JPA will ensure that lands containing important natural resources are not impacted by development by implementing

protective measures, sensitive planning practices, and acquisition and dedication programs.

A great portion of property within the planning area is vacant, undeveloped or otherwise open land. While the base reuse plan delineates a land use pattern or development of the planning area, open space and open land areas will be retained. Other than "vacant land," there is open space land within the planning area that includes: airfield, easement and utility areas, railway corridor, and the adjacent Riverside National Cemetery. The West March Planning Subarea currently contains 1,000 acres of SKR management and 1,200 acres of SKR open space. See discussion under Biological Resources.

Even with the base reuse plan, development within the planning area will retain open space for riparian areas, easements, corridors, and clear zone for aviation operations. Expansion of the cemetery, and other public facilities will retain open space areas. Furthermore, development constraints and land use controls will conserve open space within areas of development.

Land Use Controls:

As development of the planning area occurs, open space and aesthetic amenities will be preserved through site design, site constraints, setbacks and landscape requirements. Furthermore, as denoted within the base reuse plan, construction within large tracts of land are envisioned to be master planned and foster a campus-like setting. It is the desire to create a balanced development atmosphere that not only preserves, but capitalizes and enhances the environment. This may include the use of trails between development, retaining riparian areas, preservation of rock outcroppings, and setbacks for scenic corridors. Additionally, land development is constrained by the aviation field. Areas such as the Clear Zone must remain as open space.

Exhibit 5-4
Recreation Facilities (Existing & Proposed)

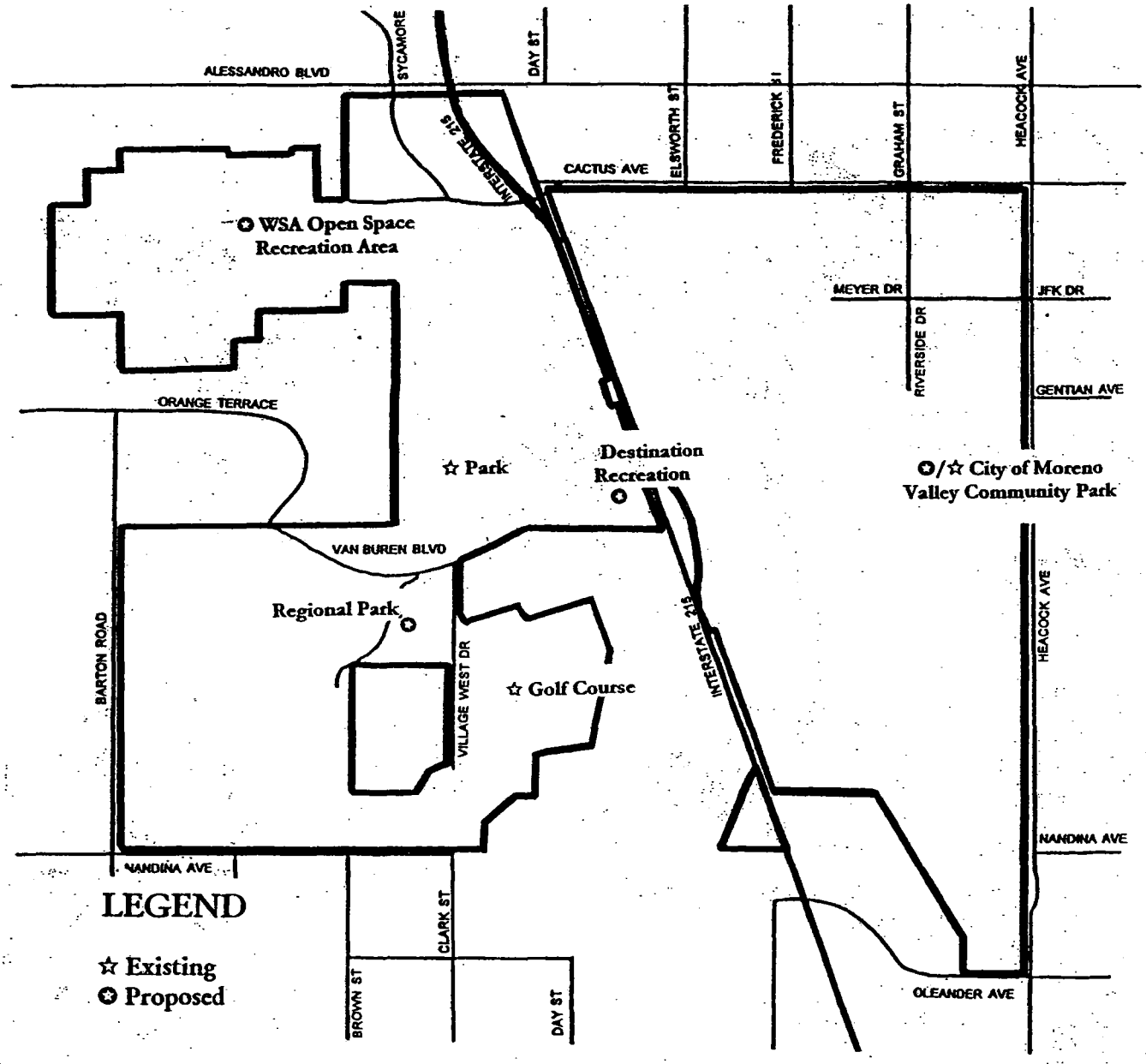
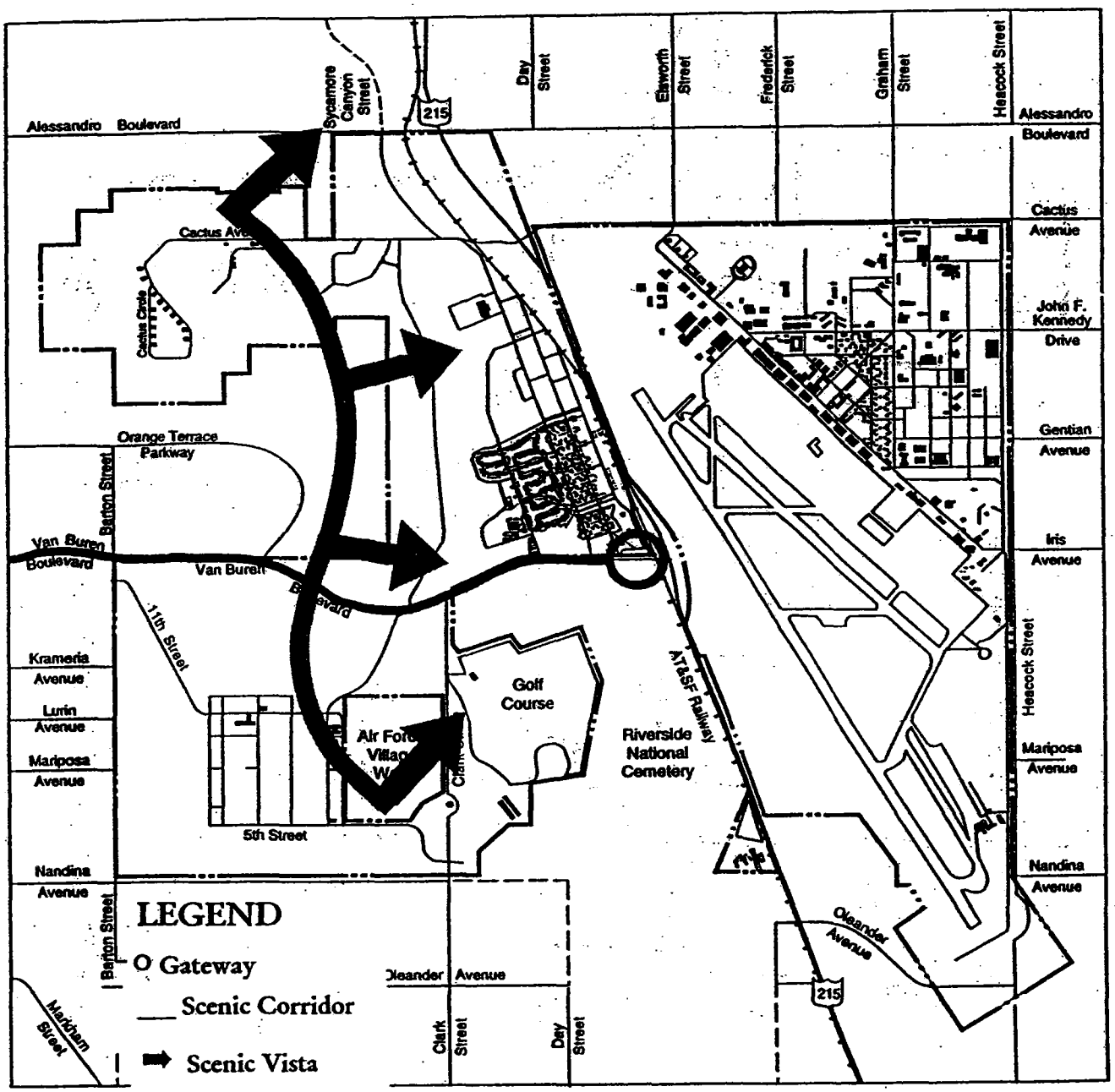


Exhibit 5-5
Scenic & View Shed Areas



Scenic Areas:

The planning area contains scenic areas from the architectural value of the historic district to the scenic vistas of the undeveloped rounded ridges of in the West March Planning Subarea. Additionally, significant rock outcroppings, riparian areas and other natural features can be preserved as open space within development. Preservation and conservation of scenic areas and corridors such as Van Buren Boulevard and Interstate 215 corridor can be protected by land use controls. Furthermore, the scenic quality of Van Buren Boulevard at Riverside National Cemetery is a natural gateway to the area of West March Planning Subarea, and sets forth a tone for new development.

BIOLOGICAL RESOURCES

The biological resources within the planning area include native and introduced plants and animals. It includes vegetation, wildlife, threatened and endangered species, and sensitive habitats.

Vegetation:

The open areas within the planning area consist of grasslands comprising non-native species, urban landscape and localized riparian communities. The exact species of composition of native grassland is uncertain. A few remnant species of coastal sage scrub occur on a small portion of the nonnative grasslands currently dominant throughout the undeveloped portion of the West March Planning Subarea.

Nonnative grasslands are characterized by exotic annual forbs, such as mustards and filarees, and by exotic grasses such as wild oats, red brome, cheat grass, Mediterranean grass, and barley. Only limited and disjunct stands of brittlebush, valley cholla, prickly pear, and California buckwheat are representative of a former costal sage scrub community in the West March Planning Subarea. Planted and naturalized landscape species are common throughout the developed portions of the planning area.

Planted and escaped landscape species are common throughout the planning area. Stands of Brazilian and Peruvian pepper, eucalyptus, European olive and oleander are found near development and buildings. A diverse assortment of non-native trees, shrubs and forbs have been planted on the golf course and within areas of development.

Wildlife:

Wildlife studies conducted within the planning area demonstrate a diverse composition of wildlife consisting of resident amphibians, reptiles, mammals, and permanent and seasonal birds. This is particularly true within the West March Planning Subarea.

Amphibian

The most common amphibian occurring within the planning area is the Pacific treefrog. The Pacific treefrog is found to occur in every plant community. The western toad, Pacific salamander and bullfrog may occur within the planning area, but it has not been identified in past surveys. The only sensitive amphibian specie known to exist is the Western spadfoot toad, which is currently a Federal Category 2 candidate species.

Reptile

The planning area contains many types of reptiles including; western fence lizard, granite spiny lizard, southern alligator lizard, gopher snake, and Pacific rattlesnake. The most common reptile is the side blotched lizard. Federal Category 2 candidate species include the Orange throated whiptail, costal western whiptail, San Diego horned lizard and northern red-diamond rattlesnake.

Birds

Many seasonal granivores (seed eaters) are attracted to the expansive open grasslands in the West March Planning Subarea. Additionally, the grasslands are habitat for federal Candidate Category 2 species including: ferruginous hawk,

mountain plover, tricolored blackbird, loggerhead shrike, and California horned lark. The burrowing owl, California Special Concern (CSC) species, is known to exist. March AFB has provided artificial burrows for owls within the northeast (main base) portion of the planning area. Migratory and permanent birds find the riparian areas to be suitable habitat. The federally listed Least Bell's vireo is known to occur within the willow riparian habitat in the West March Planning Subarea.

Mammals

Typical grassland mammals include California ground squirrel, Beechey ground squirrel, Botta's pocket gopher, and Audubon's cottontail. Other small rodents are present as evidenced through trapping surveys. The coyote is the most common mammalia predator. In addition to SKR, federal Candidate Category 2 mammals include San Diego black-tailed jackrabbit and Los Angeles pocket mouse.

Sensitive, Threatened and Endangered Species:

Sensitive, threatened and endangered species are known to exist or suspected to be present on or near the planning area. These species are delineated within Table 5-4. Comprehensive surveys for most taxomonic groups have been conducted within the planning area, with the noted occurrence of individual sensitive species or the probability of occurrence noted as such.

Plant

In a 1992 USFWS survey, none of the eight sensitive plant species with historic ranges on or in the proximity of the planning area was found (James 1992). Payson's jewelflower *(Caulanthus simulans)* a federal candidate (Category 2) is a fire ephemeral (post fire) plant with a moderate probability of occurrence following grassland fires. The planning area lacks suitable conditions for all other sensitive plant species.

Mammal

The Stephens' Kangaroo Rat (SKR) is known to exist within the planning area. Further discussion relative to SKR is located under Sensitive Habitat. Several surveys as well as management practices identify the SKR existence within the planning area. Surveys (USFWS, 1993) noted the presence or possibility of sensitive wildlife species in the planning area, including the Los Angeles pocket mouse (federal Category 2 subspecies).

Bird

The open areas of the planning area consist mainly of grasslands consisting of nonnative species of European origin, isolated coastal sage scrub remnants, and localized wetlands/riparian habitats along draws and drainage depressions. The coastal sage scrub is considered to be the Riversidian sub-type. Field surveys of the planning area conducted by the USFWS (March 1994; USFWS) have documented a total of 98 bird species as occurring on March AFB. Two are state and federally listed as "endangered" (Bald eagle; Least Bell's vireo), five are federal Category 2 candidates, and nine others are noted on various watchlists as "sensitive." An endangered species, least Bell's vireo, was identified in drainage with willow riparian habitat along Van Buren Boulevard in the West March Planning Subarea. Burrowing owls are also known to occur in the planning area. California gnatcatchers were not observed to occupy the remnant coastal sage scrub environs.

Previous surveys (USFWS, 1993) also noted the presence or possibility of other sensitive wildlife species in the planning area, including the Bell's sage sparrow (Fed Cat 2), and the Ferruginous hawk (Fed Cat 2); among others.

TABLE 5-4
Listed and Candidate Species Occurring on or Near March JPA Planning Area

COMMON NAME	SCIENTIFIC NAME	HABITAT	STATE STATUS	FEDERAL STATUS	PROBABILITY
MAMMALS					
Stephens' kangaroo rat	Dipodomys stephensi	Grassy or rocky slopes with low bushes	T	E	Occurs [4]
Greater western mastiff bat	Eumops perotis californicus	Roosts in natural crevices, trees and buildings	CSC	2	Low
Spotted bat	Euderma maculatum	Arid areas	CSC	2	Low
San Diego desert woodrat	Neotoma lepida intermedia	Dense scrub	CSC	2	Low
San Diego black-tailed jackrabbit	Lepus californicus bennittii	Scrub and grassland habitats	CSC	2	Occurs [2]
Los Angeles little pocket mouse	Perognathus longimembria brevinasus	Costal sage scrub and grassland	CSC	2	Occurs
Northwestern San Diego pocket mouse	Chaetodipus fallax fallax	Scrub areas	ND	2	Low
PLANTS					
San Diego button celery	Eryngium artistulatum var. parishii	Vernal pools	E	E	Low
California orcutt grass	Orcuttia californica	Vernal pools	E	E	Low
Munz's onion	Allium munzi	Clay soils	T	1	Low
Thread-leaf brodiaea	Brodiaea filifolia	Heavy clay soils in costal sage scrub	E	1	Low
Payson's jewelflower	Caulanthus simulans	Chaparral, granitic soils	ND	2	Moderate

TABLE 5-4
Listed and Candidate Species Occurring on or Near March JPA Planning Area

COMMON NAME	SCIENTIFIC NAME	HABITAT	STATE STATUS	FEDERAL STATUS	PROBABILITY
Many-stemmed dudleya	Dudleya multicaulis	Clay soils	ND	2	Low
Little mouse tail	Myosurus minimus spp. apus	Vernal pools and alkaline marshes	ND	2	Low
		BIRDS			
Bald eagle	Haliaeetus leucocephalus	Seacoast and inland waterways	E	E	Occurs[1]
Peregrine falcon	Falco peregrinus	Open foraging areas	E	E	Low
Brown Pelican	Pelecanus occidentalis	Large open bodies of water	E	E	Low
Southwestern willow flycatcher	Empidonax traillii extimus	Oak, riparian	E	PE	
Least Bell's vireo	Vireo bellii pusillus	Riparian habitats with willow stands	E	E	Occurs[2]
Costal California gnatcatcher	Polioptila californica californica	Coastal sage scrub with chamise chaparral	CSC	T	Low
Ferruginous hawk	Buteo regalis	Grassland	CSC	2	Occurs [1]
Burrowing owl	Speotyto cunicularia athene	Burrows; open fields and low herbaceous vegetation	CSC	ND	Occurs [5]
Mountain plover	Charadrius montanus	Wet areas of grassland	CSC	1	Occurs [1]
California horned lark	Eromophila alpestris actia	Grassland and agricultural fields	CSC	2	Occurs [1]
Loggerhead shrike	Lanius ludovicianus	Variety of open habitats	CSC	2	Occurs [3]

TABLE 5-4
Listed and Candidate Species Occurring on or Near March JPA Planning Area

COMMON NAME	SCIENTIFIC NAME	HABITAT	STATE STATUS	FEDERAL STATUS	PROBABILITY
Tricolored blackbird	Agelaius tricolor	Wetlands and grasslands	CSC	2	Occurs [1]
Ansy rufous-crowned sparrow	Aimophila ruficeps canescens	Grassy or rocky slopes with low bushes	CSC	2	Low
Bell's sage sparrow	Amphispiza belli belli	Chaparral and deserts	CSC	2	Low
AMPHIBIANS AND REPTILES					
San Diego horned lizard	Phrynosoma coronatum blainvillei	Variety, where harvester ants occur	CSC	2	Occurs [2]
San Diego banded gecko	Coleonyx varigatus abbotti	Canyon walls and rocky tracts	ND	2	Low
Orange-throated whiptail	Cnemidophorus hyperythrus	Sandy banks and brushy areas and washes	CSC	2	Occurs [2]
Costal western whiptail	Cnemidophorus tigris multiscutatus	Semi-arid habitat, annual grassland	ND	2	Occurs [2]
San Bernardino ringneck snake	Diadophis punctatus modestus	Moist areas	ND	2	Low
Coastal rosy boa	Lichanura trivirgata rosafusca	Rocky chaparral covered foothills	CSC	2	Moderate
Two-striped garter snake	Thamnophis hammondii	Near water	ND	2	Low
Coast patch-nosed snake	Salvadora hexalepis virgultea	Dense chaparral and coastal sage scrub	ND	2	Moderate

TABLE 5-4
Listed and Candidate Species Occurring on or Near March JPA Planning Area

COMMON NAME	SCIENTIFIC NAME	HABITAT	STATE STATUS	FEDERAL STATUS	PROBABILITY
INVERTEBRATES					
Riverside Fairy Shrimp	Streptocephalus woottoni	Vernal Pools and vernally wet areas	ND	E	Low
Quino checkerspot butterfly	Euphydryas editha quino	Rocky outcroppings with coastal sage scrub	ND	E	Low
Northern red diamond rattlesnake	Crotalis ruber ruber	Chaparral in rocky areas	CSC	2	Low

U.S. Fish and Wildlife Service: (E) Endangered (T) Threatened (PE) Potentially Endangered
California Department of Fish and Game: (CSC) Species of Special Concern (ND) Not Designated

1 Category 1- Taxa for which the Service has on file enough substantial information on biological vulnerability and threat(s) to support proposals to list them as endangered or threatened species.
2 Category 2- Taxa for which existing information indicates that listing may be warranted, but for which substantial biological information to support a proposed rule is lacking.

(1) James and Hanlon, 1994a
(2) Tetra Tech, 1993
(3) James and Vizgirdas, 1993; The Earth Technology Corporation 1994a; Tetra Tech, 1993
(4) Montgomery, 1992
(5) Zembal, 1992; James and Hanlon, 1994

Source: March AFB FEIS, February 1996

Exhibit 5-6
SKR Management & Open Space Lands

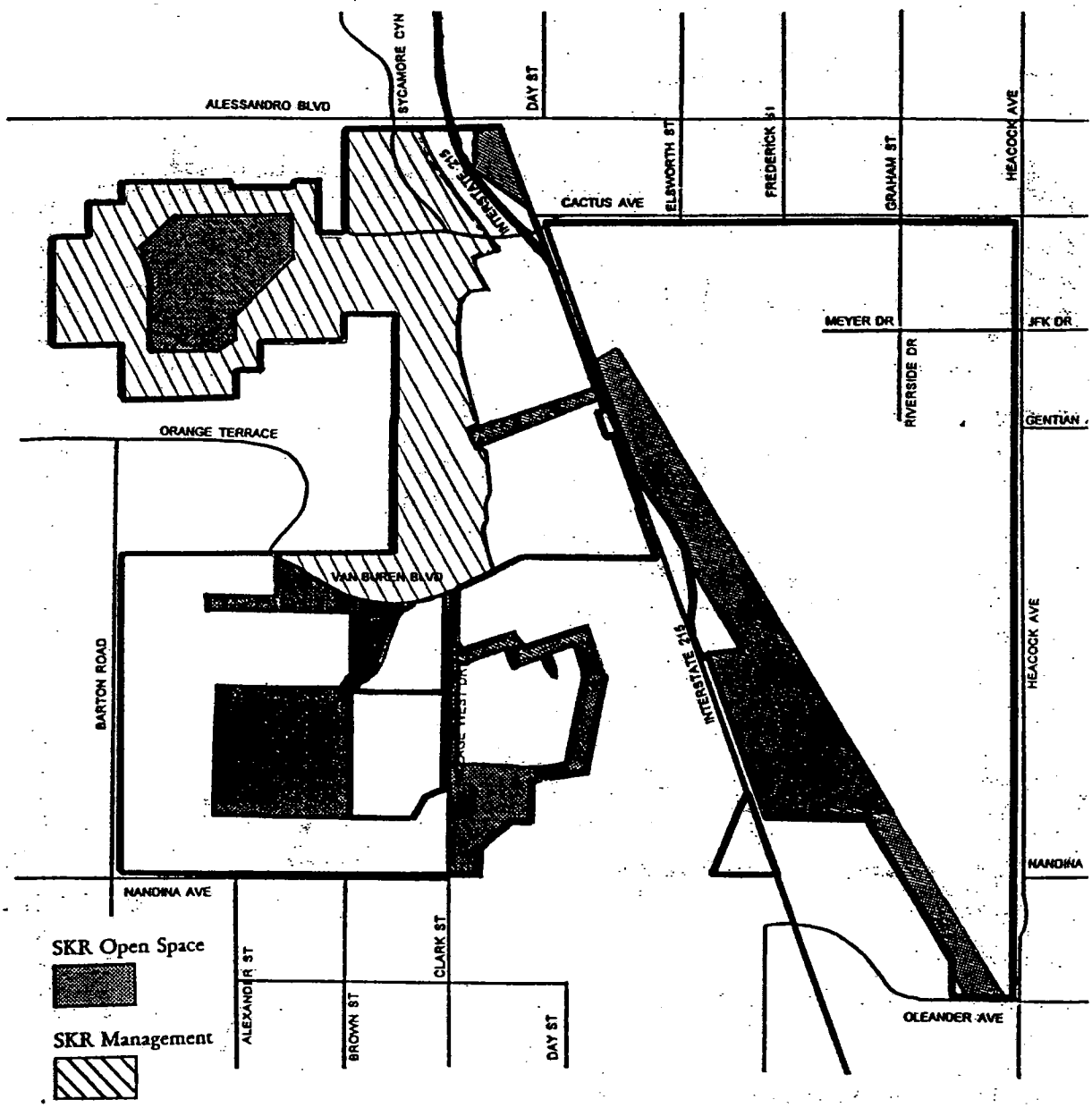
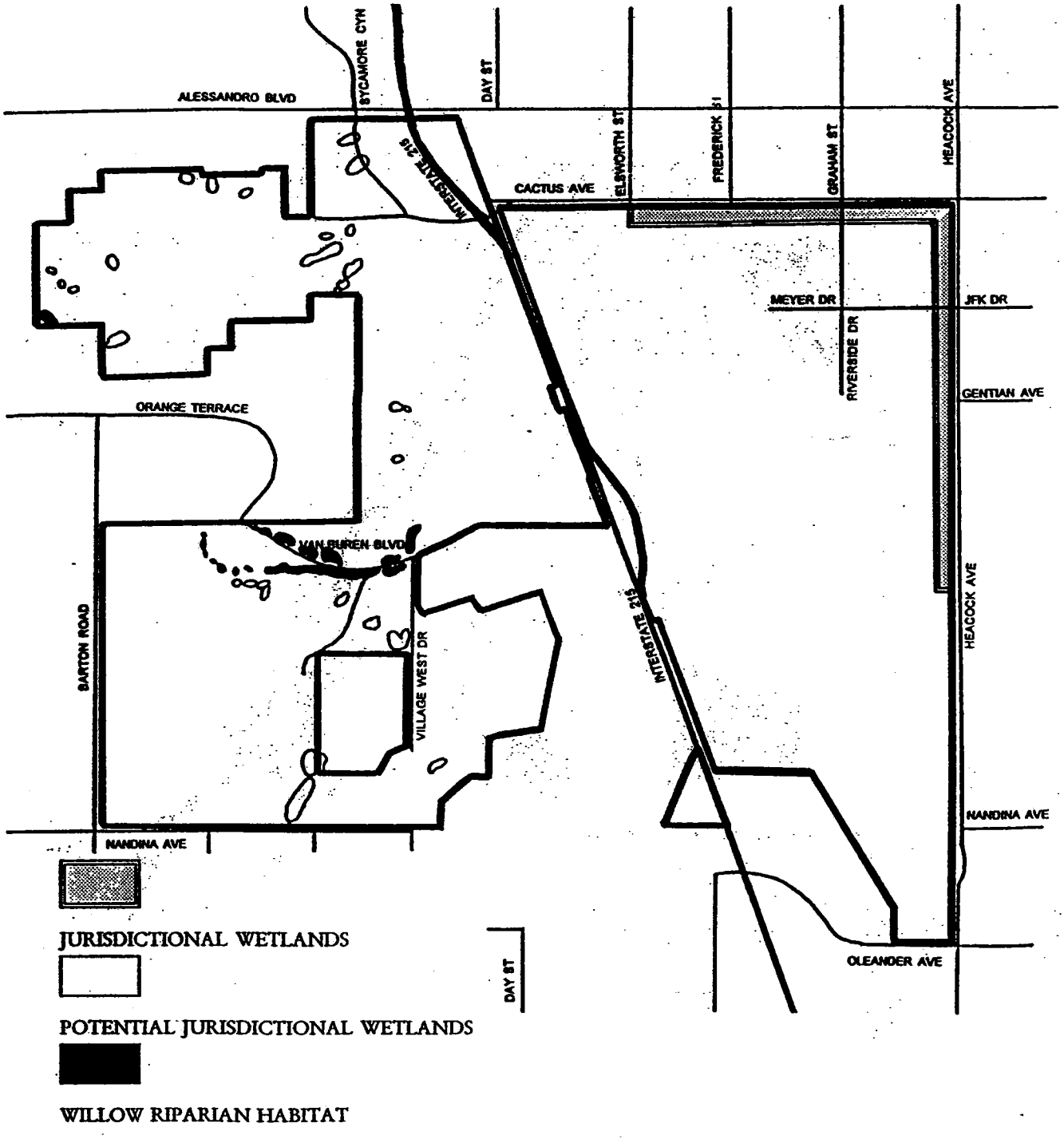


Exhibit 5-7
Wetland & Riparian Areas



— *Amphibians/Reptiles*

Field surveys (USFWS; January, 1994) also noted the presence of several reptile and amphibian species of concern; a total of 15 herpetological species are known to occur in the planning area. Of these, four are Category 2 candidates for listing as federal threatened or endangered species; (San Diego horned lizard; Orange-throated whiptail; Coastal western whiptail; Northern red diamond rattlesnake). Four individuals of the western spadefoot toad were also incidentally captured during the surveys near Plummer Road in the northwest portion of the planning area, and is considered "...extinct throughout much of lowland southern California" (Stebbins 1985).

Sensitive Habitats:

Sensitive habitats include wetlands, plant communities that are unusual or of limited distribution, and important areas for sensitive wildlife. Sensitive habitats consist of jurisdictional wetlands at the northeastern corner of the planning area and in the West March Planning Subarea. The West March Planning Subarea also includes management and open space habitat for the SKR, and habitat for Least Bell's Vireo (willow riparian) and fairy shrimp (vernal pools) species.

Stephens Kangaroo Rat

Under the USAF, March AFB, in consultation with the USFWS, established a preserve for management of SKR. The preserve contains 1,000 acres of grassland in the northern and central portion of the West March Planning Subarea. Take of individuals and loss of habitat in the preserve are strictly limited by the Biological Opinion (BO) under which the preserve was established. The BO also called for the setting aside of an additional 1,200 acres of open space for SKR, where take of individuals and loss of habitat is limited to a lesser degree. The establishment of open space for SKR was in response to proposed construction projects proposed for March AFB, but never proceeded forward.

Since the BO for March AFB, Riverside County Habitat Conservation Agency (RCHCA) prepared a Long-Term Habitat Conservation Plan (HCP) for the

SKR in Western Riverside County. The SKR HCP indicates the Sycamore Canyon-March AFB SKR habitat as a proposed "core reserve" area for long-term SKR management purposes. Subsequent to the decision to realign March AFB, a strategy is to trade SKR habitat on the former March AFB in exchange for purchasing SKR habitat elsewhere in Western Riverside County in order to take full advantage of the economic redevelopment potentials afforded by surplus lands at March AFB.

The SKR habitat at March is surrounded by urban and urbanizing uses that diminish the biological value of those lands as viable SKR habitat over the long term. Under these conditions, and the need to replace jobs lost by the realignment, it has been determined that more and better quality SKR habitat could be purchased elsewhere. Pursuant to the base realignment process, Section 7 consultation process has commenced between the Air Force Base Conversion Agency (AFBCA) and USFWS to establish and set forth criteria for trading lands within the planning area in order to support implementation of the base reuse plan and the general plan land use plan.

Wetlands

The planning area consist of approximately 86 acres of localized jurisdictional wetlands/riparian habitat that occur along draws and drainage depressions. Wetlands are those areas defined as inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life within saturated soil conditions. These wetlands are dominated by willow riparian woodland vegetation and are considered a "sensitive" habitat type.

Potential wetlands occur mostly in the West March Planning Subarea, but are also located along portions of the Cactus storm drain and Heacock ditch channels at the northeast corner of the planning area. Both channels are considered to be "Waters of the U.S." along their entire lengths of the planning area. A small area south of Cactus Avenue and west of the Weapons Storage Area (WSA) supports four ephemeral (temporary) pools of water totaling less than 0.1 acre. Unique plant species and pool morphology suggests that these areas are vernal pools.

The area of jurisdictional wetlands is confined to the unimproved channels along Heacock and Cactus Avenues. Restrictions of jurisdictional wetlands require a Section 404 permit from the Army Corps of Engineers for any modification and/or alteration to the wetlands. In the case of the Heacock and Cactus Channels, any crossing over the channels; from the public road right-of-ways to land adjacent to the channel, will require a Section 404 permit. Careful consideration of localized drainage and runoff must be made with adjacent development, as maintenance of the channels is restricted to limited activities.

Vernal Pools

Vernal pools are protected by federal regulations, as they are considered jurisdictional wetlands. These pools are potential habitat for the endangered Riverside fairy shrimp and the proposed endangered conservancy fairy shrimp and vernal pool fairy shrimp. However, a report issued August 1995, determined that no special-status fairy or tadpole shrimp were to be observed within the planning area. The common, wide spread Lindahl's fairy shrimp were found at 10 of the 18 locations sampled. Additionally, no suitable habitat for the Conservancy fairy shrimp was observed (Earth Tech/Arnold, Richard 1995).

Willow Riparian

The riparian communities are often considered wetlands under Section 404 of the Clean Water Act, as denoted above. The willow riparian communities support several sensitive species, offering breeding habitat for Least Bell's vireo and southwestern willow fly catcher in the West March Planning Subarea.

REGULATORY FRAMEWORK FOR BIOLOGICAL RESOURCES

State, federal, and local laws and regulations exist to protect wildlife and plant resources. Compliance with federal, state, and local regulations may be required at various stages in the environmental planning process. Compliance with federal regulations becomes necessary when a proposed project involves a federal action, including permits, grants, licenses, or other forms of federal authorizations or approval which may result in construction. The impacts associated with a proposed federal action must be analyzed pursuant to the National Environmental Policy Act (NEPA). All general plan amendments, specific plans, and tentative tract approvals require an assessment of impacts on biological resources pursuant to the California Environmental Quality Act (CEQA). In addition, local regulations often require an assessment of impacts when: (1) significant biological resources, such as rare, threatened or endangered species, riparian habitat, oak woodland, or other large trees are affected; (2) sensitive communities of special concern as reported by the California Department of Fish and Game's Natural Diversity Data Base are present; or (3) the project is located within or affects wildlife movement corridors.

The following section summarizes the major federal, state, and local laws that guide the planning process with respect to biological resources.

National Environmental Policy Act (NEPA):

Whenever a branch of the federal government is involved with a project, the provisions of NEPA apply. The goals of NEPA with respect to biotic resources include: the attainment of the widest range of beneficial uses of the environment without degradation; preservation of the diversity of natural aspects of the environment; and achievement of a balance between population size and resource capacity. Federal involvement can include actions that require federal funds (such as infrastructure highways or block grants), federal permits (e.g., permits pursuant to Section 404 of the Clean Water Act, or Section 10(a) of the ESA), or if federal lands, such as national forest lands, are involved.

If the project is not subject to categorical exclusion under NEPA, the lead agency may prepare an Environmental Assessment (EA) to determine if an Environmental Impact Statement (EIS) is necessary (the lead agency is that

federal agency with the most involvement in the project, or the first agency to be involved). An EA can be avoided if there is a decision to proceed with the preparation of an EIS. If a finding of no significant impact (FONSI) is made on the EA, the proposed action may proceed without further federal environmental analysis.

If the EA does not result in a FONSI, an EIS must be prepared. A notice of intent to prepare an EIS is published in the Federal Register to allow other agencies and the public to review the project. Federal, state, local agencies, and the public are invited to help determine the scope and issues which should be included in the EIS (scoping process). Based upon issues raised during the scoping process, a draft EIS is prepared that outlines the project, possible impacts, and alternatives to the project which may have less impact.

The draft EIS is reviewed by government agencies and the public, and comments concerning the impacts and alternatives are elicited. All comments are reviewed and addressed in the final EIS, which is submitted to the U.S. Environmental Protection Agency (EPA) and other federal agencies concerned with the project for review and comment. The lead agency renders a record of decision that includes the decision, alternatives, and practical means to avoid environmental harm. Upon approval of the final EIS, the project may proceed.

Section 404 of the Clean Water Act:

The purpose of Section 404 of the Clean Water Act is to maintain the integrity of United States waters through the control of discharge of fill materials. Areas that may meet the definition of "waters of the United States" and lie within March JPA include the Cactus and Heacock channels, and any other "blue line" areas as indicated on USGS topographic maps. Also included is habitat for migratory birds that cross state lines, habitat used by species covered by the ESA, and waters used for recreation by out-of-state visitors. Most of the waters of the United States that occur within the March JPA planning area either convey water or are moist, for at least part of the year.

Section 404 states that no dredge or fill material may be discharged into aquatic ecosystems unless no adverse effects will result, and that there should be no

discharge of dredge or fill material into wetlands if there is an alternative that would have less environmental impact. Adverse effects include those that jeopardize endangered or threatened species or critical habitat under the ESA of 1973. Section 404 guidelines also recognize that the loss of wetlands is the most significant environmental impact and that the loss is irreversible.

Authority for Section 404 is delegated to the U.S. Army Corps of Engineers (COE). Pursuant to Section 404(b)(1), persons who wish to add fill to a United States water must file an application with COE. Information required on the application is fairly general and does not require detailed plans; although the entire project and all planned phases must be addressed in the application. The primary objective of the application is to disclose how much fill will be placed, where fill will be placed, and how and why it will be placed in United States waters. Wetland-dependent wildlife species must also be reviewed in consultation with the USFWS (under Section 7 of the federal ESA). Other federal or state agencies may ultimately be involved with the process (e.g., waters that fall under the California Department of Fish and Game [CDFG] jurisdiction pursuant to Section 1603 of the Flash and Game code).

The COE prints public notification, which is followed by a public comment period. All public comments are sent to the applicant. The applicant must also respond to requests from the COE for additional information. After receipt of a complete application, the COE prepares an EA, pursuant to the provisions of NEPA.

Federal Endangered Species Act of 1973:

The Endangered Species Act (ESA) states that federal agencies must insure that their actions will not jeopardize the existence of threatened or endangered species, or result in the destruction or adverse modification of critical habitat of such species. In addition to the habitats of the listed species, several more plant and animal species in March JPA Planning Area which are candidates for listing also receive recognition in federal actions. The federal list is updated yearly and species that occur in the March JPA Planning Area may be listed in the future. Therefore, the March JPA should attempt to update its regional list of endangered and threatened species yearly to remain current.

The USFWS is delegated the responsibility to ensure that the provisions of the ESA will be carried out. Section 7 of the ESA requires consultation with USFWS when a federal action may adversely affect a listed species to insure that the proposed action will not jeopardize the continued existence of such species (as explained under NEPA above, "federal actions" include private projects that involve federal funding, agency involvement, or federal lands). A biological assessment is submitted to the USFWS for review. The USFWS will render a "biological opinion" (BO) as to the effects of a proposed action on listed species or their habitats. The BO also considers "reasonable and prudent" alternatives to the project that would avoid jeopardizing listed species. Those proposing the action may request a "draft BO" in order to work with the USFWS in developing acceptable alternatives.

Section 9 of the ESA prohibits the "take" of a federally listed endangered species. The term take is defined as direct loss of endangered species (death) or loss through habitat destruction. A project that may include the taking of listed species must be filed with the USFWS prior to beginning the project. The applicant must provide documentation of impacts associated with the taking of listed species, steps to minimize and mitigate impacts, alternative actions to avoid take, and reasons why alternatives are not being used.

After public review of the project and its effects on endangered or threatened species, a permit may be granted pursuant to Section 10(a) if take is incidental. Incidental take is defined as removing or destroying a species or its habitat when such taking is incidental to, and not the purpose of, otherwise lawful activities. The applicant must show that the project minimizes and compensates, to the maximum extent practicable, all impacts on the listed species. The applicant must ensure funding for proposed conservation plans, and must ensure that the incidental take of the listed species does not reduce the likelihood of the survival and recovery of the species in the wild.

California Environmental Quality Act (CEQA):

CEQA applies to any government action within the state of California. This can include activities directly undertaken by a government agency, projects financed in whole or in part by a government agency, or private actions which require

approval from a government agency under other regulations (such as a Section 404 permit pursuant to the Clean Water Act). If it is found that the project is not subject to the provisions of CEQA, a notice of exemption is prepared and the action can proceed unaltered. If the agency involved finds that no significant impacts will occur, the agency prepares a negative declaration and the project can proceed as proposed. If a proposed action may cause significant damage on biological resources, CEQA requires the preparation of an Environmental Impact Report (EIR).

CEQA also requires review of general biotic resources, endangered species, and sensitive species that may be affected by an action. Section 15380 of CEQA defines a plant or animal species as endangered when its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, or predation. Species are presumed to be rare, threatened, or endangered as listed by the State of California in Sections 670.2 or 670.5, Title 14, of the California Administrative Code, or federally rare, threatened, or endangered pursuant to the Federal ESA, Title 50, Code of Federal Regulations, Sections 17.11 or 17.12. Section 15386 of CEQA names the California Department of Fish and Game (CDFG) as a "trustee agency" having jurisdiction over endangered or threatened plants and animals. Under CEQA, state agencies must consult with CDFG if projects are likely to jeopardize the continued existence of listed plants or animals, and CDFG must provide reasonable and prudent alternatives to avoid the problem (Fish and Game Code Sections 2090 and 2091). A complete list of all state and federal listed endangered species known to occur or have suitable habitat in March JPA is included in Table 5-4.

An EIR must analyze the effects of a proposed activity on biological resources. Alternatives to the proposed action must be explored, as well as mitigation measures to minimize or compensate for impacts to biological resources.

California Department of Fish and Game Code Section 1603:

Section 1603 of the Fish and Game code states that it is unlawful for any person to divert or obstruct the flow, or to alter the bed, channel, or bank of any river, stream, or lake without notifying the CDFG of such action. Areas in the March

JPA Planning Area subject to the CDFG 1603 agreements are likely to include the Cactus and Heacock channels, and any "blue line" areas as indicated on USGS topographic maps.

After notification of such activity, the CDFG will inform the applicant of any fish or wildlife resource that may be adversely affected by the alterations. This notification will also include measures that the CDFG feels are necessary to protect the fish and wildlife. The persons proposing the action may request an on-site investigation by the CDFG, or the CDFG may find an on-site investigation necessary before proposing measures to protect fish and wildlife.

It is unlawful to begin projects affected by this section of the Fish and Game code until CDFG has found that fish and wildlife will not be adversely affected, or until CDFG proposals, or those of arbitrators, have been incorporated into the project. If CDFG fails to respond to notification of project plans within 30 days, the project may proceed. Projects that involve routine maintenance or operation of water supply, drainage, flood control, or waste treatment facilities do not require CDFG notification once the initial notification procedures have been completed, unless the activities covered by the original notification change substantially. Also, the provisions of Section 1603 are not applicable to emergency work necessary to protect life or property, but CDFG must be notified of emergency actions within 14 days of the action.

Projects falling under 1603 jurisdiction may also require Section 404(b)(1) permits, as discussed above, and may result in consultation with the USFWS pursuant to Section 7 of the ESA of 1973, or coordination pursuant to Section 9 and Section 10 of the ESA.

California Fish and Game Code and Endangered Species Act:

The California Endangered Species Act (CESA) generally applies to the same listed species as the federal ESA, although some differences in the lists do occur. The state law prohibits taking of state-listed and candidate species. Unlike the federal law, the Fish and Game Code does not provide for incidental taking of listed species or the preparation of habitat conservation plans. However, the

Code does authorize the CDFG to approve management agreements that serve a similar purpose:

> Section 2018 (part of the CESA) allows the Department to "authorize individuals, public agencies, universities, zoological gardens and scientific and educational institutions to import, export, take or possess (listed or candidate) species for scientific, educational or management purposes;" and
>
> Section 2835 allows the Department to authorize take of a listed or candidate species in areas covered by an approved Natural Communities Conservation Plan (NCCP).

With respect to prohibition of take, the CESA differs from the ESA in three ways:

> The state defines "take" as "to hunt, pursue, catch or kill" or attempt the same. Unlike the federal definition, the terms "harm" or "harass" are not used in the state code. However, activities that would trigger a "jeopardy" determination under the state consultation process are essentially the same as those that would constitute "harm" or "harassment" under the federal law.
>
> Unlike the federal law, the state prohibition on taking applies to species proposed for listing, as well as to species listed as threatened or endangered. When the Fish and Game Code Commission designates a species as a "candidate for listing," that species receives the full protection of the CESA for a one-year period during which the final determination on listing is made.
>
> Section 2082 and 2835 authorize the CDFG to approve management agreements and permits that serve a similar purpose as a Section 10(a) permit under the ESA. The NCCP under Section 2835 is similar to the Multi-Species Habitat Conservation Plan (HCP) under federal law.

NCCPs differ from Section 2081 agreements primarily in that they are intended to conserve, protect, recover, and enhance species and ecosystems before they are

in jeopardy of extinction. This planning process is intended to preserve local and regional biological diversity, reconcile urban development and wildlife needs, and meet the objectives of both the ESA and CESA. To this end, the USFWS has placed the California gnatcatcher under the statutory regulation of the state NCCP program through species rules that are allowed by the ESA.

Section 1913 of the Fish and Game Code treats listed plant species differently from listed animal species. Prior to the taking of listed or candidate plant species, the CDFG must be notified 10 days in advance of taking to permit the Department to collect seeds or transplant these plants at the Department's discretion.

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PROFILE REPORT
for the
GENERAL PLAN
of the
MARCH JOINT POWERS AUTHORITY

Safety / Risk Management

SAFETY / RISK MANAGEMENT

INTRODUCTION

This Profile Report for the Safety/Risk Management Element provides an assessment of natural and man-made hazards in the planning area, including, but not limited to, earthquakes, landslides, fire, flood, dam inundation, aviation and hazardous materials accidents. It also provides a framework by which safety considerations are introduced into the planning process.

SETTING

The March Joint Powers Authority (JPA) Planning Area is located in Western Riverside County Area, bounded by the Cities of Moreno Valley, Perris, Riverside and the County of Riverside. The planning area is located within the northern portion of the Perris Plains, within the Santa Ana basin which covers an area of 2,000 square miles and is part of the Peninsula Ranges Province. Other major features in the area are the Pacific Costal Plain to the west, the Transverse Ranges including the San Bernardino and San Gabriel Mountains and the Mojave Desert to the north, and the San Jacinto Mountains and Mojave Desert to the east.

Many of the safety issues addressed in this document are directly related to southern California's geologic and seismic characteristics, while other issues are particular to the distinctive geologic and topographic setting of this part of Riverside County. Southern California is one of the most seismically-active regions of the world, experiencing, on average, an earthquake of Magnitude 4 or greater every four years. Earthquakes could result in strong ground motions, surface rupture, and liquefaction in the planning area.

The March JPA Planning Area overlies part of the eroded Cretaceous and older crystalline basement rock (Perris Erosional Surface) and the alluvial filled valley (Perris Plain). The West March Planning Subarea is predominantly on the Perris Erosional Surface, with the Northeast Planning Subarea on the Paloma Surface/Perris Plain. The Perris Plain alluvial deposits are composed of alternating layers of varying amounts of clay, silt, sand and gravel. The thickness varies from a few feet to greater than 800 feet.

Climate and topography play an important role in defining the threat to March JPA from fires and floods. The undeveloped areas of the planning area sustain several plant varieties that are fuel for wild fires. Structural fires can occur during an earthquake as a result of damage to natural gas pipes and connections, and toppled appliances. The flat alluvial plains with their gentle slopes are subject to flooding along natural and man-made drainage courses.

SEISMIC HAZARDS

The March JPA Planning Area is located between two major fault zones: the Elsinore-Whittier, 13 miles to the southwest, and the San Jacinto, 7 miles to the northeast. The area between the two faults is known as the Perris Block or Perris Plain. These northwest-trending faults are considered active faults by the California Division of Mines and Geology.

There are no active faults in the planning area, and the Casa Loma Fault, approximately six miles to the east-northeast is the closest sply of the San Jacinto Fault zone to the planning area. The fault has a maximum credible earthquake magnitude of 7.5. Earthquakes along other major faults in the area, such as the Elsinore-Whittier Fault zone, could also cause major damage to buildings and services. The Planning Area is located within Seismic Hazard Zone III (ICBO 1994) of the Uniform Building Code (UBC, 1994).

Earthquakes are normally classified as to severity according to their magnitude (as measured from seismographs), or their seismic intensity. The destructiveness of an earthquake at a particular location is commonly reported using a seismic intensity scale. Because the amount of destruction generally decreases with increasing distance away from the epicenter, earthquakes are assigned several intensities, but only one magnitude. Seismic intensities are subjective classifications based on observations of damage caused by past earthquakes. The Modified Mercalli Intensity (MMI) scale has 12 levels of damage, the higher the number, the greater the damage (Table 6-1). The intensity of seismic ground shaking at any given location is a function of several factors, but primarily the magnitude of the earthquake, the distance from the epicenter to the planning area, and the local geologic and topographic conditions. The amount of

damage is also controlled to a certain extent by the size, shape, age, and engineering characteristics of the affected structures.

TABLE 6-1
MODIFIED MERCALLI INTENSITY SCALE*

I.	Tremor not felt.
II.	Tremor felt by persons at rest or in upper floors of a building. (2)
III.	Tremor felt indoors. Vibrations feel like a light truck passing by; may not be recognized as an earthquake. Hanging objects swing. (3)
IV.	Hanging objects swing. Vibrations feel like a heavy truck passing by, and the jolt feels like a heavy ball striking the walls. Standing cars rock. Windows, dishes and doors rattle. Glasses clink and crockery clashes. Wooden walls and frames crack in the upper range of scale 4.
V.	Earthquake felt outdoors, and its direction can be estimated. Sleepers are awakened. Liquids are disturbed, some spilled. Small unstable objects are displaced or upset. Doors swing, closing and opening. Shutters and pictures move. Pendulum clocks stop, start or change rate. (4)
VI.	Earthquake felt by everybody. Many are frightened and run outdoors. Persons walk unsteadily. Window, dishes and glassware are broken. Knick-knacks and books fall off shelves; pictures fall off walls. Furniture moves or is overturned. Weak plaster and masonry D are cracked. Small bells in churches and schools ring. Trees and bushes are shaken.
VII.	Difficult to stand. Earthquake noticed by drivers of motor cars. Hanging objects quiver. Furniture is broken. Damage to masonry D, including fallen plaster, loose bricks and stones, cracks in tiles and cornices. Weak chimneys break at roof line. Some cracks in masonry C. Waves form in ponds, disturbing mud at the bottom. Slides and caving in sand and gravel banks. Large bells ring. Concrete irrigation ditches are damaged. (5)
VIII	Steering of motor cars is affected. Partial collapse of masonry C structures. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting and falling of chimneys, factory stacks, monuments, towers and elevated tanks. Frame structures, if not bolted to foundations, shift. Loose panel walls are thrown out; decayed pilings brake off. Branches brake off trees. Changes in flow or in temperature of springs or wells. Cracks in wet ground and on steep slopes. (6)

TABLE 6-1
MODIFIED MERCALLI INTENSITY SCALE*

IX.	General panic. Masonry D structures destroyed; masonry C heavily damaged, sometimes completely collapsed. General damage to foundations. Frame structures, if not bolted, shift off their foundations. Serious damage to reservoirs. Underground pipes are broken. Conspicuous cracks in the ground. In alluvial areas, sand and mud are ejected, forming sand craters.
X.	Most masonry and frame structures are destroyed. Most foundations destroyed. Some well-built wooden structures and bridges are destroyed. Serious damage to dams, dikes, and embankments. Underground pipelines are seriously damaged. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and in flatlands. Rails bent slightly. (7)
XI.	Rails bent greatly. Underground pipelines completely out of service. Many and widespread disturbances of the ground, including broad fissures, earth slumps and land slips in soft, wet ground. Sand- and mud-charged water ejected from fissures in the ground. Sea-waves (tidal waves or tsunami) of significant magnitude. Severe damage to wood-frame structures, especially if near to the shock center. Severe damage to dams, dikes and embankments. Few, if any, masonry structures remain standing. Large, well-constructed bridges destroyed due to damage to their supporting piers or pillars. Wooden bridges are affected less. (8+)
XII.	Damage is nearly total. Lines of sight and level are distorted. Objects are thrown into the air. Great and varied disturbances of the ground, including numerous shearing cracks, landslides, large rock-falls, and numerous and widespread slumping of river banks. Fault slips in firm rock with notable horizontal and vertical offset. Water channels, both at the surface and underground are disturbed and modified. Lakes are dammed, rivers are deflected, waterfalls occur. The rolling effect of the seismic waves is actually seen at the ground surface.

Masonry A:	Good workmanship, mortar and design. Reinforced, especially laterally, and bound together with steel, concrete, etc. Designed to resist lateral forces.
Masonry B:	Good workmanship and mortar. Reinforced, but not designed to resist lateral forces.
Masonry C:	Ordinary workmanship and mortar. Not reinforced or designed to resist horizontal forces.
Masonry D:	Weak materials, such as adobe; poor mortar. Low standards of workmanship weak horizontally.

These masonry types are not to be confused with the conventional Class A, B, and C construction types.

* Modified and rewritten after Richter (1958) and Toppozada and others (1988) using Rossi=Forel's Intensity Scale. Bold numbers in parenthesis () indicate approximate equivalent in Richter Magnitude Scale. This comparison assumes the intensity is determined on a bedrock site near the earthquake epicenter.

The State of California, under the guidelines of the Alquist-Priolo Special Studies Act (Hart, 1990), classifies faults according to the following criteria:

Active: faults showing proven displacement of the ground surface within the last 11,000 years (Holocene); and

Potentially Active: faults showing evidence of movement within the last two million years (modified to 750,000 years by U.S. Geological Survey).

A fault that has not moved in the last 11,000 years, as determined from direct geologic evidence, is presumed to be inactive. However, the evidence necessary to prove that a fault has not moved within the Holocene is sometimes difficult to obtain (Hart, 1990.) The State definition of an active fault is designed to gauge the surface rupture potential of a fault, and is used to prevent development from being sited directly on the trace of an active fault. In general, potentially active faults are, relative to active faults, less likely to be the origin of a damaging earthquake. In reality, however, there is a gradation of seismic risk posed by potentially active and active faults.

GEOLOGIC HAZARDS

Geologic hazards and geotechnical constraints in the March JPA Planning Area are controlled by the engineering characteristics of the sediments and rocks that underlie this area.

Seismically Induced Hazards:

The potential for liquefaction and seismically induced dynamic settlements of soils is low within the March JPA Planning Area. The relatively dense and cohesive nature of the underlying alluvium and the presence of a shallow (less than 50 feet below ground surface) regional water table, results in a low susceptibility of seismically induced hazards.

FLOOD AND INUNDATION HAZARDS

A 100-year flood event is that flood with a probability of occurring once every 100 years, or that has a 1/100 chance of occurring in any one year. Smaller-scale flooding, generally associated with overburdened storm drain systems can damage property and hinder emergency activities, such as fire department access to fire hydrants or evacuation. Consequently, the potential for more frequently-occurring, small scale flooding is also assessed herein. Potential flooding hazards due to the failure of dams and other water retention structures are also discussed.

Storm Flooding:

In general, surface water runoff within the planning area is directed southeast through a series of storm drains and surface drainage ditches. Storm sewers and other drainage facilities and improvements on the base are minimal. The primary drainage facilities are the Cactus storm drain channel which runs in an east-west direction parallel to Cactus Avenue along the northern boundary of the Northeast Planning Subarea, and the Heacock storm drain channel which runs north-south adjacent to Heacock Street along the eastern perimeter of the Northeast Planning Subarea; both are unlined and have been designated as "wetlands" (i.e., "waters of the United States"). These unlined drainage channels flow into the Perris Valley Storm Drain. The Cactus Channel has very little capacity and the Heacock Channel is in need of upgrade to accommodate the increased flows attributable to development in the adjacent community of Moreno Valley. All drainage and channels in the planning area connect into either the Heacock or Perris Valley storm drains.

March JPA Planning Area is within the San Jacinto watershed, which encompasses about 760 square miles. The Northeast Planning Subarea is surrounded by areas within the 100-year flood plain as designated by the Federal Emergency Management Agency (FEMA). In the Northeast Planning Subarea, areas subject to 100-year floods are located along the northern and eastern boundary. The unlined natural drainage and channels of the planning area may become flood plains during inundation by 100-year flood events.

Most potential flooding problems in the planning area are related to the inadequacy of the existing drainage devices. With development of the planning area, a hydrological study and infrastructure master plan will be prepared to address the size and placement of drainage and storm drain facilities, along with the ability to accept flows for 100-year flows down stream.

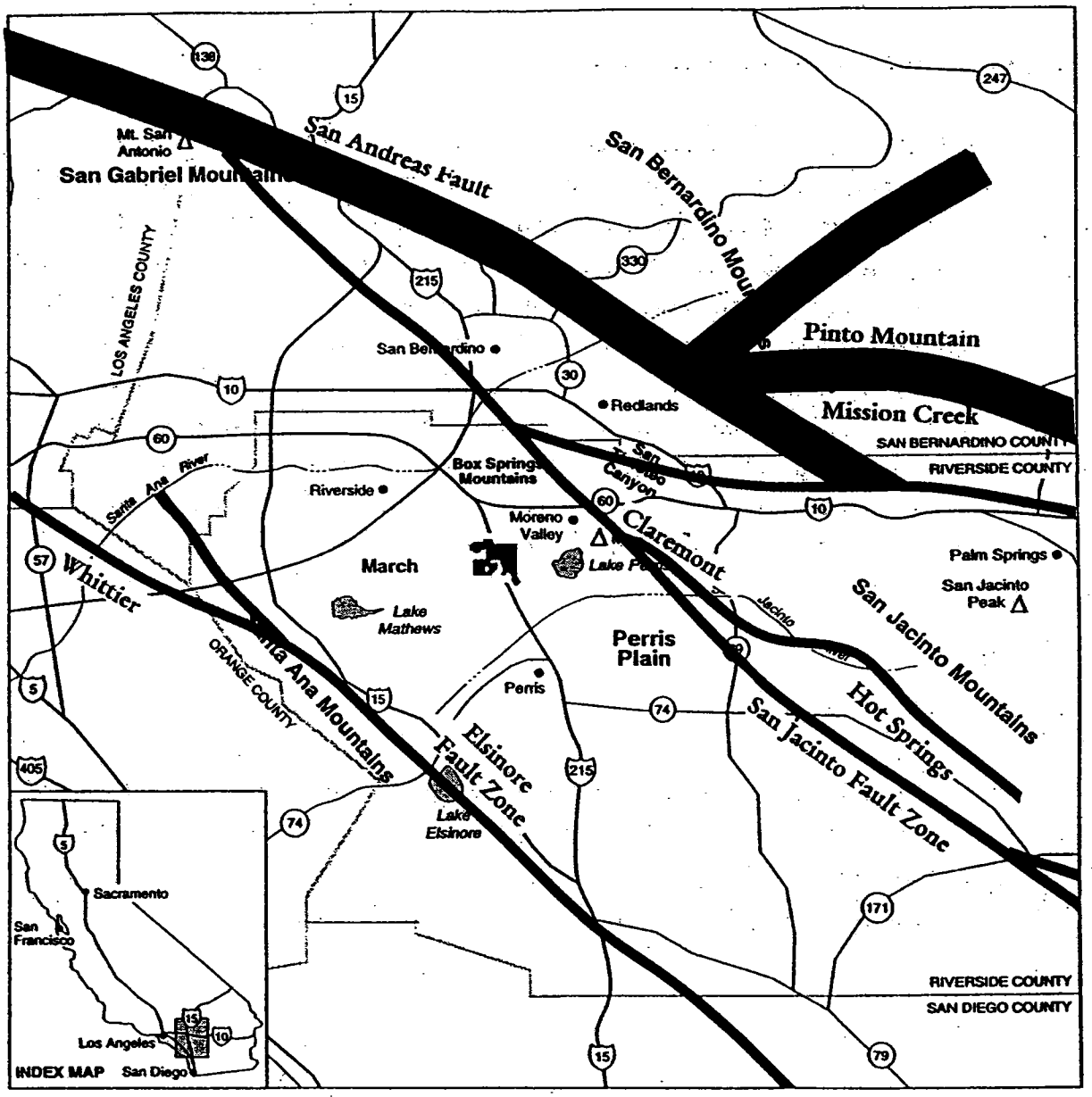
Seismically-Induced Inundation:

Seismically-induced inundation refers to flooding as a result of water retention structures failing during an earthquake. Lake Perris Dam is located southeasterly of the planning area, as well as downstream, therefore the planning area is not subject to inundation by dam failure at Lake Perris. Earthquake-induced waves can cause significant structural damage to aboveground water tanks if not adequately braced and baffled. Sloshing water can lift a water tank off its foundation and buckle the bottom of the tank. Pipes connected to the tank can be sheared off. There are several aboveground water tanks in the March JPA Planning Area. If these water tanks are damaged during an earthquake, efforts to suppress earthquake-induced fires in the planning area could be hindered. Damaged tanks and water mains can also limit the amount of water available to the March community.

FIRE HAZARDS

Open space and vacant areas in the planning area are covered with dry grasslands. Introduced vegetation include landscaping plants and nonnative species. The grasslands are highly combustible due to the volatile oils contained in plant tissues. Generally, brush fires are more likely to occur in the dry, summer months.

Exhibit 6-1
Geological Characteristics



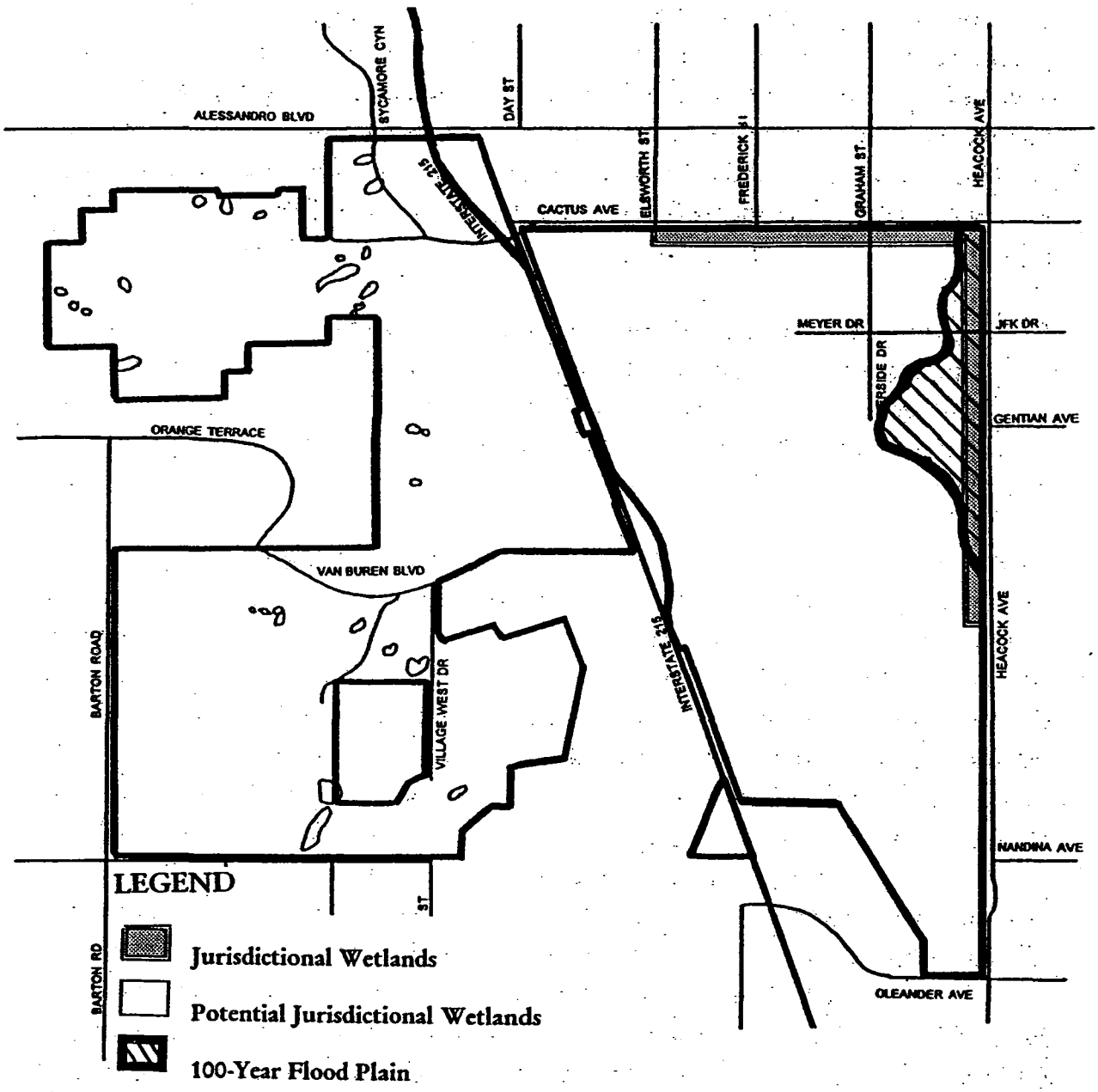
HAZARDOUS MATERIALS

The State of California defines a hazardous material as a substance that is toxic, ignitable or flammable, or reactive and/or corrosive. An extremely hazardous material is defined as a substance that shows high acute or chronic toxicity, carcinogenicity, bio-accumulative properties, persistence in the environment, or is water reactive (California Code of Regulations, Title 22). This section will concentrate on the hazards associated with the use, storage or manufacturing of hazardous materials in or near the March JPA Planning Area. Additional information with greater detail is contained within the Environmental Baseline Survey (EBS) conducted for March Air Force Base (AFB), May 1994.

The primary concern associated with the release of a hazardous material is the short and long term effects that exposure to a hazardous substance may have on the public. This is particularly true when a toxic gas is involved, since a gaseous toxic plume is more difficult to contain than a solid or liquid spill and a gas can impact a larger segment of the population in a shorter time span.

All facilities that handle more than a specified amount of hazardous materials are required by both the Federal and State governments to submit a business plan to their local administering agency (the reportable quantities are 50 or more gallons of a liquid, 500 pounds or more of a solid, or 200 cubic feet or more of a gas at standard temperature and pressure; quantities for acutely hazardous materials vary according to the substance). Within March JPA Planning Area, the administering agency is the County of Riverside Department of Environmental Health, Hazardous Materials Division. Every handler is required to submit a business plan and an inventory of hazardous substances and acutely hazardous materials to the County of Riverside Department of Environmental Health, Hazardous Materials Division on a yearly basis. If the hazardous materials inventory of a business should change, a revised business plan must be submitted. Inspectors from the County of Riverside Department of Environmental Health, Hazardous Materials Division conduct yearly inspections of businesses that have submitted a business plan and conduct follow up inspections as needed.

Exhibit 6-2
Flood Areas/Wetland Channels



Most chemicals used have their own unique physical and chemical characteristics; what might be an acceptable mitigation procedure for one chemical may be totally inadequate for another. Therefore, business plans should contain, for each hazardous and extremely hazardous material handled, a description of the physical and chemical properties of the material and the symptoms that result from contact with the material. The plan should also have a site map that shows where each hazardous material is stored and handled, where emergency response equipment is located, and evacuation plans and procedures.

The County of Riverside Department of Environmental Health, Hazardous Materials Division maintains a data base that contains the business plans submitted by occupants within the March JPA Planning Area. Business plans are designed to be utilized by the Fire Department in the event of a hazardous materials incident to allow for quick and accurate evaluation of each situation for appropriate response. The County of Riverside Department of Environmental Health, Hazardous Materials Division is responsible for distribution of hazardous materials information to the appropriate fire departments and emergency response teams in the March JPA area. Employees of facilities that use, store or manufacture hazardous materials should be aware of where a copy of the business plan is kept, and how the plan is put into operation should a hazardous material incident occur.

Although significant concentrations of hazardous materials, at levels for which a business plan is required, are generally associated with manufacturing and industrial areas, hazardous materials are also used and stored in commercial and business park areas.

Hazardous Materials Incidence Response:

The County of Riverside Department of Environmental Health, Hazardous Materials Division, and County of Riverside Fire Department is responsible for responding to hazardous material release incidents in March JPA. The nearest County Emergency Response Team is housed in Beaumont, approximately 22 miles northeast of the March JPA Planning Area boundary. The County of Riverside Department of Environmental Health, Hazardous Materials Division and Riverside County Fire Department follow the procedures set forth in the

County Multi-Hazard Functional Plan. Agencies of the March JPA Planning Area manage emergency operations in accordance with their Emergency Action Checklist, Response to a Hazardous Material Incident. This document assigns specific tasks to different planning area agencies in the event of an emergency.

Releases of hazardous materials may occur during a natural disaster, such as during an earthquake. Improperly-stored containers of hazardous substances may overturn or break, pipelines may rupture, and storage tanks may fail. Containers may also explode if subject to high temperatures, such as those generated by a fire. If two or more chemicals which are reactive when combined come in contact as a result of a spill, the hazard may be compounded. The 1994 Uniform Fire Code includes criteria designed to minimize the risk of an accident. These guidelines are to be followed when storing, using or transporting hazardous materials, and include secondary containment of substances, segregation of chemicals to reduce reactivity during a release, sprinkler and alarm systems, monitoring, venting and auto shutoff equipment, and treatment requirements for toxic gas releases.

In the March JPA Planning Area, most facilities that handle hazardous and/or acutely hazardous substances in quantities above the reportable limits are located in the Northeast Planning Subarea area, areas largely surrounded by vacant land and at the sewage treatment plant. These facilities are located a minimum of approximately eight miles and a maximum of 22 miles from the Riverside County Hazardous Materials and Riverside County Fire Department Emergency Response Teams located in Riverside and Beaumont. Emergency Response Teams will, in an ideal situation, be able to respond to an incident in 15 to 25 minutes.

The planning area's proximity to rail and highway transportation routes poses the potential for spills or leaks from transport of hazardous materials. Interstate 215 and Van Buren Boulevard are heavily traveled by trucks that carry many types of hazardous materials including, but not limited to, gasoline, rocket fuels, pesticides, and radioactive materials. The California Highway Patrol is in charge of spills that occur in or along freeways, with local sheriffs, CALTRANS, and

police departments responsible for additional enforcement and routing assistance.

The AT&SF railroad line that exists parallel to Interstate 215, bisecting the planning area, also carries hazardous cargoes. Although railroad traffic is not as prevalent as that along truck routes, the volume of hazardous materials transported is generally much greater.

Installation Restoration Program Sites:

Contaminated sites exist at various locations on the base as a result of the storage, use, and disposal of household refuse, construction debris, hazardous substances, and petroleum products and their derivatives over the course of the installation's history. The entire base has 43 identified Installation Restoration Program (IRP) sites. Of these, 16 sites occur on lands proposed for release outside of the cantonment area; an additional three sites occur on Air Force Village West property, and two on National Cemetery lands.

The Air Force is required to remediate past environmental contamination that occurred within the planning area. Remediation is coordinated by Department of Defense (DOD) with U.S. Environmental Protection Agency (EPA) and appropriate state agencies. The future development of surplused land by land recipients may be restricted due to limitations of reuse from remediation. Sites must be remediated prior to conveyance of any land.

An Environmental Baseline Survey (EBS) and BRAC Cleanup Plan (BCP) have been prepared for March. These Air Force documents outline the status, management and response strategy, and action items related to the cleanup of hazardous and contaminated sites at the base. These programs support the cleanup and restoration of the base property, which is necessary to meet the requirements for property disposal and reuse activities associated with the realignment of March AFB.

The IRP process for March AFB commenced September 1993, with the majority of the clean up sites completed or near completion at time of base

realignment in April 1996. For a detailed analysis see March AFB Disposal Final Environmental Impact Statement (EIS), February 1996.

Storage Tanks:

Underground storage tanks are subject to federal regulations within RCRC, 42 U.S.C. 6991 and U.S. EPA implementing regulations. In the state of California, CCR Title 23, Section 2610 et seq, and the Health and Safety Code Section 25280 through 25299.7 of Division 20, Chapter 6.7 regulates underground storage tanks, of which these regulations exceed federal standards and regulations. The regulations are enforced by the Regional Water Quality Control Board and implemented by County of Riverside Health Services Agency, Department of Environmental Health, Hazardous Materials Management Division.

At time of realignment of March AFB, there were 31 active and 3 inactive underground storage tanks. The majority which are on the Northeast Planning Subarea (Appendix H, Final EIS 2/96). Additionally, there are numerous aboveground storage tanks. A Bulk Fuel Storage Area in the northern portion of the Northeast Planning Subarea and two hydrant fueling systems utilize the largest of these tanks. The bulk storage consists of three above ground storage tanks (2203, 2204, & 2205) with a total capacity of 5.88 million gallons. JP-8 is delivered to these tanks via an 8-inch Santa Fe pipeline from Colton, California. The fuel distribution system utilizes a closed-loop system. Maintenance and monitoring of the system is conducted by Air Force Reserves (AFRES) in compliance with the Aboveground Petroleum Storage (APS) Act.

Asbestos:

Facilities on the former March AFB were constructed with Asbestos Containing Material (ACM). The Air Force is required to abate active ACM facilities, and remove ACM in accordance with State of California regulations as enforced by California EPA Department of Toxic Substances Control (DTSC). A base-wide survey must be conducted, and all facilities must be identified prior to property transfer and facility disposal.

Polychlorinated Biphenyls (PCB):

A base-wide survey was conducted in 1991, and all transformers identified as containing 50ppm or more PCBs were replaced.

Radon:

A naturally occurring, colorless and odorless radioactive gas produced by radioactive decay of naturally occurring Uranian is found in rocks containing Uranian. Radon present in soils can enter buildings and accumulate, thereby causing risk of exposure to cancer via inhaling of radon. A radon screening survey was conducted May 1988, of which no samples exceeded the U.S. EPA recommended mitigation level of 4 pinocuries per liter.

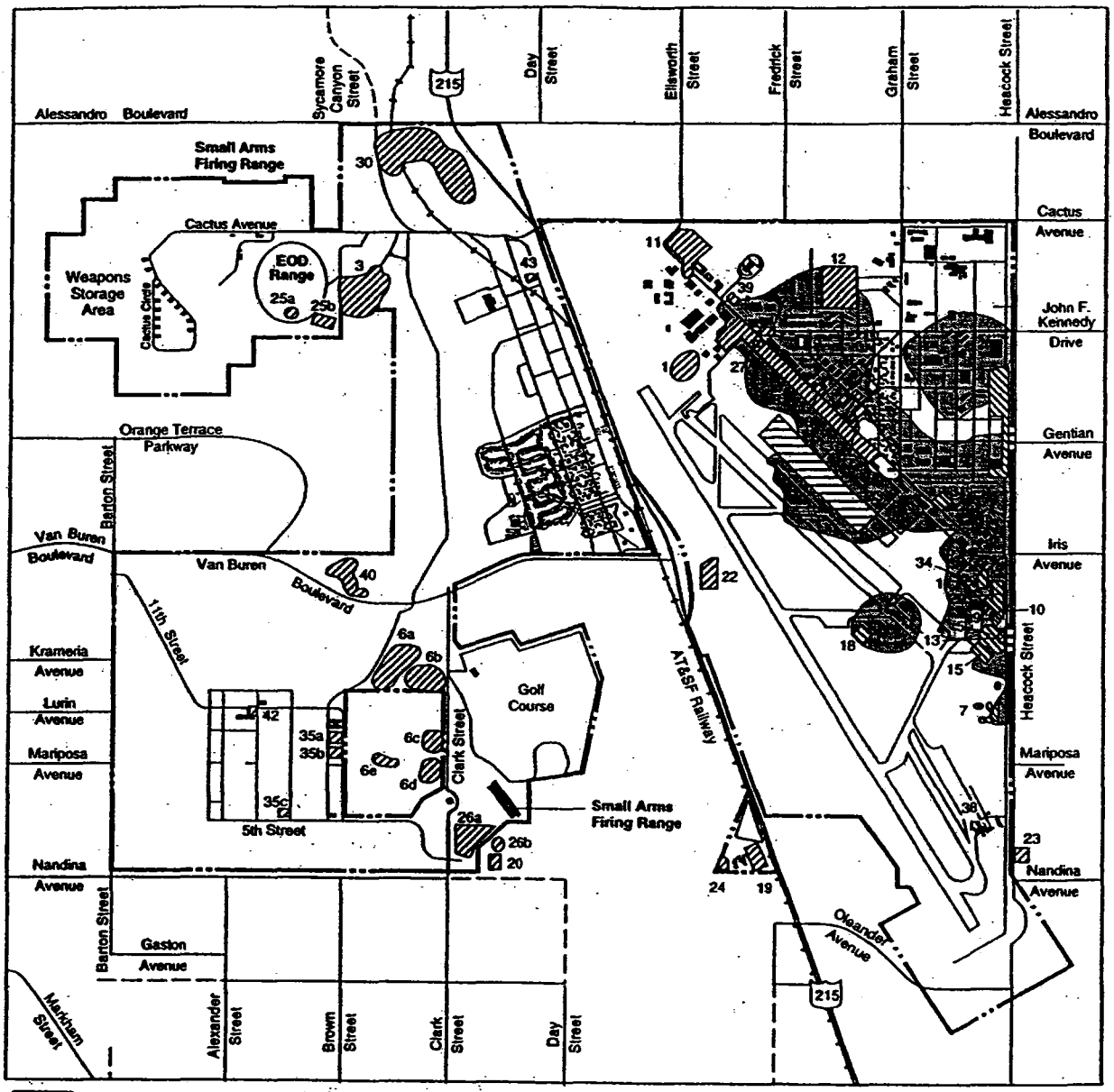
Lead Based Paint:

Majority of facilities constructed prior to 1978 utilized lead-based paint. In January 1995, a survey was conducted through random sampling of housing units, and high-priority facilities. The survey results found the presence of lead-based paint on some surfaces inmost of the housing units, of which approximately 50% contained lead at concentrations in excess of 400 ppm. All identified lead-based paint hazards will be abated from housing units within Green Acres. The possibility of presence of lead-based paint on other facilities will require disclosure of the possible presence of lead-based paint and must be included within property leases and transfer documents.

AVIATION SAFETY ZONES

With the operation of military and civilian aviation on Runway 14/32, both military standards under Air Installation Compatible Use Zones (AICUZ) Study 1992 and Federal Aviation Administration (FAA) standards need to be recognized for aviation operations.

Exhibit 6-3
IRP Site Map



Source: March AFB EIS 1996

Military:

Under the military operations it is standard that an Air Installation Compatible Use Zone (AICUZ) Study be prepared. The AICUZ for March AFB is the 1992 AICUZ which was prepared prior to base realignment, and the 1998 AICUZ for March ARB which was prepared after realignment. The AICUZ sets the a program of compatibility land uses in the vicinity of military aviation operations. The standards for military operations are as follows:

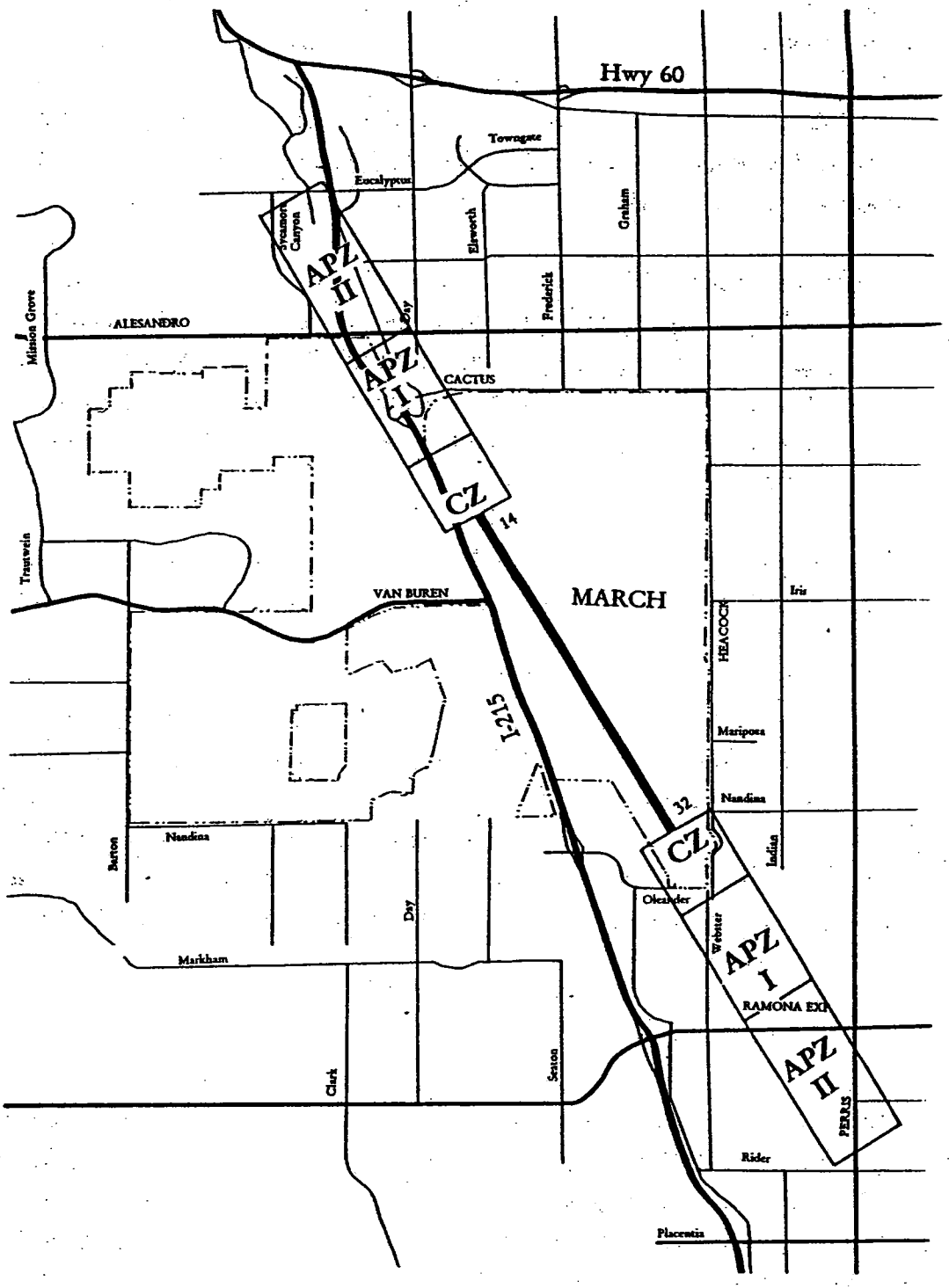
Clear Zone (CZ): The clear zone (CZ) is a 3,000' by 3,000' area closest to the end of each runway and along the approach and departure flight path. These areas must remain clear and free of any infrangible obstacles. The north CZ is predominately within the area of the AFRES with a small portion within the West March Planning Subarea. The southern CZ is within the cantonment area.

Accident Potential Zones (APZ): The accident potential zones (APZs) are areas beyond the CZ which possess a significant potential for accidents. APZ I extends from the outer edge of the respective CZ for an additional 5,000 feet. APZ II extends from APZ I for 7,000 in length. APZ I & II permit limited development and use of properties. In the case of Runway 14/32, the majority of APZ I & II for each are predominately within adjacent jurisdictions. The City of Moreno Valley has incorporated the AICUZ 1992 into their development code standards. The Cities of Perris and Riverside have not adopted these restrictions formally. Further discussion relative to land use compatibility is located within the Noise/Air Quality Profile Report.

Civilian:

Runway safety and protection areas as noted on the approved airport layout plan must comply with FAA standards for civilian use. The FAA standards fit within the Military standards under the adopted AICUZ. The standards referenced herein support ARC D-VI civilian use of the airfield. The areas of protection are as follows for Runway 14/32:

Exhibit 6-4
Aviation Safety Zones (Military)



Runway Safety Area (RSA): The RSA is a defined space surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot or excursion from the runway. The RSA for Runway 14/32 is 520 feet wide, and extends 1,000 feet beyond each runway end.

Runway Protection Zones (RPZs): Required at each end of the runway, the RPZs enhance the protection of persons and property on the ground. The RPZ is controlled by the airport authority. RPZs remain clear of incompatible objects and activities. The RPZs for Runway 14 is 1,000 feet wide, starting 200 feet from end of runway and extending to 2,700 feet past end of runway. The RPZ enlarges in width to 1,750 feet, extending in length an additional 2,500 feet. The RPZ for Runway 32 is 1,000 feet wide starting 200 feet from end of runway to 1,900 feet from end of runway, and enlarges in width to 1,510 feet extending in length an additional 1,700 feet.

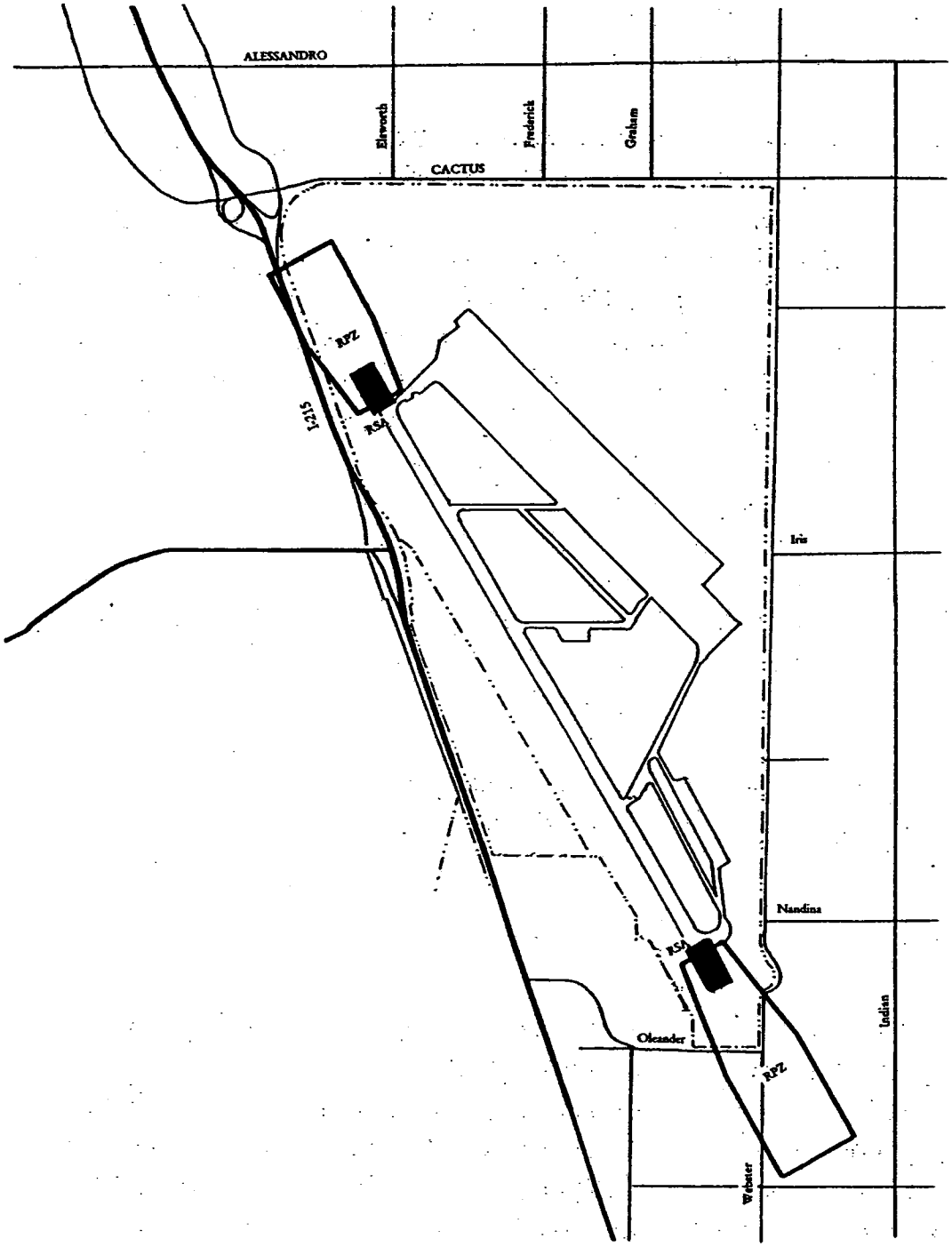
Obstacle Free Zone (OFZ): The airspace below 150 feet above the established airport elevation and along the runway and extending along center line. The ARC D-V standard is 400 feet wide and extends 200 feet beyond each end of Runway 14/32.

All base reuse and development shall adhere to the military and FAA standards to support joint use of the airfield.

NOISE

Substantial portions of the planning area are impacted by noise from aircraft operations and overflights, as denoted by the 1992 AICUZ and within the Final EIS for base realignment. In the West March Planning Subarea, the former Arnold Heights housing area is exposed to noise levels ranging from 70-75 dBA, while noise levels at Air Force Village West are in the 60-65 dBA range. In the Northeast Planning Subarea, noise levels at the Green Acres historic district are on the order of 65-75 dBA.

Exhibit 6-5
Aviation Safety Zones (Civilian)

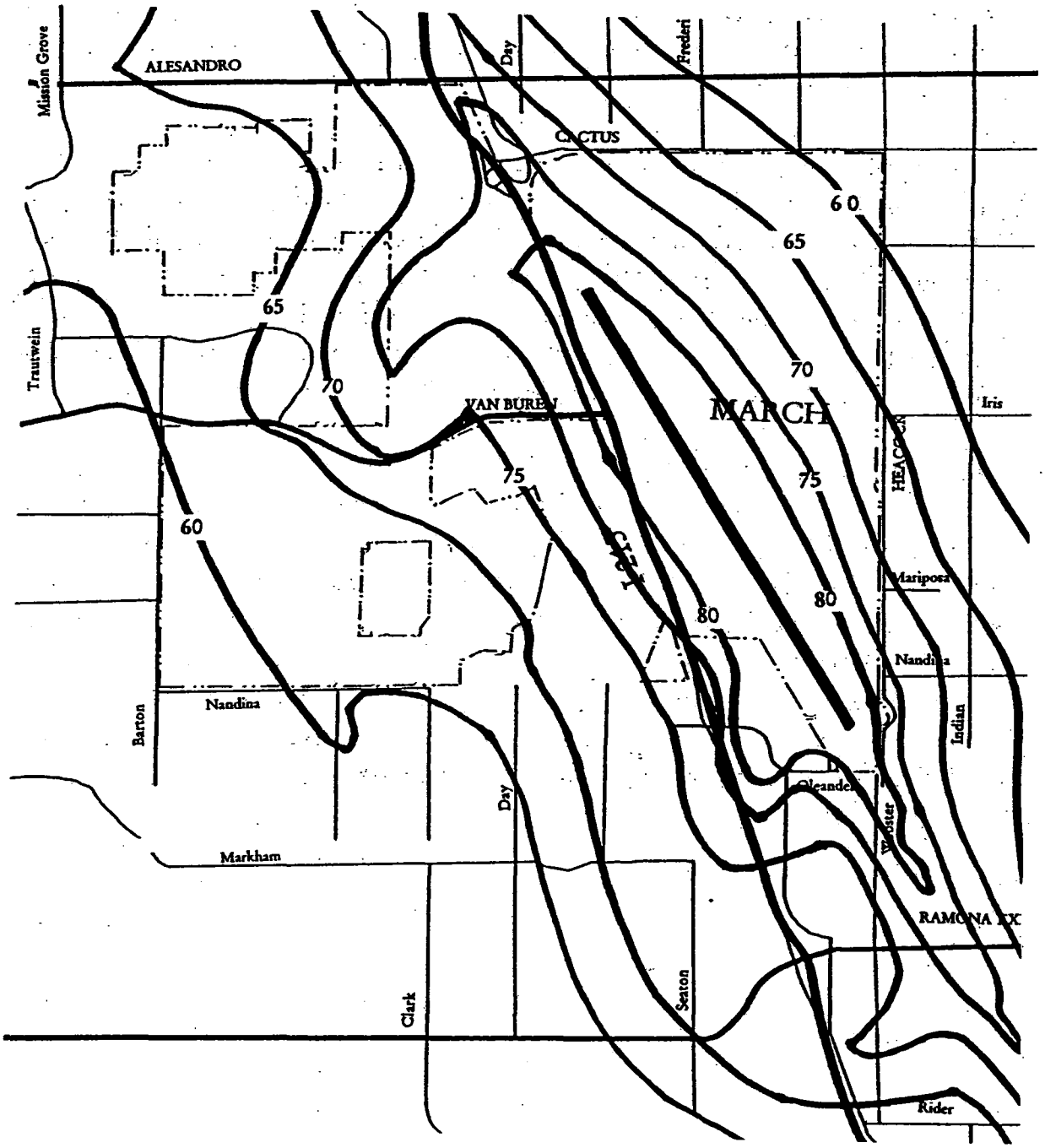


Noise levels associated with the realigned military mission at March are assumed to be somewhat less than the 1992 noise levels due to less frequent flights, fewer fighter aircraft operations, and the installation of "quieter" engines in military aircraft. The EIS contains contours based on the realigned mission and related aircraft operations, however, a new AICUZ report is being conducted, but not yet completed or approved by the military at this time.

Noise generated by surface transportation in the vicinity of the planning area were analyzed using the Federal Highway Administration's Highway Noise Model. This model incorporates vehicle mix, traffic volume projections, day/evening splits, and speed to general Community Noise Equivalent Level (CNEL). The noise levels are then presented as a function of distance from centerline of the road. There are a number of main roadways generating surface transportation noise in excess of 60 dBA. Table 3.4-13 of the Final EIS delineates the noise exposure from surface transportation.

Noise is a land use influencing factor. The general plan land use plan considered the noise impacts, and locates noise compatible land uses accordingly. However, as projects are developed, mitigation on a case-by-case basis will need to be employed in accordance with the Uniform Building Code (UBC) and acoustical studies that may be required for some uses in areas subject to excessive noise levels. Development projects will need to be reviewed for their potential exposure to noise levels to determine the suitability of a particular use in a particular location and appropriate mitigation, if necessary. The 1992 AICUZ Study Land Use Compatibility matrix (reference Section IV.A.3) lists land uses and their compatibility with various noise zone exposure levels.

Exhibit 6-6
Noise Contours (within Planning Area)



APPENDIX A

MARCH JPA TRANSPORTATION STUDY TECHNICAL REPORT

MARCH JPA TRANSPORTATION STUDY

TECHNICAL REPORT

Final Report

Prepared for:

March Joint Powers Authority

Prepared by:

Parsons Brinckerhoff Quade & Douglas, Inc.

June 30, 1998
Revised December 4, 1998

INTRODUCTION

When March Air Force Base was realigned to an Air Reserve Base, a Joint Powers Authority (JPA) was formed to handle base reuse and development. The March JPA consists of the County of Riverside and the Cities of Riverside, Moreno Valley, and Perris. As of March 11, 1997, the March JPA has been given full land use authority for the March JPA Planning Area. In this role, the March JPA is developing its first General Plan for the area. This report documents the technical analysis conducted in support of the General Plan Transportation Element.

The JPA area includes the full extent of the previous March Air Force Base, straddling the I-215 Freeway in Western Riverside County. The runways and most of the former Air Force Base facilities are located east of I-215, bounded generally by Cactus Avenue on the north, Heacock Street on the east, and Oleander Avenue on the south. The portion of the planning area west of I-215 is largely undeveloped, and is bounded generally by Alessandro Avenue on the north, Barton Street on the west, and Nandina Avenue on the south.

The Transportation Element of the March JPA General Plan is critical because it presents the plan for the overall transportation system in the planning area and its association to the sub-region. The Transportation Element and the Land Use Element must be compatible, and support each other. The transportation system presented in the Element must be designed to adequately handle the forecast travel demand based on the planned development as outlined in the Land Use Element. This analysis is therefore designed to identify the transportation system facilities and policies needed to serve planned land uses.

This plan has been developed to be consistent with applicable regional and subregional transportation plans and programs, including the Regional Transportation Plan (RTP), the Western Riverside County Draft Comprehensive Transportation Plan (CTP), the Long-Range Transit Plan (LRTP) for Western Riverside County, the Riverside County Congestion Management Program (CMP), and the Regional Transportation Improvement Program (RTIP). To ensure this consistency, the analysis applied a travel demand forecasting model and regional growth assumptions obtained from the Southern California Association of Governments based long-range improvement assumptions on the RTP, CTP, and LRTP; based near-term assumptions on the programmed improvements in the RTIP; and followed the Level of Service methodology used for the CMP.

The study area for the transportation analysis includes the JPA area plus key regional arterial streets and freeways which provide access to the area, including I-215, SR-60, SR-91, the Cajalco Corridor, the Ramona Expressway, Alessandro Avenue, Heacock Street, and Van Buren Boulevard.

The technical report includes the following sections:

- methodology used in the technical analysis
- existing transportation system and conditions

- future background conditions based on projected subregional growth
- March JPA Area land use and trip generation
- future conditions with JPA development
- recommended circulation system and policies
- improvement priorities.

METHODOLOGY

LEVEL OF SERVICE ANALYSIS

Roadway congestion was measured based on peak hour intersection levels of service (LOS), which measures the degree of congestion and delay at intersections, which are the most constrained locations on the roadway system. LOS was calculated using the Highway Capacity Manual methodology. Using this method, average vehicular delay and volume/capacity ratio are calculated for the intersection based on traffic volumes, lane geometry, signal timing, etc. The average delay is used to measure the intersection level of service as shown in Table 1. LOS A represents minimal delay. LOS F represents unacceptable levels of delay and extreme congestion. LOS E is the minimum acceptable LOS for the Riverside County Congestion Management Program, and the member agencies of the JPA have identified LOS D or better as the desirable objective for peak hour operations.

TRIP GENERATION

Trip generation rates are used to estimate the volume of traffic which will be generated by the planned development. For each type of land use, a typical trip generation rate is applied to the amount of projected development to estimate future trips.

Table 2 lists the land uses included in the March JPA Land Use Element, describes the use, and documents the source of the trip generation rate applied to the use. Rates for most land uses were obtained from the Institute of Transportation Engineers (ITE)Trip Generation Manual (5th edition). However, a number of uses in the planning area are not typical uses for which trip generation data are available. The sources of data for these rates are identified in the table and described below:

- Air Force Village West Expansion: Expansion of this Air Force residential area will accommodate plans for skilled nursing facilities and institutional residential care facilities, so the ITE rate for nursing homes was applied to this use.

- Aviation: Integrated carriers are expected to be the primary users of the air cargo facilities. They tend to be more seasonal and demand-responsive. Although there may be days when very few flights land or take off, there may also be heavy days when all of the facilities are in constant use. Aviation planning experts suggested that truck terminals would represent a comparable use. This assumption was verified by comparing the resulting trip generation with the estimated trip generation for a cargo airfield at the El Toro Marine Corps Air Station.
- Business Park: The ITE rate for business park uses was applied to this category.
- Cemetery Expansion: This designation applies to the expansion of the Riverside National Cemetery, which is a veterans' cemetery adjacent to the JPA area. The ITE cemetery rate was applied.
- Clear zone: The clear zone is the undeveloped area around the airfield runway. No trips will be generated in this area.

TABLE 1
INTERSECTION LEVEL OF SERVICE DESCRIPTION

LEVEL OF SERVICE	AVERAGE DELAY (sec)	TRAFFIC FLOW / DELAY CHARACTERISTIC
A	0-5	This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths mat also contribute to low delay.
B	5-15	This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	15-25	These higher delays may result from fair progression and/or longer cycle length. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	25-40	Influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	41-60	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratio. Individuals cycle failures are frequent occurrences.
F	over 60	This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high V/C ratio below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, Special Report 209 Transportation Research Board, National Research Council, 1994

TABLE 2
MARCH JPA TRANSPORTATION ELEMENT
TRIP GENERATION ASSUMPTIONS

Type of Use	Description	Source of Trip Generation Rates
AFVW Expansion	Skilled Nursing Facility, Retirement Care Facility	ITE Nursing Home
Aviation	Air Cargo Operations	ITE Truck Terminal
Business Park		ITE Business Park
Cemetery Expansion		ITE Cemetery
Clear Zone	airfield clear zone	no trips generated
Commercial		ITE Shopping Center
Destination Recreation	Regional Commercial Attraction	ITE Amusement Park
Historical District	111 residential dwelling units	ITE Apartments
Industrial		ITE General Light Industrial
Military Operations & Aviation	Air Force Reserve Operations	ITE Military Base, ITE General Office
Mixed Use	Complementary Uses Including: Commercial; Business Park; Office; Medical; Educational & Vocational; Research & Development; Services	blended rate of ITE shopping center, business park, office, medical office, vocational, and R&D
Office		ITE General Office
Park/Recreation/ Open Space	Nature Preserves, Active Recreation Uses	ITE City Park
Public Facility	TAZ 7-Elementary School	ITE Elementary School
	TAZ 13-Public Safety Training Center	ITE General Office
	TAZ 17-Sewer Treatment Plant	ITE Utilities
	TAZ 18-March AFB Museum	existing trips
Stephens' Kangaroo Rat		no trips generated

Notes:
ITE - Institute of Transportation Engineers, Trip Generation Manual, 5th Edition

- Commercial: Commercial uses will include retail and service-oriented businesses serving the JPA area. The ITE shopping center rate was applied to these uses.
- Destination Recreation: This use is planned as a potential amusement park or other regional recreation facility, so the ITE rate for amusement parks was applied.
- Historical District: The historic district in the northeast portion of the JPA area can accommodate 111 residential dwelling units or small offices. The ITE apartment rate was applied because the units are older low-intensity uses.
- Industrial: Industrial uses may support a wide range of manufacturing and non-manufacturing uses ranging from warehouse and distribution facilities to industrial activities. The ITE general light industrial rate was applied to this category.
- Military Operations and Aviation: For military operations, 1,000 employees are expected at the base and cantonment area on a daily basis. This includes the accounting office, radio and television staff, and the 63rd Army Reserve. Since the Military Base trip generation rate in the ITE manual assumes that military personnel live on-base, this rate was applied to the proportion of employees expected to occupy housing in the historic district. The remaining employees would live off-base, and would generate more vehicle trips, but would not be expected to leave and re-enter the base much during the day. The general office rate of 3.3 trips per employee was therefore applied to the off-base personnel.
- Mixed Use (West of I-215): Mixed use development in this area is planned to consist of commercial, business park, office, medical, educational and vocational, and research and development uses. A composite trip generation rate was developed for the Mixed Use category using ITE rates and the following percentages of use: 20% commercial, 20% business park, 30% office, 10% medical, 10% educational and vocational, and 10% research and development uses.
- Mixed Use (Northeast area): Planned uses for the Mixed Use designation in the northeast portion of the JPA area are consistent with business park uses, so the ITE rate for business park was applied to this area.
- Office: Office uses include business activities associated with professional or administrative services. The ITE general office rate was applied to these uses.
- Park/Recreation/Open Space: This designation applies to passive and active park or recreation area. The ITE city park rate was applied to this category.
- Public Facility – Elementary School: The ITE rate for elementary schools was applied to the public facility area designated for a school.
- Public Safety Training Center (Sheriff's Training Facility): The facility is expected to serve approximately 1,200 visitors (trainees) on a monthly basis, so each day the facility will generate approximately 322 people (including employees and visitors). ITE rates for other uses were reviewed to determine a potential range of trips generated per employee. They vary from 3.0 trips per person for light industry to 3.9 trips per person for general office to 5.8 trips per person for business park. A lower level of entering and exiting traffic during the day would be expected at this type of facility, so a rate of 3.9 trips per person was applied.
- Public Facility – Sewer Treatment Plant: The ITE utilities rate was applied to the area designated for a sewer treatment plant.
- Public Facility – March Air Museum: Existing trip volumes to/from the March Air Museum were applied to future scenarios.
- Stephens Kangaroo Rat (SKR): Areas designated as SKR habitat would not generate traffic.

The trip generation rates include commercial vehicles (trucks) as well as passenger vehicles. Truck volumes in most of the area are expected to be typical for these types of land uses. The exception is the air cargo facility – a significant percentage of the traffic it generates is expected to be commercial vehicles.

Estimates of afternoon peak hour trip generation were also developed for the purpose of estimating peak hour impacts at study intersections. For the peak hour estimates, the same sources were consulted, as well as the San Diego Traffic Generators and City of San Diego Trip Generation Rate Summary.

TRAFFIC FORECASTING

Traffic forecasts were developed to estimate future background traffic conditions (assuming no further development of the March JPA area) and future conditions with full development of the JPA land use plan.

The traffic forecasts were based on the RIVSAN CTP subregional travel demand forecasting model developed and maintained by the Southern California Association of Governments (SCAG). The CTP model is consistent with the SCAG regional model, with greater detail focused in Riverside and San Bernardino Counties.

For the March JPA forecasts, the CTP model network and trip tables were obtained from SCAG. The model was refined for the March JPA area by splitting the two traffic analysis zones into 25 TAZ, and incorporating additional collector roads into the roadway network.

The model was used in the preparation of background traffic forecasts. The model's base year (1990) traffic estimates were compared with its forecasts of Year 2015 traffic (which are based on SCAG's regional projections of population and employment growth). The model's estimated traffic growth factors were applied to the existing traffic volumes to obtain the estimates of future traffic volumes without the planned development in the March JPA. From these forecasts, background LOS were calculated for study intersections, assuming no physical improvements to the roadway system.

The model was also used to estimate the regional distribution of trips with development of planned uses in the March JPA area. The trip generation estimated for project land uses was input to the model to create a new regional distribution of trips including March JPA uses. The model's trip distribution output was used to estimate how the plan would affect commuting patterns, specifically the number of Riverside County residents who would be able to work in Riverside County rather than commute to Los Angeles or Orange Counties. The model's trip distribution was also used to estimate how the existence of a major employment center would affect peak hour background traffic volumes in the study area, specifically the change in trip volume between areas to the east (Moreno Valley, Hemet, and San Jacinto) and areas to the west of the March JPA (Los Angeles and Orange Counties, Corona, and Riverside). Finally, the model's trip distribution was used to determine the direction of travel for trips to and from

planned developments in the March JPA, and which roadways would be used by this traffic.

Using these data, the background traffic forecasts were adjusted to reflect the changes in through traffic volumes, then project trips were added to achieve the estimate of future traffic with March JPA development. From these forecasts, LOS were again calculated for study intersections, assuming no physical improvements to the roadway system.

The traffic forecasts and LOS calculations for background traffic were used to identify roadway improvements which would be needed whether or not the March JPA area is developed as planned. The traffic forecasts and LOS calculations including March JPA development were used to identify additional roadway improvements which would be needed because of planned development in the JPA area.

The JPA area is ideally situated to accommodate future travelers using a number of different travel modes. High-occupancy vehicle lanes are planned for the median of I-215. Commuter rail is planned on the San Jacinto Branch Line adjacent to I-215. The JPA plan includes a multi-modal transportation center at the interchange of Van Buren with I-215, and the Long Range Transit Plan for Western Riverside County envisions express buses linking this center with the other urbanized areas in the County. These planned facilities and services, combined with a proposed Transportation Demand Management Plan for the JPA area, will help to reduce the forecast travel demands. The identification of roadway improvement needs was based on the full estimate of JPA area trip generation, so the projected levels of service with recommended improvements represent a worst case scenario.

EXISTING TRANSPORTATION

ROADWAY SYSTEM

The existing regional and arterial roadways in the March JPA area are shown in Figure 1, and are described below.

I-215 is a six-lane north-south freeway which separates the eastern half of the JPA area (with the airfield and former Air Force base facilities) from the largely undeveloped western half. To the north, I-215 passes through the cities of Riverside and San Bernardino before merging into I-15. To the south, I-215 passes through Perris and Sun City before merging with I-15 in Murrieta. I-215 currently carries approximately 70,000 vehicles per day south of Van Buren Boulevard and 60,000 vehicles per day north of Van Buren. Full interchanges are provided at Alessandro Boulevard, Cactus Avenue, Van Buren Boulevard, and Oleander Avenue.

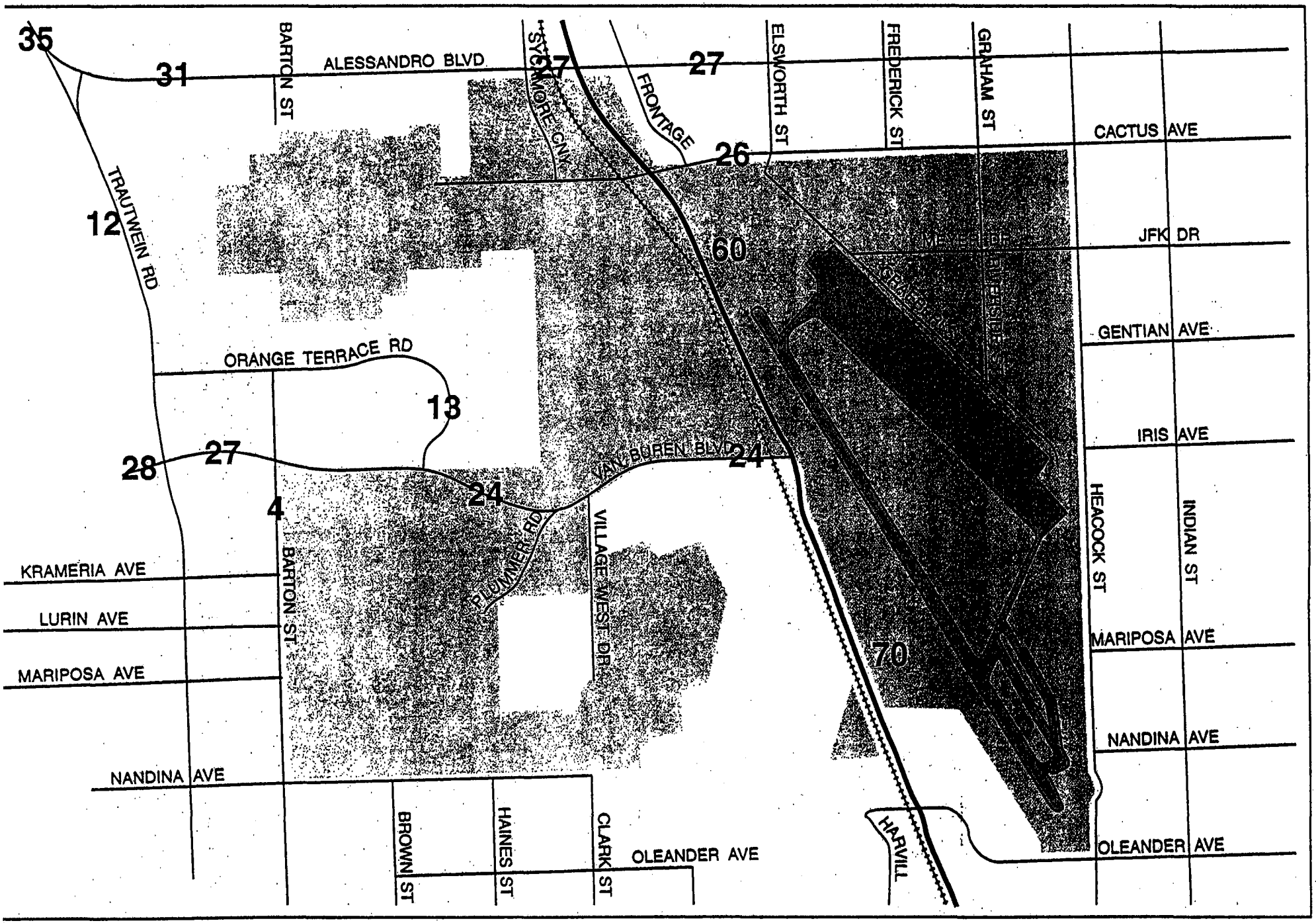
Alessandro Boulevard is a four-lane east-west arterial which serves as the northern JPA boundary west of I-215, and has an interchange with I-215. West of the JPA area it passes through the City of Riverside, splitting into Central Avenue and Arlington Avenue. East of I-215 it is a key arterial through the City of Moreno Valley. Alessandro Boulevard currently carries approximately 27,000 vehicles per day west of I-215 through the JPA area.

Barton Street is a two-lane north-south road which serves as the western JPA boundary south of Van Buren Boulevard. It terminates on the north at Orange Terrace Parkway, and extends past Nandina Avenue on the south. Barton Street currently carries approximately 4,000 vehicles per day south of Van Buren Boulevard.

Cactus Avenue is a four-lane east-west arterial which serves as the northern JPA boundary east of I-215. It has an interchange with I-215, and carries approximately 26,000 vehicles per day east of I-215. West of I-215 it carries 8,000 vehicles per day, and extends only a short distance before turning north to Alessandro Boulevard.

Heacock Street is a four-lane north-south arterial which serves as the eastern JPA boundary. Currently, Heacock Street is only improved as far south as Iris Street; from Oleander Avenue to Gentian Avenue it is a two-lane paved street, south of Oleander Avenue it is only developed as a dirt road. To the north of the JPA area, it has an interchange with SR-60.

Oleander Avenue is a four-lane east-west arterial through its interchange with I-215. Immediately west of the interchange, Oleander currently terminates at Harvill Street, though it is planned to be extended westerly to connect with Nandina Avenue. East of I-215, it continues for a short distance as a four-lane arterial, then continues as a two-lane road to its current terminus at the Heacock Street alignment. Oleander is planned as a six-lane arterial by the City of Moreno Valley, to be continued easterly from its current terminus.



MARCH JPA TRANSPORTATION STUDY

FIGURE

Van Buren Boulevard is a four-lane east-west arterial through the western half of the JPA area. Its eastern terminus is at its interchange with I-215. Westerly, it passes through the City of Riverside, turning north through the Arlington area to an interchange with SR-91. Through the JPA area it currently carries approximately 24,000 vehicles per day.

Other key regional facilities outside the JPA area are described below.

SR-91 is an east-west freeway located approximately five miles northwest of the JPA area, and connects the City of Riverside with areas to the west, and is the primary regional roadway connection from Riverside County to Orange County and southern Los Angeles County. From the March JPA area, access to SR-91is provided by Van-Buren Boulevard, Alessandro Boulevard/Arlington Avenue, and I-215.

SR-60 is an east-west freeway located approximately three miles north of the JPA area, and connects downtown Los Angeles and the southern San Gabriel Valley with Riverside, Moreno Valley, and Beaumont, where it connects with I-10. From the March JPA area, access to SR-60 is provided by I-215 and Heacock Street.

Cajalco Road is a two-lane road approximately two miles south of the JPA area, and connects I-215 with I-15 south of the City of Corona. Though Cajalco Road is a low-volume facility today, this corridor has been proposed for a future expressway, which would be a key regional facility for access to the JPA area from the west.

The Ramona Expressway is a two to four-lane road which is the extension of Cajalco Road east of I-215. It connects I-215 with SR-79 and the City of San Jacinto to the east. It has been proposed as a future expressway, which would be a key regional facility for access to the JPA area from the east.

EXISTING LEVELS OF SERVICE

Table 3 shows existing peak hour levels of service at the study intersections. These LOS are based on afternoon peak hour turning movement counts collected in 1997. Currently, one of the study intersections (Heacock Street at the SR-60 eastbound ramps) operates at LOS D. All others are LOS C or better.

TRANSIT SERVICES

The Riverside Transit Agency (RTA) is the operator of fixed bus routes and service for the majority of Western Riverside County. RTA currently operates fixed bus routes within the planning area as well as intercity service between the adjacent member jurisdictions. Service also feeds the commuter rail station in Riverside.

TABLE 3
EXISTING PM PEAK HOUR LOS

	V/C	DELAY	LOS
Heacock at SR-60 EB Ramps	0.565	26.1	D
Heacock at SR-60 WB Ramps	0.548	9.3	B
Alessandro at Trautwein	0.551	22.1	C
Alessandro at Barton		1.8	NA
Alessandro at W. Frontage Road	0.504	10.4	B
Alessandro at I-215 SB Ramps	0.365	5.9	B
Alessandro at I-215 NB Ramps	0.337	5.2	B
Cactus at Plummer			NA
Cactus at I-215 SB Ramps	0.228	12.7	B
Cactus at I-215 NB Ramps	0.552	7.6	B
Cactus at Frederick	0.412	6.8	B
Cactus at Heacock	0.229	10.3	B
Van Buren at Washington	0.748	16.8	C
Van Buren at Trautwein	0.486	22.7	C
Van Buren at Barton	0.521	14.5	B
Van Buren at Orange Terrace Parkway	0.325	2.3	A
Van Buren at Plummer		1.4	A
Van Buren at Clark (Village West)	0.688	19.2	C
Van Buren at Harmon	0.372	2.6	A
Van Buren at I-215 SB Ramps		1.7	A
Van Buren at I-215 NB Ramps	0.425	8.6	B
Nandina at Barton (4-way stop)	0.951	13.7	C
Oleander at I-215 SB Ramps	0.094	8.7	B
Oleander at I-215 NB Ramps	0.106	4	A
Oleander at Indian			NA
Plummer at Alessandro			NA

TRUCK ROUTES

Currently, there are no designated truck routes within the JPA area, though existing arterials such as Van Buren Boulevard function as a truck route. Cactus Avenue (on the north JPA boundary) is designated as a truck route by the City of Moreno Valley from I-215 to Perris Boulevard. Heacock Street (on the east JPA boundary) is designated as a truck route by the City of Moreno Valley from Oleander Avenue to Nandina Avenue. It is a goal of the General Plan to connect the existing and planned truck route system of the adjacent jurisdictions, and complete the transportation network for truck routes. Additionally, with the establishment of new land uses, the plan will create a truck route system within the planning area to serve the needs of the land use pattern.

BIKE LANES

Within the JPA area, the are no existing or formally designated bike lane facilities. The general plans of the adjacent member jurisdictions have both planned and existing bike routes and facilities in proximity or adjacent to the March JPA Planning Area, including a planned Class I trail along Cactus Avenue from I-215 to Perris Boulevard. It is a goal of the General Plan to link the adjacent bike facilities into a network, and to accommodate this mode of alternative transportation within the planning area.

RAILWAY

Rail service within the planning area is limited to the San Jacinto Rail Branch Line located on the west side of Interstate 215. There is also an existing spur located between Van Buren Boulevard and Cactus Avenue. The line is primarily used for limited freight service. Operations primarily include delivery of bulk goods to the industrial areas south of the planning area, and transporting potatoes and other limited agricultural products from the San Jacinto Valley.

Existing service on the line is limited to low cost, bulk freight due to the condition of the rail line, and limit of speed to approximately 10 miles per hour. This AT & SF rail line is owned by Riverside County Transportation Commission (RCTC). RCTC has prepared a study of potential commuter rail service in this corridor (the San Jacinto Branch Line Commuter Rail Corridor Study), and plans to upgrade the rail line in order to operate commuter rail service connecting the San Jacinto and Perris Valleys with the Metrolink Station in Riverside. One of the potential stations identified in this study is Van Buren/I-215, which was identified as a destination station which would have limited parking. A source of funding has not yet been secured for upgrading the line and implementing commuter rail service. With upgrading of the rail line, and the existing spur south of Cactus Avenue, future opportunities for goods movement and multi-modal transportation are available.

FUTURE BACKGROUND CONDITIONS

Forecasts of future background conditions were prepared to help determine the roadway improvements which would be needed to serve future regional growth, regardless of planned development in the March JPA area. As noted in the Methodology section, this study's background traffic growth forecasts are based on SCAG regional growth projections and the resulting traffic projections from the RIVSAN CTP model. The forecasts assume development of funded roadway improvements, such as the addition of HOV lanes to the 60/215 Freeway between Riverside and Moreno Valley and Riverside, but do not assume completion of unfunded improvements such as the Cajalco Corridor.

FUTURE TRAFFIC VOLUMES

Figure 2 shows the forecast of total daily traffic volumes for the future background condition. Volumes on through routes such as Alessandro Boulevard and Van Buren Boulevard are projected to be at least double existing volumes. This is attributable to the projections of continued growth, particularly in residential development, in the surrounding area as well as the rest of Western Riverside County. Projected congestion on the combined 60/215 Freeway segment through Riverside diverts a significant volume of traffic to Alessandro and Van Buren (10 -20% of their volumes) to avoid the freeway congestion.

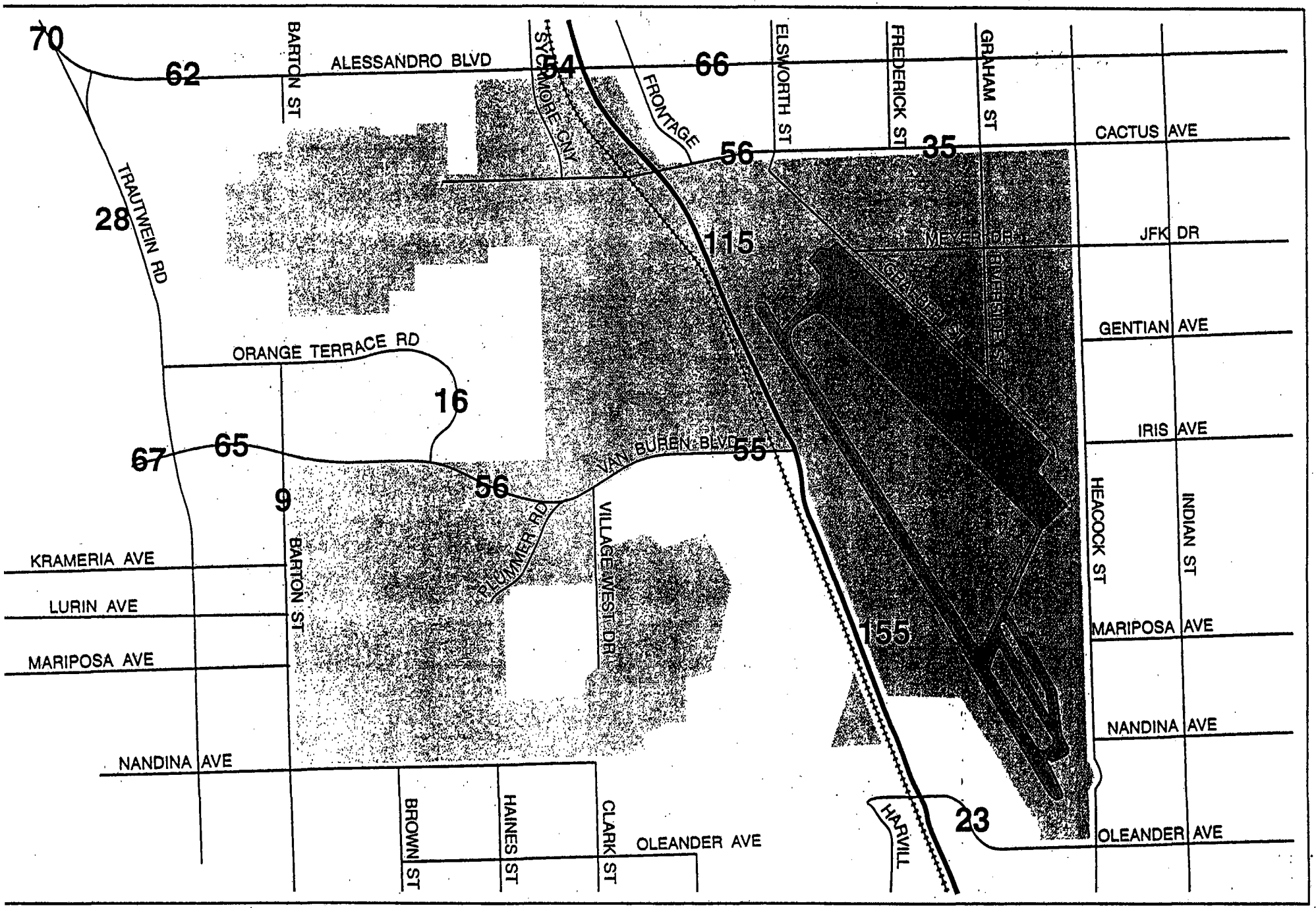
LEVELS OF SERVICE

The future background levels of service at study intersections are presented in Table 4 together with the existing LOS. The projected regional growth causes unacceptable (LOS F) conditions on Alessandro Boulevard west of I-215, on Van Buren Boulevard from Barton Road westerly, and through the interchanges of I-215 with Cactus Avenue and Van Buren.

NEEDED ROADWAY IMPROVEMENTS

For future background traffic to be accommodated at acceptable levels of service, a number of roadway capacity improvements will be required. These improvements therefore represent the needed capacity enhancements if no additional development occurs in the JPA area. The improvements needed to serve regional growth are shown in Figure 3 and include:

- widening Alessandro Boulevard to six lanes west of I-215.
- widening Van Buren Bouelvard to six lanes from Barton Street westerly.
- reconstructing the Van Buren Boulevard interchange with I-215.
- widening Barton Street south of Van Buren Boulevard.
- widening the intersection of Barton Street with Van Buren Boulevard.



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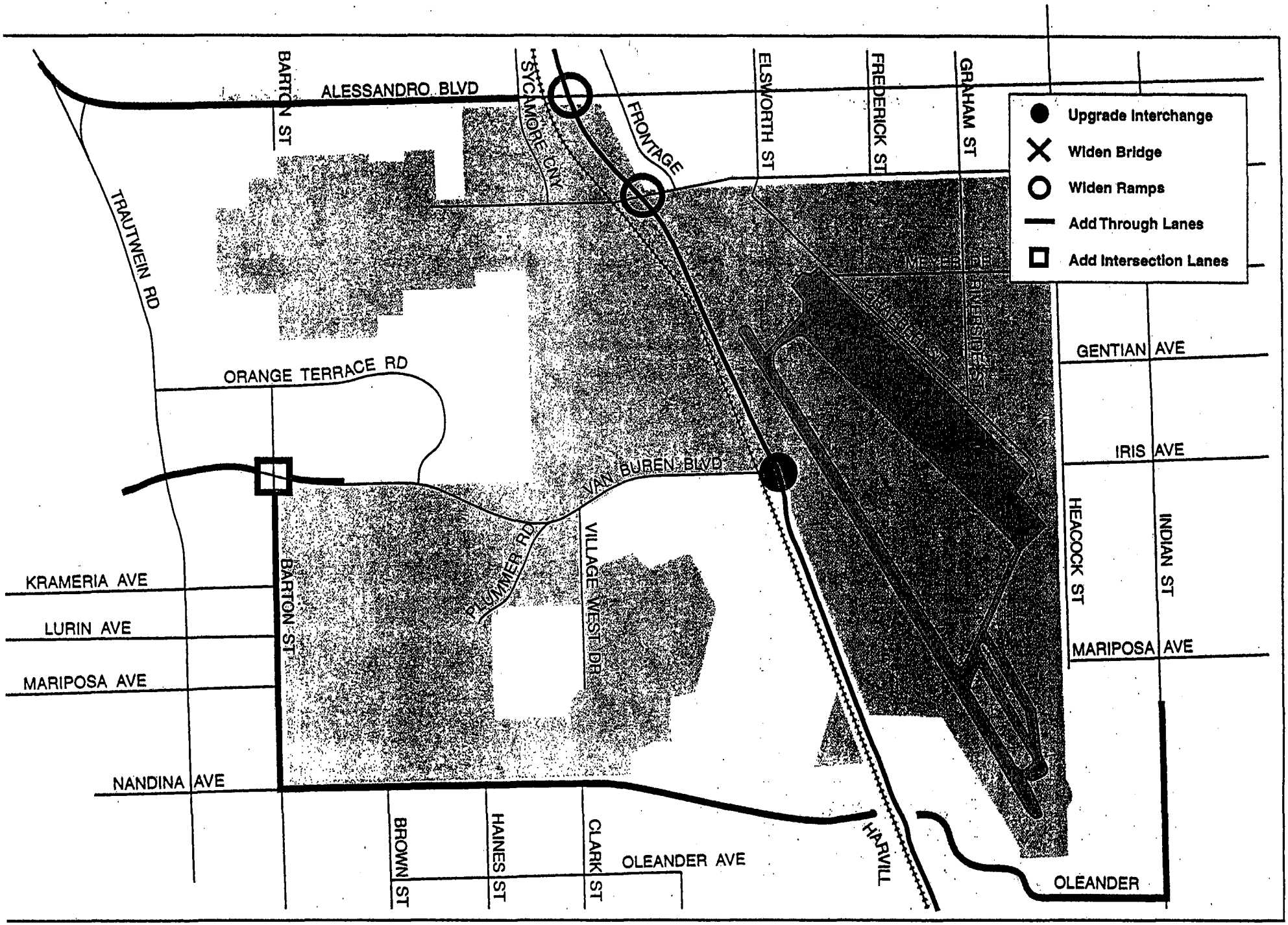
MARCH JPA TRANSPORTATION STUDY

Average Daily Traffic Volumes (in thousands) Future without Project (2015)

FIGURE 2

TABLE 4
FUTURE BACKGROUND PM PEAK HOUR LOS

	Existing			Future Background		
	V/C	DELAY	LOS	V/C	DELAY	LOS
Heacock at SR-60 EB Ramps	0.565	26.1	D	0.788	13.6	B
Heacock at SR-60 WB Ramps	0.548	9.3	B	0.582	13.5	B
Alessandro at Trautwein	0.551	22.1	C	1.362	235.9	F
Alessandro at I-215 SB Ramps	0.365	5.9	B	1.502	168.1	F
Alessandro at I-215 NB Ramps	0.337	5.2	B	0.864	16.8	C
Cactus at I-215 SB Ramps	0.228	12.7	B	0.612	17.9	C
Cactus at I-215 NB Ramps	0.552	7.6	B	1.278	139.9	F
Cactus at Frederick	0.412	6.8	B	0.981	23.7	C
Cactus at Heacock	0.229	10.3	B	0.497	17.6	C
Van Buren at Washington	0.748	16.8	C	1.481	356	F
Van Buren at Trautwein	0.486	22.7	C	1.116	133.2	F
Van Buren at Barton	0.521	14.5	B	1.329	245.2	F
Van Buren at Orange Terrace Parkway	0.325	2.3	A	0.799	10.4	B
Van Buren at Clark (Village West)	0.688	19.2	C	0.698	3.3	A
Van Buren at Harmon	0.372	2.6	A	0.716	4.3	A
Van Buren at I-215 SB Ramps		1.7	A	1.651	736.8	F
Van Buren at I-215 NB Ramps	0.425	8.6	B	0.729	15.3	C
Nandina at Barton (4-way stop)	0.951	13.7	C	0.441	19	C
Oleander at I-215 SB Ramps	0.094	8.7	B	0.667	11.5	B
Oleander at I-215 NB Ramps	0.106	4	A	0.444	3.4	A



MARCH JPA TRANSPORTATION STUDY

FIGURE 3

Improvements Needed Without Project

- widening Nandina Avenue and extending it easterly to connect with the Oleander interchange of I-215.
- widening Oleander Avenue to four lanes east of I-215 and extending it easterly.
- constructing Indian Street north of Oleander Avenue.
- widening existing ramps in the I-215 interchanges with Alessandro Boulevard and Cactus Avenue.

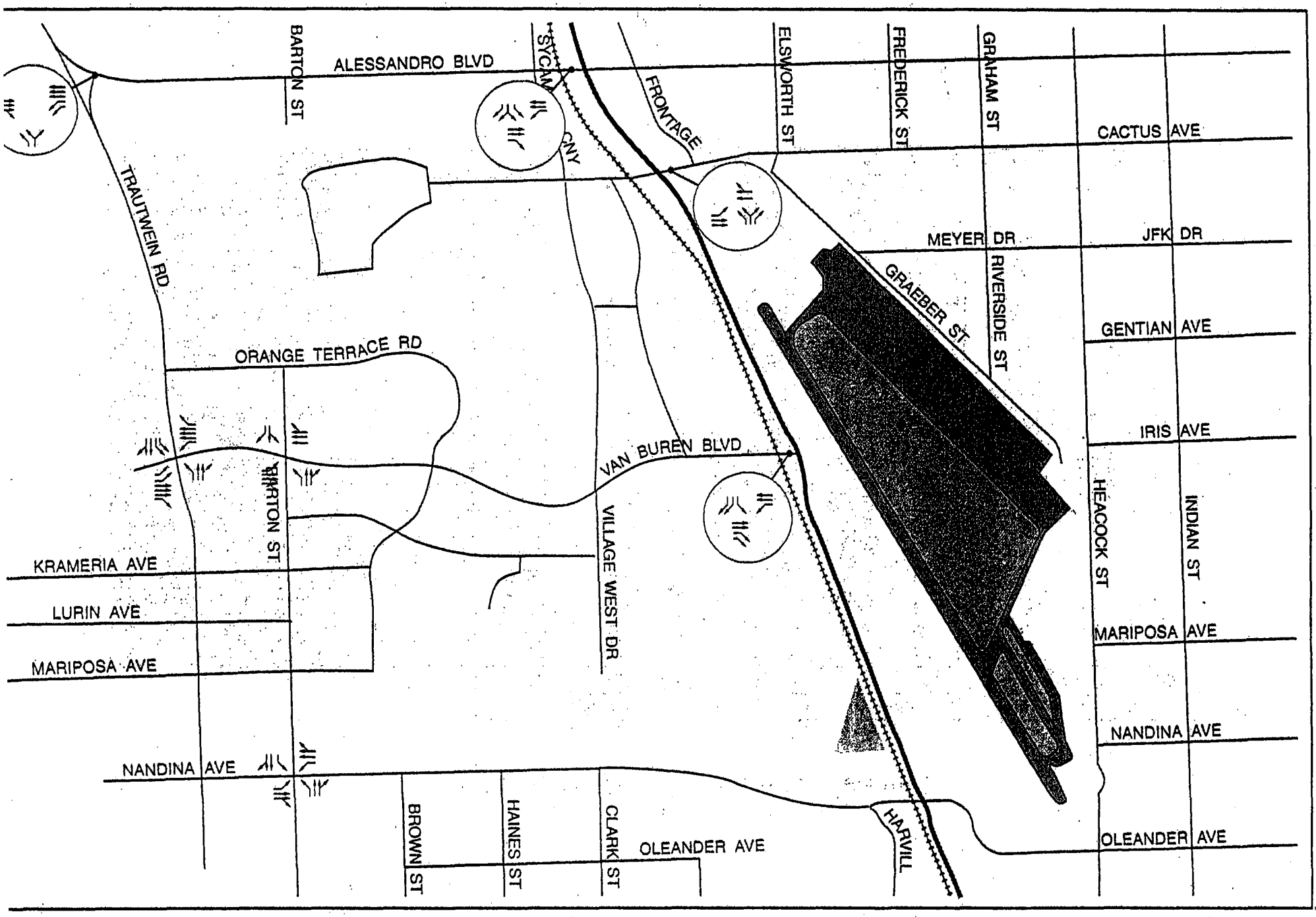
These improvements are consistent with the adjacent jurisdictions' General Plans and the draft CTP, but are not currently programmed.

The estimated cost of constructing these improvements is $36 million; acquisition of right-of-way for these improvements could cost up to $53 million more. (The unit costs and cost estimate calculations for individual projects are included in Appendix A.)

Figure 4 shows the assumed turn lane geometry at intersections identified for improvement in this scenario. The number of intersection lanes assumed in this analysis can be used as an indication of the future right-of-way requirements.

FUTURE LEVELS OF SERVICE WITH IMPROVEMENTS

Table 5 shows the future background LOS with the identified improvements. The LOS improve to LOS D or better at all study intersections with the identified improvements.



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MARCH JPA TRANSPORTATION STUDY

Intersection Lane Geometry - No Project

FIGURE 4

TABLE 5
FUTURE BACKGROUND LOS WITH IMPROVEMENTS

	Existing			Future Background			Future with Improv.		
	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS
Heacock at SR-60 EB Ramps	0.565	26.1	D	0.788	13.6	B	0.788	13.6	B
Heacock at SR-60 WB Ramps	0.548	9.3	B	0.582	13.5	B	0.582	13.5	B
Alessandro at Trautwein	0.551	22.1	C	1.362	235.9	F	1.036	32.4	D
Alessandro at I-215 SB Ramps	0.365	5.9	B	1.502	168.1	F	1.227	52.5	E
Alessandro at I-215 NB Ramps	0.337	5.2	B	0.864	16.8	C	0.864	16.8	C
Cactus at I-215 SB Ramps	0.228	12.7	B	0.612	17.9	C	0.612	17.9	C
Cactus at I-215 NB Ramps	0.552	7.6	B	1.278	139.9	F	0.995	25.7	D
Cactus at Frederick	0.412	6.8	B	0.981	23.7	C	0.981	23.7	C
Cactus at Heacock	0.229	10.3	B	0.497	17.6	C	0.497	17.6	C
Van Buren at Washington	0.748	16.8	C	1.481	356	F	0.978	39.6	D
Van Buren at Trautwein	0.486	22.7	C	1.116	133.2	F	0.819	39	D
Van Buren at Barton	0.521	14.5	B	1.329	245.2	F	0.843	12	B
Van Buren at Orange Terrace Parkway	0.325	2.3	A	0.799	10.4	B	0.799	10.4	B
Van Buren at Clark (Village West)	0.688	19.2	C	0.698	3.3	A	0.698	3.3	A
Van Buren at Harmon	0.372	2.6	A	0.716	4.3	A	0.716	4.3	A
Van Buren at I-215 SB Ramps		1.7	A	1.651	736.8	F	0.762	14.2	B
Van Buren at I-215 NB Ramps	0.425	8.6	B	0.729	15.3	C	0.729	15.3	C
Nandina at Barton (4-way stop)	0.951	13.7	C	0.441	19	C	0.441	11.8	B
Oleander at I-215 SB Ramps	0.094	8.7	B	0.667	11.5	B	0.667	11.5	B
Oleander at I-215 NB Ramps	0.106	4	A	0.444	3.4	A	0.444	3.4	A

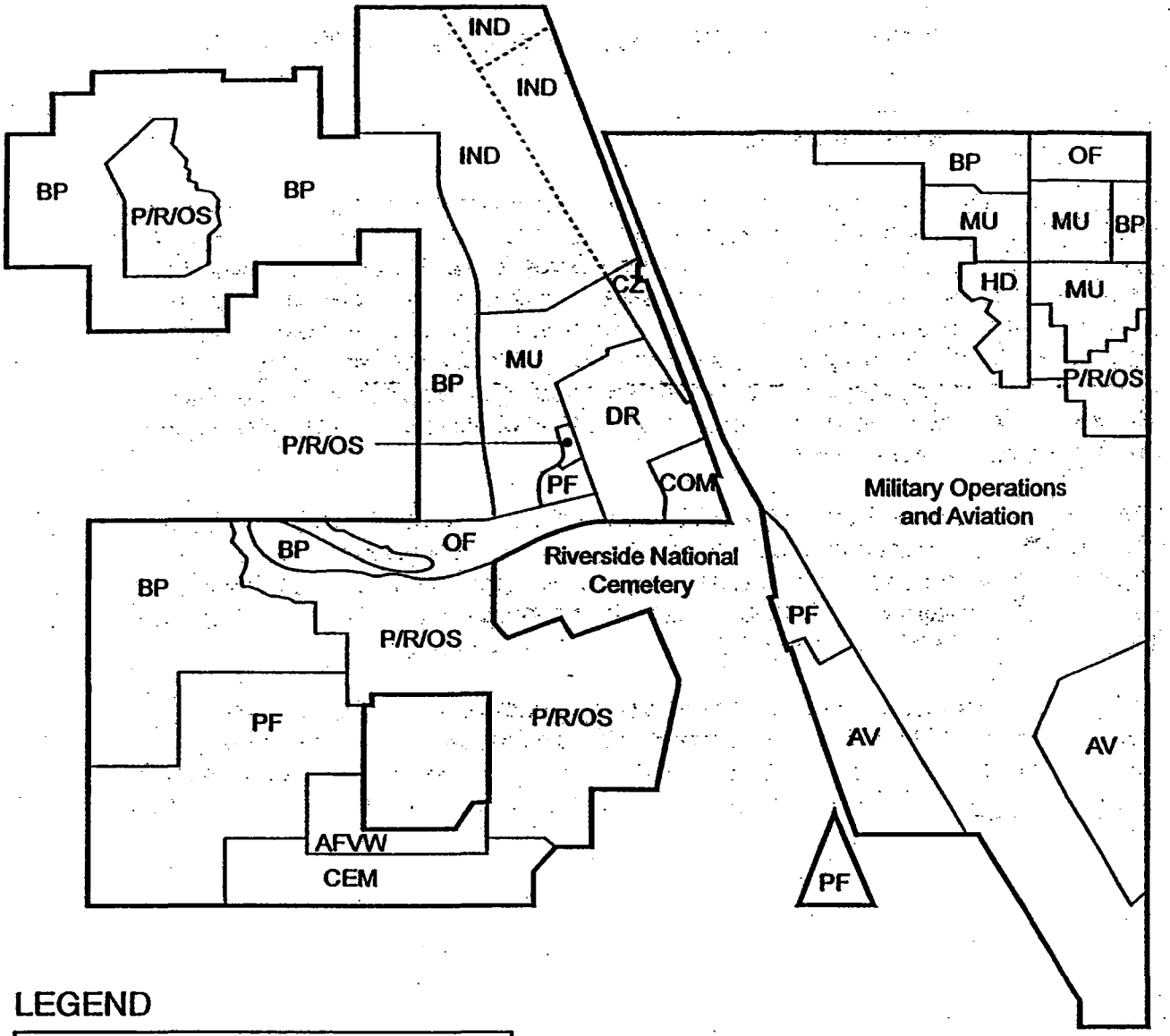
JPA AREA LAND USE AND TRIP GENERATION

PROPOSED LAND USE PLAN

Locations of planned land uses for the JPA area are illustrated in Figure 5. The area west of I-215 and north of Van Buren is largely planned to be business park, industrial, and mixed use, and also includes Destination Recreation and Commercial near the interchange of Van Buren and I-215. The area west of I-215 and south of Van Buren is planned to include a significant amount of open space, plus business park, public facility (the Sheriff's training facility), Air Force Village West expansion, and Riverside National Cemetery expansion. East of I-215 the plan includes proposed cargo aviation facilities in the southern portion, and the historic district and low-intensity mixed use developments in the northeast.

The proposed General Plan Land Use Element is referred to as Alternative 1 in this analysis. Trip generation for the planned land uses is documented in Table 6. At buildout, the proposed plan is expected to generate approximately 220,000 vehicle trips per day and almost 22,000 trips in the afternoon peak hour. The large majority of these trips (over 80%) will be generated on the west side of I-215.

This analysis also considers a second land use alternative, which would reserve approximately 1,000 acres of the northwest JPA area for Stephens Kangaroo Rat habitat. This land use plan, referred to as Alternative 2 in this analysis, would generate approximately 166,000 daily trips, or 25% fewer trips than the preferred land use plan (see Table 7).



LEGEND

AFVW - Air Force Village West Expansion
AV - Aviation
BP - Business Park
CEM - Cemetary Expansion
COM - Commercial
CZ - Clear Zone
DR - Destination Recreation
HD - Historic District
IND - Industrial
MU - Mixed Use
OF - Office
OS - Open Space
P - Park
PF - Public Facility
R - Recreation

	MARCH JPA TRANSPORTATION STUDY	FIGURE
PB	Land Use Plan	5

TABLE 6
DRAFT GENERAL PLAN ALTERNATIVE
LAND USE & TRIP GENERATION ESTIMATES (based on land use estimates)

					Daily			PM Peak Hour			
Area	TAZ	Land Use Type	Size	Units	Trip Generation Equation/Rate	Total	Rate/ unit	Trip Generation Equation/Rate	Ins	Outs	Total
West	1	Business Park	2,258	tsf	Ln(T)=.964Ln(x)+2.839	29,237	12.9	Ln(T)=.859Ln(x)+1.187	548	1943	2,491
		Park\Recreation\Open Space	150	ac	2.23 trips/ac	335	2.2	.22 trips/ac	13	20	33
	2	Business Park	1,411	tsf	Ln(T)=.964Ln(x)+2.839	18,585	13.2	Ln(T)=.859Ln(x)+1.187	366	1297	1,663
	3	Industrial	891	tsf	7.468(x)-101.921	6,554	7.4	1.433(x)-163.421	134	980	1,114
	4	Business Park	1,129	tsf	Ln(T)=.964Ln(x)+2.839	14,988	13.3	Ln(T)=.859Ln(x)+1.187	302	1071	1,373
	5	Industrial	545	tsf	7.468(x)-101.921	3,965	7.3	1.433(x)-163.421	74	543	617
		Mixed Use-Commercial	27	tsf	150.50 trips/tsf	3,993	150.5	12.37 trips/tsf	164	164	328
		Mixed Use-Business Park	27	tsf	Ln(T)=.964Ln(x)+2.839	403	15.2	Ln(T)=.859Ln(x)+1.187	12	43	55
		Mixed Use-Office	40	tsf	Ln(T)=.756Ln(x)+3.765	699	17.6	Ln(T)=.737Ln(x)+1.831	16	78	94
		Mixed Use-Medical	13	tsf	Ln(T)=1.178Ln(x)+2.777	338	25.5	Ln(T)=1.015Ln(x)+1.302	15	35	51
		Mixed Use-Educ. & Vocat.	13	tsf	12.87 trips/tsf	171	12.9	1.06 trips/tsf	11	4	14
		Mixed Use-R&D	13	tsf	7.7 trips/tsf	102	7.7	Ln(T)=0.821Ln(x)+1.118	4	22	26
	6	Industrial	545	tsf	7.468(x)-101.921	3,965	7.3	1.433(x)-163.421	74	543	617
		Mixed Use-Commercial	53	tsf	114.43 trips/tsf	6,071	114.4	8.33 trips/tsf	221	221	442
		Mixed Use-Business Park	53	tsf	Ln(T)=.964Ln(x)+2.839	786	14.8	Ln(T)=.859Ln(x)+1.187	22	77	99
		Mixed Use-Office	80	tsf	Ln(T)=.756Ln(x)+3.765	1,181	14.8	Ln(T)=.737Ln(x)+1.831	27	130	157
		Mixed Use-Medical	27	tsf	Ln(T)=1.178Ln(x)+2.777	764	28.8	Ln(T)=1.015Ln(x)+1.302	31	72	102
		Mixed Use-Educ. & Vocat.	27	tsf	12.87 trips/tsf	341	12.9	1.06 trips/tsf	21	7	28
		Mixed Use-R&D	27	tsf	7.7 trips/tsf	204	7.7	Ln(T)=0.821Ln(x)+1.118	7	38	45
		Clear Zone	20	ac	Negligible			Negligible			
	7	Mixed Use-Commercial	186	tsf	65.3339 trips/tsf	12,132	65.3	5.31 trips/tsf	493	493	986
		Mixed Use-Business Park	186	tsf	Ln(T)=.964Ln(x)+2.839	2,631	14.2	Ln(T)=.859Ln(x)+1.187	64	227	291
		Mixed Use-Office	279	tsf	Ln(T)=.756Ln(x)+3.765	3,044	10.9	Ln(T)=.737Ln(x)+1.831	67	328	395
		Mixed Use-Medical	93	tsf	Ln(T)=1.178Ln(x)+2.777	3,343	36.0	Ln(T)=1.015Ln(x)+1.302	110	256	365
		Mixed Use-Educ. & Vocat.	93	tsf	12.87 trips/tsf	1,195	12.9	1.06 trips/tsf	74	25	98
		Mixed Use-R&D	93	tsf	7.7 trips/tsf	715	7.7	Ln(T)=0.821Ln(x)+1.118	19	107	126
		Park\Recreation\Open Space	14	ac	2.23 trips/ac	30	2.2	.22 trips/ac	1	2	3
		Public Facility	62	tsf	10.72 trips/tsf	668	10.7	1.07 trips/tsf	33	33	67
	8	Destination Recreation	135	ac	75.76 trips/acre	10,228	75.8	3.95 trips/acre	325	208	533
		Commercial	412	tsf	42 trips/tsf	17,131	41.6	3.93 trips/tsf	129	146	1,618
		Clear Zone	14	ac	Negligible			Negligible			
	9	Business Park	141	tsf	Ln(T)=.964Ln(x)+2.839	2,019	14.3	Ln(T)=.859Ln(x)+1.187	51	180	230
		Office	521	tsf	Ln(T)=.756Ln(x)+3.765	4,890	9.4	Ln(T)=.737Ln(x)+1.831	107	521	628
	10	Business Park	988	tsf	Ln(T)=.964Ln(x)+2.839	13,177	13.3	Ln(T)=.859Ln(x)+1.187	269	955	1,224
	11	Business Park	282	tsf	Ln(T)=.964Ln(x)+2.839	3,939	14.0	Ln(T)=.859Ln(x)+1.187	92	326	417
		Park\Recreation\Open Space	150	ac	2.23 trips/ac	335	2.2	.22 trips/ac	13	20	33
	12	Business Park	847	tsf	Ln(T)=.964Ln(x)+2.839	11,358	13.4	Ln(T)=.859Ln(x)+1.187	236	837	1,073
	13	Public Facility	322	emp	Ln(T)=.832Ln(x)+2.330	1,254	3.9	.59 trips/emp	38	151	188
	14	Park\Recreation\Open Space	368	ac	2.23 trips/ac	821	2.2	.22 trips/ac	33	49	82
	15	AFVW Expansion	150	emp	4.03 trips/employee	605	4.0	.35 trips/tsf	22	30	53
	16	Cemetery Expansion	160	ac	4.16 trips/acre	666	4.2	.33 trips/ac	11	43	53
	17	Public Facility	125	tsf	.79 trips/tsf	99	0.8	.08 trips/tsf	5	5	10
		Total				182,960			4,253	12,230	17,825
Southeast	18	Aviation	723	tsf	9.85 trip/tsf	7,118	9.9	.9 trips/acre	325	325	650
		Public Facility	122	tsf	Negligible			Negligible			
	19	Aviation	723	tsf	9.85 trip/tsf	7,118	9.9	.9 trips/acre	325	325	650
		Total				14,236			650	650	1,301
Northeast	20	Military Operations & Aviation (on-site)	83	emp	1.78 trips/emp	148	1.8	.23 trips/emp	4	15	19
		Military Operations & Aviation (off-site)	917	emp	Ln(T)=.832Ln(x)+2.330	2,996	3.3	.5 trips/emp	90	359	449
	21	Business Park	332	tsf	Ln(T)=.964Ln(x)+2.839	4,607	13.9	Ln(T)=.859Ln(x)+1.187	106	374	480
		Mixed Use	85	tsf	Ln(T)=.964Ln(x)+2.839	1,240	14.6	Ln(T)=.859Ln(x)+1.187	33	116	149
	22	Office	430	tsf	Ln(T)=.756Ln(x)+3.765	4,226	9.8	Ln(T)=.737Ln(x)+1.831	93	452	545
		Mixed Use	85	tsf	Ln(T)=.964Ln(x)+2.839	1,240	14.6	Ln(T)=.859Ln(x)+1.187	33	116	149
		Business Park	221	tsf	Ln(T)=.964Ln(x)+2.839	3,116	14.1	Ln(T)=.859Ln(x)+1.187	75	264	339
	23	Historic District	111	du	Ln(T)=1.024Ln(x)+1.710	687	6.2	Ln(T)=.902Ln(x)+.528	77	42	119
	24	Mixed Use	113	tsf	Ln(T)=.964Ln(x)+2.839	1,636	14.4	Ln(T)=.859Ln(x)+1.187	42	149	191
		Park\Recreation\Open Space	95	ac	2.23 trips/ac	212	2.2	.22 trips/ac	8	13	21
	25	Business Park	184	tsf	Ln(T)=.964Ln(x)+2.839	2,614	14.2	Ln(T)=.859Ln(x)+1.187	64	226	290
		Total				22,722			623	2,127	2,750
		Grand Total				219,918			5,527	15,007	21,877

Notes:

tsf - Thousands of square feet
ac - Acre
du - Dwelling Unit
T - trips
x - Thousands of square feet

Sources:

1 - ITE Trip Generation Manual, 5th edition
2 - SANDAG, San Diego Traffic Generators (December 1996)
3 - City of San Diego, Trip Generation Rate Summary (Sept. 1994)

TABLE 7
ALTERNATIVE SKR LAND USE PLAN
LAND USE & TRIP GENERATION ESTIMATES (based on land use estimates)

					Daily			PM Peak Hour			
Area	TAZ	Land Use Type	Size	Units	Trip Generation Equation/Rate	Total	Rate/ unit	Trip Generation Equation/Rate	Ins	Outs	Total
West	1	Stephens Kangaroo Rat	400	ac	Negligible			Negligible			
	2	Stephens Kangaroo Rat	320	ac	Negligible			Negligible			
	3	Industrial	542	tsf	7.468(x)-101.921	3,946	7.3	1.433(x)-163.421	74	540	613
		Business Park	538	tsf	Ln(T)=.964Ln(x)+2.839	7,334	13.6	Ln(T)=.859Ln(x)+1.187	160	567	726
	4	Stephens Kangaroo Rat	180	ac	Negligible			Negligible			
	5	Industrial	632	tsf	7.468(x)-101.921	4,620	7.3	1.433(x)-163.421	89	654	743
	6	Industrial	632	tsf	7.468(x)-101.921	4,620	7.3	1.433(x)-163.421	89	654	743
		Clear Zone	20	ac	Negligible			Negligible			
	7	Mixed Use-Commercial	142	tsf	70.51 trips/tsf	10,019	70.5	5.95 trips/tsf	423	423	845
		Mixed Use-Business Park	142	tsf	Ln(T)=.964Ln(x)+2.839	2,033	14.3	Ln(T)=.859Ln(x)+1.187	51	181	232
		Mixed Use-Office	213	tsf	Ln(T)=.756Ln(x)+3.765	2,486	11.7	Ln(T)=.737Ln(x)+1.831	55	269	325
		Mixed Use-Medical	71	tsf	Ln(T)=1.178Ln(x)+2.777	2,439	34.3	Ln(T)=1.015Ln(x)+1.302	84	195	278
		Mixed Use-Educ. & Vocat.	71	tsf	12.87 trips/tsf	914	12.9	1.06 trips/tsf	56	19	75
		Mixed Use-R&D	71	tsf	7.7 trips/tsf	547	7.7	Ln(T)=0.821Ln(x)+1.118	15	86	101
		Public Facility	62	tsf	10.72 trips/tsf	668	10.7	1.07 trips/tsf	33	33	67
	8	Destination Recreation	135	ac	75.76 trips/acre	10,228	75.8	3.95 trips/acre	325	208	533
		Commercial	412	tsf	42 trips/tsf	17,131	41.6	3.93 trips/tsf	129	146	1,618
		Clear Zone	14	ac	Negligible			Negligible			
	9	Stephens Kangaroo Rat	100	ac	Negligible			Negligible			
	10	Business Park	986	tsf	Ln(T)=.964Ln(x)+2.839	13,155	13.3	Ln(T)=.859Ln(x)+1.187	269	954	1,223
	11	Business Park	628	tsf	Ln(T)=.964Ln(x)+2.839	8,509	13.6	Ln(T)=.859Ln(x)+1.187	182	647	829
		Mixed Use-Commercial	213	tsf	62.26 trips/tsf	13,270	62.3	5.01 trips/tsf	534	534	1,068
		Mixed Use-Business Park	213	tsf	Ln(T)=.964Ln(x)+2.839	3,005	14.1	Ln(T)=.859Ln(x)+1.187	72	256	328
		Mixed Use-Office	320	tsf	Ln(T)=.756Ln(x)+3.765	3,378	10.6	Ln(T)=.737Ln(x)+1.831	74	363	438
		Mixed Use-Medical	107	tsf	Ln(T)=1.178Ln(x)+2.777	3,932	36.9	Ln(T)=1.015Ln(x)+1.302	126	294	420
		Mixed Use-Educ. & Vocat.	107	tsf	12.87 trips/tsf	1,372	12.9	1.06 trips/tsf	85	28	113
		Mixed Use-R&D	107	tsf	7.7 trips/tsf	821	7.7	Ln(T)=0.821Ln(x)+1.118	21	120	141
	12	Business Park	837	tsf	Ln(T)=.964Ln(x)+2.839	11,228	13.4	Ln(T)=.859Ln(x)+1.187	234	828	1,062
	13	Public Facility	322	emp	Ln(T)=.832Ln(x)+2.330	1,254	3.9	.59 trips/emp	38	151	188
	14	Park\Recreation\Open Space	385	ac	2.23 trips/ac	859	2.2	.22 trips/ac	34	52	86
	15	AFVW Expansion	150	emp	4.03 trips/employee	605	4.0	.35 trips/tsf	22	30	53
	16	Cemetery Expansion	160	ac	4.16 trips/acre	666	4.2	.33 trips/ac	11	43	53
	17	Public Facility	125	tsf	.79 trips/tsf	99	0.8	.08 trips/tsf	5	5	10
		Total				129,137			3,291	8,277	12,911
Southeast	18	Aviation	723	tsf	9.85 trip/tsf	7,118	9.9	.9 trips/acre	325	325	650
		Public Facility	122	tsf	Negligible			Negligible			
	19	Aviation	723	tsf	9.85 trip/tsf	7,118	9.9	.9 trips/acre	325	325	650
		Total				14,236			650	650	1,301
Northeast	20	Military Operations & Aviation (on-site)	44	emp	1.78 trips/emp	77	1.8	.23 trips/emp	2	8	10
		Military Operations & Aviation (off-site)	957	emp	Ln(T)=.832Ln(x)+2.330	3,103	3.2	.5 trips/emp	93	372	466
	21	Business Park	332	tsf	Ln(T)=.964Ln(x)+2.839	4,607	13.9	Ln(T)=.859Ln(x)+1.187	106	374	480
		Mixed Use	85	tsf	Ln(T)=.964Ln(x)+2.839	1,240	14.6	Ln(T)=.859Ln(x)+1.187	33	116	149
	22	Office	430	tsf	Ln(T)=.756Ln(x)+3.765	4,226	9.8	Ln(T)=.737Ln(x)+1.831	93	452	545
		Mixed Use	85	tsf	Ln(T)=.964Ln(x)+2.839	1,240	14.6	Ln(T)=.859Ln(x)+1.187	33	116	149
		Business Park	221	tsf	Ln(T)=.964Ln(x)+2.839	3,116	14.1	Ln(T)=.859Ln(x)+1.187	75	264	339
	23	Historic District	56	du	Ln(T)=1.024Ln(x)+1.710	354	6.1	Ln(T)=.902Ln(x)+.528	43	23	66
	24	Mixed Use	113	tsf	Ln(T)=.964Ln(x)+2.839	1,636	14.4	Ln(T)=.859Ln(x)+1.187	42	149	191
		Park\Recreation\Open Space	95	ac	2.23 trips/ac	212	2.2	.22 trips/ac	8	13	21
	25	Business Park	184	tsf	Ln(T)=.964Ln(x)+2.839	2,614	14.2	Ln(T)=.859Ln(x)+1.187	64	226	290
		Total				22,425			590	2,114	2,705
		Grand Total				165,798			4,532	11,042	16,916

Notes:

tsf - Thousands of square feet
ac - Acre
du - Dwelling Unit
T - trips
x - Thousands of square feet

Sources:

1 - ITE Trip Generation Manual, 5th edition
2 - SANDAG, San Diego Traffic Generators (December 1996)
3 - City of San Diego, Trip Generation Rate Summary (Sept. 1994)

FUTURE CONDITIONS WITH JPA DEVELOPMENT

As documented in the Methodology section, the March JPA traffic model was used to distribute regional trips, assuming full development as envisioned in the land use plan. The resulting trip distribution data were used to assign future trips generated in the JPA area to the roadway system, and to determine the impact of JPA development on regional travel patterns. This information was then used to create forecasts of future daily and peak hour traffic including development of the JPA area land use plan.

EFFECTS ON REGIONAL TRAVEL PATTERNS

The location of a major employment center in the March area will make it possible for more residents of Western Riverside County to commute to jobs here rather than in Orange or Los Angeles Counties. This would be expected to reduce the peak hour traffic in the peak direction, thereby reducing peak congestion on these roadways and balancing peak traffic flows to better utilize the roadway system's capacity.

The traffic model was used to estimate the regional trip distribution including the JPA land use plan. The following table summarizes the changes in regional travel demand through this area because of developing the employment center at March.

Change in total daily vehicle trips:	
Hemet/San Jacinto to Riverside/Corona/LA Co./Orange Co.	- 2,764
Moreno Valley/Perris to Riverside/Corona/LA Co./Orange Co.	-29,532
Total	-32,296
Change in eastbound PM peak hour vehicle trips (peak direction):	
Riverside/Corona/LA Co./Orange Co. to Hemet/San Jacinto	- 77
Riverside/Corona/LA Co./Orange Co. to Moreno Valley/Perris	- 1,313
Total	- 1,390
Change in westbound PM peak hour vehicle trips (off-peak direction):	
Hemet/San Jacinto to Riverside/Corona/LA Co./Orange Co.	+ 86
Moreno Valley/Perris to Riverside/Corona/LA Co./Orange Co.	+ 497
Total	+ 583

Development of the JPA area plan could therefore reduce the daily traffic volume in and out of the County by 32,000 vehicles. During the afternoon peak it would increase the volume of trips in the off-peak direction (from east to west) by almost 600 trips, but would decrease the peak direction (from west to east) volume by almost 1,400 in the peak hour.

The availability of more employment opportunities in Western Riverside County would also help to reduce regional travel and vehicular emissions. The travel forecasting model estimates that the planned development at March JPA would replace 5,000 peak period trips which would otherwise travel to and from Los Angeles or Orange

Counties. If these trips decreased from an average of 50 miles to an average of 15 miles, this would reduce regional vehicles miles of travel by 350,000 miles per day.

ASSIGNMENT OF JPA TRAFFIC

Figure 6 shows the assignment of daily traffic volumes generated in the JPA area with the preferred land use plan.

FUTURE VOLUMES INCLUDING JPA AREA TRAFFIC

Estimates of total future traffic started with the future background traffic volumes. Through traffic on Alessandro and Van Buren was reduced to reflect the reduction in regional trips passing through the area (since 70% of this volume is projected to be drawn from the 60/215 freeway, the remaining 30% was subtracted from the forecast volumes on Alessandro and Van Buren). Trips generated in the JPA area were added to obtain the total forecast traffic volume.

The estimates of future total daily traffic are shown in Figure 7.

LEVELS OF SERVICE – PREFERRED LAND USE PLAN

Forecasts of peak hour traffic passing through study intersections were developed in the same fashion as the daily volume forecasts. Table 8 shows the intersection levels of service, assuming existing lane geometry. Increases in background traffic combined with projected JPA traffic reduce the peak hour LOS at most study intersections to F.

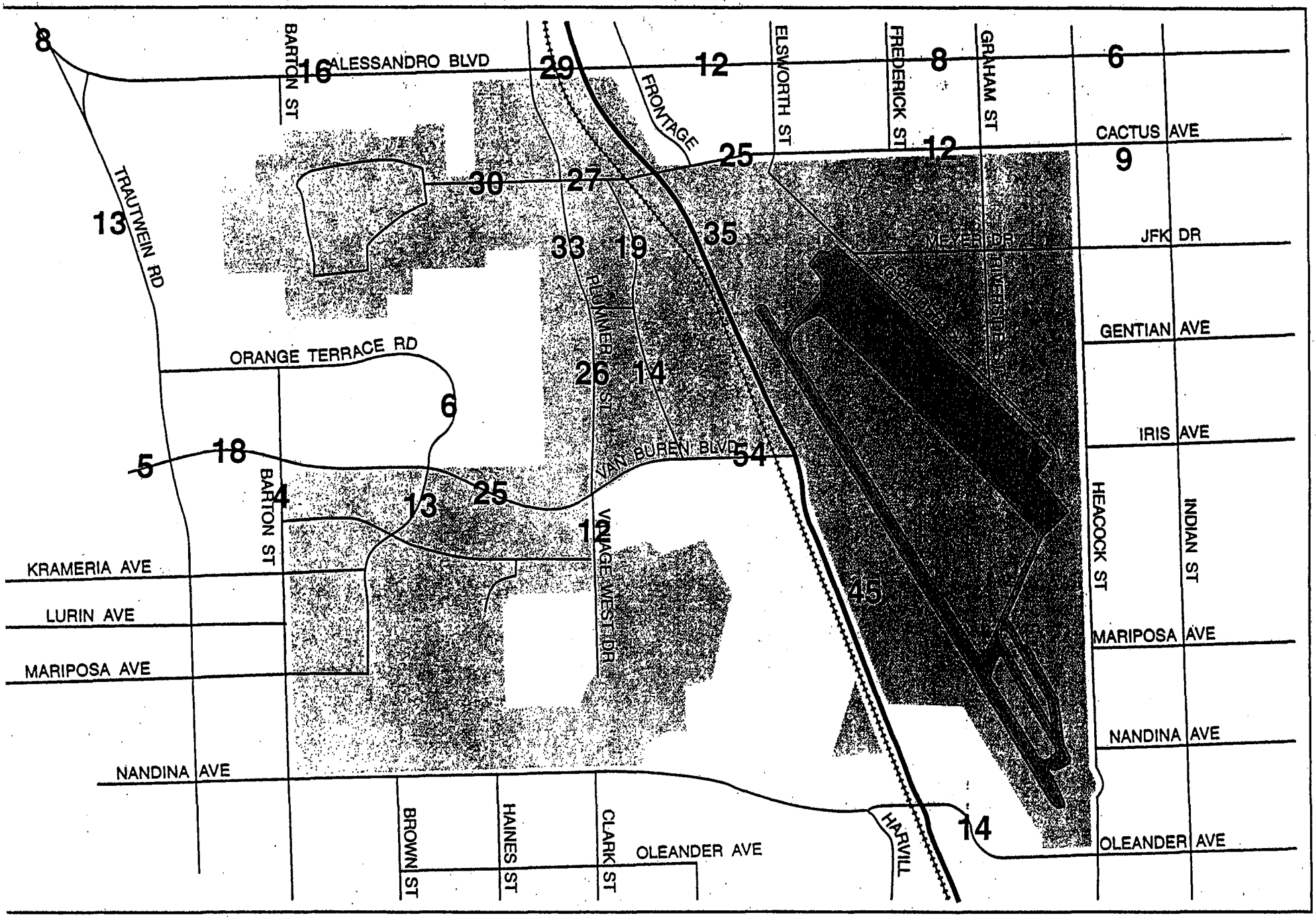
LEVELS OF SERVICE – SKR LAND USE PLAN

Peak hour intersection forecasts and LOS were also prepared for the alternative land use plan which would use the northwest portion of the JPA area for Stephens Kangaroo Rat habitat. The resulting intersection LOS are summarized in Table 9. Most intersections are projected at LOS F with this land use plan as well, though conditions improve substantially at the two intersections nearest to the habitat reserve (Cactus at Plummer and Plummer at Alessandro).

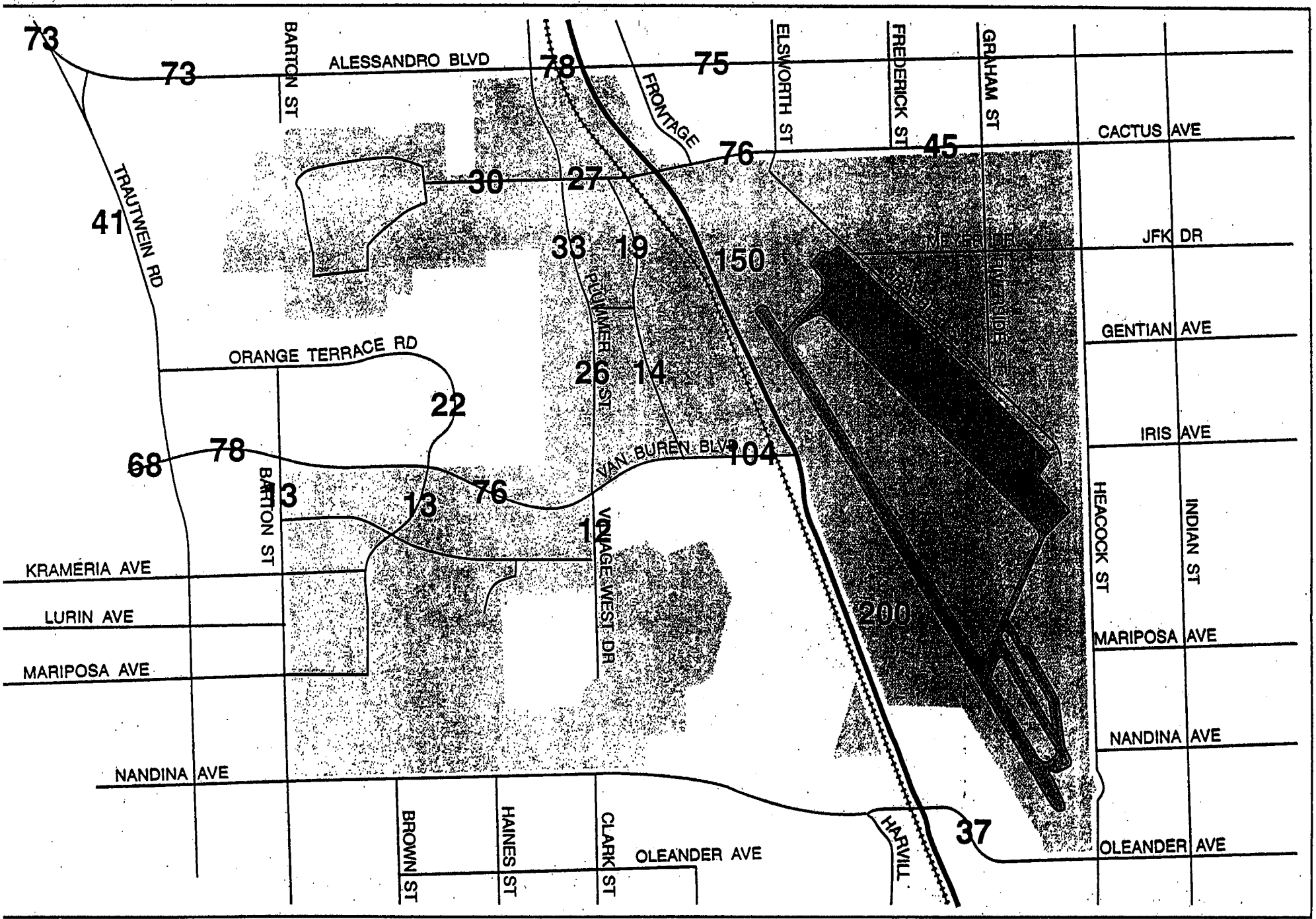
NEEDED ROADWAY IMPROVEMENTS

To achieve acceptable future levels of service (LOS D or better) with JPA area traffic, a number of roadway capacity improvements will be needed in addition to those identified for the Future Background scenario. Locations requiring additional improvement are shown in Figure 8. The improvements include:

- widening of Alessandro between Plummer and I-215;



PB	MARCH JPA TRANSPORTATION STUDY	FIGURE
	Average Daily Traffic Volumes (in thousands) March JPA Area General Plan (project area traffic only)	6



MARCH JPA TRANSPORTATION STUDY

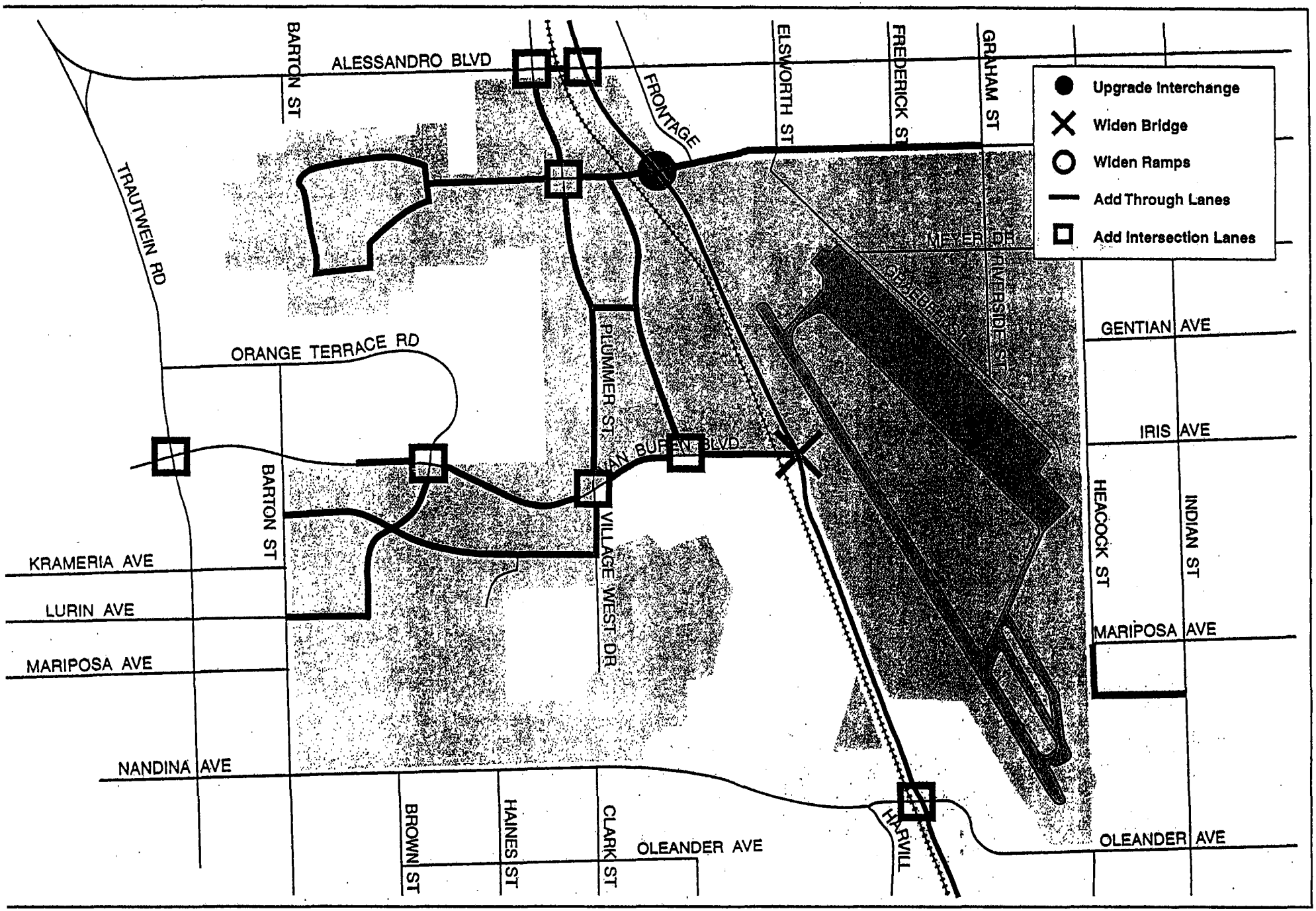
FIGURE

TABLE 8
PM PEAK HOUR LOS SUMMARY WITH ALTERNATIVE 1

	Existing			No Project			Alt. 1		
	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS
Heacock at SR-60 EB Ramps	0.565	26.1	D	0.788	13.6	B	0.894	26.9	D
Heacock at SR-60 WB Ramps	0.548	9.3	B	0.582	13.5	B	0.593	14.3	B
Alessandro at Trautwein	0.551	22.1	C	1.362	235.9	F	1.361	216.7	F
Alessandro at I-215 SB Ramps	0.365	5.9	B	1.502	168.1	F	1.763	636.5	F
Alessandro at I-215 NB Ramps	0.337	5.2	B	0.864	16.8	C	1.612	268.6	F
Cactus at I-215 SB Ramps	0.228	12.7	B	0.612	17.9	C	1.476	322.1	F
Cactus at I-215 NB Ramps	0.552	7.6	B	1.278	139.9	F	1.904	512.9	F
Cactus at Frederick	0.412	6.8	B	0.981	23.7	C	1.288	127.1	F
Cactus at Heacock	0.229	10.3	B	0.497	17.6	C	0.717	20.3	C
Van Buren at Washington	0.748	16.8	C	1.481	356	F	1.568	392.4	F
Van Buren at Trautwein	0.486	22.7	C	1.116	133.2	F	1.404	197.4	F
Van Buren at Barton	0.521	14.5	B	1.329	245.2	F	1.858	653.3	F
Van Buren at Orange Terrace Parkway	0.325	2.3	A	0.799	10.4	B	1.428	270.8	F
Van Buren at Clark (Village West)	0.688	19.2	C	0.698	3.3	A	1.245	202.4	F
Van Buren at Harmon	0.372	2.6	A	0.716	4.3	A	1.06	76.1	F
Van Buren at I-215 SB Ramps		1.7	A	1.651	736.8	F	2.433	overflow	F
Van Buren at I-215 NB Ramps	0.425	8.6	B	0.729	15.3	C	1.214	133.3	F
Nandina at Barton	0.951	13.7	C	0.441	19	C	0.7	15.7	C
Oleander at I-215 SB Ramps	0.094	8.7	B	0.667	11.5	B	0.973	33.6	D
Oleander at I-215 NB Ramps	0.106	4	A	0.444	3.4	A	0.603	4.1	A
Oleander at Indian			NA			NA	1.124	51.8	E
Plummer at Alessandro			NA			NA	2.48	2336.6	F

TABLE 9
PM PEAK HOUR LOS SUMMARY WITH ALTERNATIVE 2

	Existing			No Project			Alt. 1			Alt.2		
	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS
Heacock at SR-60 EB Ramps	0.565	26.1	D	0.788	13.6	B	0.894	26.9	D	0.887	19.4	C
Heacock at SR-60 WB Ramps	0.548	9.3	B	0.582	13.5	B	0.593	14.3	B	0.587	13.8	B
Alessandro at Trautwein	0.551	22.1	C	1.362	235.9	F	1.361	216.7	F	1.334	200.1	F
Alessandro at I-215 SB Ramps	0.365	5.9	B	1.502	168.1	F	1.763	636.5	F	1.596	272.6	F
Alessandro at I-215 NB Ramps	0.337	5.2	B	0.864	16.8	C	1.612	268.6	F	1.152	143.8	F
Cactus at Plummer	0	0	NA			NA	1.457	526.6	F	0.639	13.3	B
Cactus at I-215 SB Ramps	0.228	12.7	B	0.612	17.9	C	1.476	322.1	F	1.156	210.9	F
Cactus at I-215 NB Ramps	0.552	7.6	B	1.278	139.9	F	1.904	512.9	F	1.661	427.9	F
Cactus at Frederick	0.412	6.8	B	0.981	23.7	C	1.288	127.1	F	1.192	79.2	F
Cactus at Heacock	0.229	10.3	B	0.497	17.6	C	0.717	20.3	C	0.649	20.2	C
Van Buren at Washington	0.748	16.8	C	1.481	356	F	1.568	392.4	F	1.57	394	F
Van Buren at Trautwein	0.486	22.7	C	1.116	133.2	F	1.404	197.4	F	1.267	136.8	F
Van Buren at Barton	0.521	14.5	B	1.329	245.2	F	1.858	653.3	F	1.795	656.4	F
Van Buren at Orange Terrace Parkway	0.325	2.3	A	0.799	10.4	B	1.428	270.8	F	1.361	179.4	F
Van Buren at Clark (Village West)	0.688	19.2	C	0.698	3.3	A	1.245	202.4	F	1.508	282.1	F
Van Buren at Harmon	0.372	2.6	A	0.716	4.3	A	1.06	76.1	F	1.106	99.3	F
Van Buren at I-215 SB Ramps		1.7	A	1.651	736.8	F	2.433	overflow	F	2.671	overflow	F
Van Buren at I-215 NB Ramps	0.425	8.6	B	0.729	15.3	C	1.214	133.3	F	1.403	290.1	F
Nandina at Barton	0.951	13.7	C	0.441	19	C	0.7	15.7	C	0.685	15.1	C
Oleander at I-215 SB Ramps	0.094	8.7	B	0.667	11.5	B	0.973	33.6	D	1.007	34.1	D
Oleander at I-215 NB Ramps	0.106	4	A	0.444	3.4	A	0.603	4.1	A	0.583	4	A
Plummer at Alessandro			NA			NA	2.48	2336.6	F	1.726	500.1	F



PB	MARCH JPA TRANSPORTATION STUDY	FIGURE
	Additional Improvements Needed With Project (in addition to "without project" improvements)	9

- widening the bridge of Cactus Avenue across I-215, and widening the off-ramps;
- widening Cactus Avenue to six lanes from I-215 to Graham Street (consistent with the Moreno Valley General Plan);
- widening Van Buren to six lanes from I-215 to Barton Street;
- additional widening of the Van Buren bridge over I-215;
- construction or widening of several internal JPA area roads;
- widening of several key intersections to provide additional turn lanes;
- developing the roadway connection from the air cargo terminal to Indian Street.

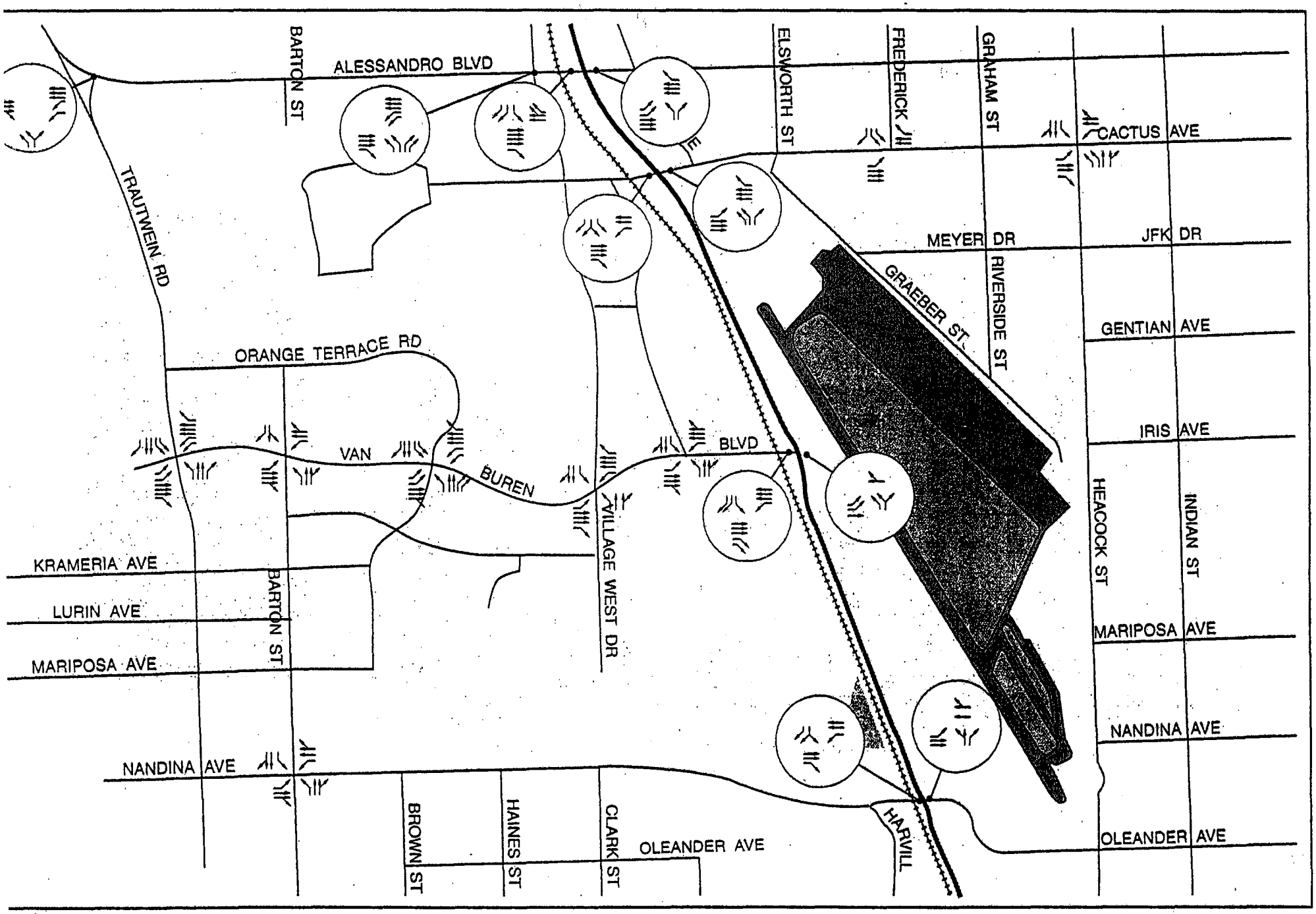
The estimated cost of constructing these additional improvements is $51 million; acquisition of right-of-way for these improvements could cost up to $11 million more, assuming that right-of-way within the JPA area will be dedicated without any acquisition cost. (The unit costs and cost estimate calculations for individual projects are included in Appendix A.)

The improvements needed to serve the SKR Alternative (Alternative 2) are essentially the same, with the following changes:

- fewer lanes would be required on Alessandro between Plummer and I-215;
- Cactus Avenue would not be developed west of Plummer Street; and
- less widening would be required at the intersection of Cactus Avenue and Plummer Street.

Figure 9 shows the assumed turn lane geometry at intersections identified for improvement in the preferred land use scenario. The number of intersection lanes assumed in this analysis can be used as an indication of the future right-of-way requirements.

Peak hour levels of service with the identified improvements are shown in Table 10. The identified improvements would achieve LOS D or better at all study intersections. It is therefore concluded that the transportation system can be improved sufficiently to accommodate traffic generated by the proposed land use plan.



PB

MARCH JPA TRANSPORTATION STUDY

Intersection Lane Geometry - With Project

FIGURE 9

TABLE 10
PM PEAK HOUR LOS SUMMARY WITH IMPROVEMENTS

	Existing			No Project with Improv.			Alt. 1 with Improvements			Alt.2 with Improvements		
	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS
Heacock at SR-60 EB Ramps	0.565	26.1	D	0.788	13.6	B	0.894	26.9	D	0.887	19.4	C
Heacock at SR-60 WB Ramps	0.548	9.3	B	0.582	13.5	B	0.548	9.9	B	0.481	6.5	B
Alessandro at Trautwein	0.551	22.1	C	1.036	32.4	D	1.041	34	D	1.018	27.6	D
Alessandro at I-215 SB Ramps	0.365	5.9	B	1.227	52.5	E	0.988	35.05	D	0.961	26.1	D
Alessandro at I-215 NB Ramps	0.337	5.2	B	0.864	16.8	C	1.045	35.5	D	0.896	13.7	B
Cactus at Plummer			NA			NA	0.974	34.7	D	0.609	9.3	B
Cactus at I-215 SB Ramps	0.228	12.7	B	0.612	17.9	C	0.862	25.6	D	0.908	15.7	C
Cactus at I-215 NB Ramps	0.552	7.6	B	0.995	25.7	D	0.683	12.9	B	0.541	10.7	B
Cactus at Frederick	0.412	6.8	B	0.981	23.7	C	0.781	12.6	B	0.676	20	C
Cactus at Heacock	0.229	10.3	B	0.497	17.6	C	0.717	20.3	C	0.649	20.2	C
Van Buren at Washington	0.748	16.8	C	0.978	39.6	D	1.048	39.2	D	1.032	39.2	D
Van Buren at Trautwein	0.486	22.7	C	0.819	39	D	0.93	38.6	D	0.984	25.9	D
Van Buren at Barton	0.521	14.5	B	0.843	12	B	0.896	29.1	D	0.97	34	D
Van Buren at Orange Terrace Parkway	0.325	2.3	A	0.799	10.4	B	0.724	24.7	C	1.075	36.9	D
Van Buren at Clark (Village West)	0.688	19.2	C	0.698	3.3	A	1.008	39.4	D	0.907	32.9	D
Van Buren at Harmon	0.372	2.6	A	0.716	4.3	A	0.804	21	C	0.825	11.4	B
Van Buren at I-215 SB Ramps		1.7	A	0.762	14.2	B	0.831	24.5	C	1.102	39.6	D
Van Buren at I-215 NB Ramps	0.425	8.6	B	0.729	15.3	C	0.806	39.6	D	0.892	39.2	D
Nandina at Barton (4-way stop)	0.951	13.7	C	0.441	11.8	B	0.7	15.7	C	0.685	15.1	C
Oleander at I-215 SB Ramps	0.094	8.7	B	0.667	11.5	B	0.944	29.4	D	0.981	24.4	C
Oleander at I-215 NB Ramps	0.106	4	A	0.444	3.4	A	0.603	4.1	A	0.583	4	A
Oleander at Indian			NA			NA	0.763	39.1	D	0.763	39.1	D
Plummer at Alessandro			NA			NA	0.977	39.4	D	0.767	7.1	B

RECOMMENDED CIRCULATION SYSTEM

This chapter describes the transportation system elements recommended to serve the long-range preferred land use plan proposed for the March JPA area.

ROADWAYS

Functional Classifications

A classification system is used to identify the function and typical design features of roadways. Each classification has a designated curb-to-curb width and right-of-way width. The classifications indicate the roadway's ultimate function and design characteristics, so that right-of-way can be obtained under the guidance of the General Plan for roadways not yet built to standard. The functional classifications used for the March JPA roadway plan, and are generally consistent with the City of Moreno Valley's classifications, are described below.

Arterial Highway. These roadways would provide a -102 foot roadway within a 120-foot right-of-way upon full buildout. This is sufficient width to provide three lanes in each direction plus raised median to accommodate controlled left turn lanes at intersections. The roadway without curbside parking, will accommodate a Class II commuter serving bike lane. Roadways designated as an arterial highway serve a sub-regional basis and are continued throughout the sub-region within the respective jurisdictions.

Major Arterial. These roadways would provide an 86-foot roadway within a 110-foot right-of-way upon full buildout. This is sufficient width to provide two lanes in each direction plus raised median to accommodate control left turn lanes at intersections. A Class II commuter serving bike lane can be accommodate if curbside parking is restricted.

Minor Arterial. These roadways would provide a 64-foot roadway within an 88-foot right-of-way. This is sufficient width to provide two through lanes in each direction, with a Class II bike lane, or curbside parking area. Additional width will be needed at intersections where exclusive left turn lanes are provided. This roadway classification has no center median. Minor arterials function in a similar manner to major arterial except that minor arterial carry less traffic, less non-local through traffic and a relatively greater proportion of local traffic.

Industrial Collector. These roadways would provide a 56-foot roadway within a 78-foot right-of-way. This is sufficient to provide one lane in each direction with a Class II bike lane. Industrial Collector streets function as feeder routes to carry traffic from the arterial system to the local system, but should carry only very minimal levels of non-local through traffic.

Local Streets. All streets not designated as one of the facility types above is a local street. Local streets function purely to provide direct access to abutting land uses and should not serve any through traffic.

Service Streets. Service streets are purely rights-of-way designed to provide access to areas that need to be serviced, but does not carry standard "public" traffic. A service street is designed as a two lane roadway without any additional right-of-way. The minimum standard for a service street shall be no less than 24 feet wide to accommodate two-way traffic. Use of service streets shall be limited to areas that require access for purely maintenance and servicing, and will not function as a "public" transportation facility in the general sense.

Recommended roadway classifications are shown in Figure 10. The number of lanes and typical dimensions associated with each classification are identified in Table 11.

TABLE 11
ROADWAY CLASSIFICATIONS

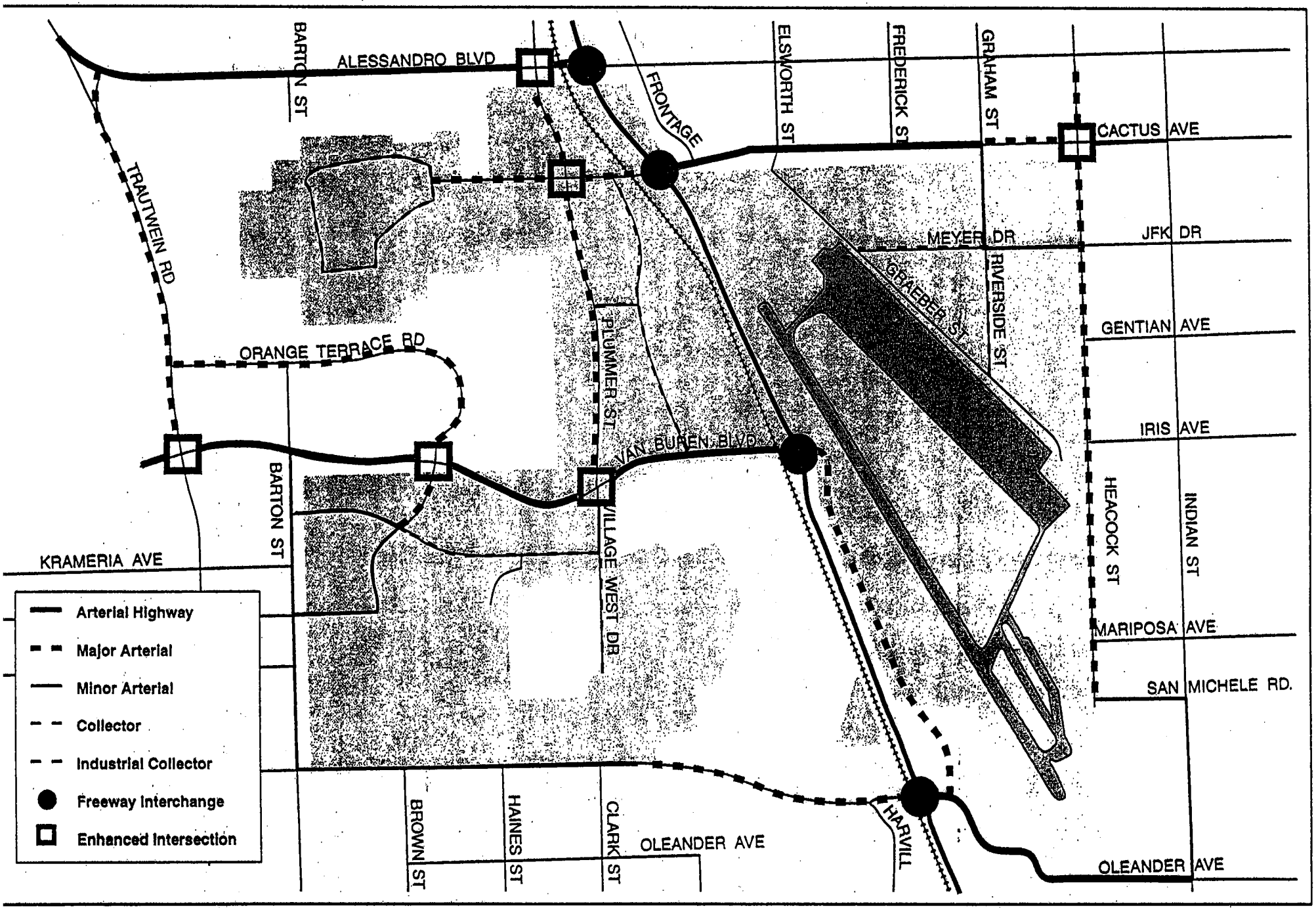
Roadway Classification	Number of Lanes	Right-of-Way	Roadway Cross-Section	Type of Median	Sidewalk/ Parkway
Arterial Highway	6	120'	102'	14' raised	6' / 3'
Major Arterial	4	110'	86'	18' raised	6' / 6'
Minor Arterial	4	88'	64'	n/a	6' / 6'
Industrial Collector	2	78'	56'	12' painted	6' / 5'
Local	2	60'	40'	n/a	6' / 4'
Service	2	24' min.	24' min.	n/a	n/a

Truck Routes

All roadways identified as collector streets or higher in the functional classification system will be designated as truck routes for the March JPA area. Roads will be designed with appropriate standards to serve the circulation needs of trucks.

Cross-Sections For Northeast Area

The roadways in the northeast portion of the JPA area were developed as part of the Air Force Base, and do not include the typical dimensions associated with public roads of similar function and capacity. Modification of the roadway or right-of-way dimensions would in many cases affect adjacent buildings. The classifications for these roads are therefore intended to indicate the future number of lanes; roadway and right-of-way dimensions should be determined individually.



MARCH JPA TRANSPORTATION STUDY

March JPA Area Roadway Plan

FIGURE 10

Interchange Improvements

Increases in background traffic combined with JPA area traffic will necessitate capacity improvements to the four interchanges along I-215 which serve the JPA area. The recommended improvements at each interchange are identified below. These improvements are concepts which will provide capacity to serve future traffic volumes; actual improvement designs should be developed through the Caltrans process (Project Study Report, Project Report/Environmental Document, Plans Specifications and Estimates).

I-215 at Alessandro Boulevard. The existing structure is sufficiently wide to accommodate future capacity needs. Additional lanes should be added on the eastbound approach, the westbound approach, and the southbound off-ramp.

I-215 at Cactus Avenue. To accommodate future capacity needs, the existing structure should be widened, and additional lanes should be provided on the eastbound approach, westbound approach, southbound off-ramp, and northbound off-ramp.

I-215 at Van Buren Avenue. The existing interchange has limited capacity and needs to be rebuilt to accommodate future traffic. The structure should be wider, and additional lanes are needed on the southbound off-ramp and the west approach and departure.

I-215 at Oleander Avenue. The existing interchange has sufficient capacity to accommodate projected volumes through the Year 2015 if a right turn lane is provided on the eastbound approach. However, the surrounding area in Moreno Valley and Perris is slated for substantial additional long-term development (primarily industrial) which will generate additional traffic demands through this interchange and may require additional capacity improvements. The upcoming Moreno Valley Industrial Area Specific Plan Traffic Study will address the long-term improvement needs for this interchange with planned development in the surrounding area

Improvement of these interchanges should also consider the addition of HOV bypass lanes on on-ramps to provide additional incentive for carpooling.

Air Cargo Terminal Access

The March JPA has begun development of an air cargo terminal, named the March Inland Port. Two terminal locations were identified through the base reuse planning process, one on the west side of the runway and one on the east side of the runway. The east side contains the "alert facility" along with aprons, ramps, and taxiways, whereas the west side location is devoid of supportive aviation improvements. Based on the approved Airport Layout Plan for March, the east side terminal area will be an all cargo facility, with the west side terminal having the ability to be developed in the future for passenger/cargo or all cargo.

A convenient roadway linkage between the air cargo terminal and the freeway system is important for facilitating goods movement in and out of the terminal, and an accessible air cargo terminal will increase the area's marketability as an employment

center. Therefore it is important that the roadway access between the terminal and the nearby interchange at I-215 and Oleander Avenue be as convenient as possible.

Two primary constraints will affect the location of this access road. First, regulations require that there be no stopped traffic on roadways in the runway clear zone. If built in their current alignments, Oleander Avenue and Heacock Street would pass through the clear zone, and traffic stopping at their intersection would undoubtedly back up into the clear zone. The second constraint is a major drainage channel just north of the Oleander Avenue alignment. Clearance restrictions affect where a roadway could cross this channel. To accommodate these two constraints, the recommended roadway (Figure 10) shows realignment of Oleander Avenue to the south, and development of San Michele Road and Indian Street to connect the terminal with Oleander Avenue. When detailed design studies are undertaken for this roadway, other alignment options should be evaluated to determine whether the north-south part of the route could be located further west to further improve the access between the air cargo terminal and the I-215 freeway. In addition, geometric design standards for these roads should be selected to ensure easy movements for the 60-foot truck trailers which will come into the air cargo facility.

Off-Site Improvement Needs

To accommodate the projected growth in background traffic and the planned development at March JPA, several regional roadways should be improved. The regional facilities recommended for improvement are described below.

I-215 Freeway. Background traffic growth on I-215 will require expansion of the current six-lane facility to eight lanes of capacity. Current Caltrans plans and the Western Riverside Comprehensive Transportation Plan (CTP) anticipate the addition of two high occupancy vehicle lanes to I-215 between SR-60 in Moreno Valley and I-15 in Temecula. This improvement would provide the additional capacity needed, and would provide a carpooling incentive for employees at the March JPA.

The segment of I-215 which is merged with SR-60 between Moreno Valley and Riverside is currently being expanded under Measure A to add HOV lanes and truck climbing lanes. This improvement will help relieve existing congestion, but future growth in background traffic will result in traffic volumes which exceed the available capacity, which in turn will increase traffic on parallel arterials such as Alessandro and Van Buren. Relief of projected future traffic congestion on this segment of I-215/SR-60 will be a key to ensuring adequate regional circulation in Western Riverside County, and will be important for providing convenient access to the JPA area from the north. The JPA should encourage the responsible agencies (Caltrans and RCTC) to initiate a process such as a Major Investment Study which will identify long-term improvements for implementation in this key corridor in addition to those provided under Measure A.

Traffic generated in the JPA area is projected to create traffic demand for a ten-lane facility on I-215 between Van Buren and the Ramona/Cajalco interchange. Future updates of the CTP should review this projected need in light of updated regional population and employment forecasts, so that future I-215 corridor planning can provide the additional capacity if needed.

Ramona Expressway. The Ramona Expressway extends from I-215 easterly to San Jacinto. Upgrading this road to full expressway standards and providing additional lanes will be needed to serve future travel demands between the San Jacinto Valley (Hemet and San Jacinto) and the central portion of Western Riverside County. The upgraded Ramona Expressway will therefore be a key regional link for the JPA area. The March JPA should therefore support development of the Ramona Expressway.

Cajalco Corridor. Similar to the Ramona Expressway, development of a full expressway in the Cajalco Corridor will provide important regional access for the JPA area. Without the Cajalco Corridor, trips to and from the west will need to use either Van Buren, Alessandro, or the 60/215 freeway to reach the JPA area. Development of the Cajalco Corridor between I-215 and I-15 would provide a less-congested connection to the west, and combined with the Ramona Expressway would complete an east-west linkage across Western Riverside County. The March JPA should support development of an expressway in the Cajalco Corridor, and should work with the County of Riverside to identify and plan a convenient north-south arterial roadway to provide access between the Cajalco Corridor and the western portion of the JPA area.

PUBLIC TRANSPORTATION

The land use plan for the March JPA envisions primarily employment-related uses, particularly business park, office, and industrial. This type of development would be best served by commuter-oriented transit services. Specific examples of commuter-oriented transit services which should be pursued as the area develops include commuter rail and express bus services.

The planned Metrolink commuter rail extension along the San Jacinto Branch Line from downtown Riverside to Hemet and San Jacinto would primarily serve commuter trips. Initially, service would be operated from San Jacinto to Riverside in the morning peak, and back in the afternoon; ultimately two-way service may be considered. The JPA should support development of commuter rail in this corridor as one means of enhancing commuter access to the March JPA.

The I-215 corridor is also being considered as part of a high speed rail (HSR) system in California. If HSR is eventually implemented in this corridor, the March JPA should pursue a stop in the JPA area.

The Long-Range Transit Plan (LRTP) for Western Riverside County envisions a system of express buses linking the urban centers, and the March JPA area was identified as one of the urban centers to be served. In this system, buses would travel on the freeway, stopping at a multimodal transportation center in each urban center and using HOV lanes on the connecting freeways, thereby offering attractive travel times for long-distance service. The LRTP envisions future express bus connections between March and Temecula/Murrieta, Hemet/San Jacinto, Lake Elsinore, and Banning/Beaumont. Since the March JPA is envisioned as a major employment center, this type of commuter-oriented transit service should be pursued as employment levels become sufficient to support ridership.

Key to the attractiveness and success of the commuter rail and express bus services will be to have an effective, convenient system for collection and distribution in the JPA area. A local area shuttle service should be developed to link the employment centers within the JPA to the transportation center which will be served by the commuter rail and express bus service.

The LRTP also envisions improvements in local bus service commensurate with population and employment growth. As the March JPA and surrounding areas develop, local bus service provided by the Riverside Transit Agency (RTA) should be expanded to better link the March JPA with the surrounding communities of Moreno Valley, Riverside, and Perris.

MULTIMODAL TRANSPORTATION CENTER

The RCTC study of commuter rail on the San Jacinto Branch line envisioned a commuter rail station in the northwest quadrant of Van Buren and I-215. The northwest quadrant was identified over the southwest quadrant because of preferable location and terrain. A station in this area was viewed as a destination station, so the study did not envision much parking adjacent to the station.

With the potential for commuter rail, express bus, local bus, and an area shuttle service, the JPA transportation plan should include development of a multimodal transportation center to serve and link these modes. The northwest quadrant of the I-215/Van Buren interchange is the preferred location for this facility, because this location would provide good spacing with other planned Metrolink stations, would conveniently serve as a central point for bus transit oriented in all directions, and would not conflict with the planned intermodal terminal further to the north (see below). Since the JPA area is planned as a major employment destination, the multimodal center would not need to provide a large amount of parking.

INTERMODAL FACILITY

The location of the San Jacinto Branch Line through the March JPA, and especially the existing spur line south of Cactus Avenue, provide a unique opportunity for an intermodal facility in the JPA area. This facility would provide a location for the transfer of goods between trucks and rail, and would enhance the attractiveness of this area to businesses which could benefit from convenient access to rail for shipping.

As noted above, the I-215 corridor is being considered as part of a potential high speed rail system in California. The system would likely provide two types of goods movement services – parcel service and high speed containerized freight (which would be carried at night). Location of the intermodal facility near the multimodal transportation center could provide a unique opportunity to have facilities which serve both the passenger and goods which could be moved via high speed rail. Plans for these two facilities and surrounding uses should preserve this opportunity, and the JPA

should work with RCTC and the California High Speed Rail Authority to determine how to best serve both passenger and rail functions if this area becomes a candidate for a HSR station.

The need for linking the intermodal terminal with the air cargo terminal was evaluated, and does not appear to be an important element to support goods movement. Linkage between air cargo and intermodal terminals has been tried around the country, without success to date because the typical goods shipped via rail and air are just too different to make transfer viable.

TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) strategies may be effectively employed in the March JPA planning area. TDM strategies, if proposed now and integrated into the General Plan process and development agreements, can contribute to a reduction in trip generation within the JPA area.

Several factors contribute to the potential for a successful trip reduction strategy in the March JPA planning area. The large amount of relatively undeveloped land (about 6,450 acres) allows for an innovative strategy for trip reduction through land use planning and development agreements. Transit accessibility will be high if planned commuter rail, express bus, and local bus services are developed, and if the proposed multimodal transportation center is developed with a convenient shuttle service to link it with the employment areas. Short-distance local trips can be eliminated by planning master developments which contain an appropriate mix of uses.

The recommended TDM elements for the JPA area are identified below. This combination of strategies is estimated to achieve a six to nine percent reduction in trips compared to the estimates presented earlier in this report. The recommended TDM elements will be implemented by three different types of entities – the March JPA, potential developers in the planning area, and the individual employers.

March JPA-Implemented Measures

- Encourage/require larger-scale development
- Appropriate Mix of Development

Developer-Implemented Measures

- Onsite Employee Transportation Coordinator
- Transportation Management Association
- Passenger Loading/Drop-off Areas
- Bicycle/Pedestrian Paths
- Bicycle Storage Facilities and Showers
- Vanpool Service
- Shuttle to Multimodal Station
- Enhanced Transit Services

Employer-Implemented Measures

- Guaranteed Ride Home
- Subsidized Transit Passes
- Flexible Work Hours
- Telecommuting
- Alternative Work Hours

NON-MOTORIZED TRANSPORTATION

Class II bike lanes for commuter purposes can be accommodated within the identified cross-section for most roadway classifications if curbside parking is restricted. Commuter facility Class II bike lanes will be provided on Van Buren Boulevard, Alessandro Boulevard, Plummer Road, Cactus Avenue, Orangetree Parkway extension, Village Drive West, Harmon Road, Park Street, and Heacock Street.

All roadway cross-sections include a six-foot wide sidewalk to facilitate and encourage pedestrian access within the JPA area.

FUNDING

In order to develop, operate, and maintain its circulation system in accordance with this plan, the JPA must identify and secure adequate sources of revenue. Available sources of transportation funding, and the requirements to secure funds from those sources, have undergone significant changes in recent years, and such changes are likely to continue in the foreseeable future. It is therefore very important that the JPA keep abreast of current funding sources and requirements, and position itself to obtain its fair share of available revenues.

Local general fund revenues, the primary traditional source of funding cities, local circulation improvements, are extremely limited for the JPA. Since many of the traditional funding sources are not available, impact fees and improvements funded by developers have become another important means of paying for these improvements. New development could contribute a fair share of the cost for improvements which will provide direct benefits in the form of improved access or increased capacity. Assessment districts and Mello Roos Community Facilities District can also be considered for securing funding through private sources.

Other potential revenue sources include state and federal funds earmarked for specific purposes such as public transportation, bicycle facilities, and airports.

PROJECT PRIORITIES

DEVELOPMENT PHASING ISSUES

Discussions between the JPA and potential developers about projects in the March JPA have been focused on two areas: the air cargo terminal and vacant lands along Van Buren. Consequently, transportation system improvement priorities should focus on the projects needed to adequately serve new development in those areas.

PRIORITY PROJECTS

To serve development of the air cargo terminal, the following transportation improvements should be pursued as high priority projects:

- Develop the roadways to connect the air cargo terminal to the Oleander Avenue interchange at I-215. This is initially planned to include realignment and improvement of Oleander Avenue, plus construction of Indian Avenue and San Michele Road.

To serve development along Van Buren Avenue, the following improvements should be pursued as high priority projects:

- Reconstruct the Van Buren/I-215 interchange.
- Implement internal project roadways needed to serve the initial developments.

ACTION PLANS FOR ACHIEVING PRIORITY PROJECTS

Air Cargo Terminal Connection

- Participate in the Moreno Valley Industrial Area Specific Plan Traffic Study to determine long-range roadway improvement needs in the area.
- Submit the connection for inclusion in the Regional Transportation Plan, Regional Transportation Improvement Program, and National Highway System Connections to Intermodal Terminals.
- Conduct detailed engineering and environmental studies to determine precise alignments for the roadways which will provide the connection from the terminal to I-215 at Oleander Avenue.
- Construct improvements.

Van Buren/I-215 Interchange

- Initiate the Caltrans process (Project Study Report/ Project Report/ Environmental Document/ Plans Specifications and Estimates) for identifying and designing needed improvements to the interchange.
- Submit the interchange project for inclusion in the Regional Transportation Improvement Program.
- Construct improvements.

Internal Roadways

- Conduct traffic impact analysis for proposed developments within the JPA area.
- Identify improvements needed to provide access and circulation for proposed developments.
- Conduct design and environmental studies for identified improvements.
- Construct improvements.

Appendices for the March JPA Transportation Study Technical Report

A. Cost Estimates

B. Levels of Service Calculations: Existing

C. Levels of Service Calculations: Future Background

D. Levels of Service Calculations: Future Background with Improvements

E. Levels of Service Calculations: Future with Project (alt 1)

F. Levels of Service Calculations: Future with Project (alt 2)

G. Levels of Service Calculations: Future with Project plus Improvements (alt 1)

H. Levels of Service Calculations: Future with Project plus Improvements (alt 2)

Copies of the above-referenced appendices are on file at the offices of the March JPA.

APPENDIX B

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TABULATION

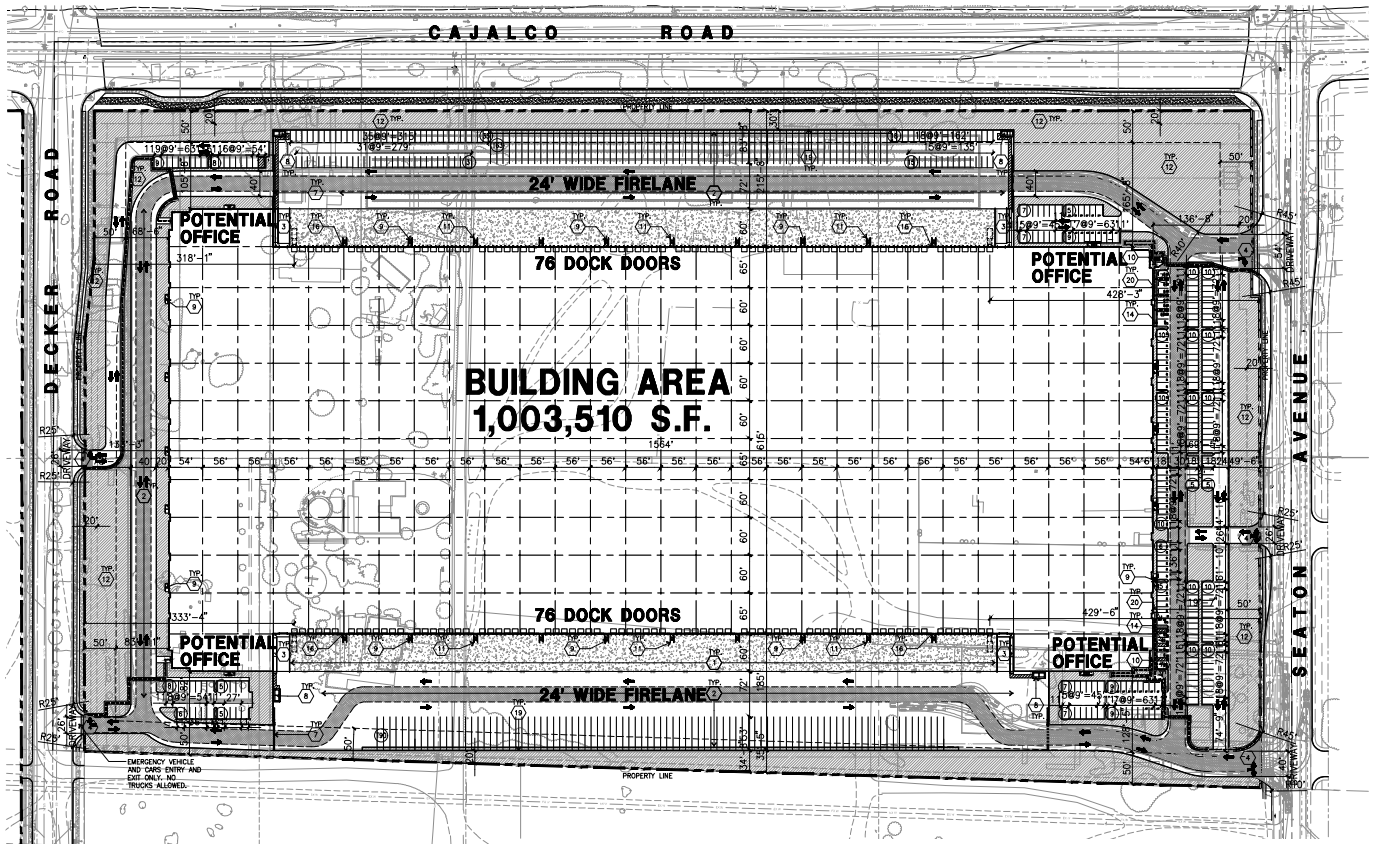
	BUILDING	FUTURE PARK	TOTAL	
SITE AREA				
In s.f.	1,945,437	580,853	2,526,290	sf
In acres	44.66	13.33	58.0	ac
BUILDING AREA				
Office	10,000		10,000	sf
Mezzanine	10,000			
Warehouse	983,510		983,510	sf
TOTAL	1,003,510		1,003,510	sf
SITE COVERAGE				
Maximum Allowed	To be verified			
Actual	51.6%		39.7%	
AUTO PARKING REQUIRED				
Office: 1/250 s.f.	80		80	stalls
Whse: 1/2,000 s.f.	492		492	stalls
Soccer Field 1/8,000 s.f. of net assembly		73	73	stalls
TOTAL	572	73	645	stalls
EV AUTO REQUIRED				
EV Capable w/o EVSE	49			
EV Capable w/ th EVSE	18			
ADA EV Van Parking	1			
ADA EV Std. Parking	2			
EV Ambulatory	2			
Total EV required	72			stalls
ADA REQUIRED				
ADA Van Parking	2			
ADA Std. Parking	6			
Total ADA Required	8			stalls
AUTO PARKING PROVIDED				
Standard (9' x 18')	286	81	367	stalls
ADA Van Parking	2	2	4	stalls
ADA Std. Parking	6	4	10	stalls
EV Capable w/o EVSE	49			
EV Capable w/ th EVSE	18			
ADA EV Van Parking	1			
ADA EV Std. Parking	2			
EV Ambulatory	2			
Total	366	87	453	stalls
TRAILER PARKING PROVIDED				
Trailer (10' x 55')	153		153	stalls
ZONING ORDINANCE				
Current Zoning - Light Agriculture (A-1-1) & R-A-1 CZ				
MAXIMUM BUILDING HEIGHT ALLOWED				
Height - 50'				
LANDSCAPE REQUIREMENT				
Percentage - 15%				
LANDSCAPE PROVIDED				
Landscape	292,181	390,203	682,384	sf
Percentage	15%	67.2%	27.0%	

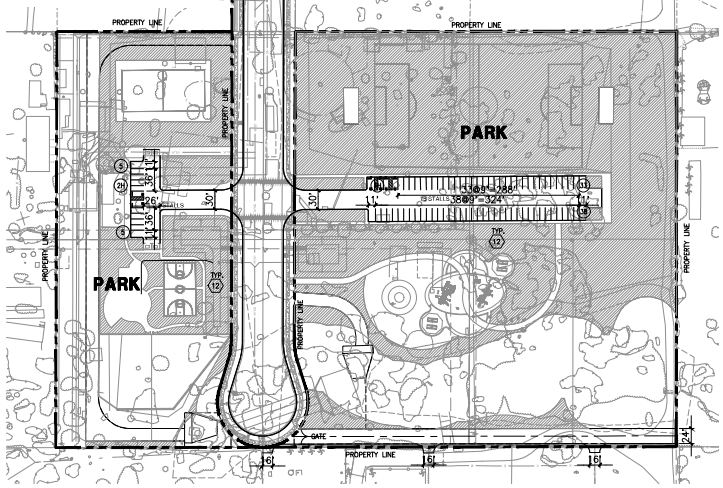
SETBACKS

Building	Landscape
Front - 0', adjoins R zone - 25'	10', adjacent to R zone - 20'
Street - 25'	10', adjacent to R zone - 20'
Side/Rear - 0', adjoins R zone - 25.0, adjacent to R zone - 20'	

SIGNAGE:

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. SIGNS SHALL BE POSTED IN ACCORDANCE WITH ORDINANCE NO. 348, WHICH MAY BE AMENDED FROM TIME TO TIME.





SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT.
2. ASPHALT CONCRETE PAVING.
3. CONCRETE RAMP W/ 42" HIGH CONCRETE TILT-UP GUARD WALL ON BOTH SIDES OF RAMP.
4. DRIVEWAY APRONS
5. BIKE RACK
6. 14' HIGH CONCRETE TILT-UP SCREEN WALL
7. SLIDING GATE W/ KNOX-PAD. PROVIDE RAPID ENTRY SYSTEM. LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. TRASH ENCLOSURE
9. EXTERIOR CONCRETE STAIR
10. OUTDOOR EMPLOYEE BREAK PATIO
11. CONCRETE FILLED GUARD POST 6" DIA. U.N.O. 42" H.
12. LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
13. ACCESSIBLE ENTRY SIGN
14. ACCESSIBLE PARKING STALL SIGN
15. APPROXIMATE LOCATION OF THE TRANSFORMER AND GENERATOR
16. EXTERIOR DOWNSPOUT WITH 2 OVERFLOW SCUPPERS.
17. RETAINING WALL, PER STRUCTURAL PLANS
18. NOT USED
19. 14' HIGH SCREEN WALLS
20. CONCRETE WALKWAY
21. ACCESSIBLE CONCRETE RAMP
22. 12" CONCRETE STEP-OUT.
23. 6' HIGH TUBE STEEL FENCE.

SITE LEGEND

- LANDSCAPED AREA
- CONCRETE PAVING SEE "C" DWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 18')
- ACCESSIBLE PARKING STALL (9' X 18')
- TRAILER PARKING STALL STALL (10' X 55')
- PATH OF TRAVEL
- PROPERTY LINE
- DETENTION BASIN SEE CIVIL PLANS
- BUILDING SETBACK
- FUTURE EV PARKING STALL (9' X 18')
- AMBULATORY EV STALL (10' X 18')
- FIRE ACCESS LANE
- 6' HIGH TUBE STEEL FENCE
- TRAFFIC MOVEMENT ARROWS

NOTES:
TRUCK CIRCULATION OFF-SITE TO AND FROM FREEWAY SHOULD ALSO DISCOURAGE USE OF SEATON TO THE SOUTH THAT WOULD CIRCULATE PAST RESIDENTIAL AREAS. SIGNAGE WOULD BE EXPECTED AT MINIMAL BUT OTHER DESIGN FEATURES TO DISCOURAGE OR PREVENT TRUCK ACCESING SOUTH ON SEATON MAY BE APPROPRIATE.

ALL ROOF MOUNTED EQUIPMENT WILL BE SCREENED BY THE BUILDING PARAPET FROM GROUND LEVEL VIEWS WITHIN 1,320 FEET OF THE BUILDING.

SIGNS TO BE POSTED IN THE APPROPRIATE LOCATIONS THAT TRUCK SHOULD NOT IDLE FOR MORE THAN FIVE (5) MINUTES AND THAT TRUCK DRIVERS SHOULD TURN OFF THEIR ENGINES WHEN NOT IN USED.

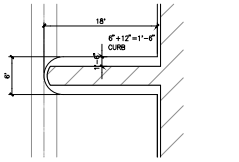
FIRE SPRINKLER SYSTEM TO BE PROVIDED.

ON-SITE SPEED BUMPS SHALL NOT BE ALLOWED EXCEPT AT SECURITY/ENTRY GATES. TRUCK LOADING BAYS AND DRIVE AISLES SHALL BE DESIGNED TO MINIMIZE TRUCK NOISE.

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.

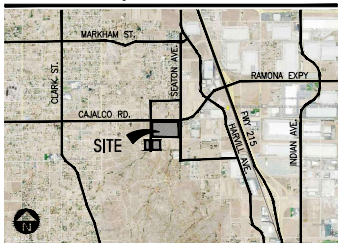
OVERALL SITE PLAN (A) scale: 1"=80'-0"

SCALE: 1" = 80'-0"
0 80' 160' 240'
TRUE NORTH



PLANTING FINGER (TYP.) (B) scale: 1/8"=1'-0"

Aerial Map



CASE: PPT220050
EXHIBIT: A
DATE: 10-24-2024
PLANNER: R.Brady

HPA architecture 42 Years
hpa, inc.
18831 bardeen avenue, - ste, #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:
HILLWOOD
A PEROT COMPANY
901 Via Piemonte, Suite 175
Ontario, CA, 91764
tel: (909) 256-8924

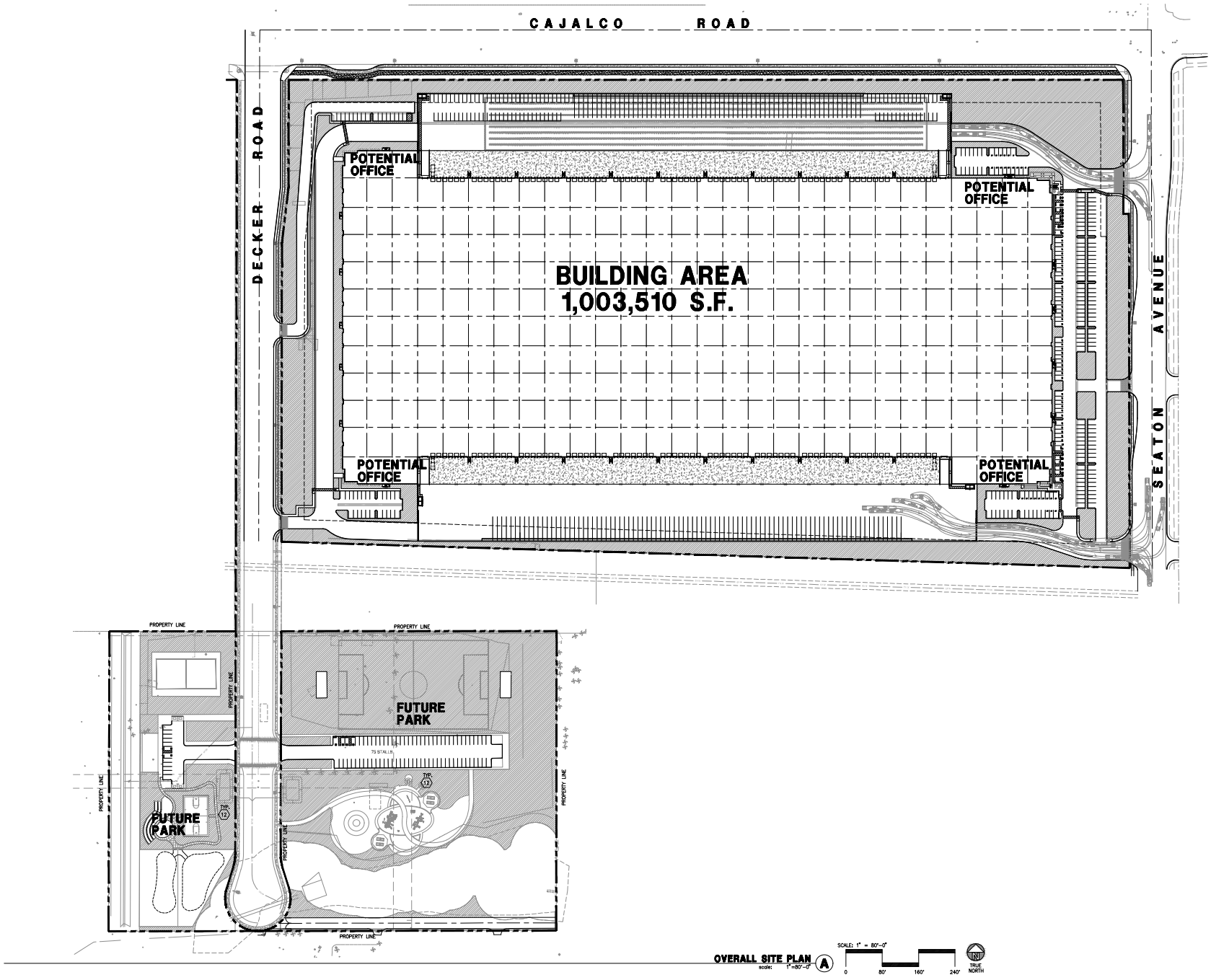
Project:
CAJALCO & SEATON
County of Riverside, CA

Consultants:
CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

Title: OVERALL SITE PLAN

Project Number: 22279
Drawn by: JC
Date: 10/25/23
Revision:

Sheet:
DAB-A1.1
PPT220050



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Project:

CAJALCO & SEATON

County of Riverside, CA

Consultants:

CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

Title: TRUCK TURN

Project Number: 22279
Drawn by: JC
Date: 10/25/23
Revision:

Sheet:

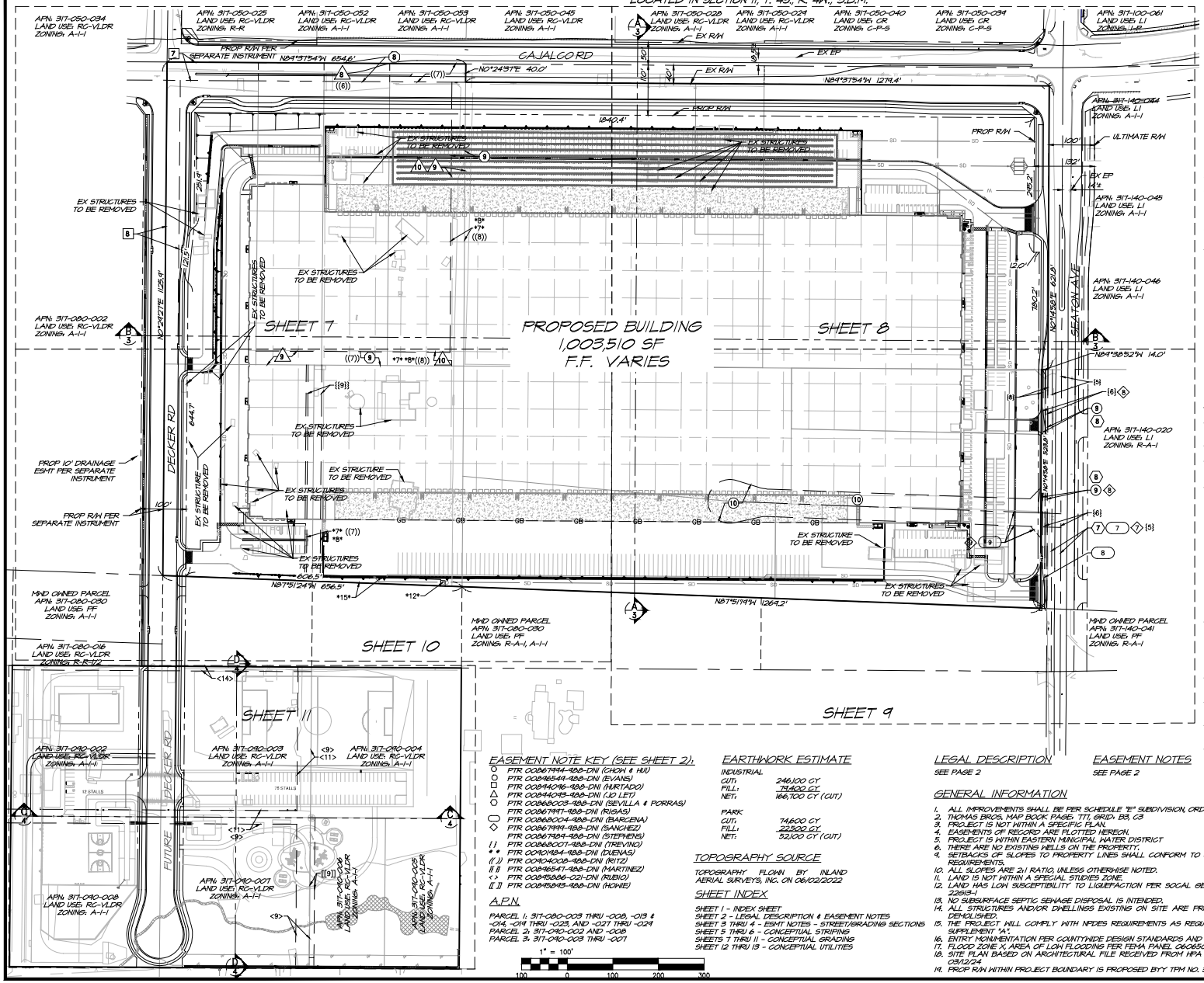
DAB-A1.1T

PPT220050

UNINCORPORATED COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PLOT PLAN 220050

LOCATED IN SECTION 11, T. 4S., R. 4W., S.B.M.


CAJALCO RD
DECKER RD
SEATON AVE
PROPOSED BUILDING
1,003,510 SF
F.F. VARIES
SHEET 7
SHEET 8
SHEET 9
SHEET 10
SHEET 11
EX STRUCTURES TO BE REMOVED
PROP R/W PER SEPARATE INSTRUMENT
PROP 10' DRAINAGE ESMT PER SEPARATE INSTRUMENT
PROP R/W
EX R/W
EX EP
ULTIMATE R/W
APN: 317-050-034 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-025 LAND USE: RC-VLDR ZONING: R-R
APN: 317-050-052 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-053 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-045 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-022 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-024 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-040 LAND USE: CR ZONING: C-P-S
APN: 317-050-039 LAND USE: CR ZONING: C-P-S
APN: 317-100-061 LAND USE: LI ZONING: I-P
APN: 317-140-044 LAND USE: LI ZONING: A-1-1
APN: 317-140-045 LAND USE: LI ZONING: A-1-1
APN: 317-140-046 LAND USE: LI ZONING: A-1-1
APN: 317-140-020 LAND USE: LI ZONING: R-A-1
APN: 317-080-002 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-080-016 LAND USE: RC-VLDR ZONING: R-R-1/2
APN: 317-080-003 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-080-004 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-080-007 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-080-008 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-080-005 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-080-006 LAND USE: RC-VLDR ZONING: A-1-1
MND OWNED PARCEL APN: 317-080-030 LAND USE: PF ZONING: R-A-1, A-1-1
MND OWNED PARCEL APN: 317-080-030 LAND USE: PF ZONING: A-1-1
MND OWNED PARCEL APN: 317-140-041 LAND USE: PF ZONING: R-A-1
FUTURE DECKER RD
644.7'
606.5'
1125.4'
1264.2'
1271.4'
1040.4'
1274.9'
1274.8'
1274.7'
1274.6'
1274.5'
1274.4'
1274.3'
1274.2'
1274.1'
1274.0'
1273.9'
1273.8'
1273.7'
1273.6'
1273.5'
1273.4'
1273.3'
1273.2'
1273.1'
1273.0'
1272.9'
1272.8'
1272.7'
1272.6'
1272.5'
1272.4'
1272.3'
1272.2'
1272.1'
1272.0'
1271.9'
1271.8'
1271.7'
1271.6'
1271.5'
1271.4'
1271.3'
1271.2'
1271.1'
1271.0'

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

APN: 317-080-003 (HURTADO)

THE WESTERLY 200.00 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

APN: 317-080-004 (EVANS)

PARCEL 1,
THE EAST 144 FEET OF THE WEST 344 OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

PARCEL 2,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET, EXCEPT THE WEST 344 FEET THEREOF, AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

APN: 317-080-005 (JO LET)

PARCEL 1,

THE EAST 144 FEET AT THE WEST 488 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4, SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

PARCEL 2,

A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, EXCEPTING THEREFROM THE WEST 488 FEET THEREOF.

APN: 317-080-006 (RITZ)

THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM THE WESTERLY 488 FEET THEREOF.

EXCEPTING ANY MOBILE HOME OR MANUFACTURED HOUSING UNIT AND APPURTENANCES, IF ANY, LOCATED ON SAID LAND.

APN: 317-080-007, 008 (STEPHENS)

PARCEL 1,

THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY UNITED STATES GOVERNMENT SURVEY.

EXCEPTING THEREFROM THE NORTHERLY 40 FEET ACQUIRED BY THE COUNTY OF RIVERSIDE BY DECREE OF CONDEMNATION HAD IN THE SUPERIOR COURT OF STATE OF CALIFORNIA, IN AND FOR THE COUNTY OF RIVERSIDE CASE NO. 39459, A CERTIFIED COPY OF SAID DECREE WAS RECORDED FEBRUARY 16, 1943 IN BOOK 569 PAGE 441 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS.

ALSO EXCEPTING THEREFROM THE EAST 150 FEET OF THE NORTH 370 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 11.

ALSO EXCEPTING THEREFROM THE MOBILE HOME OR MANUFACTURED HOUSING UNIT AND APPURTENANCES, IF ANY, LOCATED ON SAID LAND.

PARCEL 2,

THE EAST 150 FEET OF THE NORTH 370 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY UNITED STATES GOVERNMENT SURVEY.

EXCEPTING THEREFROM THE NORTHERLY 40 FEET ACQUIRED BY THE COUNTY OF RIVERSIDE BY DECREE OF CONDEMNATION HAD IN THE SUPERIOR COURT OF STATE OF CALIFORNIA, IN AND FOR THE COUNTY OF RIVERSIDE, CASE NO. 39459, A CERTIFIED COPY OF SAID DECREE WAS RECORDED FEBRUARY 16, 1943 IN BOOK 569 PAGE 441 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS.

APN: 317-080-013 (DUENAS)

PARCEL 1,
THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134, PAGE 68 OF OFFICIAL RECORDS.

SAID DESCRIPTION IS MADE PURSUANT TO THAT CERTAIN CERTIFICATE OF COMPLIANCE NO. 5543, RECORDED JANUARY 13, 2004 AS INSTRUMENT NO. 2004-0023447, OF OFFICIAL RECORDS.

PARCEL 2,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE EAST 17 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

APN: 317-080-014 (MARTINEZ)

PARCEL 1,
THE WEST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134, PAGE 68 OF OFFICIAL RECORDS.

SAID LAND IS PURSUANT TO THE CERTIFICATE OF COMPLIANCE NO. 07219 RECORDED MAY 21, 2015 AS INSTRUMENT NO. 2015-0219558, OF OFFICIAL RECORDS.

PARCEL 2,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE WEST 17 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134, PAGE 68 OF OFFICIAL RECORDS.

PARCEL 3,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET, EXCEPT THE WEST 200 FEET AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

APN: 317-080-019, 020, 022 (CHON & HU)

PARCELS 1, 2 AND 4 AND LETTERED LOTS C THROUGH E, OF PARCEL MAP NO. 8542, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 40 PAGE 31 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 317-080-021 (TREVINO)

PARCEL 3 OF PARCEL MAP NO. 8542, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED 12 OCTOBER 1977, AS INSTRUMENT NO. 201860, IN THE OFFICIAL RECORDS OF RIVERSIDE COUNTY, STATE OF CALIFORNIA.

APN: 317-080-023 (RIGAS)

THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11 TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THE NORTHERLY 40 FEET CONDEMNED BY THE COUNTY OF RIVERSIDE FOR HIGHWAY PURPOSES BY ACTION NO. 39459 IN THE SUPERIOR COURT OF RIVERSIDE COUNTY, CALIFORNIA, RECORDED FEBRUARY 16, 1943 IN BOOK 569 PAGE 441 OF OFFICIAL RECORDS.

ALSO EXCEPTING THE EASTERLY RECTANGULAR 30 FEET AS CONVEYED TO THE COUNTY OF RIVERSIDE BY GRANT DEED RECORDED JANUARY 9, 1978 AS INSTRUMENT NO. 3851, OFFICIAL RECORDS OF SAID COUNTY.

APN: 317-080-027 (BARCENA)

THE EAST 364.00 FEET OF THE NORTH 194.00 FEET OF THE SOUTH 204 FEET OF THE EAST 626 FEET OF THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, LYING NORTHERLY OF THE METROPOLITAN WATER DISTRICT RIGHT OF WAY.

EXCEPTING THEREFROM THE EASTERLY RECTANGULAR 30 FEET THEREOF, CONVEYED TO THE COUNTY OF RIVERSIDE IN THE DEED RECORDED JANUARY 9, 1978, AS INSTRUMENT NO. 3844, OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THE EASTERLY 44 FEET THEREOF, CONVEYED TO THE COUNTY OF RIVERSIDE IN THE DEED RECORDED APRIL 7, 1978, AS INSTRUMENT NO. 66441, OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THE MOBILE HOME OR MANUFACTURED HOUSING UNIT AND APPURTENANCES, IF ANY, LOCATED ON SAID LAND.

APN: 317-080-028 (SANCHEZ)

THE SOUTH 204 FEET OF THE EAST 626 FEET OF THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA ACCORDING TO THE OFFICIAL PLAT THEREOF, LYING NORTHERLY OF THE METROPOLITAN WATER DISTRICT RIGHT OF WAY.

EXCEPT THOSE PORTIONS CONVEYED TO THE COUNTY OF RIVERSIDE BY DEEDS RECORDED JANUARY 9, 1978 AS INSTRUMENT NO. 3844 AND APRIL 7, 1978 AS INSTRUMENT NO. 66441, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO DAN J. BARUNA AND DORTHY Z. BARUNA RECORDED MAY 4, 1978 AS INSTRUMENT NO. 125711, OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION OF CERTIFICATE OF COMPLIANCE NO. 08150 RECORDED NOVEMBER 14, 2005 AS INSTRUMENT NO. 2005-0941064 AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE WESTERLY 160.00 FEET OF THE NORTHERLY 136.00 FEET OF THE EASTERLY 524.00 FEET OF THAT CERTAIN PARCEL OF LAND SHOWN AS "NOT A PART" ON PARCEL MAP NO. 8542, RECORDED IN BOOK 40, PAGE 31 OF PARCEL MAPS, RECORDS OF THE RECORDER OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, LYING WITHIN A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

APN: 317-080-024 (SEVILLA & PORRAS)

THE WESTERLY 160.00 FEET OF THE NORTHERLY 136.00 FEET OF THE EASTERLY 524.00 FEET OF THAT CERTAIN PARCEL OF LAND SHOWN AS "NOT A PART" ON PARCEL MAP NO. 8542 RECORDED IN BOOK 40, PAGE 31 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, LYING WITHIN A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THE MOBILE HOME OR MANUFACTURED HOUSING UNIT AND APPURTENANCES, IF ANY, LOCATED ON SAID LAND.

SAID DESCRIPTION IS PURSUANT TO THAT CERTAIN CERTIFICATE OF COMPLIANCE NO. 6150, RECORDED NOVEMBER 14, 2005, AS INSTRUMENT NO. 2005-0941064, OF OFFICIAL RECORDS.

APN: 317-040-002, -008 (DE LA CRUZ)

PARCEL 1,
PARCEL 1A,
THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

SAID LAND IS PURSUANT TO THAT CERTAIN CERTIFICATE OF COMPLIANCE NO. 5544 RECORDED JANUARY 27, 2004 AS INSTRUMENT NO. 2004-0051020, OF OFFICIAL RECORDS.

PARCEL 1B,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE NORTH 15 FEET OF THE SOUTH (HALF) OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, THE SOUTH 15 FEET OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, THE NORTH 15 FEET OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, THE SOUTH 15 FEET AND THE EAST 30 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER ALL IN SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

PARCEL 1C,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE EAST 13 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER AND THE WEST 17 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER ALL IN SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST; SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134 PAGE 68 OF OFFICIAL RECORDS.
[THIS EASEMENT IS OUTSIDE OF THE SUBJECT PROPERTY]

PARCEL 1D,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET, EXCEPT THE WEST 200 FEET THEREOF AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.
[THIS EASEMENT IS OUTSIDE OF THE SUBJECT PROPERTY]

PARCEL 2,
PARCEL 2A,
THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

SAID LAND IS PURSUANT TO THE CERTIFICATE OF COMPLIANCE NO. 5551 OF RECORDED JANUARY 29, 2004, AS INSTRUMENT NO. 2004-0065946, OF OFFICIAL RECORDS.

PARCEL 2B,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 15 FEET OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER; THE NORTH 15 FEET OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER; THE NORTH 15 FEET OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER; THE SOUTH 15 FEET AND THE EAST 30 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, ALL IN SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

PARCEL 2C,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE EAST 13 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER AND THE WEST 17 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER ALL IN SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134 PAGE 68 OF OFFICIAL RECORDS.
[THIS EASEMENT IS OUTSIDE OF THE SUBJECT PROPERTY]

PARCEL 2D,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET, EXCEPT THE WEST 200 FEET THEREOF AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.
[THIS EASEMENT IS OUTSIDE OF THE SUBJECT PROPERTY]

APN:317-040-003, -007 (RUBIO)
PARCEL 1,
PARCEL 1A, (APN: 317-040-003)
THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

PARCEL 1B,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE NORTH 15 FEET OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER; THE SOUTH 15 FEET OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER; THE NORTH 15 FEET OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER; THE SOUTH 15 FEET AND THE EAST 30 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER ALL IN SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST; SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

PARCEL 1C,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE EAST 13 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER AND THE WEST 17 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER ALL IN SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST; SAN BERNARDINO BASE AND MERIDIAN.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134 PAGE 68 OF OFFICIAL RECORDS.
[THIS EASEMENT IS OUTSIDE OF THE SUBJECT PROPERTY]

PARCEL 1D,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET, EXCEPT THE WEST 200 FEET THEREOF AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.
[THIS EASEMENT IS OUTSIDE OF THE SUBJECT PROPERTY]

PARCEL 2,
PARCEL 2A,
THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

SAID LAND IS PURSUANT TO THAT CERTIFICATE OF COMPLIANCE NO. 5544 RECORDED JANUARY 27, 2004 AS INSTRUMENT NO. 2004-0051020, OF OFFICIAL RECORDS.

PARCEL 2B,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 15 FEET OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER; THE NORTH 15 FEET OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER; THE NORTH 15 FEET AND THE EAST 30 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, ALL IN SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

PARCEL 2C,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE EAST 13 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER AND THE WEST 17 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER ALL IN SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134 PAGE 68 OF OFFICIAL RECORDS.
[THIS EASEMENT IS OUTSIDE OF THE SUBJECT PROPERTY]

PARCEL 2D,
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET, EXCEPT THE WEST 200 FEET THEREOF AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.
[THIS EASEMENT IS OUTSIDE OF THE SUBJECT PROPERTY]

SAID DESCRIPTIONS FOR PARCELS 2A, 2B, 2C AND 2D ARE PURSUANT TO THAT CERTAIN CERTIFICATE OF COMPLIANCE NO. 5552, RECORDED JANUARY 27, 2004, AS INSTRUMENT NO. 2004-0051021, OF OFFICIAL RECORDS

APN: 317-040-004 (BARTLEY)
THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, RIVERSIDE COUNTY, CALIFORNIA.

APN: 317-040-005 (CASTRO)
THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, S.B.B.&M.

APN:317-040-006 (HONIE)
THAT WEST ONE-HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, S.B.B. &M.

EASEMENT NOTES

APN: 317-080-003 (HURTADO)

7. AN EASEMENT FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.
IN FAVOR OF: COUNTY OF RIVERSIDE
PURPOSE: PUBLIC HIGHWAY AND UTILITY PURPOSES
RECORDING DATE: JUNE 27, 1894
RECORDING NO: 1494-3321, OF OFFICIAL RECORDS

8. AN EASEMENT FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.
IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION AND CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: AUGUST 16, 1963
RECORDING NO: 1963-86541, OF OFFICIAL RECORDS

APN: 317-080-004 (EVANS)

A EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT.
GRANTED TO: COUNTY OF RIVERSIDE
PURPOSE: PUBLIC HIGHWAY AND PUBLIC UTILITY
RECORDING DATE: JUNE 27, 1894
RECORDING NO: IN BOOK 421 PAGE 363, OF OFFICIAL RECORDS

B EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT.
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING NO: 91875, OF OFFICIAL RECORDS

APN: 317-080-005 (JO LET)

A EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.
PURPOSE: PUBLIC HIGHWAY AND PUBLIC UTILITY AND INCIDENTAL PURPOSES
RECORDING DATE: JUNE 27, 1894
RECORDING NO.: BOOK 421, PAGE 363, OF OFFICIAL RECORDS

B EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT.
PURPOSE: ROAD AND PUBLIC UTILITY AND INCIDENTAL PURPOSES
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING NO.: 91870, OF OFFICIAL RECORDS
TO BE VACATED

C EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT.
PURPOSE: ROAD AND PUBLIC UTILITY AND INCIDENTAL PURPOSES
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING NO.: 91872, OF OFFICIAL RECORDS
TO BE VACATED

APN: 317-080-006 (RITZ)

(6) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.
PURPOSE: PUBLIC HIGHWAY AND PUBLIC UTILITY
RECORDING DATE: JUNE 27, 1894
RECORDING NO.: BOOK 421, PAGE 363, OF OFFICIAL RECORDS

(7) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT.
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING NO.: 91870, OF OFFICIAL RECORDS
TO BE VACATED

(8) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT.
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING NO: 91875, OF OFFICIAL RECORDS
TO BE VACATED

APN: 317-080-007, 008 (STEPHENS)

9. RESERVATIONS CONTAINED IN THE PATENT
FROM: THE UNITED STATES OF AMERICA
TO: SOUTHERN PACIFIC RAILROAD COMPANY OF CALIFORNIA, A CORPORATION
RECORDING DATE: DECEMBER 24, 1941
RECORDING NO: BOOK 7, PAGE 94, OF PATENTS, SAN DIEGO COUNTY RECORDS
[THE LEGAL DESCRIPTION IS AMBIGUOUS - BLANKET IN NATURE]
[LANDS DESCRIBED ARE NORTH OF BASE LINE AND EAST OF SAN BERNARDINO PRINCIPAL MERIDIAN]

APN: 317-080-013 (DUENAS)

7 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING NO.: 91873, OF OFFICIAL RECORDS
TO BE VACATED

8 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT.
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING NO.: 91874, OF OFFICIAL RECORDS
TO BE VACATED

12 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT.
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: JULY 25, 2007
RECORDING NO: 2007-0482864, OF OFFICIAL RECORDS

15 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT.
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A

EASEMENT NOTES (CONTINUED)

APN: 317-080-021 (BARCENA)

6. RESERVATIONS CONTAINED IN THE PATENT
FROM: THE UNITED STATES OF AMERICA
TO: SOUTHERN PACIFIC RAILROAD COMPANY OF CALIFORNIA, A CORPORATION
RECORDING DATE: DECEMBER 04, 1891
RECORDING NO: BOOK 7, PAGE 514, OF PATENTS, SAN DIEGO COUNTY RECORDS.
[THE LEGAL DESCRIPTION IS AMBIGUOUS - BLANKET IN NATURE]
[LANDS DESCRIBED ARE NORTH OF BASE LINE AND EAST OF SAN BERNARDINO PRINCIPAL MERIDIAN]

(7.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: RIGHT OF WAY TO ENTER UPON SAID LAND TO MAKE CONNECTIONS WITH THE MAIN PIPE LINE OF THE PERRIS IRRIGATION DISTRICT, ALSO A RIGHT OF WAY FOR CONNECTION WITH SAID PIPE LINE
RECORDING DATE: APRIL 20, 1847
RECORDING NO: BOOK 47, PAGE 362, OF
[OUTSIDE OF THE SUBJECT PROPERTY]

(8.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: THE NEVADA-CALIFORNIA ELECTRIC CORPORATION
PURPOSE: ELECTRIC POWER AND TELEPHONE POLE LINE
RECORDING DATE: AUGUST 26, 1938
RECORDING NO: BOOK 384, PAGE 254, OF OFFICIAL RECORDS
(: OF UNDISCLOSED WIDTH PLOTTED HEREIN) [OUTSIDE OF THE SUBJECT PROPERTY]

(9.) AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR
PURPOSE(S): PUBLIC ROAD PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICE USES
RECORDING DATE: APRIL 03, 1978
RECORDING NO: 62671, OF OFFICIAL RECORDS.
TO BE VACATED

APN: 317-080-028 (SANCHEZ)

(7.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: PIPELINES
RECORDING DATE: APRIL 20, 1847
RECORDING NO: IN BOOK 47 PAGE 362, OF DEEDS
[OUTSIDE OF THE SUBJECT PROPERTY]

(8.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 25, 1962
RECORDING NO: IN BOOK 3148 PAGE 102, OF OFFICIAL RECORDS
[10' WIDE - PLOTTED HEREIN] [OUTSIDE OF THE SUBJECT PROPERTY]

(9.) AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR
PURPOSE(S): ROAD, PUBLIC UTILITIES AND PUBLIC SERVICE USES
RECORDING DATE: APRIL 3, 1978
RECORDING NO: 62671, OF OFFICIAL RECORDS
TO BE VACATED

APN: 317-080-024 (SEVILLA & PORRAS)

(7.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: PIPELINE
RECORDING DATE: APRIL 20, 1847
RECORDING NO: BOOK 47, PAGE 362 OF DEEDS
[OUTSIDE OF THE SUBJECT PROPERTY]

(8.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 25, 1962
RECORDING NO: BOOK 3148, PAGE 102, OF OFFICIAL RECORDS
[10' WIDE - PLOTTED HEREIN] [OUTSIDE OF THE SUBJECT PROPERTY]

APN: 317-090-003, -007 (RUBIO)

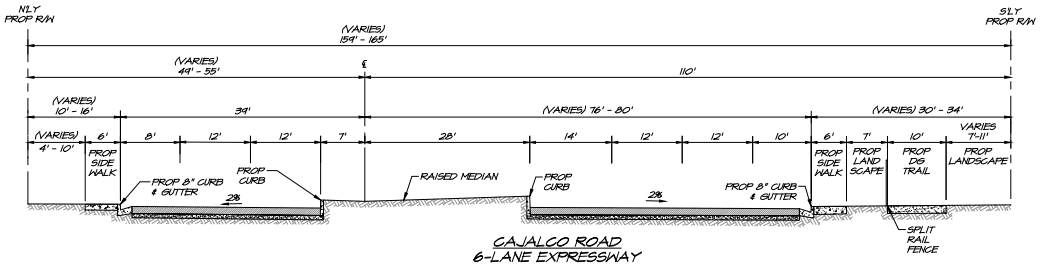
<1> EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;
RESERVED BY: LEON I. EVANS, ET AL.
PURPOSE: ROAD AND PUBLIC UTILITY PURPOSES
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING NO: 91973, OF OFFICIAL RECORDS
SAID EASEMENT HAS BEEN GRANTED AND/OR RESERVED IN VARIOUS INSTRUMENTS OF RECORD. TO BE QUITCLAIMED.

<11> EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;
RESERVED BY: LEON I. EVANS, ET AL.
PURPOSE: ROAD AND PUBLIC UTILITY PURPOSES
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING NO.: 91982, OF OFFICIAL RECORDS
SAID EASEMENT HAS BEEN GRANTED AND/OR RESERVED IN VARIOUS INSTRUMENTS OF RECORD. TO BE QUITCLAIMED.

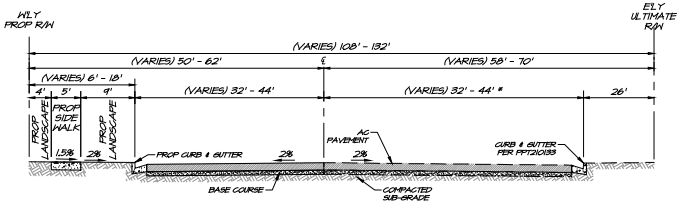
<14> EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS
RECORDING DATE: JANUARY 12, 2005
RECORDING NO: 2005-0033730, OF OFFICIAL RECORDS
TO BE QUITCLAIMED.

APN: 317-090-006 (HOWIE)

[[91]] AN EASEMENT FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: AUGUST 27, 2020
RECORDING NO: 2020-0400510, OF OFFICIAL RECORDS
TO BE QUITCLAIMED.

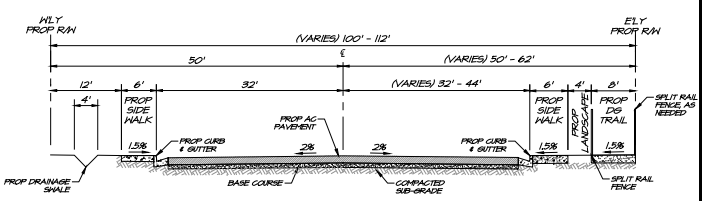


CAJALCO ROAD
6-LANE EXPRESSWAY
RIV. CO. STD. NO. 84 - MODIFIED
NTS

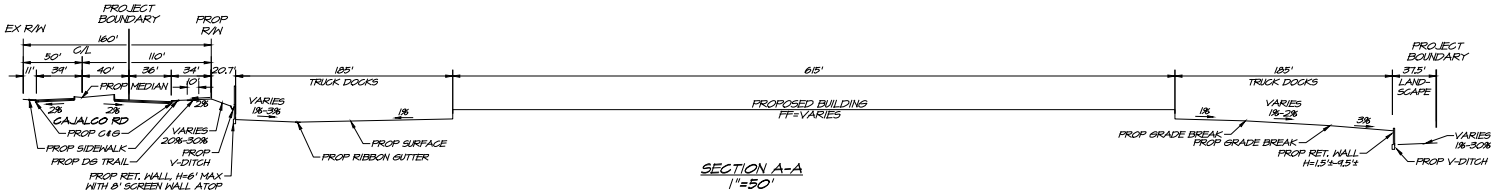


SEATON AVENUE
SECONDARY HIGHWAY
RIV. CO. STD. NO. 94
NTS

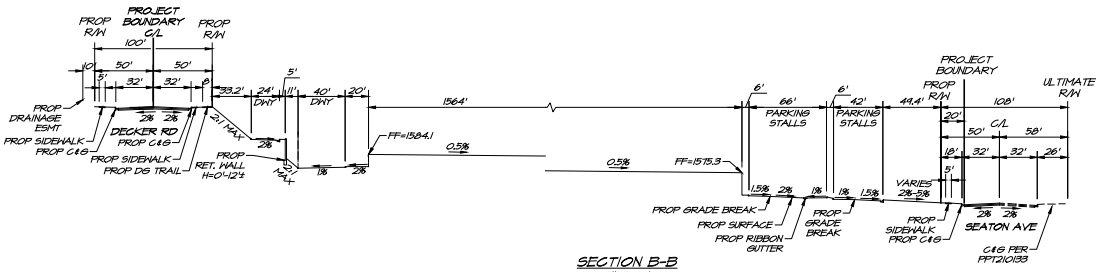
* NOTE: MIN 20' PAVEMENT IF PPT210133 DOES NOT PROCEED WITH CONSTRUCTION



DECKER ROAD
SECONDARY HIGHWAY
RIV. CO. STD. NO. 94
NTS



SECTION A-A
1"=50'



SECTION B-B
1"=50'

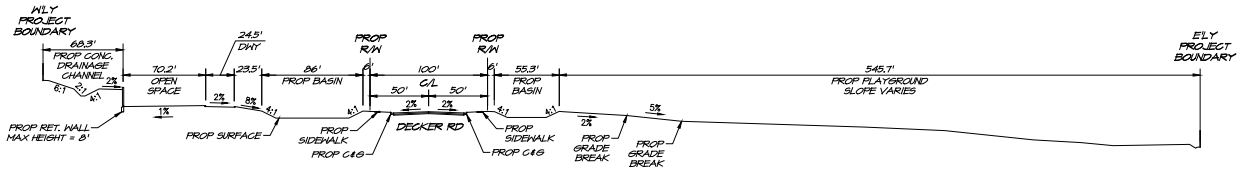
PRELIMINARY

COUNTY OF RIVERSIDE

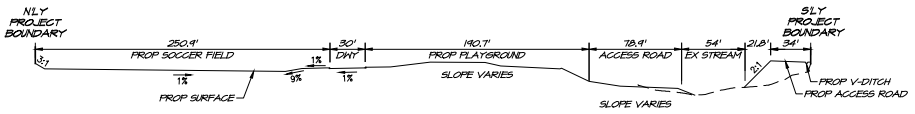
CAJALCO COMMERCE CENTER
ESMT NOTES - STREET/GRADING SECTIONS
PLOT PLAN 220050

SCALE:	ALBERT A. WEBB ASSOCIATES ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA. 92506 PHL (951) 686-1070 FAX (951) 788-1256	W.O. 22-0192
DATE: 7/17/2025		SHEET 3
DESIGNED: RSB		OF 13 SHEETS
CHECKED: SKK		
PLN CK REF:		DWG. NO.
F.B.		

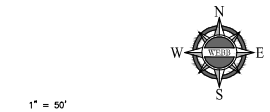
H:\2022\22-0192\DRAWINGS\ENTITLEMENT\22-0192-C-PP-SECTIONS.DWG 5/12/2025 5:03:48 PM Rebeccab



SECTION C-C
1"=50'



SECTION D-D
1"=50'



PRELIMINARY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
GRADING SECTIONS
PLOT PLAN 220050

SCALE:	1" = 50'	W.O.	22-0192
DATE:	7/17/2025	SHEET	4
DESIGNED:	RSB	OF	13 SHEETS
CHECKED:	SKK		
PLN CK REF:		DWG. NO.	
F.B.			

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PHL (951) 686-1070
FAX (951) 788-1256

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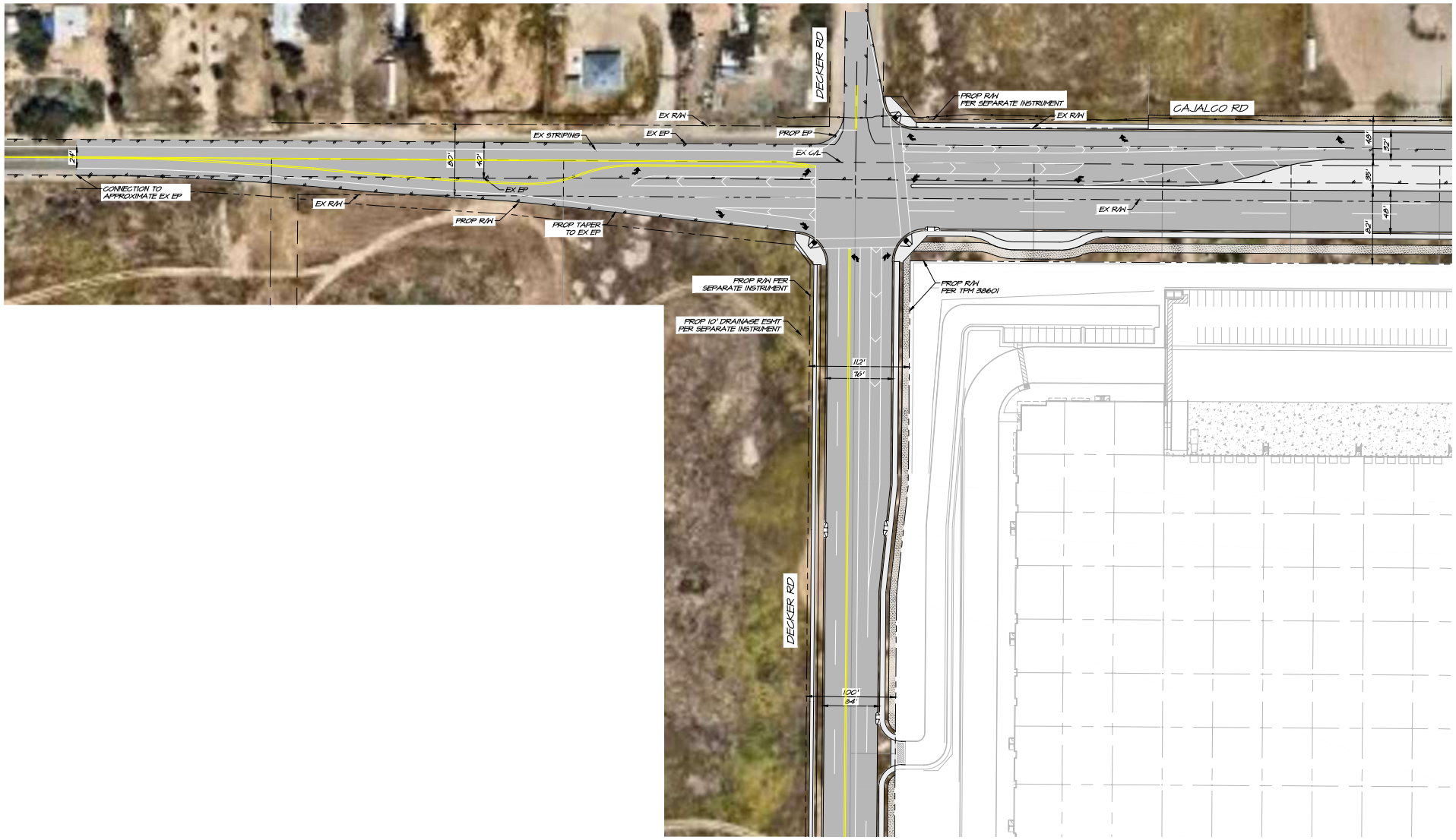

PRELIMINARY

N
W
E
S

1" = 50'

50 0 50 100 150

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
STRIPING – CAJALCO RD AND DECKER RD
PLOT PLAN 220050

SCALE:	
DATE: 7/17/2025	
DESIGNED: RSB	
CHECKED: SKK	
PLN CK REF:	
F.B.	

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PHL (951) 686-1070
FAX (951) 788-1256

W.O. 22-0192
SHEET 5
OF 13 SHEETS
DWG. NO.

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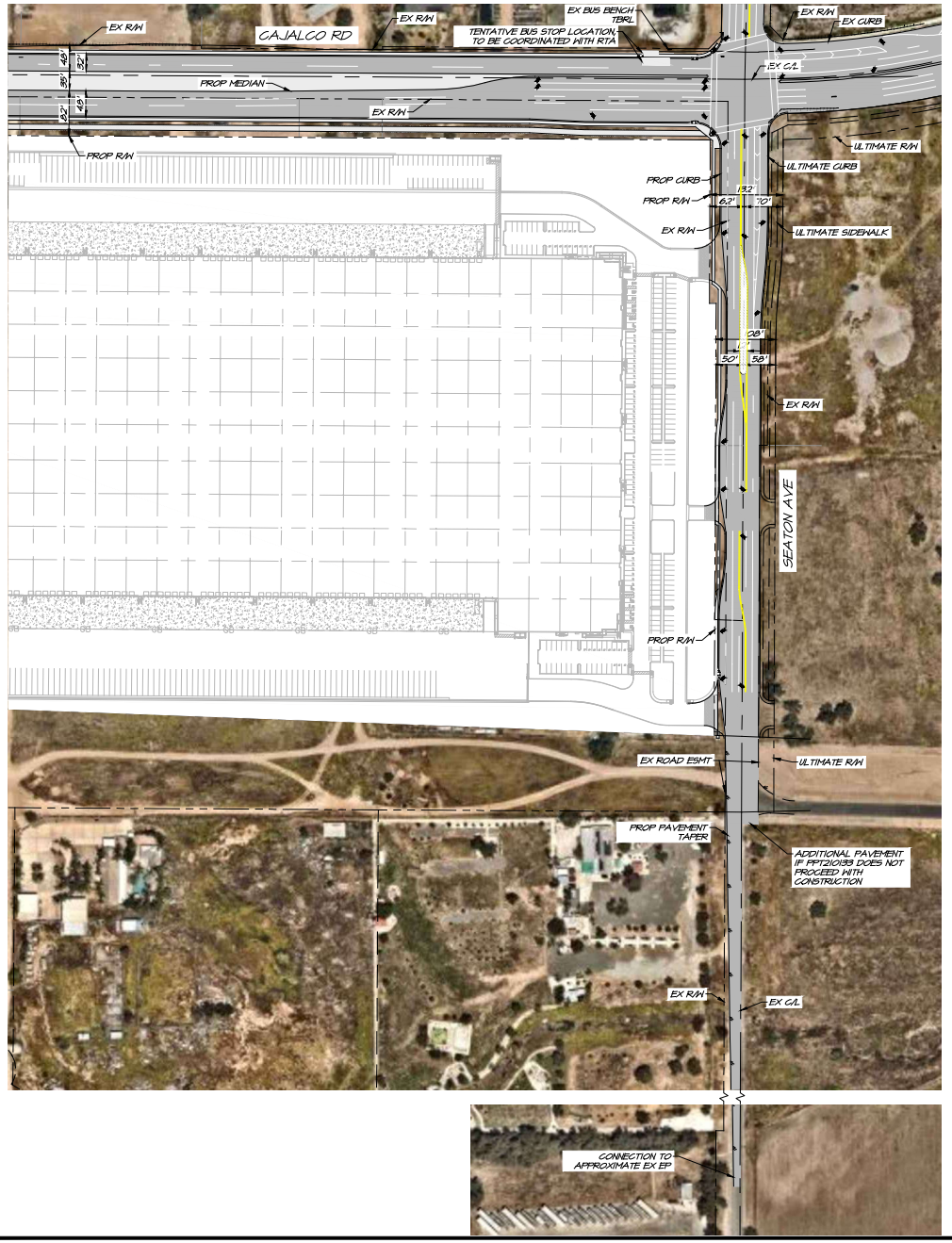

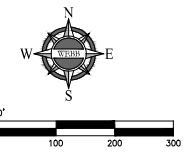

PRELIMINARY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
STRIPING – CAJALCO RD AND SEATON AVE
PLOT PLAN 220050

SCALE: ##########	ALBERT A. WEBB ASSOCIATES	W.O.	22-0192
DATE: 7/17/2025	ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA. 92506 PHL (951) 686-1070 FAX (951) 788-1256	SHEET	6
DESIGNED: RSB		OF	13 SHEETS
CHECKED: SKK		DWG. NO.	
PLN CK REF:			
F.B.			

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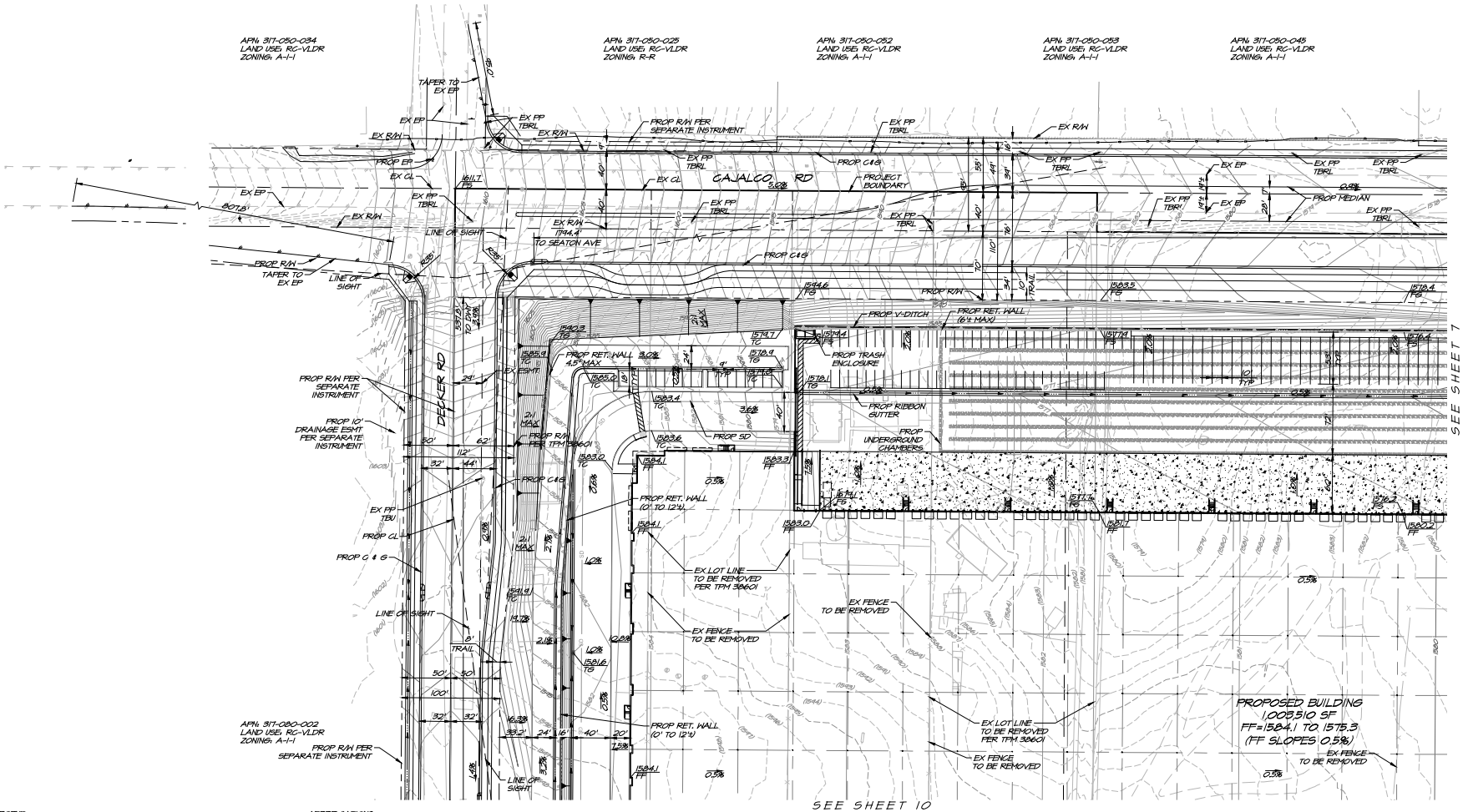

LEGEND

- CONCRETE PAVEMENT
- (1575) EXISTING CONTOUR
- EXISTING CENTER LINE
- X EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- FLOW LINE
- LINE OF SIGHT
- 1575 PROPOSED CONTOUR
- PROPOSED RETAINING WALL
- SD PROPOSED STORM DRAIN
- PROJECT BOUNDARY
- RIGHT OF WAY (PROPOSED & ULTIMATE)
- RIGHT OF WAY (EXISTING)

ABBREVIATIONS

CL	CENTER LINE
EX	EXISTING
FF	FINISHED FLOOR
FS	FINISHED SURFACE
PP	POWER POLE
PROP	PROPOSED
PIP	PROTECT IN PLACE
R/W	RIGHT OF WAY
SD	STORM DRAIN
SF	SQUARE FOOT
TBU	TO BE UNDERGROUNDED
TBRL	TO BE RELOCATED
TC	TOP OF CURB
TYP	TYPICAL

N W E S

1" = 50'

50 0 50 100 150

PRELIMINARY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
CONCEPTUAL GRADING
PLOT PLAN 220050

SCALE:	1" = 50'	W.O.	22-0192
DATE:	7/17/2025	SHEET	7
DESIGNED:	RSB	OF	13 SHEETS
CHECKED:	SKK	DWG. NO.	
PLN CK REF:			
F.B.			

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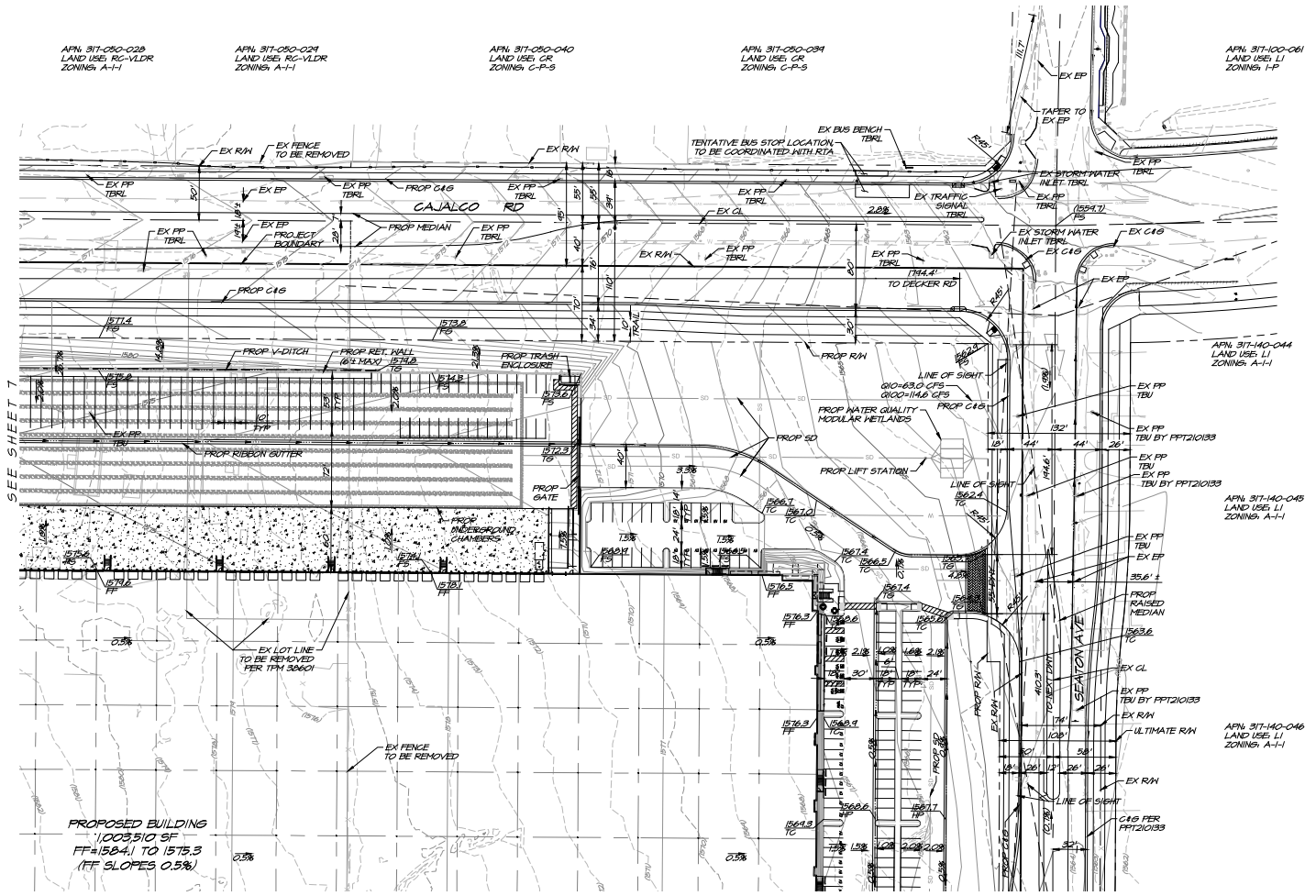

LEGEND

- CONCRETE PAVEMENT
- (1575) EXISTING CONTOUR
- EXISTING CENTER LINE
- X EXISTING FENCE
- EXISTING EDGE OF PAVEMENT
- FLOW LINE
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ABBREVIATIONS

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TBU	TO BE UNDERGROUNDED
TBRL	TO BE RELOCATED
TC	TOP OF CURB
TYP	TYPICAL

1" = 50'

50 0 50 100 150

PRELIMINARY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
CONCEPTUAL GRADING
PLOT PLAN 220050

SCALE:	1" = 50'	W.O.	22-0192
DATE:	7/17/2025	SHEET	8
DESIGNED:	RSB	OF	13 SHEETS
CHECKED:	SKK	DWG. NO.	
PLN CK REF:			
F.B.			

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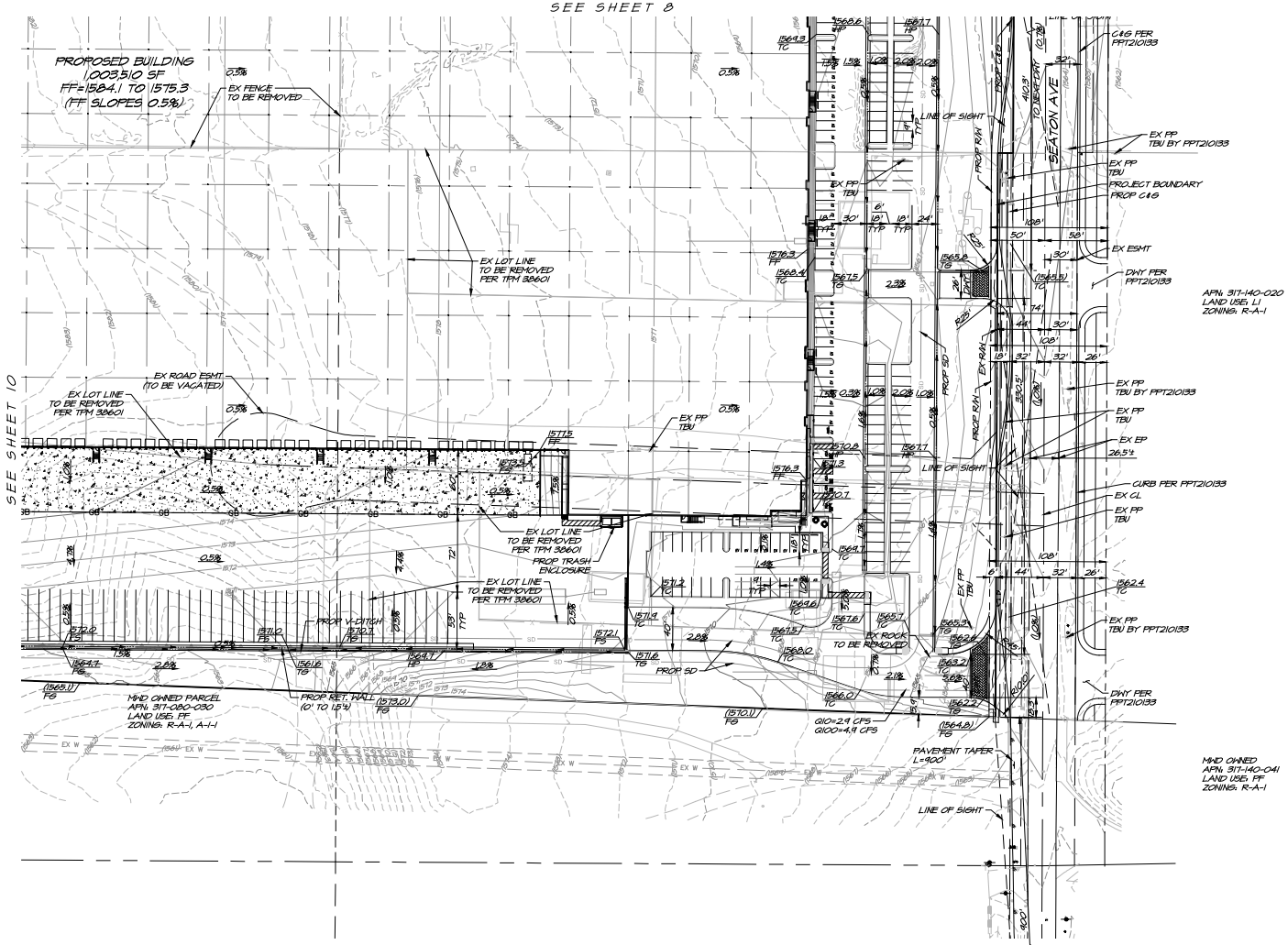

LEGEND

	CONCRETE PAVEMENT
(1575)	EXISTING CONTOUR
	EXISTING CENTER LINE
X	EXISTING FENCE
	EXISTING EDGE OF PAVEMENT
	FLOW LINE
	LINE OF SIGHT
1575	PROPOSED CONTOUR
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SD	PROPOSED STORM DRAIN
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ABBREVIATIONS

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1" = 50'

50 0 50 100 150

PRELIMINARY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
CONCEPTUAL GRADING
PLOT PLAN 220050

SCALE:	1" = 50'
DATE:	7/17/2025
DESIGNED:	RSB
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W.O. 22-0192
SHEET 9
OF 13 SHEETS
DWG. NO.

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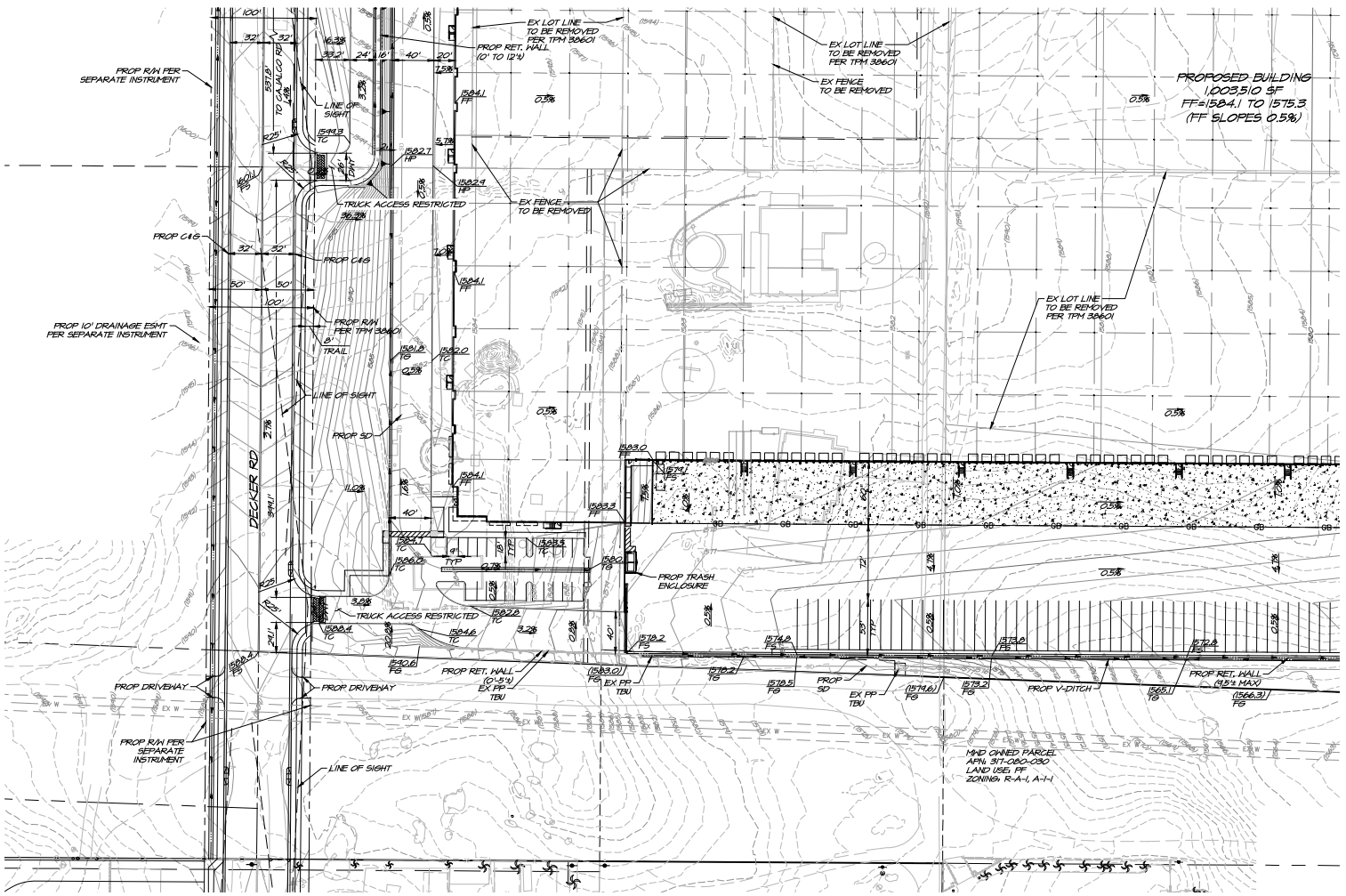

LEGEND

- CONCRETE PAVEMENT
- (1575) EXISTING CONTOUR
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1" = 50'

50 0 50 100 150

PRELIMINARY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
CONCEPTUAL GRADING
PLOT PLAN 220050

SCALE:	1" = 50'	W.O.	22-0192
DATE:	7/17/2025	SHEET	10
DESIGNED:	RSB	OF	13 SHEETS
CHECKED:	SKK	DWG. NO.	
PLN CK REF:			
F.B.			

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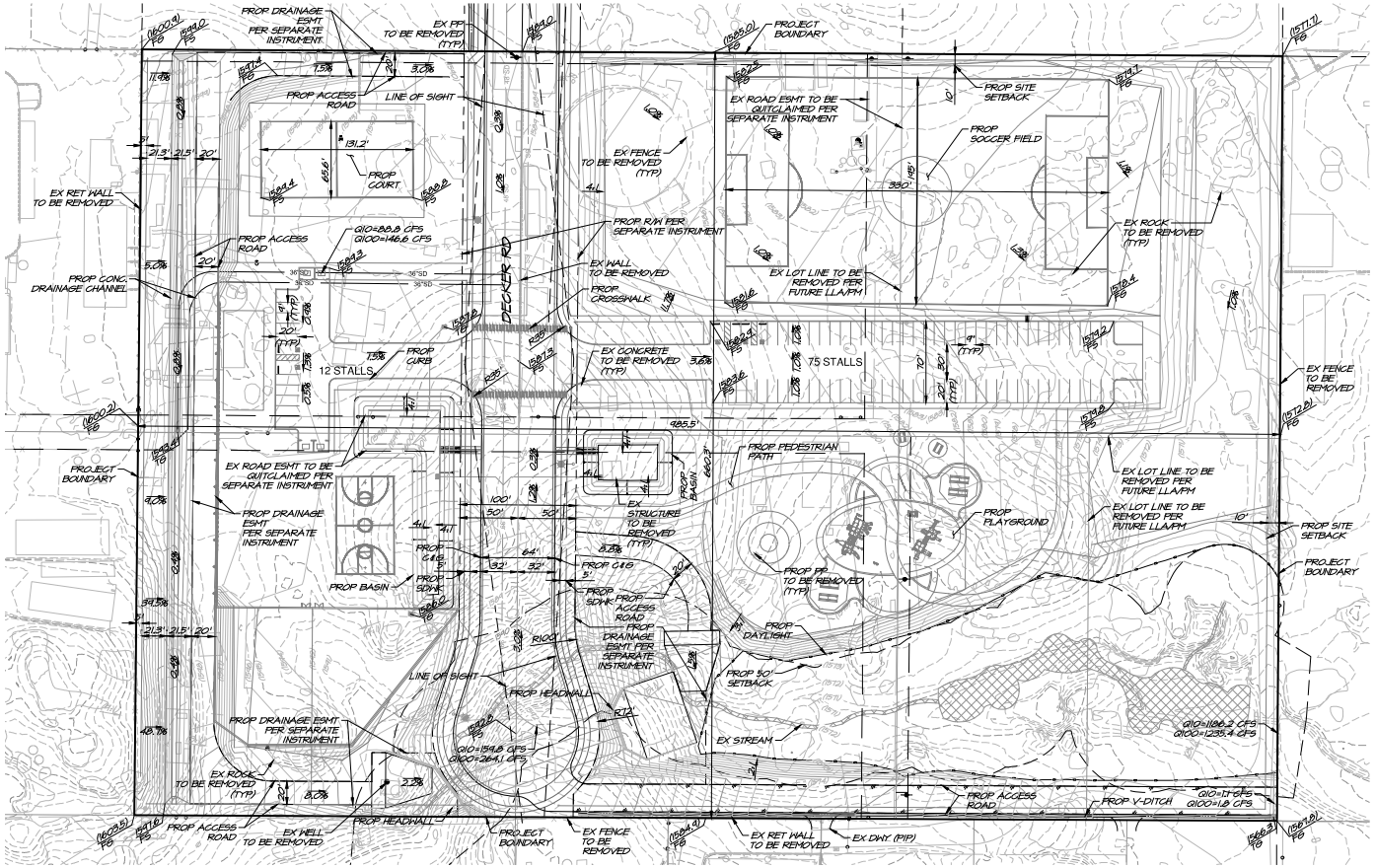
SEE SHEET B



LEGEND

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N W E S

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50 0 50 100 150

PRELIMINARY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
CONCEPTUAL GRADING
PLOT PLAN 220050

SCALE:	1" = 50'
DATE:	7/17/2025
DESIGNED:	RSB
CHECKED:	SKK
PLN CK REF:	
F.B.	

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W.O. 22-0192
SHEET 11
OF 13 SHEETS
DWG. NO.

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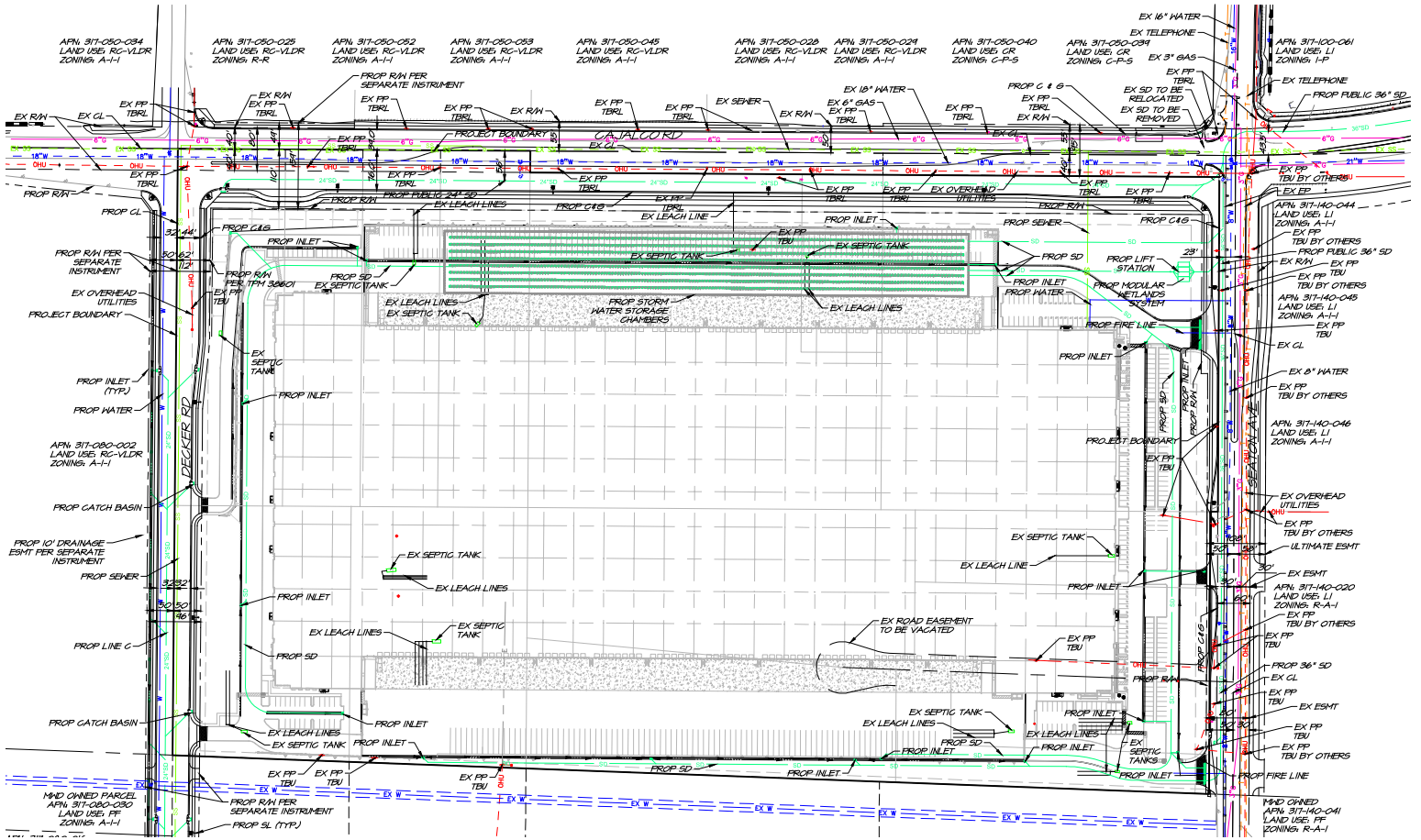
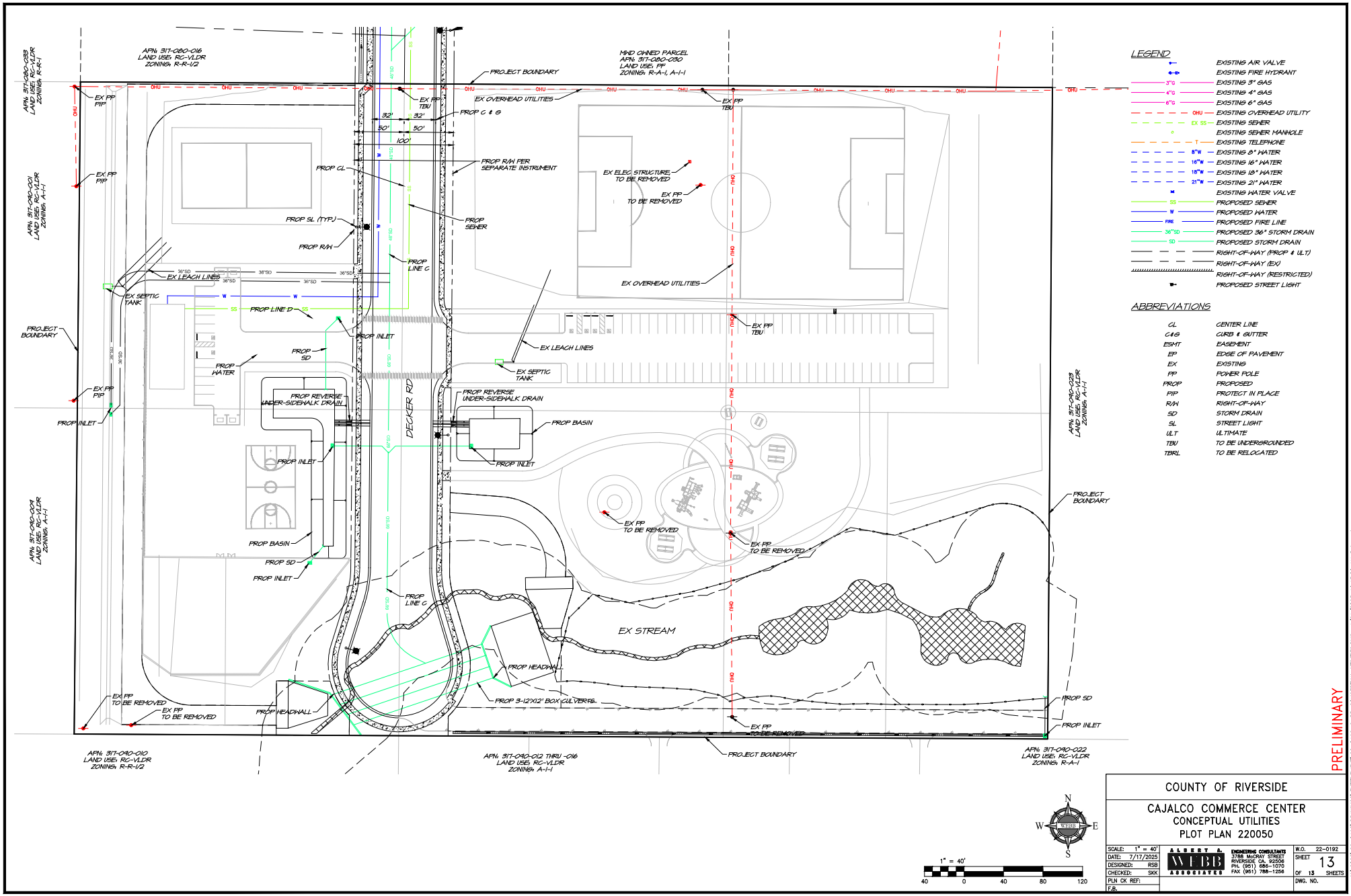

CAJALCO RD
DECKER RD
SEARL LN
PROJECT BOUNDARY
PROP STORM WATER STORAGE CHAMBERS
PROP MODULAR WETLANDS SYSTEM
PROP LIFT STATION
EX SEPTIC TANK
EX LEACH LINES
PROP INLET
PROP SD
PROP WATER
PROP FIRE LINE
PROP SEWER
PROP C&G
PROP R/W
EX R/W
EX CL
EX PP TBRL
EX PP TBU
EX PP TBU BY OTHERS
EX OVERHEAD UTILITIES
EX 16" WATER
EX TELEPHONE
EX 3" GAS
EX 18" WATER
EX 6" GAS
EX SEWER
PROP PUBLIC 36" SD
PROP PUBLIC 24" SD
PROP 36" SD
PROP 10' DRAINAGE ESMT PER SEPARATE INSTRUMENT
PROP CATCH BASIN
PROP LINE C
PROP R/W PER SEPARATE INSTRUMENT
EX ROAD EASEMENT TO BE VACATED
EX SD TO BE RELOCATED
EX SD TO BE REMOVED
EX ESMT
ULTIMATE ESMT
APN: 317-050-034 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-025 LAND USE: RC-VLDR ZONING: R-R
APN: 317-050-052 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-053 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-045 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-038 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-029 LAND USE: RC-VLDR ZONING: A-1-1
APN: 317-050-040 LAND USE: CR ZONING: C-P-S
APN: 317-050-039 LAND USE: CR ZONING: C-P-S
APN: 317-100-061 LAND USE: LI ZONING: I-P
APN: 317-140-044 LAND USE: LI ZONING: A-1-1
APN: 317-140-045 LAND USE: LI ZONING: A-1-1
APN: 317-140-046 LAND USE: LI ZONING: A-1-1
APN: 317-140-020 LAND USE: LI ZONING: R-A-1
MND OWNED PARCEL APN: 317-080-030 LAND USE: PF ZONING: A-1-1
MND OWNED APN: 317-140-041 LAND USE: PF ZONING: R-A-1
APN: 317-080-002 LAND USE: RC-VLDR ZONING: A-1-1
PROP SL (TYP.)
PROP INLET (TYP.)
PROP CATCH BASIN
PROP WATER
PROP LINE C
PROP SEWER
PROP C&G
PROP R/W PER SEPARATE INSTRUMENT
PROP R/W PER TPM 36801
EX OVERHEAD UTILITIES
PROJECT BOUNDARY
EX SEPTIC TANK
EX LEACH LINES
PROP INLET
PROP SD
PROP 36" SD
PROP FIRE LINE
PROP PUBLIC 36" SD
PROP PUBLIC 24" SD
PROP 10' DRAINAGE ESMT PER SEPARATE INSTRUMENT
EX SEPTIC TANKS
EX ESMT
ULTIMATE ESMT
EX 8" WATER
EX 16" WATER
EX 18" WATER
EX 3" GAS
EX 6" GAS
EX SEWER
EX TELEPHONE
EX EP
EX CL
EX R/W
EX PP TBRL
EX PP TBU
EX PP TBU BY OTHERS
EX OVERHEAD UTILITIES
PROP R/W
PROP C&G
PROP INLET
PROP SD
PROP WATER
PROP FIRE LINE
PROP 36" SD
PROP PUBLIC 36" SD
PROP PUBLIC 24" SD
PROP 10' DRAINAGE ESMT PER SEPARATE INSTRUMENT
PROP SEWER
PROP LINE C
PROP R/W PER SEPARATE INSTRUMENT
PROJECT BOUNDARY
EX SEPTIC TANK
EX LEACH LINES



LEGEND

	EXISTING AIR VALVE
	EXISTING FIRE HYDRANT
3"G	EXISTING 3" GAS
4"G	EXISTING 4" GAS
6"G	EXISTING 6" GAS
OHU	EXISTING OVERHEAD UTILITY
EX SS	EXISTING SEWER
	EXISTING SEWER MANHOLE
T	EXISTING TELEPHONE
8"W	EXISTING 8" WATER
16"W	EXISTING 16" WATER
18"W	EXISTING 18" WATER
21"W	EXISTING 21" WATER
	EXISTING WATER VALVE
SS	PROPOSED SEWER
W	PROPOSED WATER
FIRE	PROPOSED FIRE LINE
36"SD	PROPOSED 36" STORM DRAIN
SD	PROPOSED STORM DRAIN
	RIGHT-OF-WAY (PROP & ULT)
	RIGHT-OF-WAY (EX)
	RIGHT-OF-WAY (RESTRICTED)
	PROPOSED STREET LIGHT

ABBREVIATIONS

CL	CENTER LINE
C&G	CURB & GUTTER
ESMT	EASEMENT
EP	EDGE OF PAVEMENT
EX	EXISTING
PP	POWER POLE
PROP	PROPOSED
PIP	PROTECT IN PLACE
R/W	RIGHT-OF-WAY
SD	STORM DRAIN
SL	STREET LIGHT
ULT	ULTIMATE
TBU	TO BE UNDERGROUNDED
TBRL	TO BE RELOCATED

1" = 40'

40 0 40 80 120

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
CONCEPTUAL UTILITIES
PLOT PLAN 220050

SCALE:	1" = 40'	W.O.	22-0192
DATE:	7/17/2025	SHEET	13
DESIGNED:	RSB	OF	13 SHEETS
CHECKED:	SKK	DWG. NO.	
PLN CK REF:			
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PRELIMINARY

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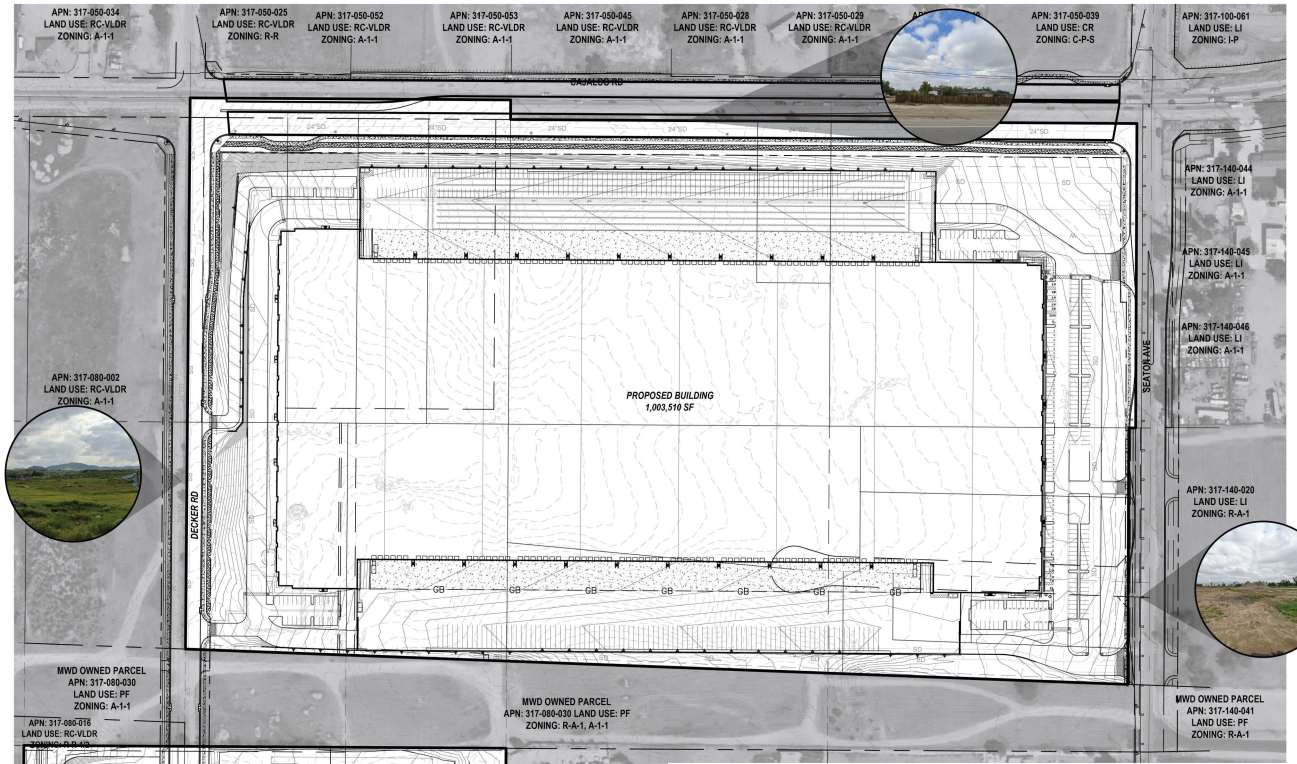
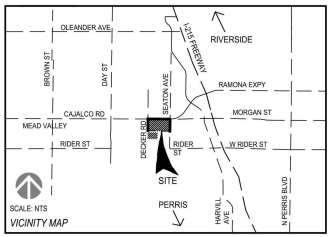
UNINCORPORATED COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER & PARK

CONCEPTUAL LANDSCAPE PLAN





LAND USE

EXISTING LAND USE: RURAL COMMUNITY (RC) - VERY LOW DENSITY RESIDENTIAL (VLDR), COMMERCIAL RETAIL (CR)
EXISTING ZONING: LIGHT AGRICULTURE (A-1)

PROPOSED LAND USE:
COMMUNITY DEVELOPMENT (CD)
LIGHT INDUSTRIAL (LI), OPEN SPACE-RECREATION (OS-R)

PROPOSED ZONING
I-P INDUSTRIAL PARK

AIRPORT INFLUENCE AREAS - MARCH AIR RESERVE BASE

WRMSHCP (WESTERN RIVERSIDE COUNTY MULTI-SPECIES HABITAT CONSERVATION PLAN) PLAN AREA

PARK SITE IS WITHIN VERY HIGH FIRE HAZARD AREA

APPLICANT

INDUSTRIAL VI ENTERPRISES, LLC.
901 VIA PIEMONTE STE. 175
ONTARIO CA, 91764
CONTACT: JOHN GRACE
EMAIL: JOHN.GRACE@HILLWOOD.COM
PHONE: (909) 256-5924

OWNER/REPRESENTATIVE

INDUSTRIAL VI ENTERPRISES, LLC.
901 VIA PIEMONTE STE. 175
ONTARIO CA, 91764
CONTACT: JOHN GRACE
EMAIL: JOHN.GRACE@HILLWOOD.COM
PHONE: (909) 256-5924

ARCHITECT

HPA ARCHITECTS
18831 BARDEEN AVE., STE 100
IRVINE, CA 92612
CONTACT: JAIME CRUZ
PHONE: (949) 863-1770
EMAIL: JAIME@HPARCHS.COM

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY
INLAND AERIAL SURVEYS,
INC. ON 08/02/2022

ENGINEER

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: SARAH KOWALSKI
PHONE: (951) 320-6006
FAX: (951) 788-1256

PROJECT REPRESENTATIVE

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: RICHARD BELMUDEZ
PHONE: (951) 686-1070
FAX: (951) 788-1256

SOILS ENGINEER

SOUTHERN CALIFORNIA GEOTECHNICAL
22885 E. SAVI RANCH PKWY, SUITE E
YORBA LINDA, CA 92887
CONTACT: ROBERT TRAZO
PHONE: (714) 685-1115
FAX: (714) 685-1118

A.P.N.

PARCEL 1: 317-080-003 THRU -008, -013 & -014, -019 THRU -023, AND -027 THRU -029
PARCEL 2: 317-090-002 AND -008
PARCEL 3: 317-090-003 THRU -007

TABLE OF CONTENTS

TITLE SHEET & SITE CONTEXT....01
MASTER SITE PLAN....02
MASTER SITE PLAN - PARK....03
ENLARGEMENTS....04
PARK ENLARGEMENTS....05
CONCEPTUAL SECTIONS....06
WATER USE CALCULATIONS....07
PARKING LOT TREE SHADE & LANDSCAPE AREA CALC....08
CONCEPTUAL MAINTENANCE PLAN....09

LANDSCAPE CONCEPT

THE INTENT FOR THIS PROJECT IS TO PROVIDE A LANDSCAPE DESIGN THAT WILL THRIVE IN THE CLIMATE OF THE AREA AND PROVIDES YEAR-ROUND INTEREST AND BEAUTY. ALL OF THE PLANT MATERIAL THAT HAS BEEN PROPOSED FOR THIS PROJECT IS DROUGHT TOLERANT, HEAT AND COLD RESISTANT AND EASY TO MAINTAIN. THE PROPOSED LAYOUT OF THE PLANT MATERIAL WILL BE DONE IN A WAY THAT THE PLANTS WILL HAVE ROOM ENOUGH TO GROW TO THEIR FULL MATURITY WITHOUT HAVING TO BE PRUNED. THE USE OF WOOD MULCH AND DECOMPOSED GRANITE WILL INHIBIT WEED GROWTH AND HELP RETAIN SOIL MOISTURE IMPROVING THE GROWING CONDITIONS WHILE LOWERING WATER USE. THE FINISHED LANDSCAPE WILL INTEGRATE WELL INTO THE SURROUNDING EXISTING LANDSCAPE AREAS AND WILL PROVIDE SCREENING OF THE PROJECT FROM THE SURROUNDING ROADS. THE TREES, SHRUBS, AND GROUNDCOVERS WERE SELECTED TO PROVIDE A VARIETY OF COLOR, TEXTURES, AND FORMS TO ACCENT AND BEAUTIFY THE DEVELOPMENT. TREES WILL PROVIDE SCREENING, SHADE, AND SOFTEN THE PAVED AREAS. THIS PROJECT WILL COMPLY WITH STATE OF CALIFORNIA MODEL WATER EFFICIENCY LANDSCAPE ORDINANCE, COUNTY OF RIVERSIDE WATER EFFICIENT LANDSCAPE REQUIREMENTS ORDINANCE, AND LOCAL WATER USE EFFICIENCY ORDINANCE BY USING AN ET-EFFICIENT ("SMART") IRRIGATION CONTROLLER COMBINED WITH RAIN SENSORS AND FLOW SENSORS.

MWD NOTE

NOTIFY RUDY DIAZ OF OUR WATER SYSTEM OPERATIONS TEAM AT TELEPHONE (951) 710-5570 OR CELL (909) 573-5569, AT LEAST TWO WORKING DAYS BEFORE STARTING ANY WORK IN THE VICINITY OF OUR FACILITIES.

BENCHMARK DATA
NGS DESIGNATION #437 (PID #DX5445)
ELEV. = 1628.19' (NAVD88)

DESCRIBED BY METRO WATER DISTR SO. CALIFORNIA 1992
PERRIS, 0.5 MILE (0.8 KM) WEST ALONG CAJALCO RD FROM SEATON AVE, 85 FEET (25.9 M) SOUTH OF CAJALCO ON LARGE GRANITE BOULDER 20 FEET (6.1 M) BY 3 FEET, 116 FEET (35.4 M) SOUTHWEST OF A POWER POLE 2277175. A STANDASRD 3-1/4 INCH ALUMINUM DISK SET IN TOP OF BOULDER.

NGS DESIGNATION #40 Y (PID #DX2103)
ELEV. = 1496.35' (NAVD88)

RECOVERY NOTE BY METRO WATER DISTR SO. CALIFORNIA 1992
SOUTHWEST OF LAKE PERRIS RESERVOIR, NEAR THE INTERSECTION OF BRADLEY RD PRODUCED AND WALNUT AVE (DIRT RD), 180 FEET (54.9 M) WEST OF BRADLEY PRODUCED ALONG WALNUT AVE, AND 55 FEET (16.8 M) SOUTH OF THE CENTER OF WALNUT AVE, IN THE TOP OF A ROCK OUTCROP SOUTH OF ROAD, ABOUT 3 FEET (0.9 M) ABOVE THE GROUND AND 8 FEET (2.4 M) HIGHER THAN THE ROAD. A STANDARD MWDSC BRASS DISK SET IN BOULDER.

THE CONVERSION FACTOR TO NGVD 29 IS -2.58 FEET.

1" = 120'
120 0 120 240 360

N W WEBB E S

NOT FOR CONSTRUCTION

NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT-OF-WAY ONLY.

DIGALERT
DIAL BEFORE YOU DIG
TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 1-800-422-4133
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

THE PRIVATE LANDSCAPE ARCHITECT SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER COUNTY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE LANDSCAPE ARCHITECT SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE COUNTY.

MARK	BY	DATE	REVISIONS	APPR.	DATE

ENGINEER COUNTY

SEAL-LANDSCAPE ARCHITECT
LICENSED LANDSCAPE ARCHITECT
JEFFREY P. HUTCHINS
No. 3815
09-30-26
RENEWAL DATE
10/4/2024
DATE
STATE OF CALIFORNIA

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

PREPARED UNDER THE SUPERVISION OF: JEFFREY P. HUTCHINS
PLA NO. 3815 , EXP 09-30-2026
DESIGNED BY: JC CHECKED BY: JH
DRAFT
10-04-2024
DATE:

BENCHMARK:
SEE ABOVE

SCALE: H: 1"=120' V: N/A

IP XX COUNTY OF RIVERSIDE LSP XX

CAJALCO COMMERCE CENTER
DECKER RD., CAJALCO RD. & SEATON AVE.
CONCEPTUAL LANDSCAPE PLAN
TITLE SHEET & SITE CONTEXT

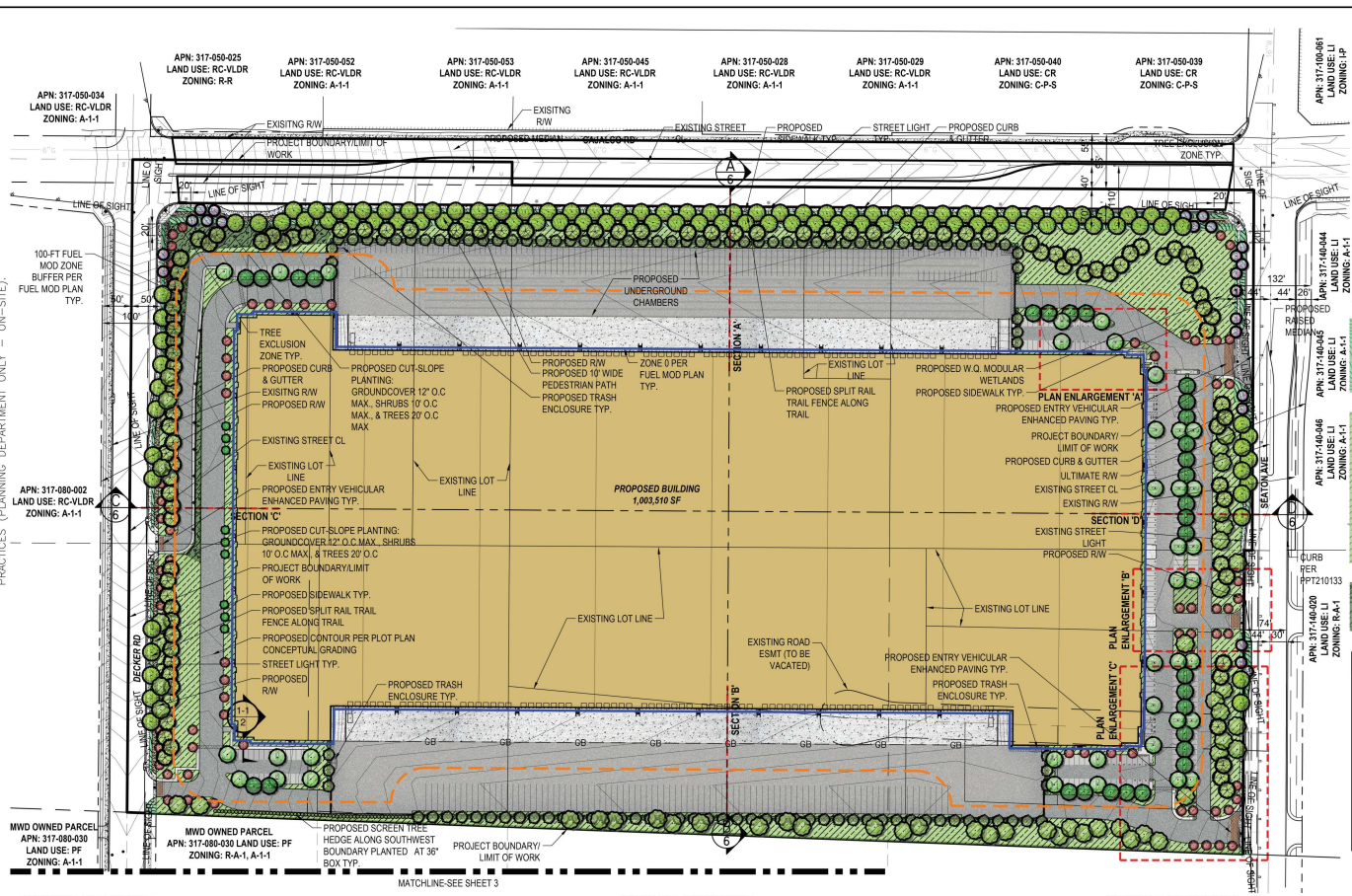
SHEET NO. 1
01 OF 09 SHTS

FOR: INDUSTRIAL VI ENTERPRISES, LLC.
W.O. 2022-0192
COUNTY FILE NO.

PLAN CHECK OVERSIGHT ENGINEER | REGISTRATION NUMBER | DATE SIGNED | ORD. 859 VERSION
APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY - ROW / OFFSITE).

PLAN CHECK OVERSIGHT LLA / CID | REGISTRATION NUMBER | DATE SIGNED | TENTATIVE APP PP#
APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY - ON-SITE).

PLOTTED: 7/3/2026 10:22:57 AM
PLOTTED BY: JUANMARCOS_CASTILLEJA
PLOTTED: 7/3/2026 10:22:57 AM



NOTES

1. WUCOLS' PLANT FACTOR IN PLANTING LEGEND IS SELECTED PER WUCOLS ZONE 4 - SOUTH INLAND VALLEY
2. SLOPE PLANTING NOTE:
   -SLOPES OVER 3' VERTICAL - GROUNDCOVER PLANT MATERIAL MAXIMUM 12" O.C
   -SLOPES OVER 15' VERTICAL - SHRUBS MAXIMUM 10' ON CENTER, TREES 20' MAXIMUM ON CENTER, OR A COMBINATION THERE OF.
3. SIGHT DISTANCE NOTE: SIGHT DISTANCES IN PROJECT SHALL BE PER RIVERSIDE COUNTY STANDARD 821
4. NO TREES AND SHRUBS OVER 12" MAX HEIGHT IN SIGHT DISTANCE ZONE

PLANTING NOTES

-PROVIDE 3 INCH LAYER OF MULCH (MIN.) IN SHRUBS BEDS AND UNPLANTED AREAS; 2 INCH LAYER OF MULCH IN GROUNDCOVER AREAS; 3 INCH LAYER OF SHREDDED, STABILIZING MULCH FOR SLOPES

-TREES SHALL BE STAKED WITH 2-3 STAKES AND 6 TREE TIES PER COUNTY STANDARD DETAILS. USE TRIPLE STAKING WITH 3 INCH DIAMETER STAKES IN HIGH WIND AREAS.

-ROOT BARRIERS SHALL BE INSTALLED FOR TREES WITHIN 6 FT (MIN) OF HARDSCAPE PER COUNTY STANDARD DETAILS. ROOT BARRIER SHALL NOT ENCIRCLE THE TREE ROOTBALL BUT SHALL BE LOCATED AT THE EDGE OF HARDSCAPE AND EXTEND BEYOND CENTER OF TREE A MINIMUM OF 5 FT IN EACH DIRECTION.

-TREES SHALL HAVE BREATHER TUBES PER COUNTY STANDARD DETAILS.

-PLANTER ISLANDS ADJACENT TO PARKING SPACES SHALL HAVE 12 INCH WIDE CONCRETE WALKWAY STRIP INSTALLED ADJACENT TO AND INTEGRAL WITH OR DOWELED INTO THE 6 INCH WIDE CURB.

CONCEPT PLANT SCHEDULE

OFF-SITE SHRUBS & GROUNDCOVERS	**42,066 SF**	
BACCHARIS PILULARIS 'PIGEON POINT' / COYOTE BRUSH	2,732	5 GAL, LOW(0.2), 1'-2'H X 5'-6'W
CALLISTEMON VIMINALIS 'LITTLE JOHN' / DWARF WEEPING BOTTLEBRUSH	4,858	1 GAL, LOW(0.2), 2'-3'H X 2'-3'W
ELYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE WILD RYE	2,732	1 GAL, LOW(0.2), 3'-4'H X 3'-4'W
MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	4,858	1 GAL, LOW(0.2), 3'-4'H X 3'-4'W
WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA	2,732	5 GAL, LOW(0.2), 4'H X 5'-6'W
ON-SITE SHRUB AND GROUNDCOVER	**268,929 SF**	
AGAVE AMERICANA / CENTURY PLANT	2,515,312	5 GAL, LOW (0.2), 3'-5'H X 3'-5'W
AGAVE DESMETIANA / SMOOTH AGAVE	4,471,664	5 GAL, LOW (0.2), 3'-4'H X 3'-4'W
CAESALPINIA MEXICANA / MEXICAN BIRD OF PARADISE	1,117,915	15 GAL, LOW (0.2), 4'-6'H X 4'-6'W
KNIPHOFIA UVARIA 'FLAMENCO' / FLAMENCO RED HOT POKER	4,471,660	5 GAL, LOW (0.2), 2'-3'H X 4'-5'W
PENSTEMON EATONII / FIRECRACKER PENSTEMON	27,947,875	5 GAL, LOW (0.2), 1'-2'H X 1'-2'W
CALLISTEMON VIMINALIS 'LITTLE JOHN' / DWARF WEEPING BOTTLEBRUSH	31,054	5 GAL, LOW(0.2), 2'-3'H X 2'-3'W
ELYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE WILD RYE	17,467	5 GAL, LOW(0.2), 3'-4'H X 3'-4'W
HESPERALOE PARVIFLORA / RED YUCCA	31,051	5 GAL, LOW(0.2), 2'-3'H X 2'-3'W
MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	31,051	1 GAL, LOW(0.2), 3'-4'H X 3'-4'W
WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA	17,467	5 GAL, LOW(0.2), 3'-4'H X 3'-4'W
WESTRINGIA FRUTICOSA 'WYNABBIE GEM' / WYNABBIE GEM COAST ROSEMARY	17,465	5 GAL, LOW(0.2), 4'H X 5'-6'W
ON-SITE CUT SLOPE PLANTING	**19,584 SF**	
BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	20,352	1 GAL, LOW(0.2), 1'-2'H X 5'-6'W
ELYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE WILD RYE		1 GAL, LOW(0.2), 3'-4'H X 3'-4'W
JUNCUS PATENS / CALIFORNIA GRAY RUSH		1 GAL, LOW(0.2), 2'-3'H X 2'-3'W

SCREEN TREE FRONTAGE BOX SIZE

TABULATION

REQUIRED:		**24" BOX (50% OR LESS)/ 36" BOX OR LARGER (50% MIN.) @ 25' O.C**
PROVIDED:		
OFF-SITE STREETSCAPE ACCENT TREE:	23	@ 36" BOX TREE
OFF-SITE STREETSCAPE TREES:	102	@ 24" BOX TREE
ON-SITE ACCENT FLOWERING TREES:	66	@ 24" BOX TREE
ON-SITE TREES:	21/17	@ 24" BOX TREE/36" BOX TREE
LOADING/UNLOADING AREA SCREEN TREE:	90	@ 36" BOX TREE
EVERGREEN SCREEN TREE:	100	@ 48" BOX TREE
TOTAL:	189	24" BOX TREE (45%)
	230	36" BOX TREE OR LARGER (55%)
	419	24" BOX TREE (45%) / 36" BOX TREE OR LARGER (55%)

CONCEPT PLANT SCHEDULE

OFF-SITE STREETSCAPE ACCENT TREE	**23**	
ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE MULTI-TRUNK		36" BOX, MED (0.5), 20'H X 20'W
LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ' / NATCHEZ CRAPE MYRTLE MULTI-TRUNK		36" BOX, MED (0.5), 20'H X 20'W
OFF SITE - STREETSCAPE TREES	**104**	
GEIJERA PARVIFLORA / AUSTRALIAN WILLOW		24" BOX, MED. (0.5), 20'-35'H X 20'-35'W
PLATANUS X ACERIFOLIA 'BLOODGOOD' / LONDON PLANE TREE		24" BOX, LOW (0.2), 30'-40'H X 40'-50'W
ULMUS PARVIFOLIA 'DRAKE' / DRAKE ELM		24" BOX (0.5), 30'-40'H X 40'-50'W
ON-SITE ACCENT FLOWERING TREES	**71**	
ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE MULTI-TRUNK		24" BOX, MED (0.5), 20'H X 20'W
LAGERSTROEMIA X 'NATCHEZ' / CRAPE MYRTLE		24" BOX, MED (0.5), 20'-25'H X 20'-25'W
X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA		24" BOX, LOW (0.2), 25'-35'H X 25'-35'W

CONCEPT PLANT SCHEDULE

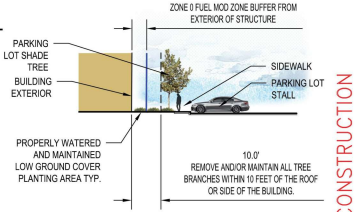
ON-SITE TREES	**50**	
GEIJERA PARVIFLORA / AUSTRALIAN WILLOW		24" BOX, MED (0.5), 20'-35'H X 20'-35'W
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE		24" BOX, MED (0.5), 40'-80'H X 30'-50'W
PLATANUS X ACERIFOLIA / LONDON PLANE TREE		24" BOX, MED (0.5), 70'-85'H X 50'-70'W
QUERCUS AGRIFOLIA / COAST LIVE OAK		48" BOX, LOW (0.2), 40'-60'H X 40'-60'W
QUERCUS ILEX / HOLLY OAK		36" BOX, LOW (0.2), 35'-50'H X 30'-55'W
QUERCUS SUBER / CORK OAK		24" BOX, LOW (0.2), 50'-70'H X 30'-50'W
RHUS LANCEA / AFRICAN SUMAC		24" BOX, LOW (0.2), 25'-35'H X 25'-35'W
PARKING LOT SHADE ACCENT TREES	**37**	
GLEDITSIA TRIACANTHOS / HONEY LOCUST		24" BOX, LOW (0.2), 30'-40'H X 40'-50'W
PARKING LOT SHADE TREES	**30**	
ULMUS PARVIFOLIA / LACEBARK ELM		24" BOX, MED (0.5), 40'-60'H X 40'-60'W
VERTICAL BUILDING ENTRY ACCENT TREE	**9**	
GINKGO BILOBA / MAIDENHAIR TREE		24" BOX, MED (0.5), 35'-45'H X 25'-35'W
PODOCARPUS MACROPHYLLUS 'MAKI' / MAKI PODOCARPUS		15 GAL, MED (0.5), 8'-15'H X 4'-5'W
LOADING/UNLOADING AREA SCREEN TREE	**104**	
PODOCARPUS GRACILIOR / FERN PINE		36" BOX/15 GALLON, LOW (0.2), 15'-30'H)

CONCEPT PLANT SCHEDULE

EVERGREEN SCREEN TREE	**100**	
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE		48" BOX, MED (0.5), 40'-80'H X 30'-50'W
QUERCUS AGRIFOLIA / COAST LIVE OAK		48" BOX, LOW (0.2), 40'-60'H X 40'-60'W
QUERCUS ILEX / HOLLY OAK		48" BOX, LOW (0.2), 35'-50'H X 30'-55'W
ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM		48" BOX, MED (0.5), 40'-60'H X 40'-60'W
SCREEN TREE HEDGE	**58**	
LAURUS NOBILIS / SWEET BAY MULTI-TRUNK		36" BOX, LOW (0.2), 6'-8'H X 6'-8'W
PRUNUS ILICIFOLI / HOLLY LEAF CHERRY		36" BOX, LOW (0.2), 8'-12'H X 8'-12'W
SCREEN HEDGE	**446**	
LAURUS NOBILIS / SWEET BAY MULTI-TRUNK		15 GAL, LOW (0.2), 6'-8'H X 6'-8'W
PRUNUS ILICIFOLI / HOLLY LEAF CHERRY		15 GAL, LOW (0.2), 8'-12'H X 8'-12'W

FUEL MODIFICATION ZONE LEGEND

- ZONE 0 - 5-FT FUEL MOD ZONE BUFFER FROM EXTERIOR OF STRUCTURE
- ZONE 1 - 100-FT FUEL MOD ZONE BUFFER FROM EXTERIOR OF STRUCTURE



TYPICAL SECTION 1-1
FUEL MOD ZONE 0 & PARKING LOT SHADE TREE CONDITION

1" = 100'

100 0 100 200 300

N W WEBB E S

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY – ON-SITE).

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY – ROW / OFFSITE).

PLAN CHECK OVERSIGHT LLA / CID | DATE SIGNED | REGISTRATION NUMBER | TENTATIVE APP PP#

PLAN CHECK OVERSIGHT ENGINEER | DATE SIGNED | REGISTRATION NUMBER | ORD. 859 VERSION

DIGALERT — DIAL BEFORE YOU DIG — TOLL FREE 1-800-422-4133 — TWO WORKING DAYS BEFORE YOU DIG — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT–OF–WAY ONLY.

NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

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MARK | BY | DATE — REVISIONS — APPR. | DATE

ENGINEER — COUNTY

SEAL–LANDSCAPE ARCHITECT — JEFFREY P. HUTCHINS — LANDSCAPE ARCHITECT — REGISTERED PROFESSIONAL — 06-30-26 RENEWAL DATE — 10/4/2024 DATE — STATE OF CALIFORNIA

ALBERT A. WEBB ASSOCIATES — ENGINEERING CONSULTANTS — 3788 McCRAY STREET RIVERSIDE CA. 92506 PH. (951) 686-1070 FAX (951) 788-1256

PREPARED UNDER THE SUPERVISION OF: JEFFREY P. HUTCHINS — DESIGNED BY: JC — CHECKED BY: JH

PLA NO. 3815 , EXP 09-30-2026 — DRAFT — 10-04-2024 DATE:

BENCHMARK: SEE TITLE SHEET

SCALE: H: 1"=100' V: N/A

IP XX — COUNTY OF RIVERSIDE — LSP XX

CAJALCO COMMERCE CENTER
DECKER RD., CAJALCO RD. & SEATON AVE.
CONCEPTUAL LANDSCAPE PLAN
MASTER SITE PLAN

SHEET NO. 2 — 02 OF 09 SHTS

FOR: INDUSTRIAL VI ENTERPRISES, LLC. — W.O. 2022-0192 — COUNTY FILE NO.

NOT FOR CONSTRUCTION

PLOTTED: 10/2/2024 7:55:43 AM

TENTATIVE APP PP#

DATE SIGNED

REGISTRATION NUMBER

PLAN CHECK OVERSIGHT LLA / CID

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY – ON–SITE).

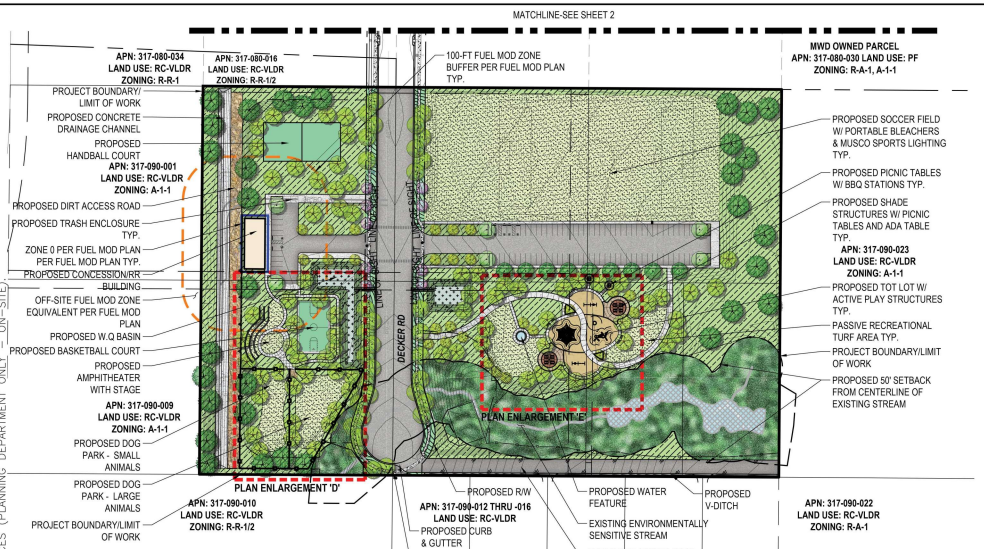
ORD. 859 VERSION

DATE SIGNED

REGISTRATION NUMBER

PLAN CHECK OVERSIGHT ENGINEER

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY – ROW / OFFSITE).



ROPE PLAY STRUCTURE

DOG PARK

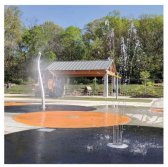
SOCCER FIELDS

BASKETBALL COURT

SWINGS

SLIDES

SHADE STRUCTURES


SPLASH PAD WATER FEATURE

GATHERING PLAY

BALANCE PLAY

AMPHITHEATER

TOT LOT - PLAY STRUCTURES

INSPIRATIONAL AMENITIES IMAGERY

NOTES

1. WUCOLS/ PLANT FACTOR IN PLANTING LEGEND IS SELECTED PER WUCOLS ZONE 4 - SOUTH INLAND VALLEY
2. SLOPE PLANTING NOTE:
   -SLOPES OVER 3' VERTICAL - GROUNDCOVER PLANT MATERIAL MAXIMUM 12" O.C
   -SLOPES OVER 15' VERTICAL - SHRUBS MAXIMUM 10' ON CENTER, TREES 20' MAXIMUM ON CENTER, OR A COMBINATION THERE OF.
3. SIGHT DISTANCE NOTE: SIGHT DISTANCES IN PROJECT SHALL BE PER RIVERSIDE COUNTY STANDARD 821

PLANTING NOTES

-PROVIDE 3 INCH LAYER OF MULCH (MIN.) IN SHRUBS BEDS AND UNPLANTED AREAS; 2 INCH LAYER OF MULCH IN GROUNDCOVER AREAS; 3 INCH LAYER OF SHREDDED, STABILIZING MULCH FOR SLOPES

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-ROOT BARRIERS SHALL BE INSTALLED FOR TREES WITHIN 6 FT (MIN) OF HARDSCAPE PER COUNTY STANDARD DETAILS. ROOT BARRIER SHALL NOT ENCIRCLE THE TREE ROOTBALL BUT SHALL BE LOCATED AT THE EDGE OF HARDSCAPE AND EXTEND BEYOND CENTER OF TREE A MINIMUM OF 5 FT IN EACH DIRECTION.

-TREES SHALL HAVE BREATHER TUBES PER COUNTY STANDARD DETAILS.

-PLANTER ISLANDS ADJACENT TO PARKING SPACES SHALL HAVE 12 INCH WIDE CONCRETE WALKWAY STRIP INSTALLED ADJACENT TO AND INTEGRAL WITH OR DOWELED INTO THE 6 INCH WIDE CURB.

CONCEPT PLANT SCHEDULE

	OFF SITE - STREETSCAPE TREES	**33**	
	GEIJERA PARVIFLORA / AUSTRALIAN WILLOW		24" BOX, MED. (0.5)
	PLATANUS X ACERIFOLIA 'BLOODGOOD' / LONDON PLANE TREE		24" BOX, MED.(0.5)
	QUERCUS AGRIFOLIA / COAST LIVE OAK		24" BOX, LOW (0.2)
	OFF-SITE STREETSCAPE ACCENT TREE	**9**	
	ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE MULTI-TRUNK		36" BOX, MED (0.5)
	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ' / NATCHEZ CRAPE MYRTLE MULTI-TRUNK		36" BOX, MED (0.5)
	PARKING LOT SHADE TREES	**9**	
	ULMUS PARVIFOLIA / LACEBARK ELM		24" BOX, MED (0.5)
	PARKING LOT SHADE ACCENT TREES	**6**	
	GLEDITSIA TRIACANTHOS / HONEY LOCUST		24" BOX, LOW (0.2)
	ON-SITE ACCENT FLOWERING TREES	**27**	
	ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE MULTI-TRUNK		36" BOX, MED (0.5)
	CHILOPSIS LINEARIS / DESERT WILLOW		24" BOX, LOW (0.2)
	X CHITALPA TASHKENTENSIS 'PINK DAWN' / PINK DAWN CHITALPA		24" BOX, MED (0.2)
	PARK SHADE TREES	**77**	
	PLATANUS RACEMOSA / CALIFORNIA SYCAMORE		24" BOX, MED (0.5)
	QUERCUS AGRIFOLIA / COAST LIVE OAK		24" BOX, LOW (0.2)
	QUERCUS ILEX / HOLLY OAK		36" BOX, LOW (0.2)
	ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM		24" BOX, MED (0.5)
	PERIMETER PARK TREES	**32**	
	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE		24" BOX, MED (0.5)
	PLATANUS RACEMOSA / CALIFORNIA SYCAMORE		24" BOX, MED (0.5)
	QUERCUS AGRIFOLIA / COAST LIVE OAK		24" BOX, LOW (0.2)
	QUERCUS ILEX / HOLLY OAK		24" BOX, LOW (0.2)
	RHUS LANCEA / AFRICAN SUMAC		24" BOX, LOW (0.2)
	OFF-SITE SHRUBS & GROUNDCOVERS	**15,742 SF**	
	BACCHARIS PILULARIS 'PIGEON POINT' / COYOTE BRUSH	1,022	5 GAL, LOW(0.2)
	CALLISTEMON VIMINALIS 'LITTLE JOHN' / DWARF WEEPING BOTTLEBRUSH	1,816	1 GAL, LOW(0.2)
	ELYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE WILD RYE	1,022	1 GAL, LOW(0.2)
	MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	1,816	1 GAL, LOW(0.2)
	WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA	1,022	5 GAL, LOW(0.2)
	ON-SITE SHRUB AND GROUNDCOVER	**203,418 SF**	
	AGAVE AMERICANA / CENTURY PLANT	1,902,584	5 GAL, LOW (0.2)
	AGAVE DESMETIANA / SMOOTH AGAVE	3,382,374	5 GAL, LOW (0.2)
	BACCHARIS PILULARIS 'AL'S BLUE' / AL'S BLUE COYOTE BRUSH	1,217,653	1 GAL, LOW (0.2)
	CAESALPINIA MEXICANA / MEXICAN BIRD OF PARADISE	845,590	15 GAL, LOW (0.2)
	DASYLIRION WHEELERI / GREY DESERT SPOON	1,902,584	15 GAL, LOW (0.2)
	KNIPHOFIA UVARIA 'FLAMENCO' / FLAMENCO RED HOT POKER	3,382,371	5 GAL, LOW (0.2)
	PENSTEMON EATONII / FIRECRACKER PENSTEMON	21,139,816	5 GAL, LOW (0.2)
	CALLISTEMON VIMINALIS 'LITTLE JOHN' / DWARF WEEPING BOTTLEBRUSH	23,493	5 GAL, LOW(0.2)
	ELYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE WILD RYE	13,216	5 GAL, LOW(0.2)
	HESPERALOE PARVIFLORA / RED YUCCA	23,495	5 GAL, LOW(0.2)
	MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	23,495	1 GAL, LOW(0.2)
	WESTRINGIA FRUTICOSA 'SMOKEY' / SMOKEY WESTRINGIA	13,216	5 GAL, LOW(0.2)
	WESTRINGIA FRUTICOSA 'WYNABBIE GEM' / WYNABBIE GEM COAST ROSEMARY	13,216	5 GAL, LOW(0.2)
	DALEA GREGGII / TRAILING INDIGO BUSH	13,216	1 GAL, LOW(0.2)
	TEUCRIUM COSSONII / CREEPING GERMANDER	23,495	1 GAL, LOW(0.2)
	ON-SITE BASIN & CUT SLOPE PLANTING	**8,561 SF**	
	BACCHARIS PILULARIS 'PIGEON POINT' / PIGEON POINT COYOTE BRUSH	8,897	1 GAL, LOW(0.2)
	MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	989	1 GAL, LOW(0.2)
	HYDROSEED MEADOW GRASS MIX (12" MAX HIGH)	**4,807 SF**	
	S&S SEEDS / RIPARIAN RESCUE MIX		SEED, LOW
	TURF	**137,599 SF**	
	TURF SOD / DROUGHT TOLERANT FESCUE BLEND		SOD

FUEL MODIFICATION ZONE LEGEND

- ZONE 0 - 5-FT FUEL MOD ZONE BUFFER FROM EXTERIOR OF STRUCTURE
- ZONE 1 - 100-FT FUEL MOD ZONE BUFFER FROM EXTERIOR OF STRUCTURE

1" = 100'

100 0 100 200 300

N W WEBB E S

NOT FOR CONSTRUCTION

DIGALERT — DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG — TOLL FREE 1–800–422–4133 — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT–OF–WAY ONLY.

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

THE PRIVATE LANDSCAPE ARCHITECT SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER COUNTY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE LANDSCAPE ARCHITECT SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE COUNTY.

MARK | BY | DATE — REVISIONS — APPR. | DATE

ENGINEER — COUNTY

SEAL–LANDSCAPE ARCHITECT: JEFFREY P. HUTCHINS, LICENSED LANDSCAPE ARCHITECT, 09-30-26, RENEWAL DATE, 10/4/2024, DATE, STATE OF CALIFORNIA

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686–1070
FAX (951) 788–1256

PREPARED UNDER THE SUPERVISION OF: JEFFREY P. HUTCHINS — DRAFT
PLA NO. 3815 , EXP 09–30–2026
DESIGNED BY: JC CHECKED BY: JH
10–04–2024 DATE:

BENCHMARK: SEE TITLE SHEET

SCALE: H: 1"=100' V: N/A

IP XX — COUNTY OF RIVERSIDE — LSP XX

CAJALCO COMMERCE CENTER
DECKER RD., CAJALCO RD. & SEATON AVE.
CONCEPTUAL LANDSCAPE PLAN
MASTER SITE PLAN - PARK

FOR: INDUSTRIAL VI ENTERPRISES, LLC.

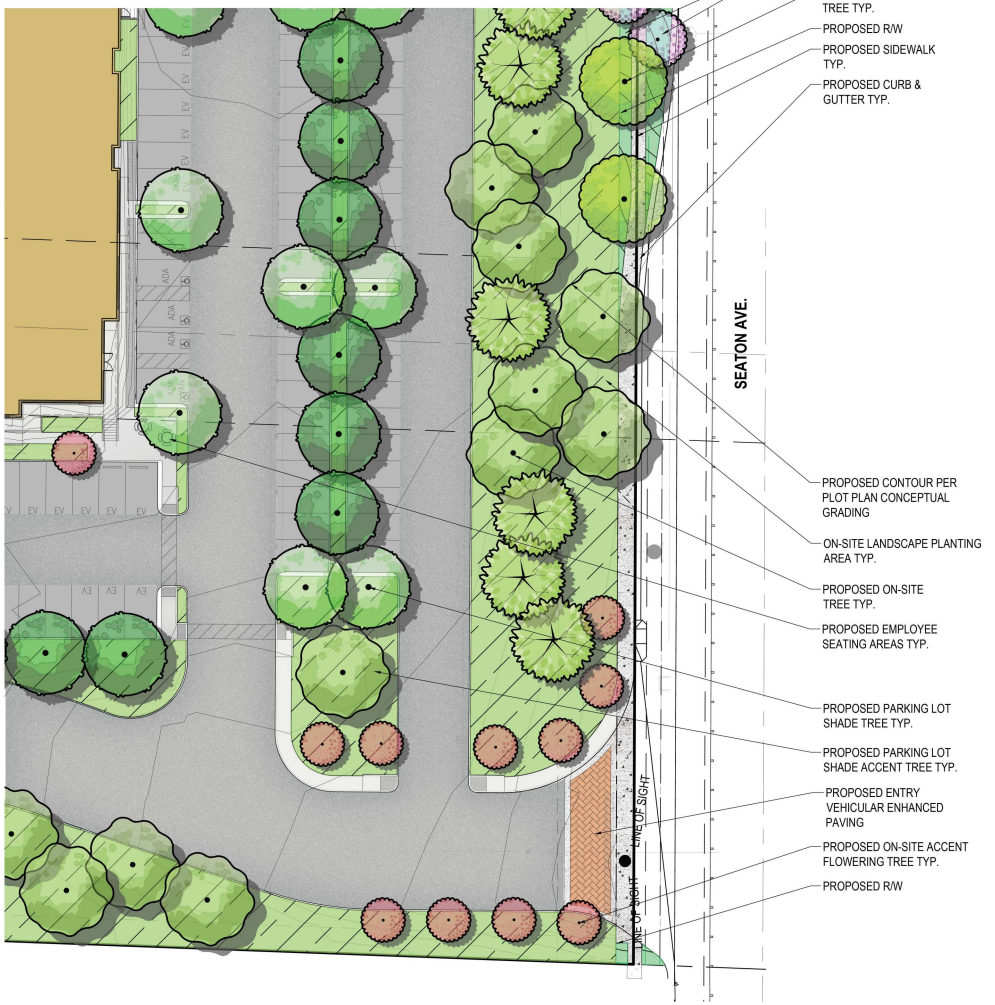
W.O. 2022–0192

COUNTY FILE NO.

SHEET NO. 3

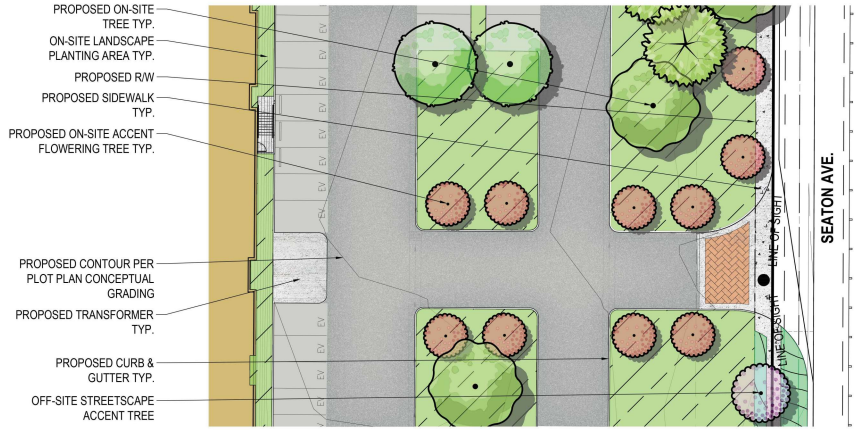
03 OF 09 SHTS

PLOTTED: 10/2/2024 - 7:55:43 AM



ENLARGEMENT 'C' |
PROPOSED TRAILER TRUCK SITE ENTRANCE AND PARKING

ENLARGEMENT 'A' |
PROPOSED EMPLOYEE AMENITY AREA



ENLARGEMENT 'B' |
PROPOSED ENTRANCE EXPERIENCE

1" = 20'
20 0 20 40 60

N
W WEBB E
S

NOT FOR CONSTRUCTION

TENTATIVE APP PP#
DATE SIGNED
REGISTRATION NUMBER
PLAN CHECK OVERSIGHT LLA / CID

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY – ON–SITE).

ORD. 859 VERSION
DATE SIGNED
REGISTRATION NUMBER
PLAN CHECK OVERSIGHT ENGINEER

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY – ROW / OFFSITE).

DIGALERT
DIAL BEFORE YOU DIG
TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 1–800–422–4133
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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MARK	BY	DATE	REVISIONS	APPR.	DATE
				ENGINEER	
				COUNTY	

SEAL–LANDSCAPE ARCHITECT
LICENSED LANDSCAPE ARCHITECT JEFFREY P. HUTCHINS 5815 09-30-26 RENEWAL DATE 10/4/2024 DATE STATE OF CALIFORNIA

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686–1070
FAX (951) 788–1256

PREPARED UNDER THE SUPERVISION OF: JEFFEREY D. HUTCHINS
PLA NO. 3815 , EXP 09–30–2026
DESIGNED BY: JC CHECKED BY: JH
DRAFT
10–04–2024
DATE:

BENCHMARK:
SEE TITLE SHEET

SCALE: H: 1"=20' V: N/A

IP XX COUNTY OF RIVERSIDE LSP XX

CAJALCO COMMERCE CENTER
DECKER RD., CAJALCO RD. & SEATON AVE.
CONCEPTUAL LANDSCAPE PLAN
ENLARGEMENTS

FOR: INDUSTRIAL VI ENTERPRISES, LLC.
W.O. 2022–0192
COUNTY FILE NO.

SHEET NO. 4
04 OF 09 SHTS

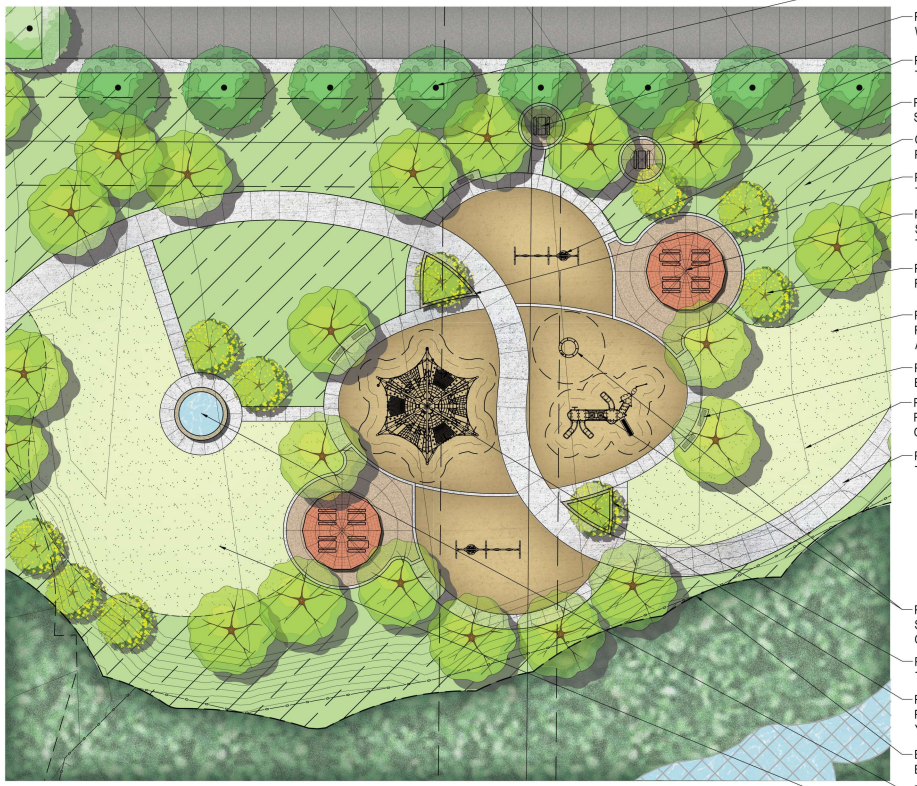
PLOTTED: 10/2/2024 7:55:43 AM BY: JAMES

PLAN CHECK OVERSIGHT LLA / DID | REGISTRATION NUMBER | DATE SIGNED | TENTATIVE APP PP#

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY – ON–SITE).

PLAN CHECK OVERSIGHT ENGINEER | REGISTRATION NUMBER | DATE SIGNED | ORD. 859 VERSION

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY – ROW / OFFSITE).



ENLARGEMENT 'E' |
PROPOSED TOT LOT AND WATER FEATURE

ENLARGEMENT 'D' |
PROPOSED AMPHITHEATER BASKETBALL COURT & DOG PARK

N
W WEBB E
S

NOT FOR CONSTRUCTION

DIGALERT — DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG — TOLL FREE 1–800–422–4133 — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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MARK	BY	DATE	REVISIONS	APPR.	DATE
ENGINEER				COUNTY	

SEAL–LANDSCAPE ARCHITECT: JEFFREY P. HUTCHINS — LICENSED LANDSCAPE ARCHITECT — 09–30–26 RENEWAL DATE — 10/4/2024 DATE — STATE OF CALIFORNIA

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686–1070
FAX (951) 788–1256

PREPARED UNDER THE SUPERVISION OF: JEFFEREY D HUTCHINS — DESIGNED BY: JC — CHECKED BY: JH
DRAFT
PLA NO. 3815 , EXP 09–30–2026 — 10–04–2024 DATE:

BENCHMARK: SEE TITLE SHEET

SCALE: H: 1"=20' V: N/A

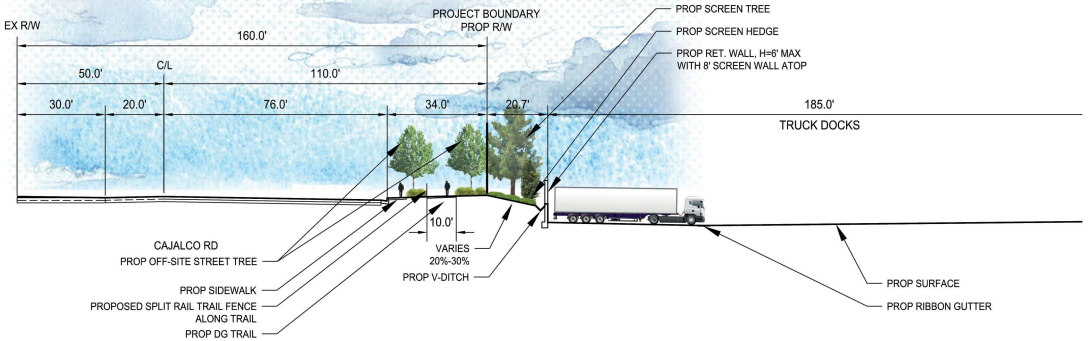
IP XX — COUNTY OF RIVERSIDE — LSP XX

CAJALCO COMMERCE CENTER
DECKER RD., CAJALCO RD. & SEATON AVE.
CONCEPTUAL LANDSCAPE PLAN
PARK ENLARGEMENTS

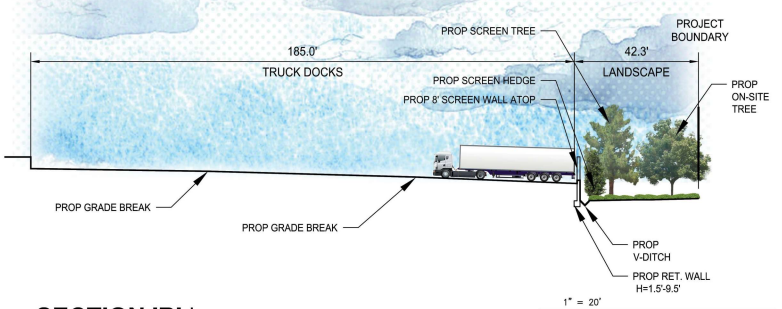
SHEET NO. 5
05 OF 09 SHTS

FOR: INDUSTRIAL VI ENTERPRISES, LLC.
W.O. 2022–0192
COUNTY FILE NO.

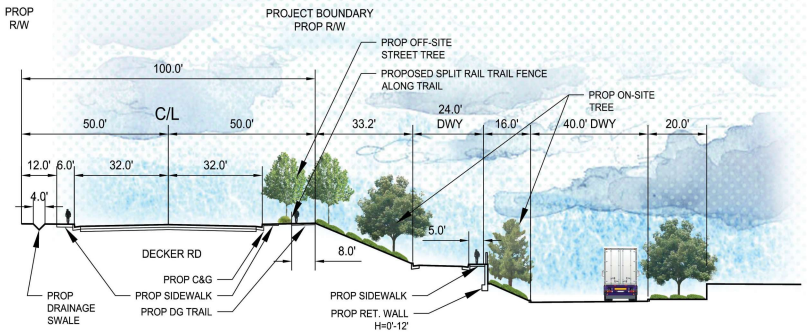
PLOTTED: 10/2/2024 7:55:43 AM — DWG: K:\PROJECTS\2022\2022-0192\LANDSCAPE\2022-0192-L-CUP.DWG



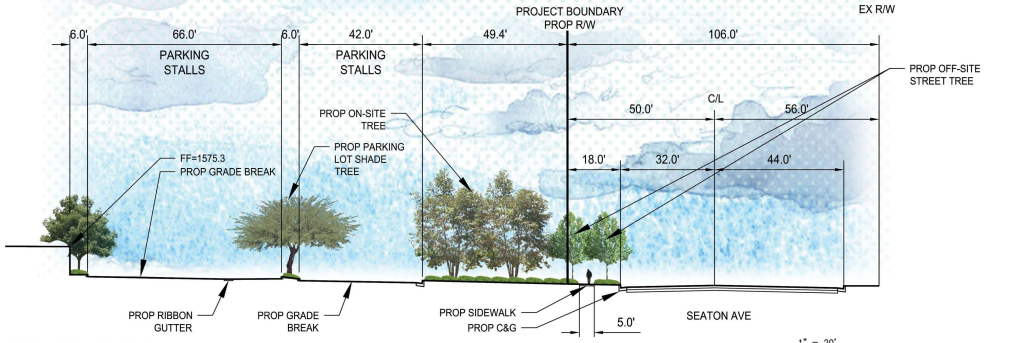
SECTION 'A' |
PROPOSED LANDSCAPE & TRUCK PARKING SCREENING AT CAJALCO RD.



SECTION 'B' |
PROPOSED LANDSCAPE AT THE SOUTH BOUNDARY



SECTION 'C' |
PROPOSED LANDSCAPE AT DECKER RD.



SECTION 'D' |
PROPOSED LANDSCAPE AT SEATON RD.

TENTATIVE APP PP#
DATE SIGNED
REGISTRATION NUMBER
PLAN CHECK OVERSIGHT LLA / CID

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY – ON–SITE).

ORD. 859 VERSION
DATE SIGNED
REGISTRATION NUMBER
PLAN CHECK OVERSIGHT ENGINEER

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY – ROW / OFFSITE).

DIGALERT — DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG — TOLL FREE 1–800–422–4133 — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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MARK	BY	DATE	REVISIONS	APPR.	DATE
	ENGINEER			COUNTY	

SEAL–LANDSCAPE ARCHITECT
JEFFREY P. HUTCHINS — LICENSED LANDSCAPE ARCHITECT — 09–30–26 RENEWAL DATE — 10/4/2024 DATE — STATE OF CALIFORNIA

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686–1070
FAX (951) 788–1256

PREPARED UNDER THE SUPERVISION OF: JEFFEREY P. HUTCHINS — DESIGNED BY: JC — CHECKED BY: JH
PLA NO. 3815 , EXP 09–30–2026 — 10–04–2024 DATE:

DRAFT

BENCHMARK: SEE TITLE SHEET
SCALE: H: N/A V: 1"=20'

IP XX — COUNTY OF RIVERSIDE — LSP XX
CAJALCO COMMERCE CENTER
DECKER RD., CAJALCO RD. & SEATON AVE.
CONCEPTUAL LANDSCAPE PLAN
CONCEPTUAL SECTIONS
FOR: INDUSTRIAL VI ENTERPRISES, LLC.
W.O. 2022–0192
COUNTY FILE NO.
SHEET NO. 6
06 OF 09 SHTS

NOT FOR CONSTRUCTION

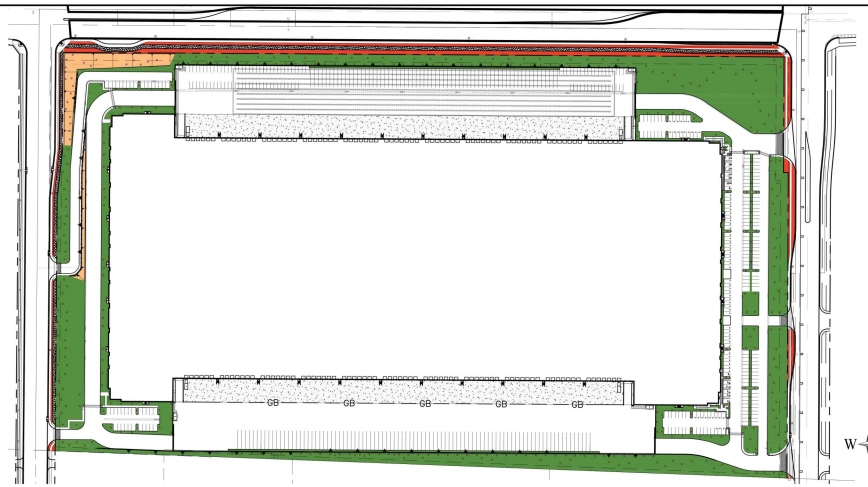
H:\2022\22-0192\DRAWINGS\CONTITLEMENT\22-0192-L-CUP.DWG 10/22/2024 7:55:45 AM

PLAN CHECK | OVERSIGHT LLA / DID | REGISTRATION NUMBER | DATE SIGNED | TENTATIVE APP PP#

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY – ON–SITE).

PLAN CHECK | OVERSIGHT ENGINEER | REGISTRATION NUMBER | DATE SIGNED | ORD. 859 VERSION

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY – ROW / OFFSITE).



HYDROZONE PLAN/ WATER USE CALCULATIONS

1" = 150'

150 0 150 300 450

RIVERSIDE COUNTY ORDINANCE 859 LANDSCAPE WATER USE CALCULATIONS
PROJECT TYPE Commercial
CAJALCO COMMERCE CENTER
0.45 *ETo ALLOWANCE*

Applicant to use drop down menus in cells that indicate a selection to describe each hydrozone.
Where "INPUT" is shown, applicant to enter project specific information.
Please note that embedded formulas will reflect as 'false' or as an error until selections are completed.

1 ***MAXIMUM ANNUAL WATER ALLOWANCE*** (MAWA)

INPUT the total square footage of landscape = 334,247 S.F.
INPUT the Hist. ETo for the area = 63.04
MAWA = 765,934 cu ft / yr

2 ***ESTIMATED ANNUAL WATER USE*** (EAWU)

	Plant Factor	Plant Type	Water Use
Hydrozone # 1: OFF-SITE TREES	0.5	Trees / Mulch	Moderate
INPUT Square Foot Area of Hydrozone = 2,032			
Hydrozone Irrigation Efficiency = 0.85	Bubblers		
EAWU = 6,246 cu ft / yr			
Hydrozone # 2: ON-SITE TREES	0.5	Trees / Mulch	Moderate
INPUT square footage of hydrozone = 6,448			
Hydrozone Irrigation Efficiency = 0.85	Bubblers		
EAWU = 19,819 cu ft / yr			
Hydrozone # 3: OFF-SITE SHRUBS & GROUNDCOVERS	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone = 40,034			
Hydrozone Irrigation Efficiency = 0.90	Point Source Drip		
EAWU = 46,486 cu ft / yr			
Hydrozone # 4: ON-SITE SHRUBS & GROUNDCOVERS	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone = 266,149			
Hydrozone Irrigation Efficiency = 0.90	Point Source Drip		
EAWU = 309,043 cu ft / yr			
Hydrozone # 5: ON-SITE CUT-SLOPE PLANTING	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone = 19,584			
Hydrozone Irrigation Efficiency = 0.90	Point Source Drip		
EAWU = 22,740 cu ft / yr			

SubTotal EAWU = 404,334 cu ft / yr
Input Irrigation System Operation Factor 0.85
Total EAWU = 475,687
MAWA - EAWU = 310,247 cu ft / yr
(this number must be positive)

PERCENTAGE OF WATER SAVED RELATIVE TO MAX. ALLOWED = 39%

* Trees are not required to be listed as a separate hydrozone if understory is planted with plants of an equal or higher plant factor, and foot area is already included in calculations.

HYDROZONE LEGEND

HYDROZONE 1	OFF-SITE TREES (MODERATE WATER USE)	2,032 S.F
HYDROZONE 2	ON-SITE TREES (MODERATE WATER USE)	6,448 S.F
HYDROZONE 3	OFF-SITE SHRUBS & GROUNDCOVER (LOW WATER USE)	40,034 S.F
HYDROZONE 4	ON-SITE SHRUBS & GROUNDCOVER (LOW WATER USE)	266,149 S.F
HYDROZONE 5	ON-SITE CUT-SLOPE PLANTING (LOW WATER USE)	19,584 S.F

IRRIGATION NOTES

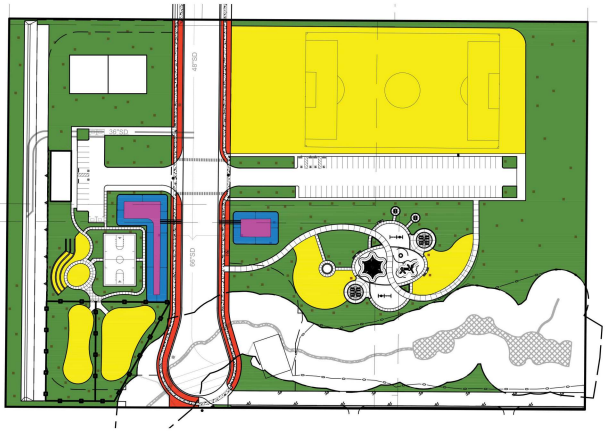
THE FOLLOWING ITEMS WILL BE INCORPORATED INTO THE FINAL IRRIGATION DESIGN PLANS AND SPECIFICATIONS

-SMART CONTROLLER W/ AN ET GAGE WITH ACCESS TO REAL-TIME ET
ANTI-DRAIN CHECK VALVES
MASTER VALVE & FLOW SENSOR
PRESSURE REGULATOR
RAIN SENSING DEVICE
HYDROZONES WILL BE PROPERLY DESIGNATED
NO OVERHEAD IRRIGATION WITHIN 24 INCHES OF NON-PERMEABLE SURFACES

-SUB-SURFACE OR LOW-VOLUME IRRIGATION WILL BE USED FOR IRREGULARLY SHAPED AREAS, OR AREAS LESS THAN 8 FEET IN WIDTH

PRIOR TO PROJECT CONSTRUCTION, I AGREE TO SUBMIT A COMPLETE LANDSCAPE CONSTRUCTION DOCUMENT PACKAGE THAT COMPLIES WITH THE REQUIREMENTS OF APPLICABLE ORDINANCES, INCLUDING BUT NOT NECESSARILY LIMITED TO ORDINANCE NO. 859.2, ORDINANCE 348, ORDINANCE 461. PROJECT CONDITIONS OF APPROVAL, AND IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED LANDSCAPE CONCEPT PLAN. SHOULD THE ORDINANCES BE REVISED, PLANS MAY BE SUBJECT TO CHANGE.

10-04-2024



PARK HYDROZONE PLAN/ WATER USE CALCULATIONS

1" = 100'

100 0 100 200 300

RIVERSIDE COUNTY ORDINANCE 859 LANDSCAPE WATER USE CALCULATIONS
PROJECT TYPE Commercial
CAJALCO COMMERCE CENTER PARK
0.45 *ETo ALLOWANCE*

Applicant to use drop down menus in cells that indicate a selection to describe each hydrozone.
Where "INPUT" is shown, applicant to enter project specific information.
Please note that embedded formulas will reflect as 'false' or as an error until selections are completed.

1 ***MAXIMUM ANNUAL WATER ALLOWANCE*** (MAWA)

INPUT the total square footage of landscape = 370,127 S.F.
INPUT the Hist. ETo for the area = 63.04
MAWA = 876,301 cu ft / yr

2 ***ESTIMATED ANNUAL WATER USE*** (EAWU)

	Plant Factor	Plant Type	Water Use
Hydrozone # 1: OFF-SITE TREES	0.5	Trees / Mulch	Moderate
INPUT Square Foot Area of Hydrozone = 672			
Hydrozone Irrigation Efficiency = 0.85	Bubblers		
EAWU = 2,066 cu ft / yr			
Hydrozone # 2: ON-SITE TREES	0.5	Trees / Mulch	Moderate
INPUT square footage of hydrozone = 2,432			
Hydrozone Irrigation Efficiency = 0.85	Bubblers		
EAWU = 7,475 cu ft / yr			
Hydrozone # 3: OFF-SITE SHRUBS & GROUNDCOVERS	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone = 15,070			
Hydrozone Irrigation Efficiency = 0.90	Point Source Drip		
EAWU = 17,499 cu ft / yr			
Hydrozone # 4: ON-SITE SHRUBS & GROUNDCOVERS	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone = 200,986			
Hydrozone Irrigation Efficiency = 0.90	Point Source Drip		
EAWU = 233,378 cu ft / yr			

HYDROZONE LEGEND - PARK

	HYDROZONE 1	OFF-SITE TREES (MODERATE WATER USE)	672 S.F
	HYDROZONE 2	ON-SITE TREES (MODERATE WATER USE)	2,432 S.F
	HYDROZONE 3	OFF-SITE SHRUBS & GROUNDCOVER (LOW WATER USE)	15,070 S.F
	HYDROZONE 4	ON-SITE SHRUBS & GROUNDCOVER (LOW WATER USE)	200,986 S.F
	HYDROZONE 5	BASIN SLOPES (LOW WATER USE)	8,561 S.F
	HYDROZONE 6	BASIN BOTTOM (LOW WATER USE)	4,807 S.F
	HYDROZONE 7	TURF (HIGH WATER USE)	137,599 S.F

	Plant Factor	Plant Type	Water Use
Hydrozone # 5: BASIN SLOPES	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone = 8,561			
Hydrozone Irrigation Efficiency = 0.90	Point Source Drip		
EAWU = 9,941 cu ft / yr			
Hydrozone # 6: BASIN BOTTOM	0.2	Shrubs / Groundcover	Low
INPUT square footage of hydrozone = 4,807			
Hydrozone Irrigation Efficiency = 0.90	Point Source Drip		
EAWU = 5,582 cu ft / yr			
Hydrozone # 7: TURF	0.8	Turf - Recreational	High
INPUT square footage of hydrozone = 137,599			
Hydrozone Irrigation Efficiency = 0.75	Rotator / Precision Spray Nozzle		
EAWU = 766,920 cu ft / yr			

SubTotal EAWU = 799,542 cu ft / yr
Input Irrigation System Operation Factor 0.85
Total EAWU = 940,638
MAWA - EAWU = -70,337 cu ft / yr
(this number must be positive)

PERCENTAGE OF WATER SAVED RELATIVE TO MAX. ALLOWED = -8%

* Trees are not required to be listed as a separate hydrozone if understory is planted with plants of an equal or higher plant factor, and foot area is already included in calculations.

NOT FOR CONSTRUCTION

DIGALERT — DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG — TOLL FREE 1–800–422–4133 — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE: APPROVAL BY THE TRANSPORTATION DEPARTMENT IS FOR WORK WITHIN THE ROAD RIGHT–OF–WAY ONLY.

NOTE:
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THE PRIVATE LANDSCAPE ARCHITECT SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER COUNTY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE LANDSCAPE ARCHITECT SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE COUNTY.

MARK	BY	DATE	REVISIONS	APPR.	DATE
				ENGINEER	
				COUNTY	

SEAL–LANDSCAPE ARCHITECT
JEFFREY P. HUTCHINS — LICENSED LANDSCAPE ARCHITECT — REGISTERED 09–30–26 — RENEWAL DATE 10/4/2024 — STATE OF CALIFORNIA

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686–1070
FAX (951) 788–1256

PREPARED UNDER THE SUPERVISION OF: DESIGNED BY: JC CHECKED BY: JH
JEFFEREY D. HUTCHINS — DRAFT — 10–04–2024
PLA NO. 3815 , EXP 09–30–2026 DATE:

BENCHMARK: SEE TITLE SHEET
SCALE: H: VARIES V: N/A

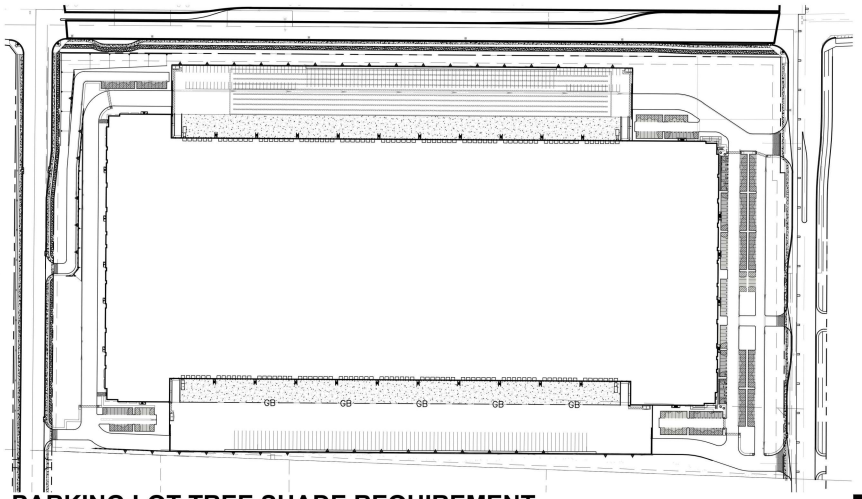
IP XX | COUNTY OF RIVERSIDE | LSP XX

CAJALCO COMMERCE CENTER
DECKER RD., CAJALCO RD. & SEATON AVE.
CONCEPTUAL LANDSCAPE PLAN
WATER USE CALCULATIONS

SHEET NO. 7
07 OF 09 SHTS

FOR: INDUSTRIAL VI ENTERPRISES, LLC.
W.O. 2022–0192
COUNTY FILE NO.

PLOTTED: 10/2/2024 7:55:43 AM



PARKING LOT TREE SHADE REQUIREMENT

TREE SHADING LEGEND

PARKING LOT AREA

PARKING AREA SHADED BY TREES

SHADING SUMMARY (ALL SHEETS)

TOTAL PARKING AREA: **46,340 SQ. FT.**
(EXCLUDING DRIVE AISLES AND COVERED PARKING SPACES)

50% SHADING REQUIRED FOR UNCOVERED AREAS: **23,170 SQ. FT.**

PARKING AREA SHADED BY TREES: **25,517 SQ FT.** 55% OF UNCOVERED PARKING AREA

•• TREE SIZES ARE SHOWN AT 15 YEARS MATURITY PER RIVERSIDE COUNTY ORDINANCE 348, SECTION 18.12

SHADING NOTES:

1. 18' PARKING SPACE PER COUNTY MINIMUM REQUIREMENTS
2. 16' PARKING SPACE WITH 2' OVERHANG AS ALLOWED BY COUNTY TO MEET OVERALL REQUIREMENT LENGTH

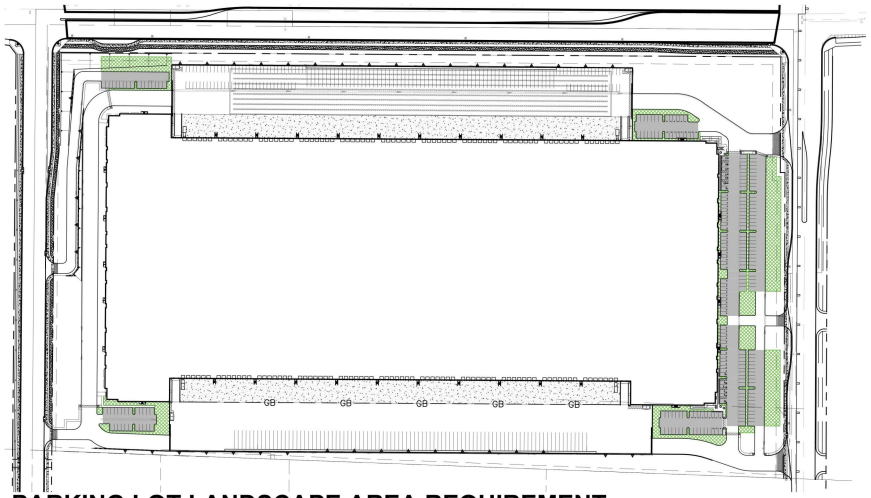
GENERAL NOTES:

FOR PLANT LEGEND AND NOTES, SEE CONCEPTUAL LANDSCAPE PLAN.

1" = 150'

150 0 150 300 450

N W E S



PARKING LOT LANDSCAPE AREA REQUIREMENT

PARKING LOT LANDSCAPE LEGEND

PARKING LOT AREA

PARKING LOT LANDSCAPE AREA

PARKING LOT LANDSCAPE SUMMARY (ALL SHEETS)

TOTAL PARKING LOT AREA: **94,787 SQ. FT.**
(INCLUDING DRIVE AISLES AND COVERED PARKING SPACES)

10% PARKING LOT LANDSCAPE AREA REQUIRED FOR PARKING LOT AREAS: **9,477 SQ. FT.**

PARKING LOT LANDSCAPE AREA PROVIDED: **55,239 SQ FT.** 58% OF PARKING LOT AREA

PARKING LOT NOTES:

1. 18' PARKING SPACE PER COUNTY MINIMUM REQUIREMENTS
2. 16' PARKING SPACE WITH 2' OVERHANG AS ALLOWED BY COUNTY TO MEET OVERALL REQUIREMENT LENGTH

GENERAL NOTES:

FOR PLANT LEGEND AND NOTES, SEE CONCEPTUAL LANDSCAPE PLAN.

1" = 150'

150 0 150 300 450

N W E S

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY – ON–SITE).

PLAN CHECK OVERSIGHT LLA / CID | REGISTRATION NUMBER | DATE SIGNED | TENTATIVE APP PP#

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY – ROW / OFFSITE).

PLAN CHECK OVERSIGHT ENGINEER | REGISTRATION NUMBER | DATE SIGNED | ORD. 859 VERSION

DIGALERT — DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG — TOLL FREE 1–800–422–4133 — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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MARK	BY	DATE	REVISIONS	APPR.	DATE

ENGINEER | COUNTY

SEAL–LANDSCAPE ARCHITECT
JEFFREY P. HUTCHINS — LANDSCAPE ARCHITECT — 5616 — REGISTERED — 09–30–26 — RENEWAL DATE — 10/4/2024 — DATE — STATE OF CALIFORNIA

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686–1070
FAX (951) 788–1256

PREPARED UNDER THE SUPERVISION OF: JEFFEREY D HUTCHINS — DESIGNED BY: JC — CHECKED BY: JH

PLA NO. 3815 , EXP 09–30–2026 — 10–04–2024 DATE:

DRAFT

BENCHMARK: SEE TITLE SHEET

SCALE: H: 1"=150' V: N/A

IP XX — COUNTY OF RIVERSIDE — LSP XX

CAJALCO COMMERCE CENTER
DECKER RD., CAJALCO RD. & SEATON AVE.
CONCEPTUAL LANDSCAPE PLAN
PARKING LOT TREE SHADE & LANDSCAPE AREA CALC.

SHEET NO. 8 — 08 OF 09 SHTS

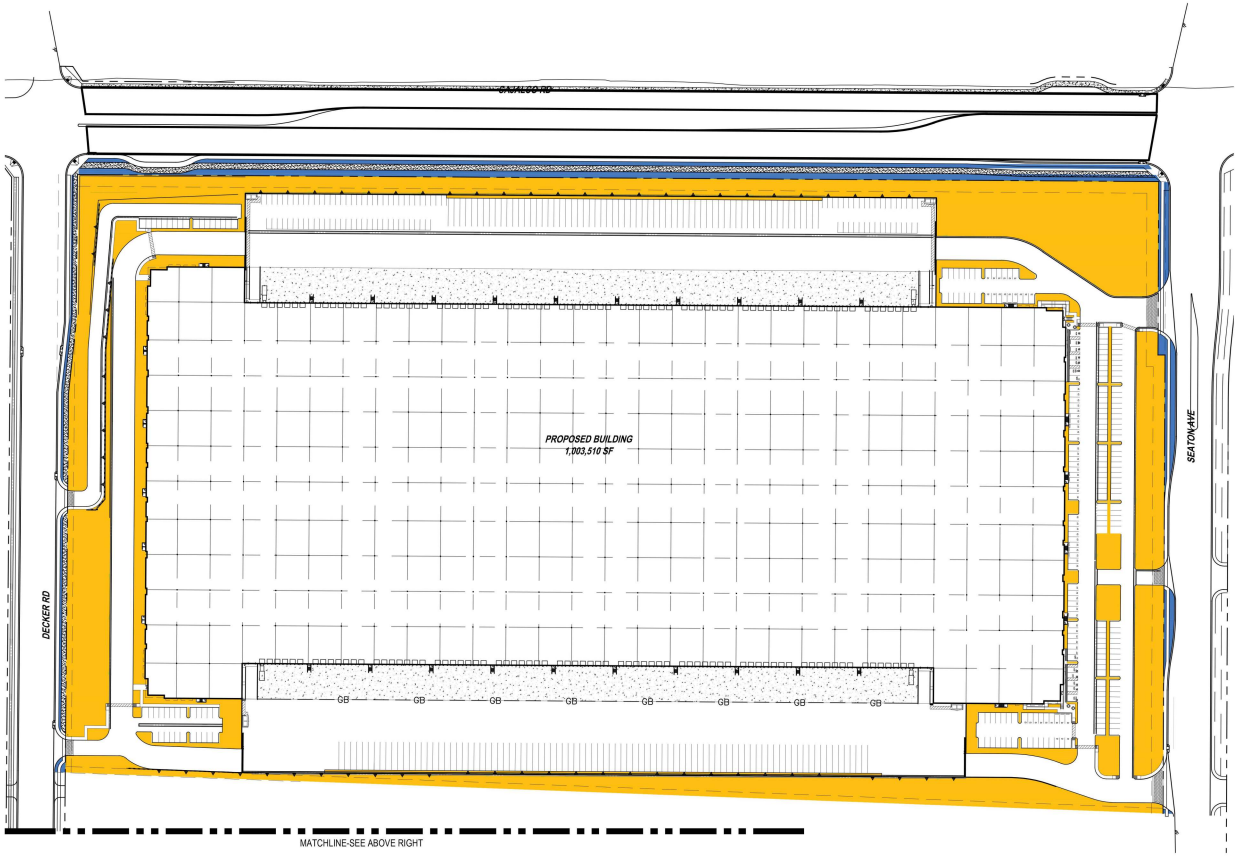
FOR: INDUSTRIAL VI ENTERPRISES, LLC.

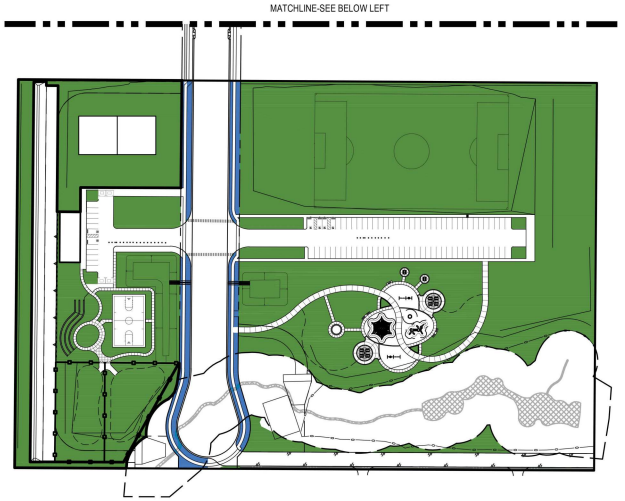
W.O. 2022–0192

COUNTY FILE NO.

NOT FOR CONSTRUCTION

PLOTTED: 10/2/2024 7:55:43 AM





LEGEND - PARK

PARK LANDSCAPE AREA.....354,385 SF
(COUNTY OF RIVERSIDE MAINTAINED)

OFF-SITE LANDSCAPE AREA .....15,343 SF
(COUNTY OF RIVERSIDE MAINTAINED)

LEGEND

ON-SITE LANDSCAPE AREA.....292,181 SF
(PRIVATELY MAINTAINED)

OFF-SITE LANDSCAPE AREA .....42,066 SF
(PRIVATELY MAINTAINED)

LANDSCAPE TABULATION

INDUSTRIAL SITE		
NET AREA:	1,948,874 S.F.	
LANDSCAPE AREA REQUIRED:		**(15%)**
LANDSCAPE AREA PROVIDED:		
ON-SITE LANDSCAPE AREA	292,349 S.F.	**(15.0%)**

1" = 100'
100 0 100 200 300

N W WEBB E S

NOT FOR CONSTRUCTION

TENTATIVE APP PP#
DATE SIGNED
REGISTRATION NUMBER
PLAN CHECK OVERSIGHT LLA / CID

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (PLANNING DEPARTMENT ONLY – ON–SITE).

ORD. 859 VERSION
DATE SIGNED
REGISTRATION NUMBER
PLAN CHECK OVERSIGHT ENGINEER

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES (TRANSPORTATION DEPARTMENT ONLY – ROW / OFFSITE).

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MARK	BY	DATE	REVISIONS	APPR.	DATE
ENGINEER				COUNTY	

SEAL–LANDSCAPE ARCHITECT
JEFFREY P. HUTCHINS
LICENSED LANDSCAPE ARCHITECT
09–30–26
RENEWAL DATE
10/4/2024
DATE
STATE OF CALIFORNIA

ALBERT A. WEBB ASSOCIATES
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PREPARED UNDER THE SUPERVISION OF: JEFFREY P. HUTCHINS
PLA NO. 3815 , EXP 09–30–2026
DESIGNED BY: JC CHECKED BY: JH
DRAFT
10–04–2024
DATE:

BENCHMARK:
SEE TITLE SHEET

SCALE: H: 1"=100' V: N/A

IP XX COUNTY OF RIVERSIDE LSP XX

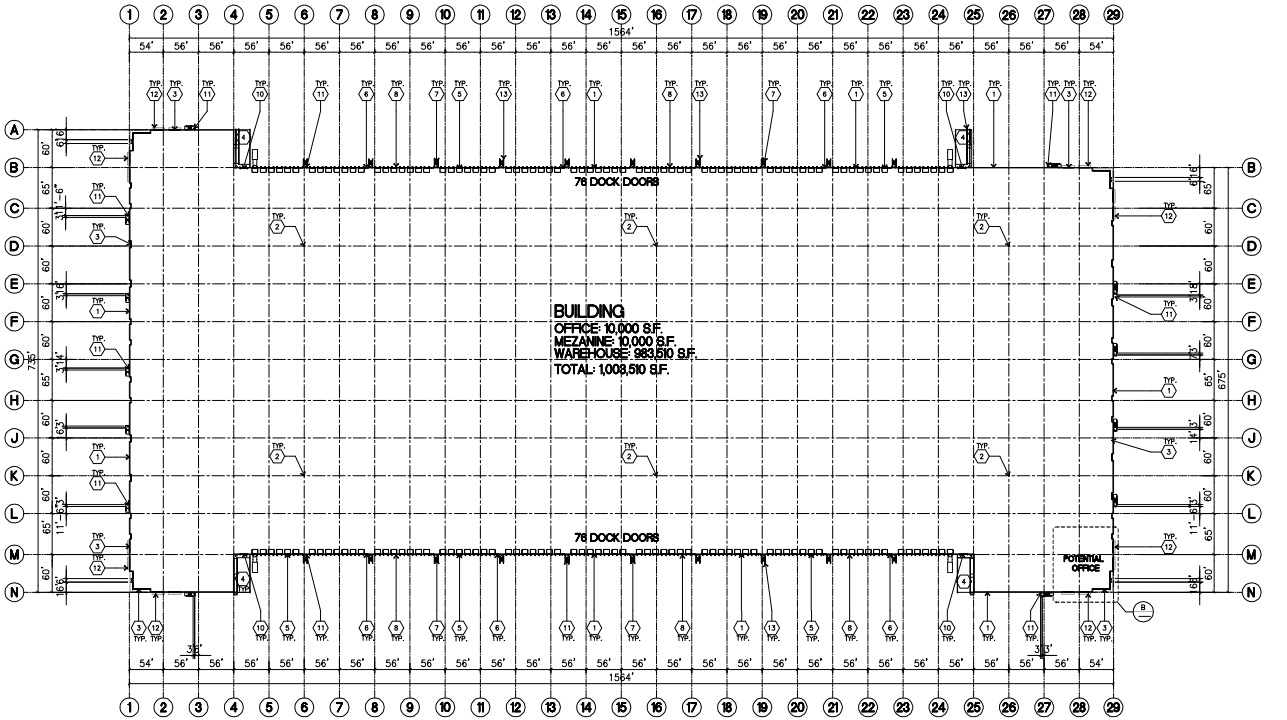
CAJALCO COMMERCE CENTER
DECKER RD., CAJALCO RD. & SEATON AVE.
CONCEPTUAL LANDSCAPE PLAN
CONCEPTUAL MAINTENANCE PLAN

SHEET NO. 9
09 OF 09 SHTS

FOR: INDUSTRIAL VI ENTERPRISES, LLC.
W.O. 2022–0192
COUNTY FILE NO.

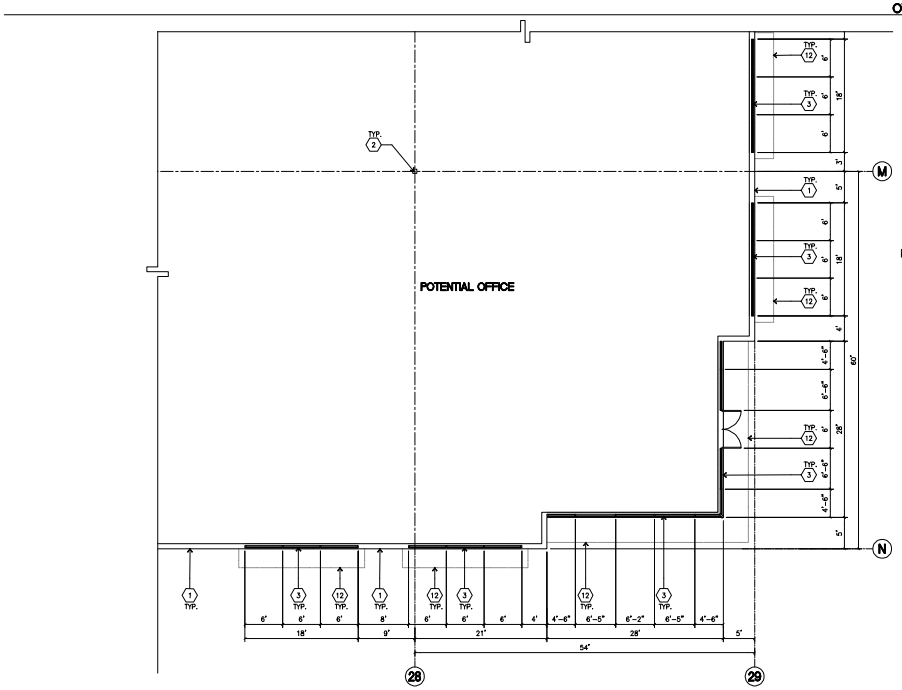
PLOTTED: 7/3/2024 10:28:02 AM

CASE: PPT220050
EXHIBIT: B
DATE: 10-24-2024
PLANNER: R Brady



OVERALL FLOOR PLAN
scale: 1"=80'-0" (A)

SCALE: 1" = 80'-0"
0 80' 160' 240'
TRUE NORTH



ENLARGED FLOOR PLAN
scale: 1/8" = 1'-0" (B)

SCALE: 1/8" = 1'-0"
0 8' 16' 24'
TRUE NORTH

KEYNOTES – FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
5. 9' X 10' TRUCK DOOR, SECTIONAL O/H., STANDARD GRADE. DESIGNED TO RESIST WIND 90 MPH., EXPOSURE "C". DOCK DOORS SHOULD BE INSTALLED WITH SOUND REDUCING SEALS
6. METAL LOUVERS PAINTED TO MATCH BUILDING
7. CONCRETE STAIR.
8. DOCK DOOR BUMPER
9. 30" DIAMETER COLUMN
10. 12' X 14' DRIVE THRU, SECTIONAL O/H., STANDARD GRADE. DESIGNED TO RESIST WIND 90 MPH., EXPOSURE "C".
11. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
12. METAL CANOPY
13. CONC. FILLED GUARD POST. 6" DIA. U.N.O., 42"H.
14. TRUNCATED DOMES.

HPA architecture 42 Years
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:
HILLWOOD
A PEROT COMPANY
901 Via Piemonte, Suite 175
Ontario, CA. 91764
tel: (909) 258-8824

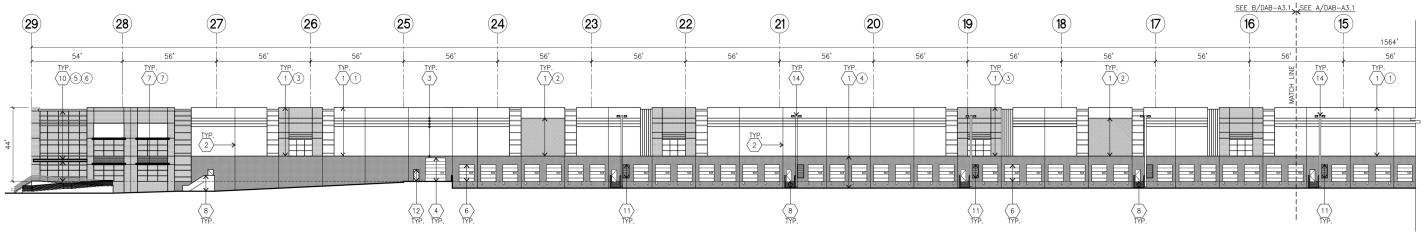
Project:
CAJALCO & SEATON
County of Riverside, CA

Consultants:
CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

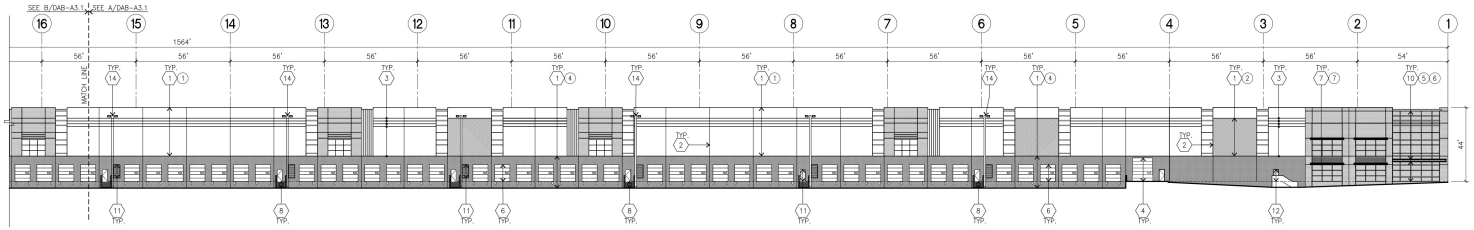
Title: OVERALL FLOOR PLAN

Project Number: 22279
Drawn by: JC
Date: 10/25/23
Revision:

Sheet:
DAB-A2.1
PPT220050



NORTH ELEVATION (A)
scale: 1/30" = 1'-0"



NORTH ELEVATION (CONT.) (B)
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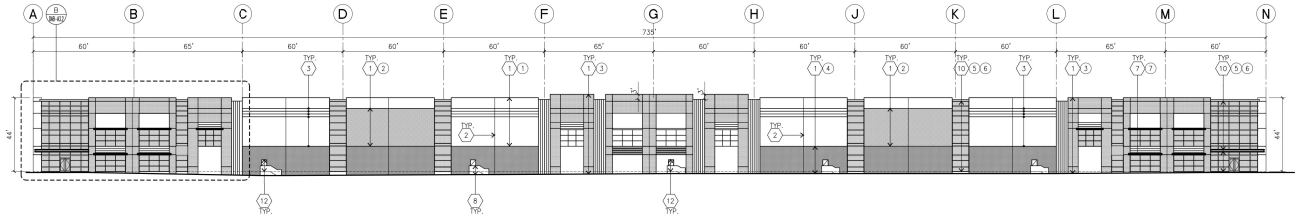

WEST ELEVATION (C)
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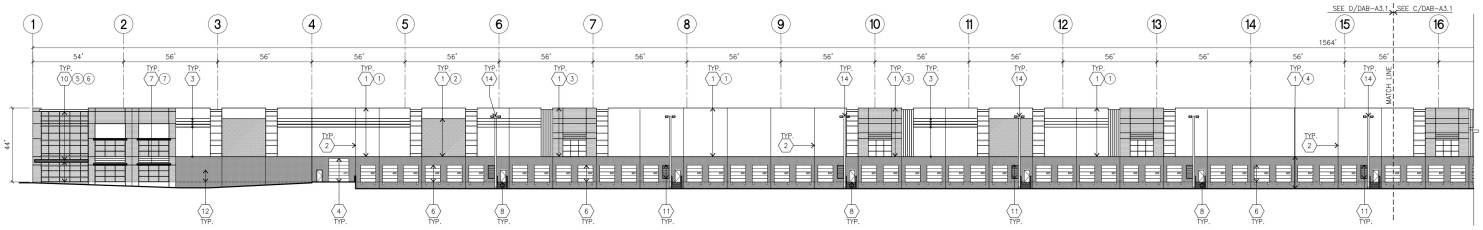

SOUTH ELEVATION (D)
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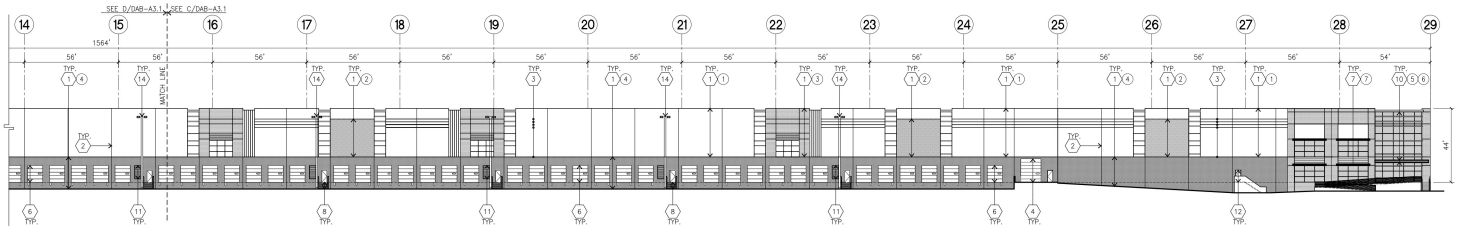

SOUTH ELEVATION (CONT.) (E)
scale: 1/30" = 1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU.
5. CONCRETE TILT-UP SCREEN WALL.
6. OVERHEAD DOOR @ DOCK HIGH.
7. METAL CANOPY.
8. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL.
9. CONCRETE RAMP
10. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING.
11. METAL LOUVER.
12. HOLLOW METAL DOORS.
13. 30" DIAMETER COLUMN.
14. DOWNSPOUT WITH SCUPPERS PAINTED TO MATCH BUILDING

COLOR SCHED. - ELEVATIONS

CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS SW 7064 PASSIVE (236-C1)
CONCRETE TILT-UP PANEL	PAINT BRAND	SHERWIN WILLIAMS SW 7065 ARGOS (236-C2)
CONCRETE TILT-UP PANEL	PAINT BRAND	SHERWIN WILLIAMS SW 9163 TIN LIZZLE (236-C4)
CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS SW 7067 CITYSCAPE (236-C5)
MULLIONS	COLOR	CLEAR ANODIZED MULLIONS
GLAZING	COLOR	GREEN CLEAR GLAZING
METAL CANOPY	COLOR	SHERWIN WILLIAMS ACRYLIC LATEX SYSTEMS HIGH GLOSS/HIGH PERFORMANCE IN COLOR : SW 7064 PASSIVE

GLAZING LEGEND

S — TEMPERED SPANDREL GLASS

V — TEMPERED VISION GLASS

NOTE:
ALL ROOF MOUNTED EQUIPMENT WILL BE SCREENED BY THE BUILDING PARAPET FROM GROUND LEVEL VIEWS WITH 1,320 FEET OF THE BUILDING.

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92612
tel: 949-863-1770
fax: 949-863-0851
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Owner:

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Project:

CAJALCO & SEATON

County of Riverside, CA

Consultants:

CIVIL
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MECHANICAL
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ELECTRICAL
LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

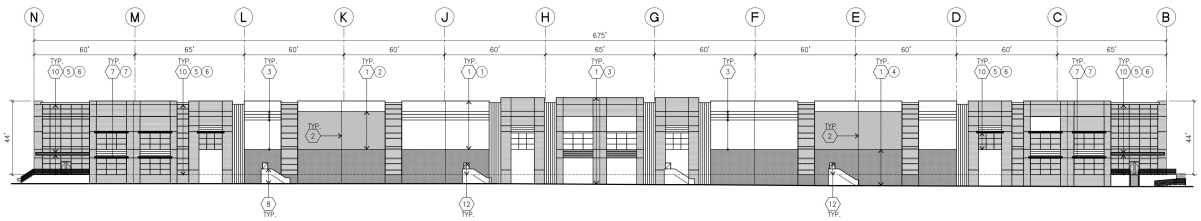
Title: ELEVATIONS

Project Number: 22279
Drawn by: JC
Date: 10/25/23
Revision:

Sheet:

DAB-A3.1

PPT220050



EAST ELEVATION
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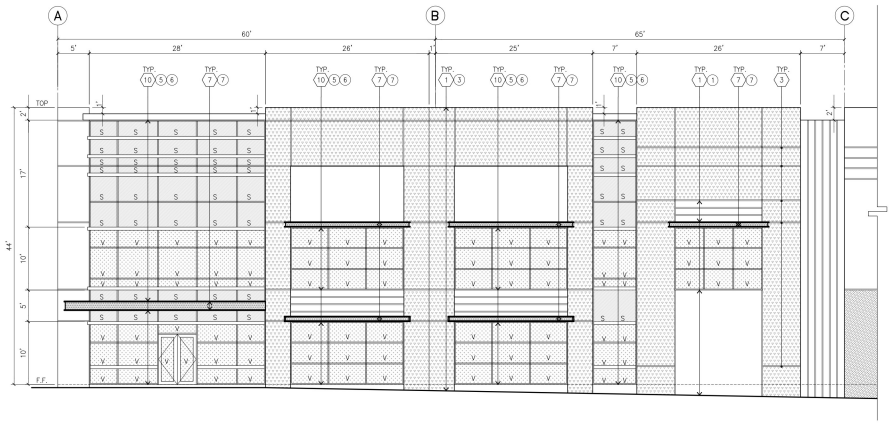

ENLARGED WEST ELEVATION
scale: 1/8" = 1'-0" B

KEYNOTES - ELEVATIONS

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SOILS ENGINEER

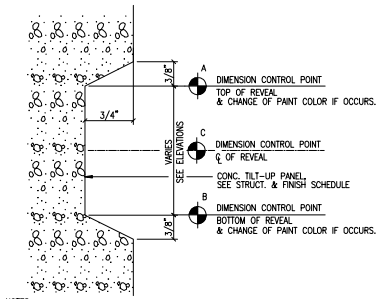
Title: ELEVATIONS

Project Number: 22279
Drawn by: JC
Date: 10/25/23
Revision:

Sheet:

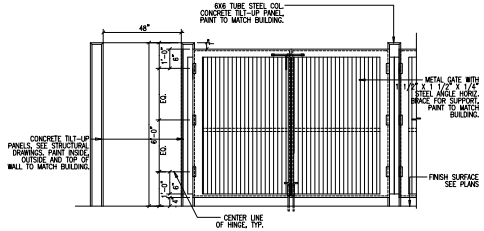
DAB-A3.2

PPT220050



NOTES:
1. DIMENSION CONTROL POINTS AT REVEALS AND EDGE OF CONCRETE OPENINGS WHERE OCCUR, SEE WALL SECTIONS.
2. PAINT COLOR CHANGES TO ALWAYS OCCUR AT CONTROL POINT "A" OR "B"

TYPICAL CONCRETE REVEAL (C)
scale: N.T.S.



TRASH ENCLOSURE GATE - ELEVATION (B)
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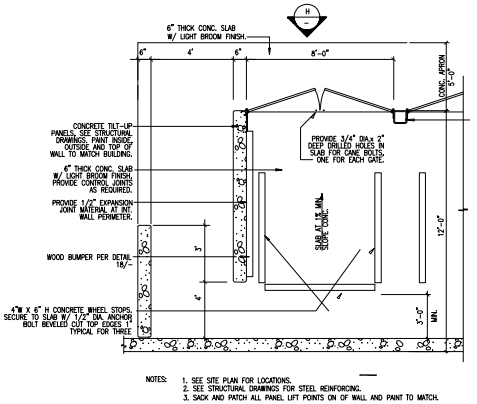
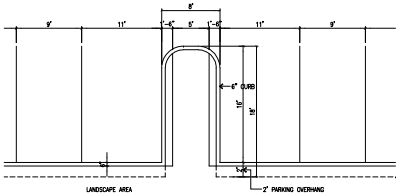
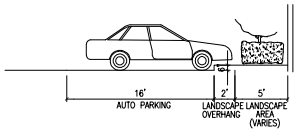


NOTES:
1. SEE SITE PLAN FOR LOCATIONS.
2. SEE STRUCTURAL DRAWINGS FOR STEEL REINFORCING.
3. SACK AND PATCH ALL PANEL LIFT POINTS ON OF WALL AND PAINT TO MATCH.

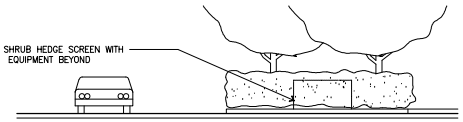
TRASH ENCLOSURE PLAN (A)
scale: 1/8"=1'-0"



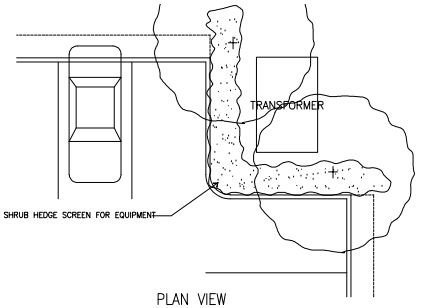
TYPICAL PARKING SECTION W/ 2' OVERHANG (F)
scale: N.T.S.



TYPICAL PARKING SECTION W/ 2' OVERHANG (E)
scale: N.T.S.



ELEVATION



PLAN VIEW

GROUND MOUNTED EQUIPMENT SCREENING, TYP. (D)
scale: N.T.S.

HPA architecture 42 Years
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca.
92612
tel: 949-863-1770
fax: 949-863-0651
email: hpa@hparchs.com

Owner:

HILLWOOD
A PEROT COMPANY

901 Via Piemonte, Suite 175
Ontario, CA. 91764
tel: (909) 258-8624

Project:

CAJALCO & SEATON

County of Riverside, CA

Consultants:

CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

Title: DETAILS

Project Number: 22279
Drawn by: JC
Date: 10/25/23
Revision:

Sheet:

DAB-A4.1

PPT220050

North Elevation

West Elevation

South Elevation

East Elevation

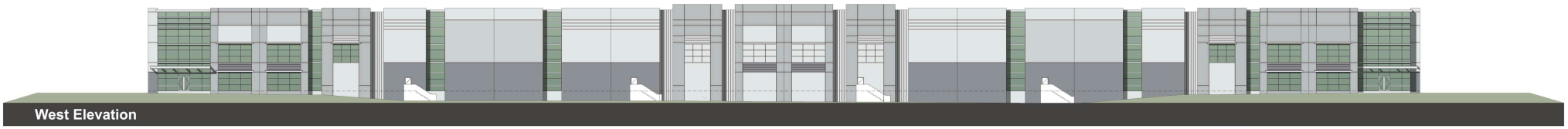
Conceptual Elevations - 40ft clear

RIVERSIDE COUNTY CAJALCO RD & SEATON AVE

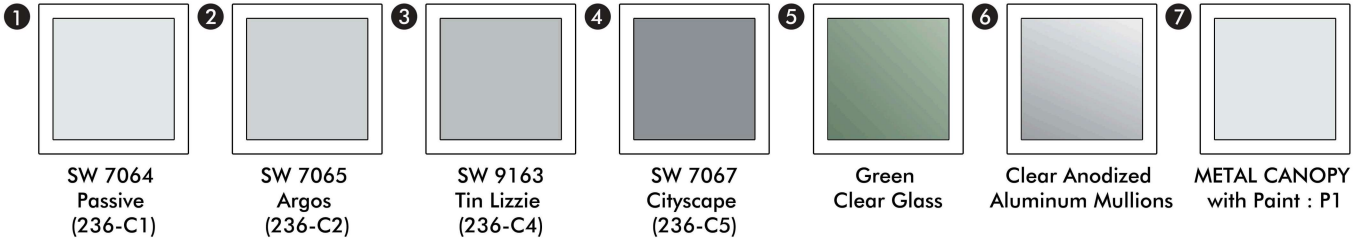
Hillwood, CA | #22279 | 04.19.2023

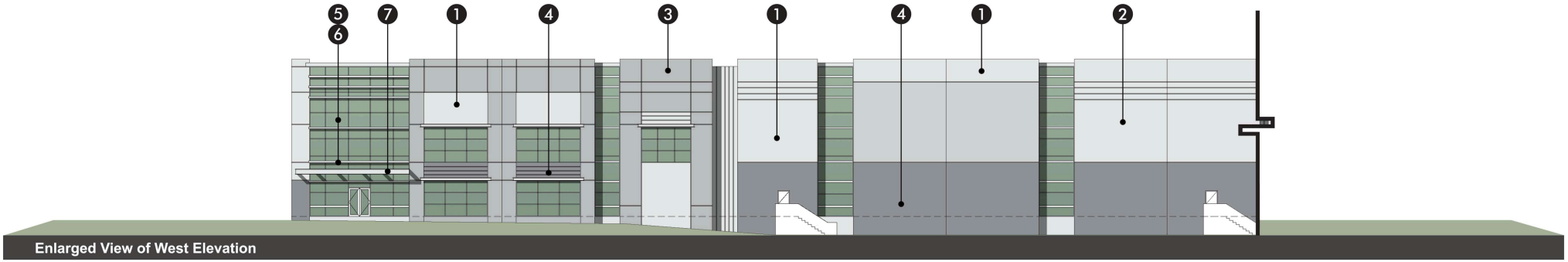
HILLWOOD
A PEROT COMPANY

North Elevation



West Elevation





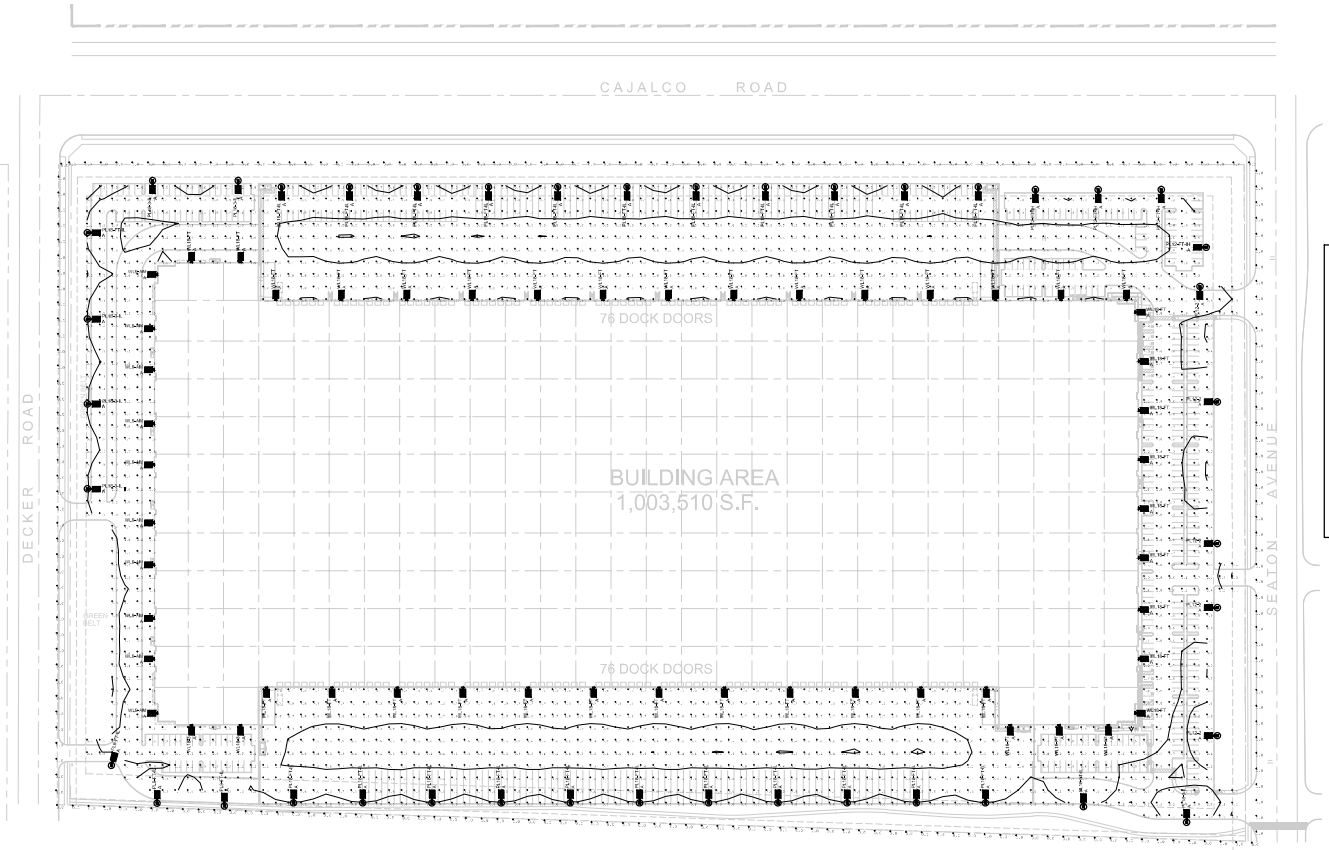
Enlarged View of West Elevation

Conceptual Elevations - 40ft clear

RIVERSIDE COUNTY CAJALCO RD & SEATON AVE

Hillwood, CA | #22279 | 04.19.2023

HILLWOOD
A PEROT COMPANY



CAL GREEN BUG TABLE

NONRESIDENTIAL MANDATORY MEASURES

TABLE 5.106.8 (N)
MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE (BUG) RATINGS[1,2]

ALLOWABLE RATING	LIGHTING ZONE LZ0	LIGHTING ZONE LZ1	LIGHTING ZONE LZ2	LIGHTING ZONE LZ3	LIGHTING ZONE LZ4
Maximum Allowable Backlight Rating (B)					
Luminaire greater than 2 mounting heights (MH) from property line	N/A	No Limit	No Limit	No Limit	No Limit
Luminaire back hemisphere is 1 – 2 MH from property line	N/A	B2	B3	B4	B4
Luminaire back hemisphere is 0.5 – 1 MH from property line	N/A	B1	B2	B3	B3
Luminaire back hemisphere is less than 0.5 MH from property line	N/A	B0	B0	B1	B2
Maximum Allowable Uplight Rating (U)					
For area lighting[3]	N/A	U0	U0	U0	U0
For all other outdoor lighting, including decorative luminaires	N/A	U1	U2	U3	U4
Maximum Allowable Glare Rating (G)					
Luminaire greater than 2 MH from property line	N/A	G1	G2	G3	G4
Luminaire front hemisphere is 1 – 2 MH from property line	N/A	G0	G1	G1	G2
Luminaire front hemisphere is 0.5 – 1 MH from property line	N/A	G0	G0	G1	G1
Luminaire front hemisphere is less than 0.5 MH from property line	N/A	G0	G0	G0	G1

1. IESNA Lighting Zones 0 are not applicable; refer to Lighting Zones as defined in the *California Energy Code* and Chapter 10 of the *California Administrative Code*.
2. For property lines that abut public walkways, bikeways, plazas and parking lots, the property line may be considered to be 5 feet beyond the actual property line for purpose of determining compliance with this section. For property lines that abut public roadways and public transit corridors, the property line may be considered to be the centerline of the public roadway or public transit corridor for the purpose of determining compliance with this section.
3. General lighting luminaires in areas such as outdoor parking, sales or storage lots shall meet these reduced ratings. Decorative luminaires located in these areas shall meet U-value limits for "all other outdoor lighting."

NOTE: ALL EXTERIOR LIGHTS TO BE 3000K COLOR TEMP

FIXTURE LEGEND

SYMBOL	DESCRIPTION	BUG RATING	COMPLIES WITH CAL GREEN 5.106.8
FLS-FT	TYPE FT 9,000 LUMEN (LSI SLICE SLIM-ED-I-SB-**-T-30-70CRI) 3,000K LED CUT-OFF ON 25' SQB STL POLE WITH 2'-6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-U0-G2	YES
FLS-2	TYPE 2 12,000 LUMEN (LSI SLICE SLIM-ED-12L-SB-**-30-70CRI) 3,000K LED CUT-OFF ON 25' SQB STL POLE WITH 2'-6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-U0-G2	YES
FLS-AM48	TYPE AM 12,000 LUMEN (LSI SLICE SLIM-ED-12L-SB-AM-**-70CRI-HL) 3,000K LED CUT-OFF W/INTEGRAL LOUVER ON 25' SQB STL POLE WITH 2'-6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-U0-G1	YES
FLS-FT48	TYPE FT 12,000 LUMEN (LSI SLICE SLIM-LED-12L-SB-LFT-30-70CRI-HL) 3,000K LED CUT-OFF W/INTEGRAL HALF- LOUVER ON 25' SQB STL POLE WITH 2'-6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-U0-G2	YES
FLS-3-48	TYPE 3 18,000 LUMEN (LSI SLICE SLIM-ED-18-SB-**-30-70CRI-L) 3,000K LED CUT-OFF W/INTEGRAL LOUVER ON 25' SQB STL POLE WITH 2'-6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-U0-G2	YES
FLS-3-TAL	TYPE FT 18,000 LUMEN (LSI SLICE SLIM-LED-18L-SB-LFT-**-30-70CRI-L) 3,000K LED CUT-OFF W/INTEGRAL LOUVER ON 25' SQB STL POLE WITH 2'-6" HIGH CONC BASE IN AUTO PARKING & 4' HIGH CONC BASE IN TRUCK YARD AND NO UPTILT*	B3-U0-G2	YES
SPL-AM9	TYPE AM 9,000 LUMEN (LSI SLICE SLIM-LED-9L-SB-AM-30-70CRI) 3,000K LED CUT-OFF AT 32' AFF WITH NO UPTILT	B3-U0-G1	YES
SPL-TK3	TYPE 3 18,000 LUMEN (LSI SLICE SLIM-LED-18L-SB-L-30-70CRI) 3,000K LED CUT-OFF AT 32' AFF WITH NO UPTILT	B3-U0-G3	YES
SPL-TK4T	TYPE FT 18,000 LUMEN (LSI SLICE SLIM-LED-18L-SB-LFT-30-70CRI) 3,000K LED CUT-OFF AT 32'-40"- WITH NO UPTILT	B3-U0-G3	YES

* - SEE ARCHITECTURAL PLANS FOR ACTUAL POLE BASE HEIGHTS

SITE LIGHTING PLAN

(SCALE: 1"=80'-0")

SITE LIGHTING STATISTICS

CALCULATION SUMMARY								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Property line	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Property line (Low Security)	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Public parking	Illuminance	Fc	2.53	5.0	0.5	5.06	10.0
Site	Illuminance	Fc	2.53	5.0	0.5	5.06	10.0

GRAPHIC SCALE
(SCALE: 1"=80'-0")

0 40 80 120 160

CASE: PPT220050
EXHIBIT: P
DATE: 10-24-2024
PLANNER: R Brady

Meeting Consent Agenda Final

CONTRACTORS
ENGINEERS
Lic No. 201042

Gregg Electric Inc.

608 W. EMPORIA ST.
ONTARIO, CA 91762
(909) 983-1794

These drawings must not be used for construction until approved by Gregg Electric. These drawings are the exclusive property of Gregg Electric. Its acceptance constitutes an agreement that it shall be treated as a strictly confidential document and is to be returned upon request and is not to be communicated, disclosed or copied except as expressly authorized in writing by Gregg Electric.

PROJECT:

CAJALCO & SEATON

COUNTY OF RIVERSIDE,CA

TITLE:

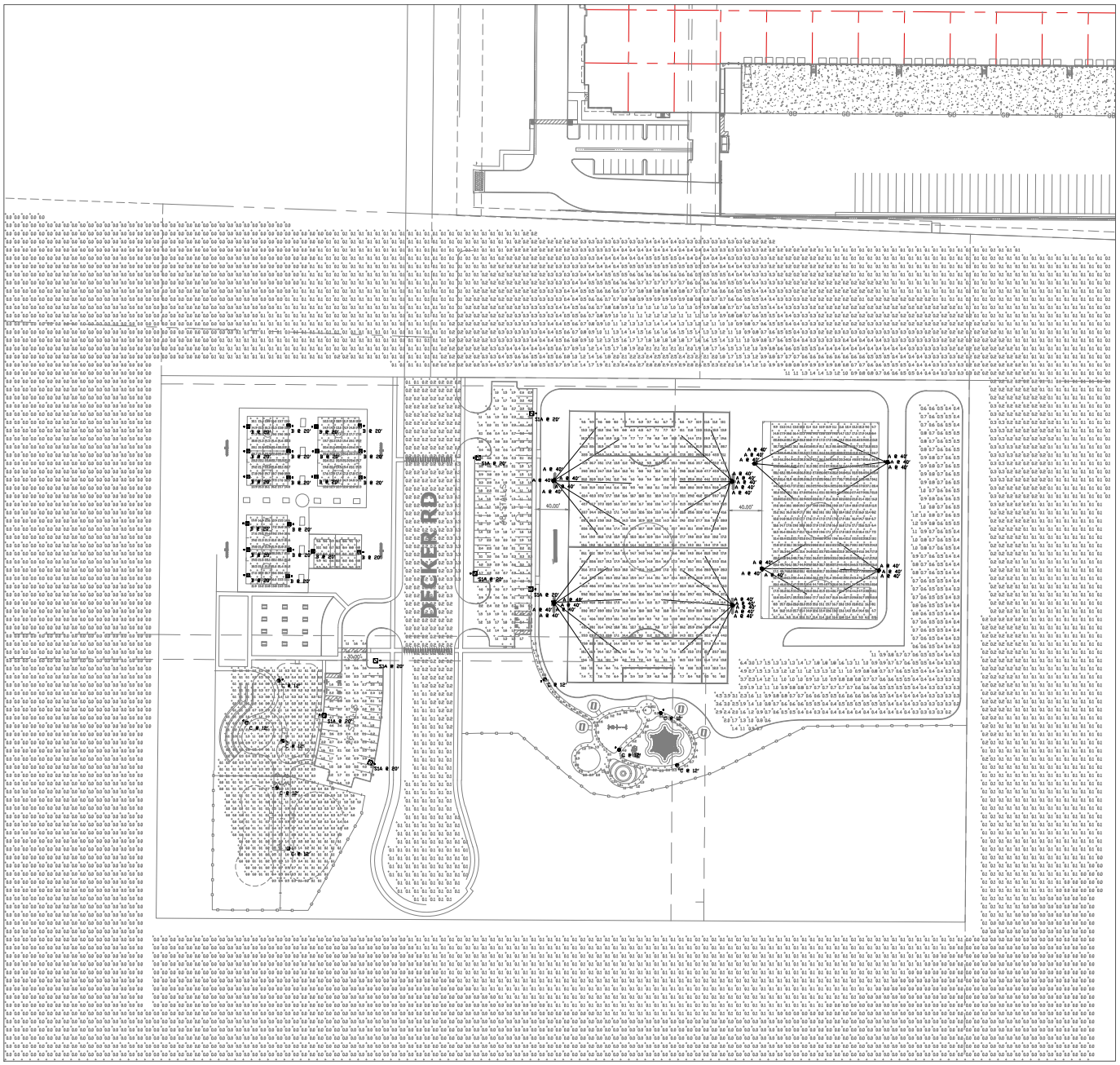
SITE LIGHTING PLAN

DRAWN BY: SL
DATE: 5/5/23
SCALE: 1"=80'-0"

REVISION:	BY	DATE
A: -	-	-
B: -	-	-
C: -	-	-
D: -	-	-
E: -	-	-
F: -	-	-
G: -	-	-
H: -	-	-
J: -	-	-
K: -	-	-

JOB NO: -----

SHEET: ESL1

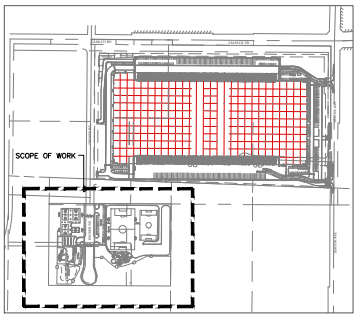


SITE PHOTOMETRIC PLAN

SCALE 1" = 50'-0"

1

NORTH



KEY PLAN

N.T.S.

NORTH

Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Voltage
	S1A		7	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-III-V-WLED-705K1-MSP3H 27K-HS POLE MT AT 20FT AFG BUG RATING B1 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80	163	0.9	1257
	A		30	NORTH STAR LIGHTING LLC	SSR-720V-5K-360 MT AT 40 FT AFG BTGS POLE 90 MPH WIND LOAD	SSR-720V-5K-360	1	119170	0.9	756.656
	B		20	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-IV-WLED-1050K4-27K	CAST BLACK PAINTED FINNED METAL HOUSING.	80	394	0.9	2693
	C		9	U.S. ARCHITECTURAL LIGHTING	DSAC-PLED-III-V-WLED-700K4-27K POLE MT AT 12 FT AFG BUG RATING B1 U0 G1	FABRICATED METAL HOUSING. 1 LED MODULE CONSISTING OF:	20	149	0.9	836

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #3	+	2.4 Fc	4.7 Fc	1.0 Fc	4.70	2.40
Calc Zone #4	+	18.8 Fc	29.9 Fc	10.1 Fc	1.96	1.86
Calc Zone #4(Copy)	+	18.4 Fc	29.3 Fc	11.9 Fc	1.96	1.54
Calc Zone #4(Copy)	+	17.4 Fc	21.1 Fc	12.2 Fc	1.74	1.43
Calc Zone #7	+	8.8 Fc	10.2 Fc	8.0 Fc	1.36	1.11
Calc Zone #8	+	27.5 Fc	77.8 Fc	2.9 Fc	26.84	9.56
Calc Zone #9	+	2.9 Fc	5.9 Fc	1.1 Fc	5.41	2.66
Calc Zone #10	+	2.3 Fc	3.6 Fc	1.4 Fc	2.61	1.61
Calc Zone #11	+	1.0 Fc	1.5 Fc	0.8 Fc	1.95	1.31
Calc Zone #12	+	0.5 Fc	2.6 Fc	0.0 Fc	N/A	N/A
SOCCER FIELD	+	19.6 Fc	59.7 Fc	5.4 Fc	11.11	3.64
Spill Combined	+	0.1 Fc	6.4 Fc	0.0 Fc	N/A	N/A

DESIGN/BUILD NOTES:

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THESE PLANS WERE PREPARED UNDER THE EXEMPTION TO DIVISION 3 OF THE CALIFORNIA BUSINESS AND PROFESSIONS CODE BY SECTION 5537B, AS THE LICENSED CONTRACTOR RESPONSIBLE FOR THE PREPARATION OF THESE DRAWINGS, ONLY MAMMOTH ELECTRIC MAY UTILIZE THEM.

MAMMOTH ELECTRIC, INC.
170 E LIBERTY AVENUE
ANAHEIM, CA 92801
TEL: (714)446-8800 FAX (714)446-8811

CONSULTANT:

MAMMOTH
CA LICENSE #C-10 709698

SEATON PARK - 19451 DECKER RD

19451 Decker Road,
Perris, Ca 92570

SITE PHOTOMETRIC PLAN

NO.	DATE	REMARKS
1	XX/XX/2024	OWNER REVISIONS

PA / PM:	-
DRAWN BY:	C.U.
JOB NO.:	.

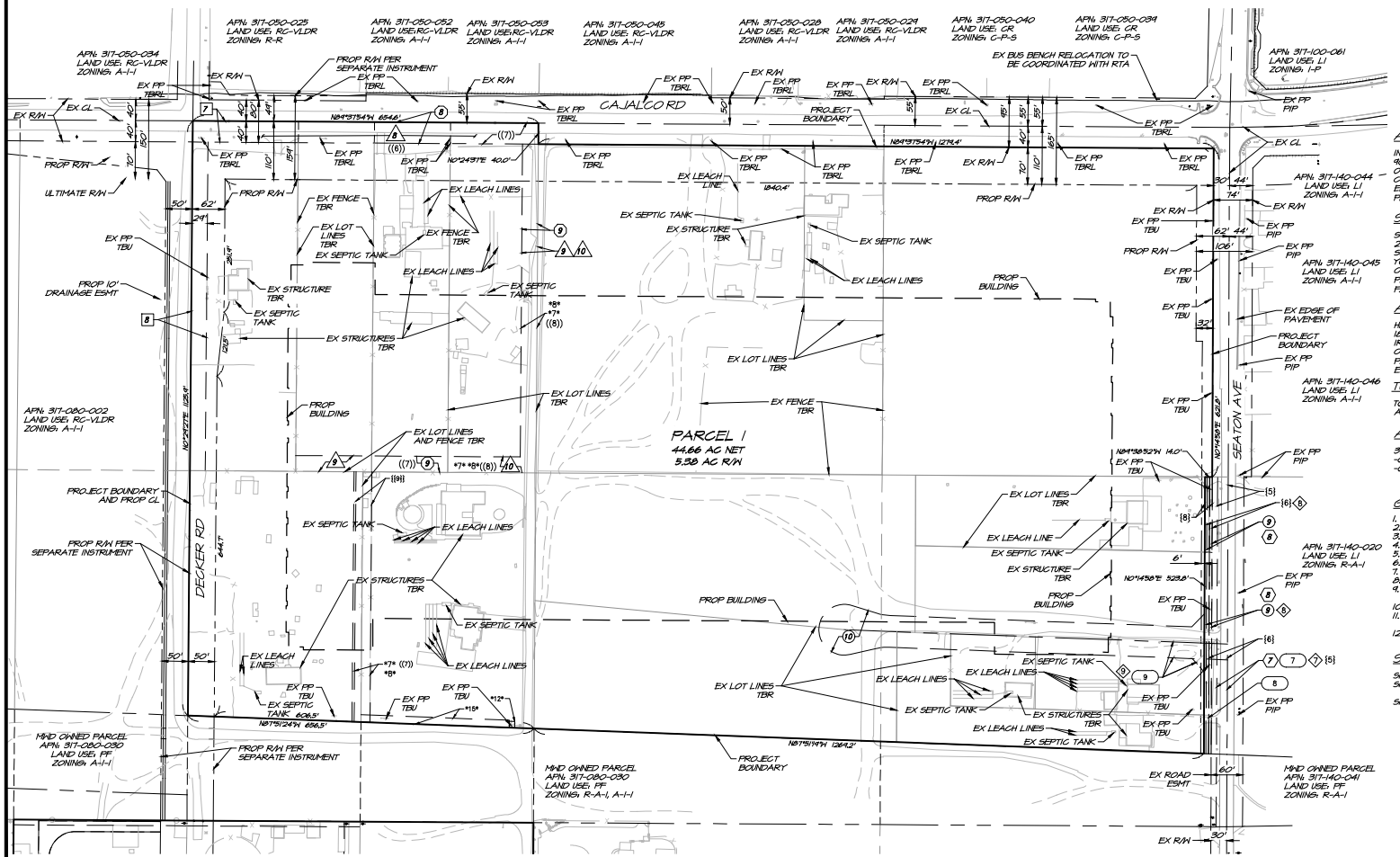
SHEET

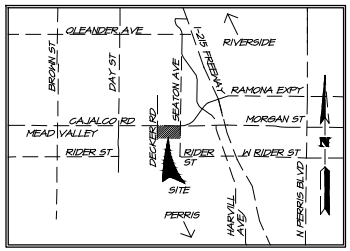
E-2.0

UNINCORPORATED COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 38601

LOCATED IN SECTION 11, T. 4S., R. 4W., S.B.M.





VICINITY MAP
NTS

APPLICANT

INDUSTRIAL VI ENTERPRISES, LLC
901 VIA PIEMONTE STE. 175
ONTARIO, CA, 91764
CONTACT: JOHN GRACE
EMAIL: JOHNGRACE@HILLWOOD.COM
PHONE: (909) 256-5424

OWNER/REPRESENTATIVE

INDUSTRIAL VI ENTERPRISES, LLC
901 VIA PIEMONTE STE. 175
ONTARIO, CA, 91764
CONTACT: JOHN GRACE
EMAIL: JOHNGRACE@HILLWOOD.COM
PHONE: (909) 256-5424

SOILS ENGINEER

SOUTHERN CALIFORNIA GEOTECHNICAL
22885 E. SAVI RANCH PARKWAY,
SUITE E
YORBA LINDA, CA 92887
CONTACT: ROBERT TRAZO
PHONE: (714) 685-1115
FAX: (714) 685-1118

PROJECT REPRESENTATIVE

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3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: RICHARD BELMUDEZ
PHONE: (951) 686-1070
FAX: (951) 788-1256

ARCHITECT

HPA ARCHITECTS
18831 BARDEEN AVE., STE 100
IRVINE, CA 92612
CONTACT: JAIME CRUZ
PHONE: (949) 863-1770
EMAIL: JAIME@HPARCHS.COM

PROJECT ENGINEER

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: SARAH KOHALSKI
PHONE: (951) 686-1070
FAX: (951) 788-1256

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 06/02/2022

LAND USE

EXISTING LAND USE: RURAL COMMUNITY (RC) - VERY LOW DENSITY RESIDENTIAL (VLDR), COMMERCIAL RETAIL (CR)
EXISTING ZONING: LIGHT AGRICULTURE (A-1)

PROPOSED LAND USE: COMMUNITY DEVELOPMENT (CD) - LIGHT INDUSTRIAL (LI), PROPOSED ZONING: I-P INDUSTRIAL PARK

A.P.N.

317-080-003 THRU -008, -013 & -014, -019 THRU -023, AND -027 THRU -029

GENERAL INFORMATION

1. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "E" SUBDIVISION ORDINANCE 460.
2. THOMAS BROS. MAP BOOK PAGE: 717, GRID: B3, C3
3. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
4. PROJECT IS NOT WITHIN A SPECIFIC PLAN.
5. EASEMENTS OF RECORD ARE PLOTTED HEREON.
6. PROJECT IS WITHIN EASTERN MUNICIPAL WATER DISTRICT
7. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
8. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
9. LAND HAS LOW SUSCEPTIBILITY TO LIQUEFACTION PER SOCAL GEO PROJECT NO. 22613-1
10. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
11. ALL STRUCTURES AND/OR DWELLINGS EXISTING ON SITE ARE PROPOSED TO BE DEMOLISHED.
12. FLOOD ZONE X, AREA OF LOW FLOODING PER FEMA PANEL 06065C1410G.

SHEET INDEX

SHEET 1 - TENTATIVE PARCEL MAP
SHEET 2 - EASEMENT AND STREET SECTIONS
SHEET 3 - LEGAL DESCRIPTION

EASEMENT NOTES

SEE SHEET 2

LEGAL DESCRIPTION

SEE SHEET 3

PROJECT DATA

BUILDING AREA	
OFFICE	10,000 SF
MEZZANINE	10,000 SF
WAREHOUSE	983,510 SF
TOTAL	1003,510 SF

AUTO PARKING REQUIREMENTS	
OFFICE (1 STALL/250 SF)	80 STALLS
WAREHOUSE (1 STALL/ 2,000 SF)	492 STALLS
TOTAL	572 STALLS

PARKING PROVIDED	
AUTO PARKING	357 STALLS
TRAILER PARKING (10'X55')	153 STALLS
TOTAL	510 STALLS

UTILITY PROVIDERS

WATER:	EASTERN MUNICIPAL WATER DISTRICT PHONE: (951) 685-7434
SEWER:	EASTERN MUNICIPAL WATER DISTRICT PHONE: (951) 685-7434
GAS:	SOUTHERN CALIFORNIA GAS COMPANY PHONE: (909) 307-7070
ELECTRIC:	SOUTHERN CALIFORNIA EDISON PHONE: 1 (800) 655-4555
TELEPHONE:	FRONTIER COMMUNICATIONS PHONE: (310) 264-5100
CABLE T.V.:	FRONTIER COMMUNICATIONS PHONE: (310) 264-5100
SCHOOL DISTRICT:	VAL VERDE UNIFIED SCHOOL DISTRICT PHONE: (951) 940-6100

EASEMENT NOTE KEY (NOTES ON SHEET 2):

- PTR 00867994-488-DNI (CHOH & HU)
- PTR 00868544-488-DNI (EVANS)
- PTR 00844046-488-DNI (HURTADO)
- PTR 00844093-488-DNI (JO LET)
- PTR 00868003-488-DNI (SEVILLA & PORRAS)
- PTR 00867997-488-DNI (RISAS)
- PTR 00868004-488-DNI (BARCENA)
- PTR 00867999-488-DNI (SANCHEZ)
- PTR 00867989-488-DNI (STEPHENS)
- PTR 00868007-488-DNI (TREVINO)
- PTR 00840484-488-DNI (DUENAS)
- PTR 00840008-488-DNI (RITZ)
- PTR 00868547-488-DNI (MARTINEZ)

LEGEND

- EXISTING CENTER LINE
- EXISTING EDGE OF PAVEMENT
- EXISTING EASEMENT
- EXISTING FENCE
- EXISTING GAS LINE
- EXISTING PARCEL LINE
- EXISTING POWER POLE
- EXISTING / PROPOSED R/W
- EXISTING WATER LINE
- PROPERTY LINE
- PROPOSED BUILDING OUTLINE

ABBREVIATIONS

AC	ACRE
CL	CENTER LINE
EX	EXISTING
PIP	PROTECT IN PLACE
PP	POWER POLE
PROP	PROPOSED
R/W	RIGHT-OF-WAY
TBR	TO BE REMOVED
TBRL	TO BE RELOCATED
TBU	TO BE UNDERGROUNDED

ACREAGE

	PARCEL 1
NET AREA	44.66 AC
R/W DEDICATION	5.38 AC
GROSS AREA	50.04 AC

1" = 100'
100 0 100 200 300

PRELIMINARY

REVISIONS	DATE	BY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
INDEX
TENTATIVE PARCEL MAP NO. 38601

SCALE:	1" = 100'	W.O.	22-0192
DATE:	4/22/2025	SHEET	1
DESIGNED:	DAP	OF	3 SHEETS
CHECKED:	SKK	DWG. NO.	
PLN CK REF:			
F.B.			

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

H:\2022\22-0192\DRAWINGS\ENTITLEMENT\22-0192-C-TPM - INDUSTRIAL.DWG 4/22/2025 11:32:16 AM Rebecca

EASEMENT NOTES

APN: 317-080-003 (HURTADO)

7. AN EASEMENT FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
IN FAVOR OF: COUNTY OF RIVERSIDE
PURPOSE: PUBLIC HIGHWAY AND UTILITY PURPOSES
RECORDING DATE: JUNE 27, 1934
RECORDING No: 1934-9321, OF OFFICIAL RECORDS

8. AN EASEMENT FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION AND CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: AUGUST 16, 1963
RECORDING No: 1963-86541, OF OFFICIAL RECORDS

APN: 317-080-004 (EVANS)

(8.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: COUNTY OF RIVERSIDE
PURPOSE: PUBLIC HIGHWAY AND PUBLIC UTILITY
RECORDING DATE: JUNE 27, 1934
RECORDING No: IN BOOK 421 PAGE 363, OF OFFICIAL RECORDS

(9.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING No: 91875, OF OFFICIAL RECORDS

APN: 317-080-005 (LO LET)

(6.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: PUBLIC HIGHWAY AND PUBLIC UTILITY AND INCIDENTAL PURPOSES
RECORDING DATE: JUNE 27, 1934
RECORDING No.: BOOK 421, PAGE 363, OF OFFICIAL RECORDS

(9.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;
PURPOSE: ROAD AND PUBLIC UTILITY AND INCIDENTAL PURPOSES
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING No.: 91870, OF OFFICIAL RECORDS
TO BE VACATED

(10.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;
PURPOSE: ROAD AND PUBLIC UTILITY AND INCIDENTAL PURPOSES
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING No.: 91872, OF OFFICIAL RECORDS
TO BE VACATED

APN: 317-080-006 (RITZ)

((6.)) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: PUBLIC HIGHWAY AND PUBLIC UTILITY
RECORDING DATE: JUNE 27, 1934
RECORDING No.: BOOK 421, PAGE 363, OF OFFICIAL RECORDS

((7.)) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING No.: 91870, OF OFFICIAL RECORDS
TO BE VACATED

((8.)) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING No.: 91872, OF OFFICIAL RECORDS
TO BE VACATED

APN: 317-080-007, -008 (STEPHENS)

6. RESERVATIONS CONTAINED IN THE PATENT
FROM: THE UNITED STATES OF AMERICA
TO: SOUTHERN PACIFIC RAILROAD COMPANY OF CALIFORNIA, A CORPORATION
RECORDING DATE: DECEMBER 04, 1891
RECORDING No: BOOK 7, PAGE 94, OF PATENTS, SAN DIEGO COUNTY RECORDS
[THE LEGAL DESCRIPTION IS AMBIGUOUS - BLANKET IN NATURE]
[LANDS DESCRIBED ARE NORTH OF BASE LINE AND EAST OF SAN BERNARDINO PRINCIPAL MERIDIAN]

APN: 317-080-013 (DUENAS)

7 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING No.: 91873, OF OFFICIAL RECORDS
TO BE VACATED

9 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING No.: 91874, OF OFFICIAL RECORDS
TO BE VACATED

12 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: JULY 25, 2007
RECORDING No.: 2007-0482864, OF OFFICIAL RECORDS

15 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT;
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MARCH 30, 2016
RECORDING No.: 2016-0122656, OF OFFICIAL RECORDS

APN: 317-080-014 (MARTINEZ)

((4)) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT;
PURPOSE: ROAD AND PUBLIC UTILITY
RECORDING DATE: SEPTEMBER 17, 1970
RECORDING No.: 91869, OF OFFICIAL RECORDS

APN: 317-080-019, -020, -022 (CHON & HU)

(9.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 25, 1962
RECORDING No: IN BOOK 3148 PAGE 102, OF OFFICIAL RECORDS
[OUTSIDE OF THE SUBJECT PROPERTY]

(10.) ALL EASEMENTS, OFFERS AND DEDICATIONS AS SHOWN ON THE OFFICIAL MAP TRACT OF, PARCEL MAP NO. 8542.

APN: 317-080-021 (TREVINO)

(5) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: PIPE LINE
RECORDING DATE: APRIL 20, 1987
RECORDING No: BOOK 45, PAGE 362, OF OFFICIAL RECORDS
[OUTSIDE OF THE SUBJECT PROPERTY]

(6) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 25, 1962
RECORDING No: BOOK 3148, PAGE 102, OF OFFICIAL RECORDS
[10' WIDE] [OUTSIDE OF THE SUBJECT PROPERTY]

(8) ALL EASEMENTS, OFFERS AND DEDICATIONS AS SHOWN ON THE OFFICIAL MAP PARCEL MAP NO. 8542.
[LOT "A" OF PM NO. 8542] [OUTSIDE OF THE SUBJECT PROPERTY]

APN: 317-080-023 (RIGAS)

7. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: DIGGING TRENCHES AND LAYING WATER PIPES
RECORDING DATE: APRIL 11, 1911
RECORDING No: IN BOOK 325 PAGE 356, OF DEEDS
[BLANKET IN NATURE - AFFECTS THE NE1/4, NE1/4, SE1/4, SEC. 11]

APN: 317-080-027 (BARCENA)

6. RESERVATIONS CONTAINED IN THE PATENT
FROM: THE UNITED STATES OF AMERICA
TO: SOUTHERN PACIFIC RAILROAD COMPANY OF CALIFORNIA, A CORPORATION
RECORDING DATE: DECEMBER 04, 1891
RECORDING No: BOOK 7, PAGE 94, OF PATENTS, SAN DIEGO COUNTY RECORDS
[THE LEGAL DESCRIPTION IS AMBIGUOUS - BLANKET IN NATURE]
[LANDS DESCRIBED ARE NORTH OF BASE LINE AND EAST OF SAN BERNARDINO PRINCIPAL MERIDIAN]

(7.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: RIGHT OF WAY TO ENTER UPON SAID LAND TO MAKE CONNECTIONS WITH THE MAIN PIPE LINE OF THE PERRIS IRRIGATION DISTRICT; ALSO A RIGHT OF WAY FOR CONNECTION WITH SAID PIPE LINE
RECORDING DATE: APRIL 20, 1847
RECORDING No: BOOK 47, PAGE 362, OF
[OUTSIDE OF THE SUBJECT PROPERTY]

(8.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: THE NEVADA-CALIFORNIA ELECTRIC CORPORATION
PURPOSE: ELECTRIC POWER AND TELEPHONE POLE LINE
RECORDING DATE: AUGUST 26, 1939
RECORDING No: BOOK 384, PAGE 259, OF OFFICIAL RECORDS
[± OF UNDISCLOSED WIDTH PLOTTED HEREIN] [OUTSIDE OF THE SUBJECT PROPERTY]

(9.) AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR
PURPOSE(S): PUBLIC ROAD PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICE USES
RECORDING DATE: APRIL 08, 1918
RECORDING No: 62671, OF OFFICIAL RECORDS.
TO BE VACATED

APN: 317-080-028 (SANCHEZ)

(7.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: PIPELINES
RECORDING DATE: APRIL 20, 1847
RECORDING No: IN BOOK 47 PAGE 362, OF DEEDS
[OUTSIDE OF THE SUBJECT PROPERTY]

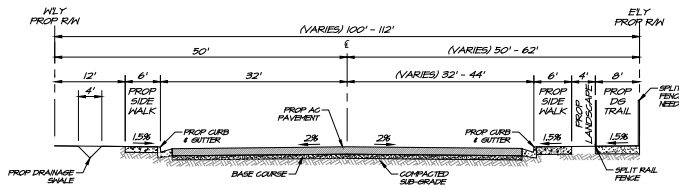
(8.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 25, 1962
RECORDING No: IN BOOK 3148 PAGE 102, OF OFFICIAL RECORDS
[10' WIDE - PLOTTED HEREIN] [OUTSIDE OF THE SUBJECT PROPERTY]

(9.) AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR
PURPOSE(S): ROAD, PUBLIC UTILITIES AND PUBLIC SERVICE USES
RECORDING DATE: APRIL 3, 1918
RECORDING No: 62671, OF OFFICIAL RECORDS
TO BE VACATED

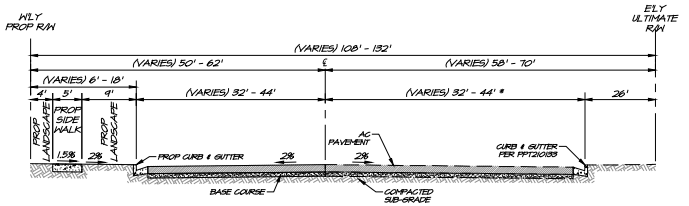
APN: 317-080-024 (SEVILLA & FORRAS)

(7.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT;
PURPOSE: PIPELINE
RECORDING DATE: APRIL 20, 1847
RECORDING No: BOOK 47, PAGE 362 OF DEEDS
[OUTSIDE OF THE SUBJECT PROPERTY]

(8.) EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT;
GRANTED TO: CALIFORNIA WATER AND TELEPHONE COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 25, 1962
RECORDING No: BOOK 3148, PAGE 102, OF OFFICIAL RECORDS
[10' WIDE - PLOTTED HEREIN] [OUTSIDE OF THE SUBJECT PROPERTY]

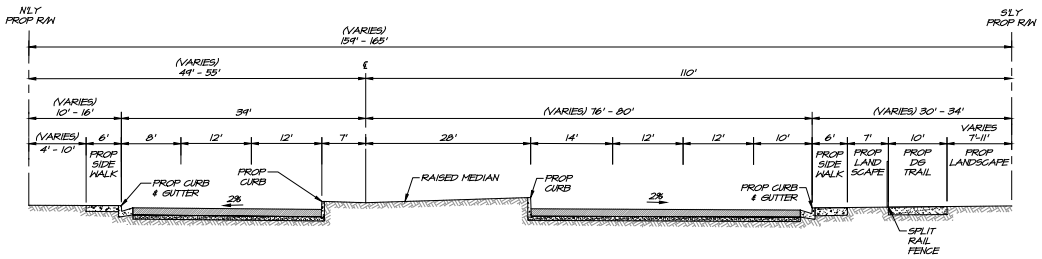


DECKER ROAD
SECONDARY HIGHWAY
RIV. CO. STD. NO. 94
NTS



SEATON AVENUE
SECONDARY HIGHWAY
RIV. CO. STD. NO. 94
NTS

* NOTE: MIN 20' PAVEMENT IF PPT210133 DOES NOT PROCEED WITH CONSTRUCTION



CAJALCO ROAD
6-LANE EXPRESSWAY
RIV. CO. STD. NO. 84 - MODIFIED
NTS

PRELIMINARY

REVISIONS	DATE	BY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
EASEMENTS AND STREET SECTIONS
TENTATIVE PARCEL MAP NO. 38601

SCALE: NTS	ALBERT A. WEBB ASSOCIATES	W.O. 22-0192	
DATE: 4/22/2025	ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA. 92506 PH. (951) 686-1070 FAX (951) 788-1256	SHEET 2	
DESIGNED: DAP		OF 3 SHEETS	
CHECKED: SKK		DWG. NO.	
PLN CK REF:			
F.B.			

H:\2022\22-0192\DRAWINGS\ENTITLEMENT\22-0192--C-TPM - INDUSTRIAL.DWG 4/22/2025 11:32:16 AM Rebecca

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

APN: 317-080-003 (HURTADO)
THE WESTERLY 200.00 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

APN: 317-080-004 (EVANS)
PARCEL 1:
THE EAST 144 FEET OF THE WEST 344 OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

PARCEL 2:
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET, EXCEPT THE WEST 344 FEET THEREOF; AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

APN: 317-080-005 (JO LET)
PARCEL 1:
THE EAST 144 FEET AT THE WEST 488 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

PARCEL 2:
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, EXCEPTING THEREFROM THE WEST 488 FEET THEREOF.

APN: 317-080-006 (RITZ)
THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM THE WESTERLY 488 FEET THEREOF.

EXCEPTING ANY MOBILE HOME OR MANUFACTURED HOUSING UNIT AND APPURTENANCES, IF ANY, LOCATED ON SAID LAND.

APN: 317-080-007, 008 (STEPHENS)
PARCEL 1:
THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY UNITED STATES GOVERNMENT SURVEY.

EXCEPTING THEREFROM THE NORTHERLY 40 FEET ACQUIRED BY THE COUNTY OF RIVERSIDE BY DECREE OF CONDEMNATION HAD IN THE SUPERIOR COURT OF STATE OF CALIFORNIA, IN AND FOR THE COUNTY OF RIVERSIDE, CASE NO. 33489, A CERTIFIED COPY OF SAID DECREE HAS RECORDED FEBRUARY 18, 1943 IN BOOK 564 PAGE 491 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS.

ALSO EXCEPTING THEREFROM THE EAST 150 FEET OF THE NORTH 370 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 11.

ALSO EXCEPTING THEREFROM THE MOBILE HOME OR MANUFACTURED HOUSING UNIT AND APPURTENANCES, IF ANY, LOCATED ON SAID LAND.

PARCEL 2:
THE EAST 150 FEET OF THE NORTH 370 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY UNITED STATES GOVERNMENT SURVEY.

EXCEPTING THEREFROM THE NORTHERLY 40 FEET ACQUIRED BY THE COUNTY OF RIVERSIDE BY DECREE OF CONDEMNATION HAD IN THE SUPERIOR COURT OF STATE OF CALIFORNIA, IN AND FOR THE COUNTY OF RIVERSIDE, CASE NO. 33489, A CERTIFIED COPY OF SAID DECREE HAS RECORDED FEBRUARY 18, 1943 IN BOOK 564 PAGE 491 OF OFFICIAL RECORDS, RIVERSIDE COUNTY RECORDS.

APN: 317-080-013 (DUENAS)
PARCEL 1:
THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134, PAGE 68 OF OFFICIAL RECORDS.

SAID DESCRIPTION IS MADE PURSUANT TO THAT CERTAIN CERTIFICATE OF COMPLIANCE NO. 5543, RECORDED JANUARY 13, 2004 AS INSTRUMENT NO. 2004-0023447, OF OFFICIAL RECORDS.

PARCEL 2:
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE EAST 17 FEET OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134 PAGE 68 OF OFFICIAL RECORDS.

PARCEL 3:
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET, EXCEPT THE WEST 200 FEET THEREOF AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

APN: 317-080-014 (MARTINEZ)
PARCEL 1:
THE WEST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134, PAGE 68 OF OFFICIAL RECORDS.

SAID LAND IS PURSUANT TO THE CERTIFICATE OF COMPLIANCE NO. 07219 RECORDED MAY 27, 2015 AS INSTRUMENT NO. 2015-0219558, OF OFFICIAL RECORDS.

PARCEL 2:
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE WEST 17 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA BY DEED RECORDED AUGUST 17, 1933 IN BOOK 134, PAGE 68 OF OFFICIAL RECORDS.

PARCEL 3:
A NON-EXCLUSIVE EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES OVER THE SOUTH 30 FEET, EXCEPT THE WEST 200 FEET AND THE EAST 30 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

APN: 317-080-019, 020, 022 (CHOW & HU)
PARCELS 1, 2 AND 4 AND LETTERED LOTS C THROUGH E, OF PARCEL MAP NO. 8542, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 40 PAGE 31 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 317-080-021 (TREVINO)
PARCEL 3 OF PARCEL MAP NO. 8542, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED 12 OCTOBER 1977 AS INSTRUMENT NO. 201660, IN THE OFFICIAL RECORDS OF RIVERSIDE COUNTY, STATE OF CALIFORNIA.

APN: 317-080-023 (RIGAS)
THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11 TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THE NORTHERLY 40 FEET CONDEMNED BY THE COUNTY OF RIVERSIDE FOR HIGHWAY PURPOSES BY ACTION NO. 33454 IN THE SUPERIOR COURT OF RIVERSIDE COUNTY, CALIFORNIA, RECORDED FEBRUARY 16, 1943 IN BOOK 564 PAGE 491 OF OFFICIAL RECORDS.

ALSO EXCEPTING THE EASTERLY RECTANGULAR 30 FEET AS CONVEYED TO THE COUNTY OF RIVERSIDE BY GRANT DEED RECORDED JANUARY 9, 1978 AS INSTRUMENT NO. 3851, OFFICIAL RECORDS OF SAID COUNTY.

APN: 317-080-027 (BARCENA)
THE EAST 364.00 FEET OF THE NORTH 136.00 FEET OF THE SOUTH 209 FEET OF THE EAST 626 FEET OF THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, LYING NORTHERLY OF THE METROPOLITAN WATER DISTRICT RIGHT OF WAY.

EXCEPTING THEREFROM THE EASTERLY RECTANGULAR 30 FEET THEREOF, CONVEYED TO THE COUNTY OF RIVERSIDE IN THE DEED RECORDED JANUARY 9, 1978, AS INSTRUMENT NO. 3849, OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THE EASTERLY 44 FEET THEREOF, CONVEYED TO THE COUNTY OF RIVERSIDE IN THE DEED RECORDED APRIL 7, 1978, AS INSTRUMENT NO. 66441, OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THE MOBILE HOME OR MANUFACTURED HOUSING UNIT AND APPURTENANCES, IF ANY, LOCATED ON SAID LAND.

APN: 317-080-028 (SANCHEZ)
THE SOUTH 209 FEET OF THE EAST 626 FEET OF THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA ACCORDING TO THE OFFICIAL PLAT THEREOF, LYING NORTHERLY OF THE METROPOLITAN WATER DISTRICT RIGHT OF WAY.

EXCEPT THOSE PORTIONS CONVEYED TO THE COUNTY OF RIVERSIDE BY DEEDS RECORDED JANUARY 9, 1978 AS INSTRUMENT NO. 3849 AND APRIL 7, 1978 AS INSTRUMENT NO. 66441, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO DAN J. BARINA AND DORTHY Z. BARINA RECORDED JUNE 20, 1978 AS INSTRUMENT NO. 125111, OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM THAT PORTION OF CERTIFICATE OF COMPLIANCE NO. 06150 RECORDED NOVEMBER 14, 2005 AS INSTRUMENT 2005-0941064 AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE WESTERLY 160.00 FEET OF THE NORTHERLY 136.00 FEET OF THE EASTERLY 524.00 FEET OF THAT CERTAIN PARCEL OF LAND SHOWN AS "NOT A PART" ON PARCEL MAP NO. 8542 RECORDED IN BOOK 40, PAGE 31 OF PARCEL MAPS, RECORDS OF THE RECORDER OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, LYING WITHIN A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN.

APN: 317-080-024 (SEVILLA & PORRAS)
THE WESTERLY 160.00 FEET OF THE NORTHERLY 136.00 FEET OF THE EASTERLY 524.00 FEET OF THAT CERTAIN PARCEL OF LAND SHOWN AS "NOT A PART" ON PARCEL MAP NO. 8542 RECORDED IN BOOK 40, PAGE 31 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, LYING WITHIN A PORTION OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 4 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPTING THEREFROM THE MOBILE HOME OR MANUFACTURED HOUSING UNIT AND APPURTENANCES, IF ANY, LOCATED ON SAID LAND.

SAID DESCRIPTION IS PURSUANT TO THAT CERTAIN CERTIFICATE OF COMPLIANCE NO. 6150, RECORDED NOVEMBER 14, 2005, AS INSTRUMENT NO. 2005-0941064, OF OFFICIAL RECORDS.

PRELIMINARY

REVISIONS	DATE	BY

COUNTY OF RIVERSIDE

CAJALCO COMMERCE CENTER
LEGAL DESCRIPTION
TENTATIVE PARCEL MAP NO. 38601

SCALE: NTS	ALBERT A. WEBB ASSOCIATES	ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE, CA. 92506 PH. (951) 686-1070 FAX (951) 788-1256	W.O. 22-0192
DATE: 4/22/2025			SHEET 3
DESIGNED: DAP			OF 3 SHEETS
CHECKED: SKK			
PLN CK REF:			DWG. NO.
F.B.			

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IN THE COUNTY OF RIVERSIDE, CALIFORNIA

TENTATIVE TRACT MAP 38510

JULY 2025

OWNER
P & F INVESTMENT COMPANY
17100 PIONEER BLVD., SUITE 290
ARTESIA, CA 90701
PHONE (562) 775-4262
CONTACT: KWANG-TIEN HO

APPLICANT
TLC RIVERSIDE CHICAGO, LLC
4350 VON KARMAN AVE., SUITE 200
NEWPORT BEACH, CA 92660
PHONE (925) 331-7506
CONTACT: MICHAEL TORRES

ENGINEER
RICK ENGINEERING COMPANY
1770 IOWA AVE., SUITE 100
RIVERSIDE, CA 92507
(951) 782-0707
CONTACT: RICHARD O'NEILL

CASE: TTM38510
EXHIBIT: A-Site Plan
DATE: 07/31/2025
PLANNER: KMason

LEGAL DESCRIPTION

THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 3 SOUTH, RANGE 5 WEST, SAN BERNADINO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF;

EXCEPTING THEREFROM THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 24;

ALSO EXCEPTING THEREFROM THE SOUTHERLY 20 FEET OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID 24, AS DESCRIBED IN A DEED TO THE COUNTY OF RIVERSIDE, RECORDED JUNE 2, 1971 AS INSTRUMENT NO. 58755 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

ACCESSOR'S PARCEL NUMBERS

245-300-001, 245-300-004

EVA DESIGN NOTE:

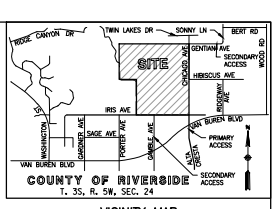
EMERGENCY VEHICLE ACCESS (EVA) DESIGN TO BE REVIEWED AND APPROVED BY FIRE AND TRANSPORTATION DEPARTMENTS.

RESTRICTED ACCESS NOTE:

ACCESS RESTRICTION SHALL BE PROVIDED ON FINAL MAP FOR LOTS 11-19 ALONG CHICAGO AVENUE

VICINITY MAP

NOT TO SCALE



LINE OF SIGHT AND LIMITED USE AREA CONFLICTS NOTE:

RECOMMEND ADDRESSING THROUGH:

1. ADJUST CORNER CUTBACK
2. EVALUATING WHETHER STOP CONTROL IS APPROPRIATE
3. REVIEW IF DESIGN EXCEPTION IS NEEDED

STOP CONTROL NOTE:

THE FOLLOWING INTERSECTIONS SHALL HAVE AN ALL-WAY STOP CONTROL:

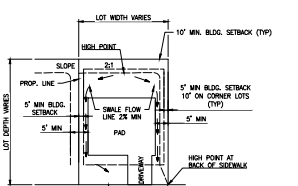
1. CHICAGO AVE AND STREET F
2. STREET A AND STREET O

NOTE A:

PROVIDE SIGNAGE TO DIRECT PEDESTRIANS TOWARD "STREET A" FOR CROSSING "STREET E"

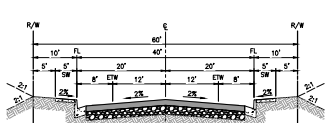
LINE AND CURVE DATA			
LINE #/CURVE #	LENGTH	BEARING/DELTA	RADIUS
C2	352.37'	016°49'28"	1200.00'
C3	130.41'	024°54'24"	300.00'
C4	304.03'	058°03'54"	300.00'
C5	209.35'	039°58'59"	300.00'
C6	504.87'	036°09'30"	800.00'
C7	268.96'	022°00'52"	700.00'
C8	201.06'	038°24'00"	300.00'
C9	168.54'	031°37'05"	305.42'
C10	91.27'	017°25'51"	300.00'
C11	112.91'	021°33'51"	300.00'
C12	202.80'	038°43'57"	300.00'
C13	231.16'	044°08'55"	300.00'
C15	82.96'	015°50'53"	300.00'
C16	131.93'	025°11'48"	300.00'
C17	207.51'	039°37'53"	300.00'
C25	104.70'	019°59'02"	300.18'
C26	180.04'	034°23'09"	300.00'
C27	142.77'	027°16'00"	300.00'
C28	201.58'	038°29'58"	300.00'
C29	56.02'	006°25'12"	500.00'
C30	23.65'	004°31'02"	300.00'
C31	86.06'	016°26'13"	300.00'
C32	99.66'	019°02'02"	300.00'
C33	223.20'	042°37'40"	300.00'
C34	142.15'	027°08'57"	300.00'
L2	68.22	N65°05'36"E	
L3	22.93	N90°00'00"E	
L4	20.00	S0°00'00"E	
L5	153.65	N73°27'44"E	
L6	132.57	S48°28'22"E	
L7	80.46	S88°27'21"E	
L8	346.27	S52°17'51"E	
L9	437.40	S30°16'58"E	

LINE AND CURVE DATA			
LINE #/CURVE #	LENGTH	BEARING/DELTA	RADIUS
L10	70.09	N38°24'00"E	
L11	620.76	N0°00'00"E	
L12	314.90	S87°51'19"W	
L13	396.93	S0°45'55"W	
L14	70.07	S35°11'47"W	
L15	321.82	N90°00'00"E	
L16	333.25	S0°00'00"E	
L17	78.74	S17°25'51"W	
L18	310.09	N90°00'00"E	
L19	73.89	S0°00'00"E	
L20	81.53	S21°33'51"W	
L21	373.55	N0°00'00"E	
L22	79.91	N38°43'57"E	
L23	117.02	S45°51'05"W	
L24	502.67	N90°00'00"W	
L25	202.91	S59°43'02"W	
L26	537.71	S50°22'07"W	
L27	764.54	N90°00'00"W	
L28	396.03	S0°49'24"W	
L31	1441.00	S89°36'01"E	
L41	107.92	N19°11'26"W	
L42	86.44	N0°52'07"E	
L43	1985.65	N89°38'18"W	
L44	694.66	S0°21'42"W	
L45	40.56	N78°32'03"W	
L46	352.32	N51°16'03"W	
L47	255.07	N12°46'04"W	
L48	216.28	N19°11'16"W	
L49	215.33	N39°37'03"W	
L50	143.10	N42°13'42"W	
L51	55.07	N62°51'03"E	
L54	40.50	N23°11'40"W	
L55	380.01	N44°08'55"W	



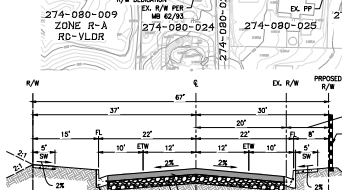
TYPICAL LOT GRADING DETAIL

NTS



PROPOSED STREETS

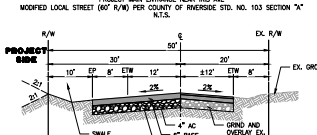
CHICAGO AVE (INTERIOR) AND STREET "K" THROUGH STREET "S"
LOCAL STREET (60' R/W) PER COUNTY OF RIVERSIDE
STD. NO. 105A SECTION "A"
N.T.S.



*SEE ADDITIONAL CHICAGO AVENUE TYPICAL STREET SECTION ON SHEET 2.

CHICAGO AVENUE

MODIFIED LOCAL STREET (60' R/W) PER COUNTY OF RIVERSIDE STD. NO. 103 SECTION "A"
N.T.S.



CHICAGO AVENUE

EAST BOUNDARY OF PROJECT BETWEEN HIBISCUS AVE AND GENTIAN AVE
LOCAL STREET (60' R/W) PER MODIFIED COUNTY OF RIVERSIDE
STD. NO. 105C
N.T.S.

EASEMENTS

A. A NON EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS AND FOR PUBLIC UTILITIES FOR THE BENEFIT OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 24, RECORDED JAN 31, 1962 AS INST. NO. 9499 O.R. IN FAVOR OF PROSPER SMITH AND MABLE SMITH AND VANDALEE SMITH.

A. AN EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES RECORDED DEC. 14, 1962 AS INSTRUMENT NO. 115782 O.R. IN FAVOR OF CALIFORNIA ELECTRIC POWER CO.

A. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, OVERHEAD AND UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMM. SYSTEMS AND INCIDENTAL PURPOSES, RECORDED JULY 23, 1975 AS INST. NO. 88697 O.R. IN FAVOR OF SO. CAL. EDISON CO.

A. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, OVERHEAD AND UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMM. SYSTEMS AND INCIDENTAL PURPOSES, RECORDED OCTOBER 1, 1975 AS INST. NO. 120652 O.R. IN FAVOR OF SO. CAL. EDISON CO.

A. AN EASEMENT FOR PUBLIC ROAD SLOPE PURPOSES AND INCIDENTAL PURPOSES, RECORDED SEPT. 23, 1982 AS INST. NO. 164972 O.R. IN FAVOR OF THE COUNTY OF RIVERSIDE.

A. AN EASEMENT FOR WATER PIPELINES AND POWER LINES AND INCIDENTAL PURPOSES, RECORDED MAY 22, 1963 AS INST. NO. 53385 O.R. IN FAVOR OF MWMD OR RIVERSIDE CO.

A. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCT. 2, 1973 AS INST. NO. 129103 O.R. IN FAVOR OF SO CAL EDISON CO.

A. PROPOSED LANDSCAPE EASEMENT

A. PROPOSED SLOPE/CONSERVATION EASEMENT

A. PROPOSED EMERGENCY VEHICLE ACCESS (EVA) EASEMENT

A. PROPOSED DRAINAGE EASEMENT

ESTIMATED GRADING QUANTITIES

ESTIMATED EXCAVATION:	520,000 C.Y.
ESTIMATED EMBANKMENT:	520,000 C.Y.

NOTE: THE GRADING QUANTITIES SHOW HEREON ARE RAW QUANTITIES FOR PERMIT PURPOSES ONLY AND ARE NOT TO BE USED FOR FINAL PAY QUANTITIES, THIS PROJECT IS DESIGNED TO BALANCE.

LEGEND

DAYLIGHT LINE
WATER SURFACE ELEVATION 100 YR
EASEMENT
RETAINING WALL
CROSSING (SEE PAGE 4)
TOP OF SLOPE
BOTTOM OF SLOPE
SIGHT LINE
LIMITED USE AREA

GENERAL NOTES

1. EXISTING ZONING: A-1-10
2. EXISTING LAND USE: RC-VLDR
3. EXISTING SURROUNDING LAND USE: RC-VLDR
4. PROPOSED LAND USE: RC-LDR
5. PROPOSED ZONING: R-1-10000
6. PROJECT ACREAGE: 140.8 AC. GROSS, 139.6 AC. NET
7. PROJECT NET ACREAGE IS GROSS ACRES MINUS STREET DEDICATIONS FOR IRIS AVENUE AND CHICAGO AVENUE (EAST BOUNDARY).
8. PROJECT DENSITY: 1.64 DU/AC (GROSS)
9. THIS PROJECT IS NOT WITHIN A SPECIFIC PLAN.
10. UTILITY PURVEYORS:
    WATER: WMWD
    SEWER: CITY OF RIVERSIDE
    GAS: SOUTHERN CALIFORNIA GAS COMPANY
    ELECTRIC: SOUTHERN CALIFORNIA EDISON
    TELEPHONE: AT&T
    CABLE TV: SPECTRUM
    STORM DRAIN: COUNTY OF RIVERSIDE
    FIRE: RIVERSIDE COUNTY FIRE DEPARTMENT
11. SCHOOL DISTRICT: RIVERSIDE UNIFIED
12. THIS PROJECT IS NOT WITHIN A COUNTY SERVICE AREA OR COMMUNITY FACILITIES DISTRICT.
13. THIS PROJECT IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGICAL HAZARDS AND IS NOT WITHIN A SPECIAL STUDIES ZONE.
14. TOPOGRAPHY COMPILED AND PREPARED BY RICK ENGINEERING COMPANY ON 2/03/22 AT 40 SCALE USING AERIAL METHODS AND 1 FOOT CONTOUR INTERVALS.
15. HORIZONTAL DATUM: NAD 83 (2010.0000 EPOCH), ZONE "A", AS DETERMINED LOCALLY BY A TIE IN CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) "CNPP" AND "MCPP" AS SHOWN HEREON (I.E. N 76°36'24" E)
16. VERTICAL DATUM: NGVD29 RIVERSIDE COUNTY BENCHMARK "YB 12-64", ELEV.= 1582.86'
17. AVERAGE RESIDENTIAL LOT SIZE: SEE LOT TABULATION
18. MINIMUM LOT SIZE: SEE LOT TABULATION
19. PROPOSED IMPROVEMENT SCHEDULE "A".
20. ALL SLOPES ARE 2:1 EXCEPT WHERE NOTED ON PLANS.
21. FEMA FLOOD ZONE: D
22. THIS PROJECT IS LOCATED WITHIN THE SANTA ANA RIVER WATERSHED.
23. THERE ARE FOUR KNOWN EXISTING WATER WELLS AND ONE UNDERGROUND SEPTIC TANK SYSTEM ON THE PROPERTY THAT ARE TO BE DESTROYED AND/OR REMOVED WITH THE PROPER PERMITS.
24. WATER QUALITY MEASURES AREA PRELIMINARY WATER QUALITY MANAGEMENT PLAN.
25. WATER QUALITY BASINS ARE TO BE MAINTAINED BY A COUNTY SERVICE AREA (CSA).
26. THIS TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
27. LOT "A" IS RESERVED FOR A SEWER LIFT STATION TO BE PRIVATELY MAINTAINED.
28. SEWER FORCE MAIN WILL TAKE SEWER FROM ON-SITE SEWER LIFT STATION SOUTHERLY TO VAN BUREN BLVD. AND TIE INTO EXISTING GRAVITY SEWER.
29. AREAS SHOWN ON EXHIBIT ARE NET SQUARE FOOTAGE AREAS.
30. LOT GROSS AREA FOR 1/2 ACRE LOTS AND ABOVE INCLUDES LOT-ADJACENT STREET RIGHT-OF-WAY MEASURED TO STREET CENTERLINE.
31. LOT NET AREA IS GROSS AREA MINUS STREET RIGHT-OF-WAY.
32. ALL EXISTING POWER POLES ADJACENT TO THE TRACT BOUNDARY ARE UNDER 33kV.
33. A PORTION OF THE PROJECT FALLS WITHIN A VERY HIGH FIRE HAZARD ZONE. A SEPARATE FUEL MODIFICATION PLAN HAS BEEN PREPARED AND SUBMITTED FOR THE SITE.
34. SEE CONCEPTUAL LANDSCAPE PLANS FOR DESCRIPTION OF AMENITIES.
35. ALL COMMON AREAS SUCH AS TRAILS, LANDSCAPING, COMMUNITY AMENITIES AND DRAINAGE SYSTEM WILL BE HOA MAINTAINED.
36. ALL ROCK CRUSHING ACTIVITIES MUST OCCUR IN THE NORTHWESTERN PORTION OF THE PROJECT SITE.
37. LAND SUBDIVIDER RESERVES THE RIGHT TO PHASE THE PROJECT PER SEPARATE PHASING PLAN.

GRAPHIC SCALE: 1"=100'

NO.	BY	DATE	REVISION

ENGINEER OF WORK

RICHARD C. O'NEILL R.C.E. 63285 DATE

LAND SURVEYOR

JEFFREY S. BOYDSTON L.S. 8835 DATE

RICK
1770 IOWA AVENUE, SUITE 100
RIVERSIDE, CA 92507
951-782-0707
rickengineering.com

ARROYO VISTA

TENTATIVE TRACT MAP 38510

PROJECT NO: 19427-A | SCALE: 1"=100'
DRAWN BY: JMR/MC | DATE: 7/31/2025

SHEET 1 OF 5

C:\RICK\Projects\19400's\19427-AC_Prelim_Engineering\Civil\Exhibits\TTM\19427A-C-TTM.dwg - plotted by: lestenson, Oct 30 2025-07:31 @ 11:51 - xlbmc_ma_30X22.ctb - © 2025 Rick Engineering Company

LOT MATRIX				
LOT NO.	NET AREA (SF)	GROSS AREA (SF)	NET AREA (AC)	GROSS AREA (AC)
1	46,123	47,366	1.06	1.09
2	39,466	44,050	0.91	1.01
3	38883	43,702	0.89	1.00
4	38,774	43,589	0.89	1.00
5	39,040	43,870	0.90	1.01
6	38,942	43,742	0.89	1.00
7	38,842	43,612	0.89	1.00
8	38,984	43,754	0.89	1.00
9	38,880	43,620	0.89	1.00
10	38,341	43,593	0.88	1.00
11	38,232	43,982	0.88	1.01
12	30,496	43,845	0.70	1.01
13	32,548	47,608	0.75	1.09
14	46,129	47,757	1.06	1.10
15	41,110	43,915	0.94	1.01
16	37,285	43,833	0.86	1.01
17	37,929	43,591	0.87	1.00
18	36,024	43,581	0.83	1.00
19	37,893	43,690	0.87	1.00
20	19,117	22,417	0.44	0.51
21	18,769	21,979	0.43	0.50
22	18,689	21,899	0.43	0.50
23	18,661	21,880	0.43	0.50
24	18,598	21,820	0.43	0.50
25	18,621	21,861	0.43	0.50
26	18,711	22,914	0.43	0.53
27	18,799	22,182	0.43	0.51
28	18,714	22,096	0.43	0.51
29	18,630	22,011	0.43	0.51
30	17,901	23,130	0.41	0.53
31	15,768	22,652	0.36	0.52
32	18,496	21,876	0.42	0.50
33	18,495	21,876	0.42	0.50
34	18,495	21,876	0.42	0.50
35	18,495	22,371	0.42	0.51
36	18,495	22,592	0.42	0.52
37	18,704	21,891	0.43	0.50
38	19,380	21,838	0.44	0.50
39	20,163	22,172	0.46	0.51
40	24,960	27,160	0.57	0.62
41	19,162	22,231	0.44	0.51
42	18,866	22,126	0.43	0.51
43	18,093	22,076	0.42	0.51
44	18,516	21,846	0.43	0.50
45	18,516	21,846	0.43	0.50
46	18,516	21,846	0.43	0.50
47	18,516	21,846	0.43	0.50
48	18,516	21,846	0.43	0.50
49	18,147	22,042	0.42	0.51
50	18,084	21,874	0.42	0.50
51	18,516	21,846	0.43	0.50
52	18,516	21,846	0.43	0.50
53	18,516	21,846	0.43	0.50
54	18,780	21,814	0.43	0.50
55	19,771	22,233	0.45	0.51

LOT MATRIX				
LOT NO.	NET AREA (SF)	GROSS AREA (SF)	NET AREA (AC)	GROSS AREA (AC)
56	19,204	21,782	0.44	0.50
57	14,143	–	0.32	–
58	14,868	–	0.34	–
59	19,089	22,029	0.44	0.51
60	19,585	22,045	0.45	0.51
61	18,472	21,872	0.42	0.50
62	13,541	22,193	0.31	0.51
63	19,037	21,917	0.44	0.50
64	18,198	23,395	0.42	0.54
65	11,925	–	0.27	–
66	11,994	–	0.28	–
67	11,904	–	0.27	–
68	11,974	–	0.27	–
69	12,333	–	0.28	–
70	11,676	–	0.27	–
71	11,923	–	0.27	–
72	12,562	–	0.29	–
73	11,699	–	0.27	–
74	11,153	–	0.26	–
75	11,063	–	0.25	–
76	10,915	–	0.25	–
77	10,931	–	0.25	–
78	10,749	–	0.25	–
79	11,359	–	0.27	–
80	11,664	–	0.27	–
81	11,242	–	0.26	–
82	10,900	–	0.25	–
83	11,412	–	0.26	–
84	10,890	–	0.25	–
85	12,962	–	0.30	–
86	12,705	21,786	0.29	0.50
87	31,077	32,828	0.71	0.75
88	20,149	22,764	0.46	0.52
89	20,572	22,580	0.47	0.52
90	20,770	22,798	0.48	0.52
91	20,746	22,773	0.48	0.52
92	10,912	–	0.25	–
93	10,997	–	0.25	–
94	11,000	–	0.25	–
95	11,968	–	0.27	–
96	17,022	26,927	0.39	0.62
97	19,318	21,782	0.44	0.50
98	20,320	22,425	0.47	0.51
99	19,504	21,793	0.45	0.50
100	16,471	–	0.38	–
101	16,035	–	0.37	–
102	10,961	–	0.25	–
103	12,618	–	0.29	–
104	10,911	–	0.25	–
105	10,943	–	0.25	–
106	11,128	–	0.26	–
107	11,248	–	0.26	–
108	11,625	–	0.27	–
109	11,500	–	0.26	–
110	11,500	–	0.26	–

LOT MATRIX				
LOT NO.	NET AREA (SF)	GROSS AREA (SF)	NET AREA (AC)	GROSS AREA (AC)
111	11,385	–	0.26	–
112	11,543	–	0.26	–
113	10,907	–	0.25	–
114	10,809	–	0.25	–
115	10,930	–	0.25	–
116	11,041	–	0.25	–
117	11,385	–	0.26	–
118	12,216	–	0.28	–
119	11,526	–	0.26	–
120	12,865	–	0.30	–
121	12,855	–	0.30	–
122	12,322	–	0.28	–
123	12,365	–	0.28	–
124	11,120	–	0.26	–
125	11,250	–	0.26	–
126	12,327	–	0.28	–
127	25,666	29,647	0.59	0.68
128	23,048	28,524	0.53	0.65
129	14,457	23,472	0.34	0.54
130	19,327	–	0.44	–
131	10,928	–	0.25	–
132	10,971	–	0.25	–
133	10,895	–	0.25	–
134	10,852	–	0.25	–
135	11,084	–	0.25	–
136	11,112	–	0.26	–
137	11,012	–	0.25	–
138	13,767	–	0.32	–
139	15,191	–	0.35	–
140	10,903	–	0.25	–
141	10,891	–	0.25	–
142	10,891	–	0.25	–
143	10,895	–	0.25	–
144	33,612	33,612	0.77	0.77
145	23,273	23,273	0.53	0.53
146	14,271	–	0.33	–
147	14,565	–	0.33	–
148	18,582	–	0.43	–
149	18,008	–	0.41	–
150	24,799	36,902	0.57	0.85
151	24,071	29,429	0.55	0.68
152	15,401	–	0.35	–
153	12,734	–	0.29	–
154	11,118	–	0.26	–
155	11,317	–	0.26	–
156	10,982	–	0.25	–
157	10,989	–	0.25	–
158	10,994	–	0.25	–
159	10,998	–	0.25	–
160	11,001	–	0.25	–
161	10,901	–	0.25	–
162	12,080	–	0.28	–
163	20,116	22,095	0.46	0.51
164	22,428	30,696	0.51	0.70
165	16,162	21,797	0.37	0.50

LOT MATRIX				
LOT NO.	NET AREA (SF)	GROSS AREA (SF)	NET AREA (AC)	GROSS AREA (AC)
166	16,258	21,803	0.37	0.50
167	18,402	21,920	0.38	0.50
168	21,921	26,821	0.50	0.62
169	11,132	–	0.26	–
170	11,194	–	0.26	–
171	11,101	–	0.25	–
172	10,950	–	0.25	–
173	10,962	–	0.25	–
174	10,903	–	0.25	–
175	12,050	–	0.28	–
176	11,512	–	0.26	–
177	11,389	–	0.26	–
178	11,200	–	0.26	–
179	11,570	–	0.27	–
180	14,411	–	0.33	–
181	11764	–	0.27	–
182	10,914	–	0.25	–
183	11,135	–	0.26	–
184	11,339	–	0.26	–
185	11,234	–	0.26	–
186	11,008	–	0.25	–
187	10,920	–	0.25	–
188	10,920	–	0.25	–
189	10,920	–	0.25	–
190	11,214	–	0.26	–
191	10,985	–	0.25	–
192	12,245	–	0.28	–
193	12,698	–	0.29	–
194	13,318	–	0.31	–
195	11,700	–	0.27	–
196	11,700	–	0.27	–
197	11,001	–	0.25	–
198	11,243	–	0.26	–
199	23,014	28,583	0.53	0.66
200	16,396	22,373	0.38	0.51
201	17,548	23,664	0.40	0.54
202	16,634	29,710	0.38	0.68
203	12,821	–	0.29	–
204	11,667	–	0.27	–
205	11,707	–	0.27	–
206	11735	–	0.27	–
207	11,960	–	0.27	–
208	11,791	–	0.27	–
209	11,817	–	0.27	–
210	11,817	–	0.27	–
211	11,652	–	0.27	–
212	17,038	25,938	0.39	0.60
213	10,958	–	0.25	–
214	10,920	–	0.25	–
215	10,920	–	0.25	–
216	10,920	–	0.25	–
217	12,930	–	0.30	–
218	13,008	–	0.30	–
219	13,493	–	0.31	–
220	10,929	–	0.25	–

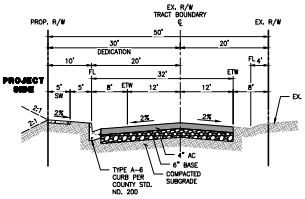
LOT MATRIX				
LOT NO.	NET AREA (SF)	GROSS AREA (SF)	NET AREA (AC)	GROSS AREA (AC)
221	12,205		0.28	
222	19,339	24,172	0.44	0.55
223	17,885	23,429	0.41	0.54
224	16,858	23,019	0.39	0.53
225	17,083	23,083	0.39	0.53
226	17,312	–	0.40	–
227	20,726	27,219	0.48	0.62
228	14,674	27,245	0.34	0.63
229	17,495	23,691	0.40	0.54
230	20,225	26,969	0.46	0.62
(231)	16,209	–	0.37	–

OPEN SPACE LOTS		
LOT NO.	DESCRIPTION	LOT AREA (AC)
A	SEWER LIFT STATION	0.25
B	WATER QUALITY BASIN	2.80
C	WATER QUALITY BASIN	1.15
D	WATER QUALITY BASIN	1.42
E	OPEN SPACE	15.75
F	OPEN SPACE	7.37
G	OPEN SPACE	0.41
H	TRAIL HEAD/PARKING	0.55
I	OPEN SPACE	0.18
J	INTERIOR STREETS DEDICATION	22.29
K	CHICAGO AVE (NORTHEAST) DEDICATION	0.48

MINIMUM LOT SIZE	
LOT NO. 134	10,852 SF (NET)
OVERALL AVERAGE RESIDENTIAL LOT SIZE	18,644 (GROSS)
AVERAGE RESIDENTIAL LOT SIZE BY CATEGORY	LOT AREA (SF)
1/4 ACRE LOTS (119 LOTS)	11,529 (NET)
1/3 ACRE LOTS (11 LOTS)	16,437 (NET)
1/2 ACRE LOTS (82 LOTS)	23,541 (GROSS)
1 ACRE LOTS (19 LOTS)	44,353 (GROSS)
PROPOZED ZONING	
R-1-10000	

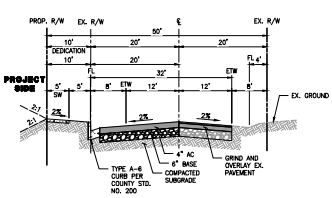
NOTES:

1. LOT GROSS AREA FOR 1/2 ACRE LOTS AND ABOVE INCLUDES LOT-ADJACENT STREET RIGHT-OF-WAY MEASURED TO STREET CENTERLINE.
2. LOT NET AREA IS GROSS AREA MINUS PUBLIC STREET RIGHT-OF-WAY.



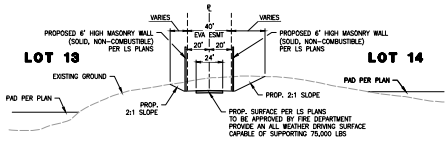
IRIS AVENUE

SOUTH WESTERLY BOUNDARY OF PROJECT TO GAMBLE AVE
LOCAL STREET (60' R/W) PER MODIFIED COUNTY OF RIVERSIDE STD. NO. 105A SECTION "A"
N.T.S.



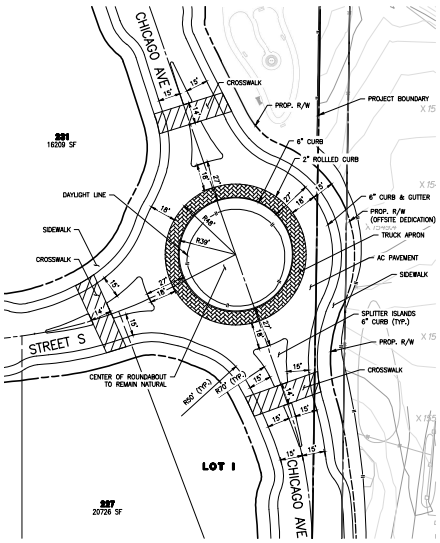
IRIS AVENUE

SOUTH BOUNDARY OF PROJECT FROM GABLE AVE TO CHICAGO AVE
LOCAL STREET (80' R/W) PER MODIFIED COUNTY OF RIVERSIDE STD. NO. 105A SECTION "A"
N.T.S.



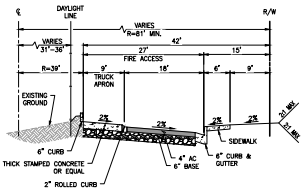
EMERGENCY VEHICLE ACCESS (EVA)

N.T.S.



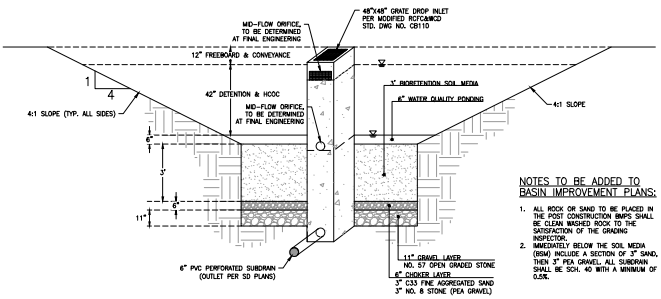
A 1 ROUNDABOUT DETAIL

SCALE: 1"=30'



ROUNDABOUT SECTION

PROJECT MAIN ENTRANCE NEAR IRIS AVE
PROPOSED ROUNDABOUT SECTION
N.T.S.



BIORETENTION BASIN DETAIL

NTS

NOTES TO BE ADDED TO BASIN IMPROVEMENT PLANS:

1. ALL ROCK OR SAND TO BE PLACED IN THE POST CONSTRUCTION BMPS SHALL BE CLEAN WASHED ROCK TO THE SATISFACTION OF THE GRADING INSPECTOR.
2. IMMEDIATELY BELOW THE SOIL MEDIA (BSM) INCLUDE A SECTION OF 3" SAND, THEN 3" PEA GRAVEL, ALL SUBDRAIN SHALL BE SCH. 40 WITH A MINIMUM OF 0.5%.

C:\RICK\Projects\21600\21427_Cityworks_GIS\21427-AC_Prelim_Engineering\Civil\Plotted\TTM 21427A-C-TTM.dwg - plotted by: brokerson, DW, 2025-07-31 @ 1:51 - ddrew_ca_2022.ctb - © 2025 Rick Engineering Company

NO.	BY	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER RICHARD C. O'NEILL No. 63285 CIVIL STATE OF CALIFORNIA

ENGINEER OF WORK

RICHARD C. O'NEILL R.C.E. 63285 DATE

LAND SURVEYOR

JEFFREY S. BOYDSTON L.S. 8835 DATE

LICENSED LAND SURVEYOR JEFFREY S. BOYDSTON No. 8835 STATE OF CALIFORNIA

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RIVERSIDE, CA 92507
951-782-0707
rickengineering.com

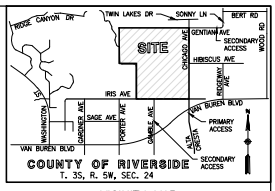
ARROYO VISTA

TENTATIVE TRACT MAP 38510

PROJECT NO:	19427-A	SCALE:	1"=100'
DRAWN BY:	JMH/ARC	DATE:	7/31/2025

IN THE COUNTY OF RIVERSIDE, CALIFORNIA

PRELIMINARY GRADING EXHIBIT
TTM 38510

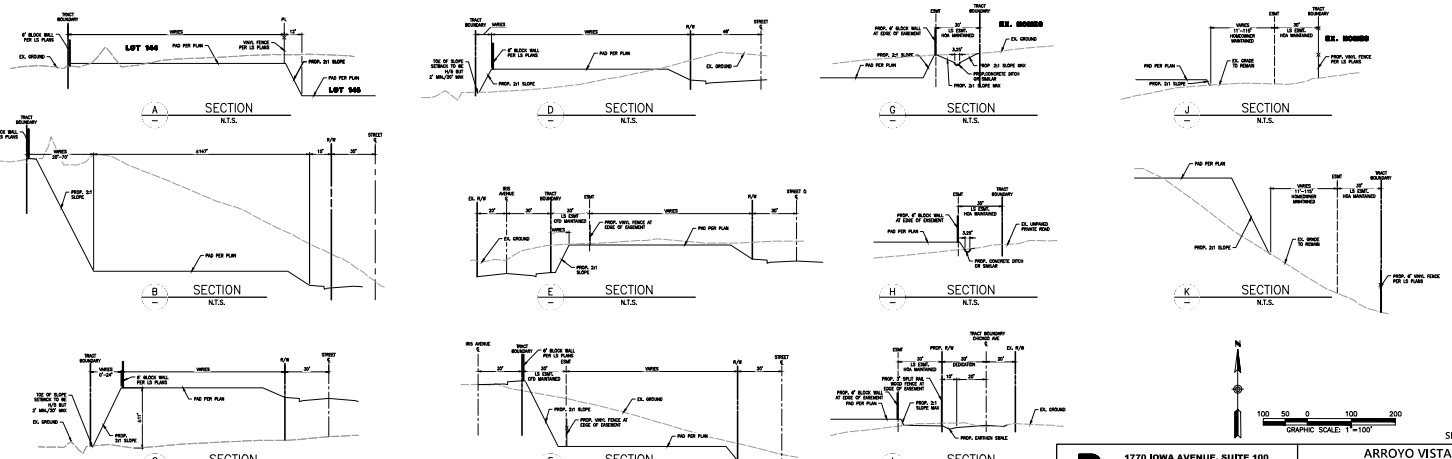


VICINITY MAP

NOT TO SCALE

NOTES:

1. ALL PROPOSED SLOPES SHOWN ARE 2:1 TYPICAL, UNLESS NOTED OTHERWISE.
2. BASIN INTERIOR SLOPES AND EMBANKMENT SLOPES ARE 4:1. CUT SLOPES ARE 2:1.
3. PROPOSED WALLS OR FENCES SHALL BE AT THE TOP OF SLOPES PER COUNTY OF RIVERSIDE STANDARDS UNLESS SHOWN OTHERWISE.
4. PROPOSED 2:1 SLOPES WITH TERRACE DRAINS SHALL BE WITHIN A SLOPE EASEMENT TO BE OWNED AND MAINTAINED BY HOA.



SHEET 3 OF 5

RICK
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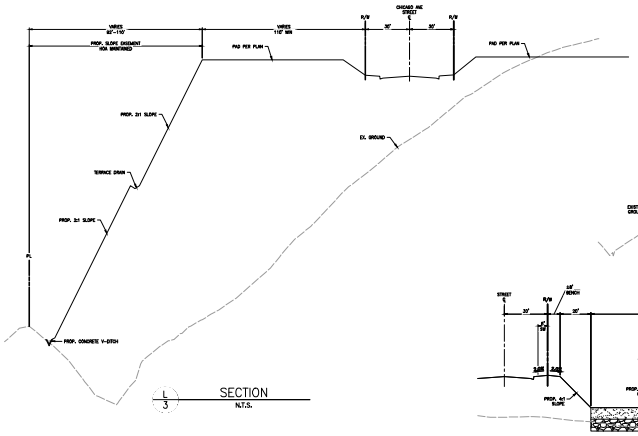
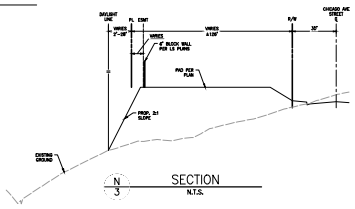
ARROYO VISTA
TENTATIVE TRACT MAP 38510
PRELIMINARY GRADING EXHIBIT

PROJECT NO:	19427-A	SCALE: 1"=100'
DRAWN BY:	JMR/MRC	DATE: 7/31/2025

C:\RICK\Projects\C19000\19427_Citrapolitan_EIG\19427-AC_Prelim_Engineering\Civil\Exhibit\TTM\19427A-C-TTM-PGRD.dwg — plotted by: tjohnson ON: 2025-07-31 @ 11:31 — xrefs: ...ncs_2022.dwt — © 2025 Rick Engineering Company



L 3 SECTION N.T.S.



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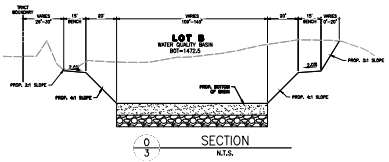

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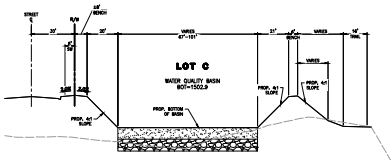
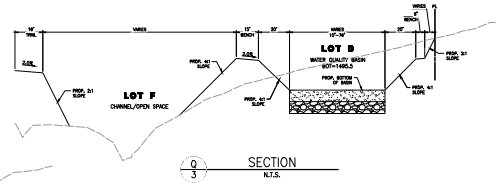


P 3 SECTION N.T.S.



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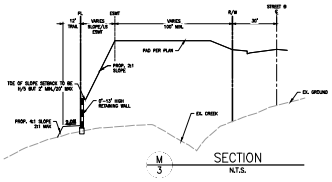
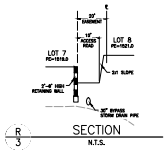
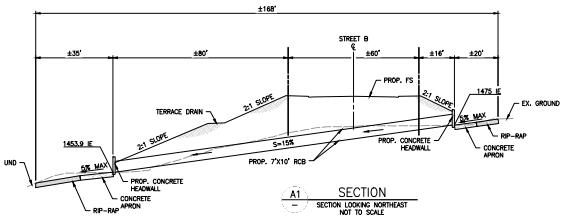


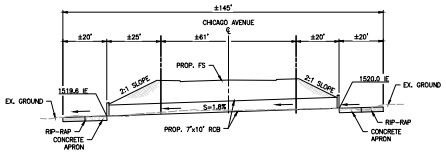
M 3 SECTION N.T.S.



R 3 SECTION N.T.S.



A1 SECTION SECTION LOOKING NORTHEAST NOT TO SCALE



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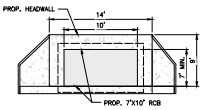

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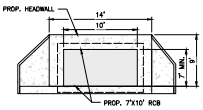

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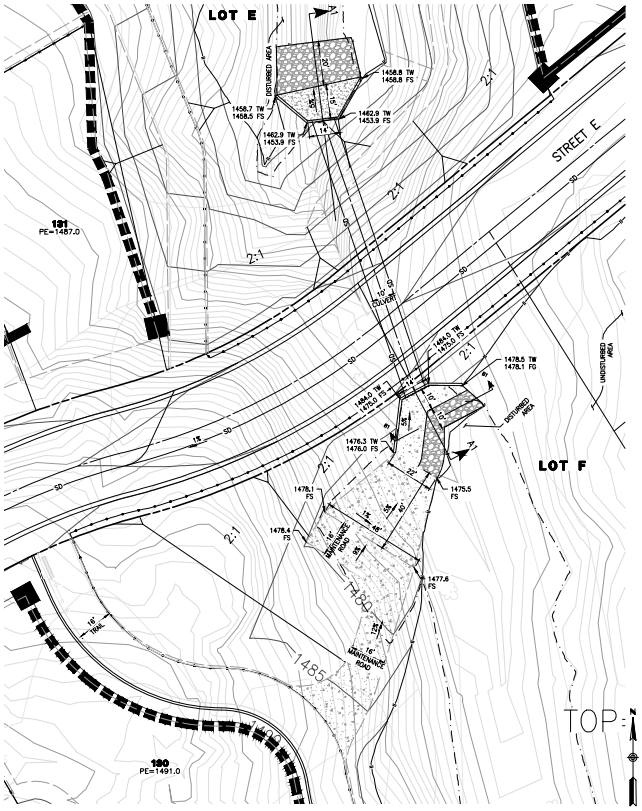
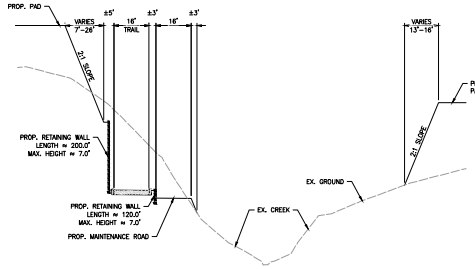
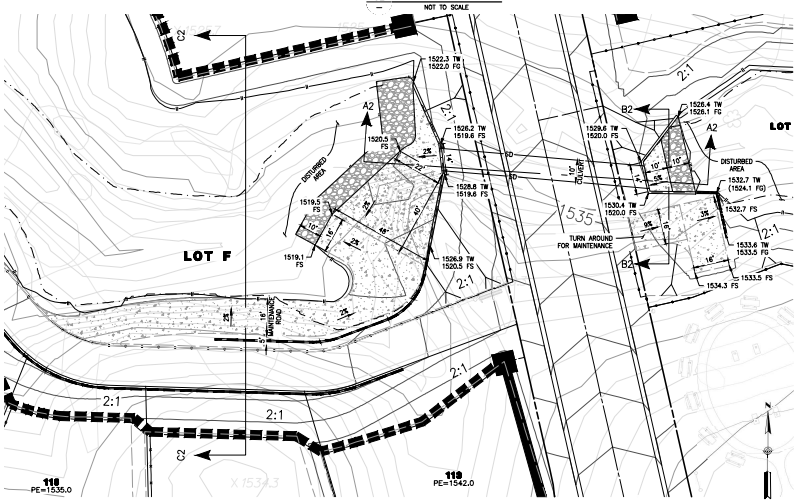


CROSSING #1
PUBLICLY MAINTAINED (COUNTY TRANSPORTATION)
SCALE: 1"=20'

GRAPHIC SCALE: 1"=20'



C2 SECTION NOT TO SCALE



GRAPHIC SCALE: 1"=20'

CROSSING #2
PUBLICLY MAINTAINED (COUNTY TRANSPORTATION)
SCALE: 1"=20'

NOTES:

1. CROSSINGS SHALL BE DESIGNED TO SUPPORT A MINIMUM GROSS VEHICULAR WEIGHT OF 75 THOUSAND POUNDS.

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ARROYO VISTA
TENTATIVE TRACT MAP 38510
PRELIMINARY GRADING EXHIBIT

PROJECT NO:	19427-A	SCALE:	1"=20'
DRAWN BY:	JMH/ARC	DATE:	7/31/2025

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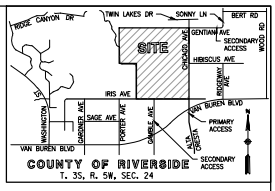
IN THE COUNTY OF RIVERSIDE, CALIFORNIA

PRELIMINARY UTILITY EXHIBIT
TTM 38510



VICINITY MAP

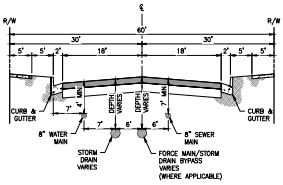
NOT TO SCALE

GENERAL NOTES FOR DRAINAGE MAINTENANCE:

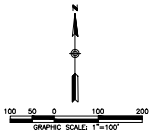
1. 36" DIAMETER STORM DRAIN AND UNDER SHALL BE MAINTAINED BY RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT (RCTD).
2. STORM DRAIN ABOVE 36" DIAMETER SHALL BE MAINTAINED BY RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT (RCFC&WCD).
3. LOTS C, AND D TO HAVE BLANKET EASEMENT IN FAVOR OF RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT (RCTD) FOR MAINTENANCE OF STORM DRAIN AND CULVERTS.
4. LOT B TO HAVE BLANKET EASEMENT IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT (RCFC&WCD) FOR MAINTENANCE OF STORM DRAIN AND CULVERTS.

LEGEND

- W — 8" WATER
- SD — 18"–54" STORM DRAIN
- S — 8" SEWER
- FM — 6" FORCE MAIN
- SD — 18"–54" STORM DRAIN BYPASS
- S — EX. SEWER MAIN
- W — EX. SEWER FORCE MAIN



TYPICAL UTILITY LAYOUT FOR LOCAL STREETS



SHEET 5 OF 5

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rickengineering.com

ARROYO VISTA
TENTATIVE TRACT MAP 38510
PRELIMINARY UTILITY EXHIBIT

PROJECT NO:	19427-A	SCALE:	1"=100'
DRAWN BY:	JMR/MC	DATE:	7/31/2025

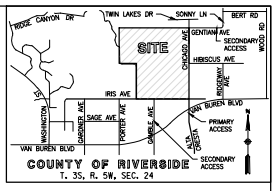
C:\RICK\Projects\19400's\19427-AC_Prelim_Engineering\Civil\Exhibit\TTM\19427A-C-TTM-RUE.dwg — plotted by: lparkinson ON: 2025-07-31 @ 11:58 — ctb=rec_mono.ctb — © 2025 Rick Engineering Company

IN THE COUNTY OF RIVERSIDE, CALIFORNIA

PRELIMINARY GRADING EXHIBIT
TTM 38510

CASE: TTM38510
EXHIBIT: G-Grading Pla
DATE: 7/31/2025
PLANNER: KMason

☐ Meeting ☐ Comment Agenda ☑ Final



VICINITY MAP
NOT TO SCALE

NOTES:

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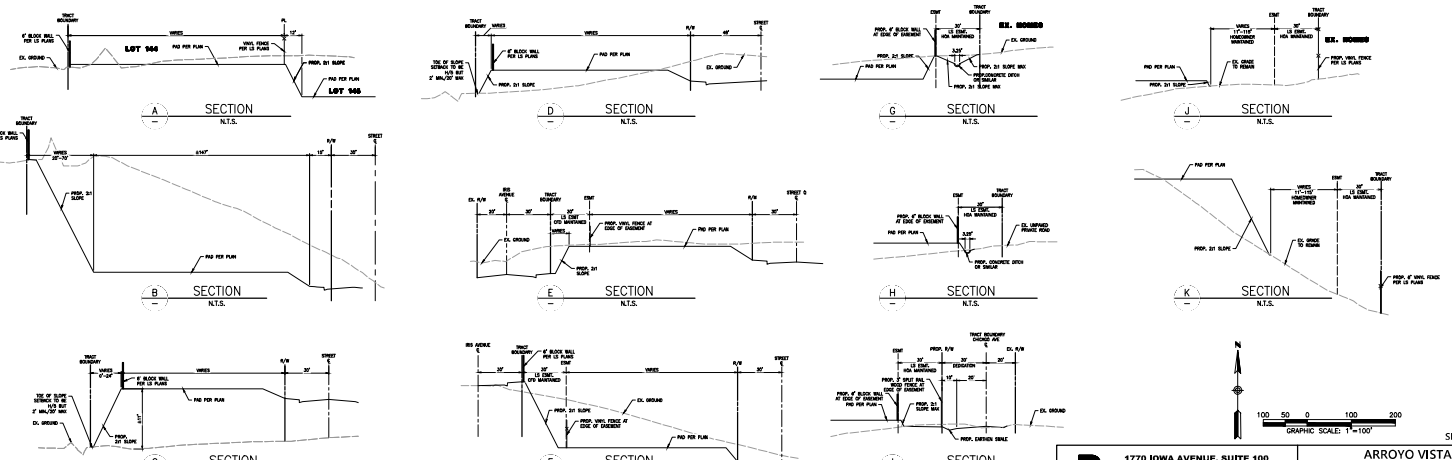

GRAPHIC SCALE: 1"=100'

SHEET 3 OF 5

RICK
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RIVERSIDE, CA 92507
951-782-0707
rickengineering.com

ARROYO VISTA
TENTATIVE TRACT MAP 38510
PRELIMINARY GRADING EXHIBIT

PROJECT NO: 19427-A SCALE: 1"=100'
DRAWN BY: JMR/MC DATE: 7/9/2025

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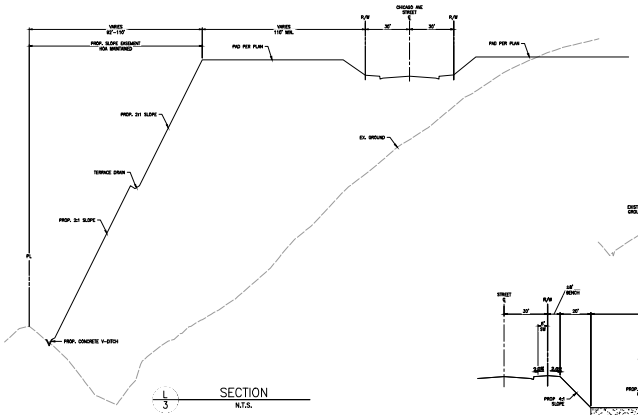

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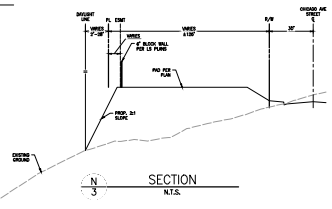

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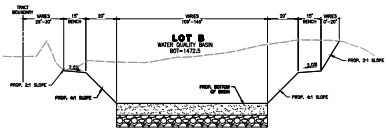

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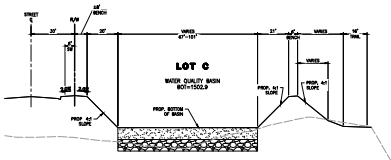

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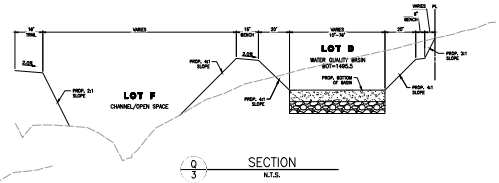

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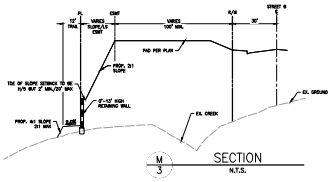

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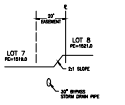

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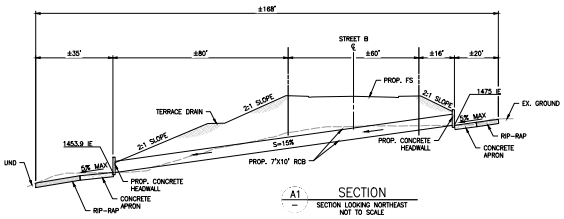

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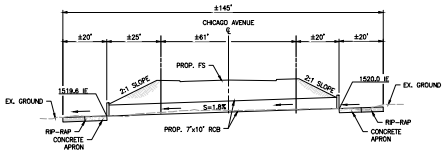

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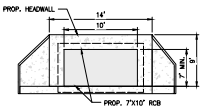

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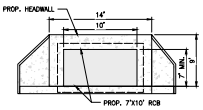

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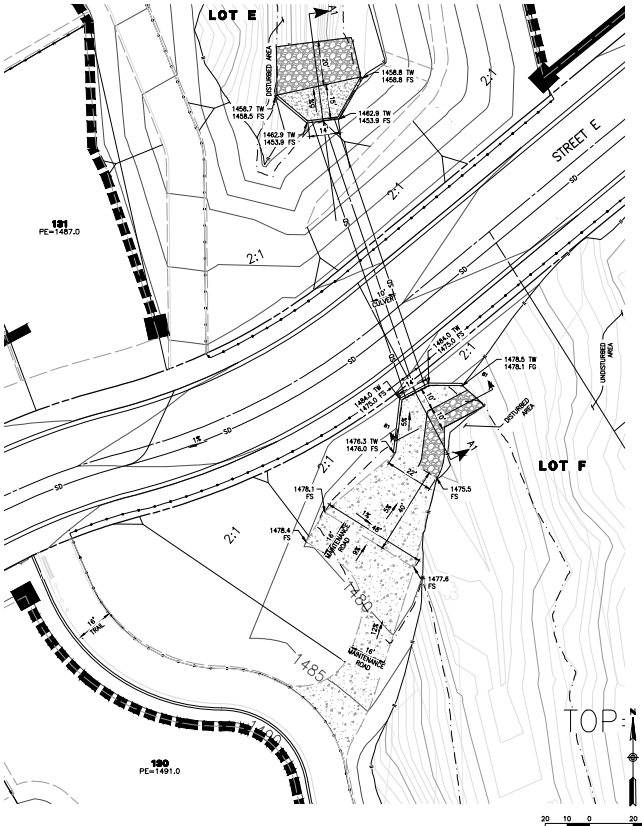

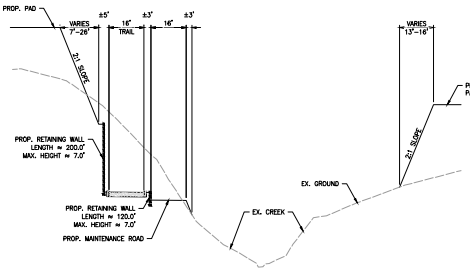

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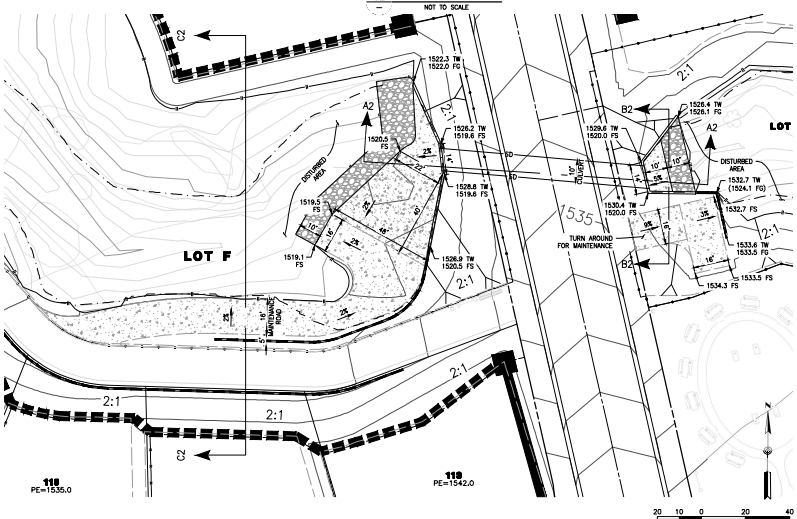

CROSSING #1

PUBLICLY MAINTAINED (COUNTY TRANSPORTATION)
SCALE: 1"=20'

GRAPHIC SCALE: 1"=20'

CROSSING #2

PUBLICLY MAINTAINED (COUNTY TRANSPORTATION)
SCALE: 1"=20'

GRAPHIC SCALE: 1"=20'

NOTES:

1. CROSSINGS SHALL BE DESIGNED TO SUPPORT A MINIMUM GROSS VEHICULAR WEIGHT OF 75 THOUSAND POUNDS.

RICK
1770 IOWA AVENUE, SUITE 100
RIVERSIDE, CA 92507
951-782-0707
rickengineering.com

ARROYO VISTA
TENTATIVE TRACT MAP 38510
PRELIMINARY GRADING EXHIBIT

PROJECT NO:	19427-A	SCALE:	1"=20'
DRAWN BY:	JMH/ARC	DATE:	7/9/2025

C:\RICK\Projects\C19000\19427-AC_Pndrn_Engineering\Civil\Plan\xfs\19427A-C-TTM-PGRD.dwg — plotted by: jpayne on: 2025-07-09 @ 17:28 — xfrms_acv_2022.ctb — ©2025 Rick Engineering Company

CASE: TTM38510
EXHIBIT: L- Concept La
DATE: 7/24/2025
PLANNER: KMason
☐ Meeting ☐ Comment Agenda ☑ Final

NOTES:
1. SLOPE PLANTING CONCEPT SHALL BE COMPLIANT WITH MINIMUM STANDARDS FOR BUILDING & SAFETY EROSION CONTROL STANDARDS
   - OVER 3 FEET VERTICAL: GROUNDCOVER PLANT MATERIAL MAXIMUM 12" O.C.
   - OVER 15 FEET VERTICAL: SHRUBS MAXIMUM 10' O.C., TREES 20' MAXIMUM O.C. OR A COMBINATION THEREOF
2. HYDROZONES WILL BE PROPERLY DESIGNATED AND PROPOSED METHOD OF IRRIGATION SHALL BE INDICATED
3. NO OVERHEAD IRRIGATION WITHIN 24" OF NON-PERMEABLE SURFACES
4. SUBSURFACE OR LOW-VOLUME IRRIGATION SHALL BE USED FOR IRREGULARLY SHAPED AREAS, OR AREAS LESS THAN 8' IN WIDTH
5. NO TREES WITHIN 10' OF DRIVEWAYS, ALLEYS, OR STREET INTERSECTIONS
6. PRIOR TO PROJECT CONSTRUCTION, I AGREE TO SUBMIT A COMPLETE LANDSCAPE CONSTRUCTION DOCUMENT PACKAGE THAT COMPLIES WITH THE REQUIREMENTS OF APPLICABLE ORDINANCES, INCLUDING BUT NOT NECESSARILY LIMITED TO ORDINANCE NO. 859.2; ORDINANCE 348, ORDINANCE 41; PROJECT CONDITIONS OF APPROVAL; AND IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED LANDSCAPE CONCEPT PLAN. SHOULD THE ORDINANCES BE REVISED, PLANS MAY BE SUBJECT TO CHANGE.

1. PROPERTY LINE
2. PARKWAYS
3. FUEL MOD BOUNDARY
4. SIGHT LINE
5. FIRE HYDRANT
6. RIGHT-OF-WAY
7. SIDEWALK
8. CURB

ARROYO VISTA

COUNTY OF RIVERSIDE | CA

THE TRUE LIFE COMPANIES | 21-176

DATE 5 | 22 | 25

LEGEND

1'=100' - 0" SCALE
0 100 200

NORTH

CONCEPTUAL LANDSCAPE PLAN | L1

URBAN ARENA

1 MULTI-USE TRAIL

2 NATIVE BOTANICAL GARDEN

3 HITCHING POST

4 WATER TROUGH FOR HORSES

5 TRAILHEAD PARKING & PICNIC

6 OUTDOOR PICNIC AREA

NOTES:

1. SLOPE PLANTING CONCEPT SHALL BE COMPLIANT WITH MINIMUM STANDARDS FOR BUILDING & SAFETY EROSION CONTROL STANDARDS
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7 WATER REFILL STATION

8 BENCH SEATING

9 TRIBAL AND FLORA & FAUNA EDUCATIONAL SIGNAGE

10 MONUMENT SIGNAGE

11 SEATING & GATHERING AREA

ARROYO VISTA

COUNTY OF RIVERSIDE | CA

THE TRUE LIFE COMPANIES | 21-176

DATE 5 | 22 | 25

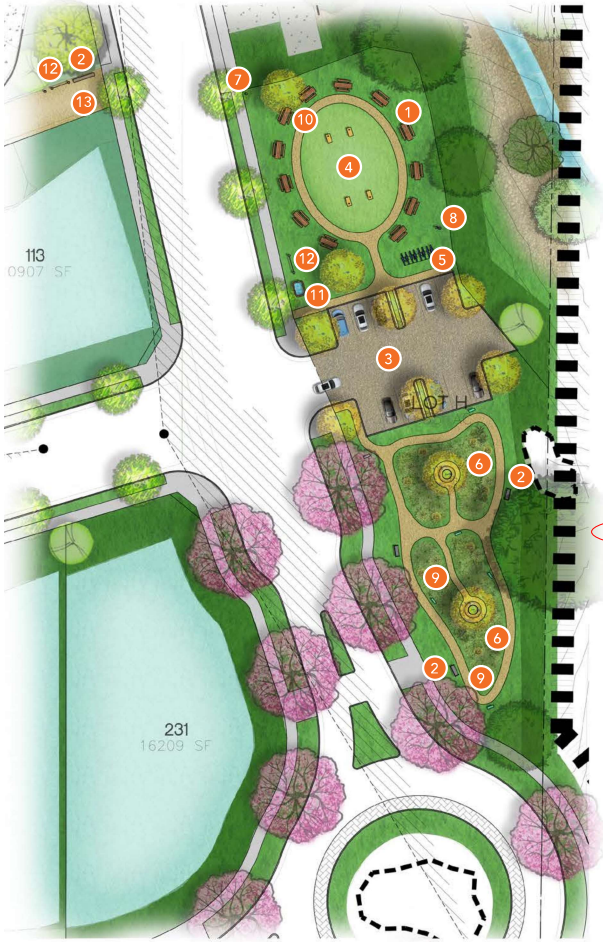
1"=100' - 0" SCALE

0 100 200

NORTH

TRAIL & AMENITIES PLAN | L2

URBAN ARENA

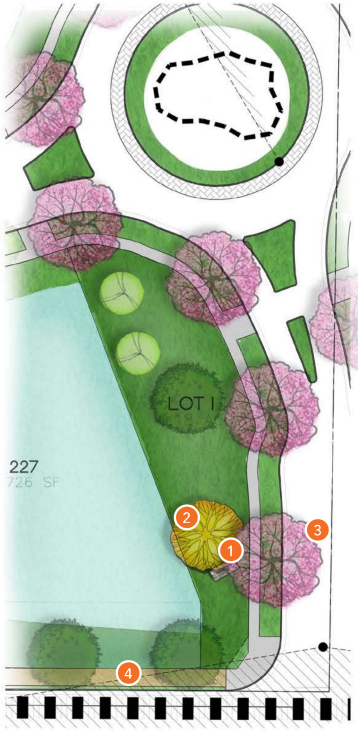


LANDSCAPE PARKING LOT SHADE CALCULATIONS

PERCENTAGE OF PARKING AREA REQUIRED TO BE SHADED (5-24 PARKING SPACES)	30% MIN.
NUMBER OF PARKING SPACES PROVIDED	12
(FOR PRELIMINARY PURPOSES ALL TREES ARE INDICATED AT 15 YEARS GROWTH AND CALCULATED AT 30' DIAMETER)	6 TREES (4242 SF) 12 SPACES (4196 SF)
TOTAL SHADED AREA:	4,242 SF
TOTAL PARKING AREA:	4,196 SF
PERCENT SHADED:	101.1%
TOTAL PERCENTAGE OF PARKING AREA PROVIDED TO BE SHADED	101%

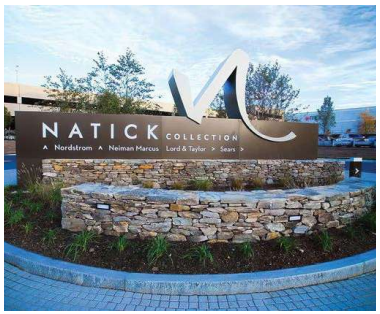
1. PICNIC TABLES
2. BENCHES
3. GRAVEL PARKING LOT — GRAVEL PARKING SHALL NOT BE PERMITTED.
4. LAWN
5. BIKE RACKS
6. NATIVE BOTANICAL GARDEN
7. PET WASTE STATION
8. WATER REFILL STATION
9. EDUCATIONAL SIGNAGE
10. WALKING PATH
11. WATER TROUGH FOR HORSES
12. HITCHING POST
13. TRAILHEAD

TRAILHEAD PARKING LOT / PICNIC AREA / NATIVE BOTANICAL GARDEN



1. MONUMENT SIGNAGE
2. FOCAL TREE
3. MAIN ENTRY
4. TRAIL

ENTRY MONUMENT SIGNAGE



ARROYO VISTA

COUNTY OF RIVERSIDE | CA

THE TRUE LIFE COMPANIES | 21-176

DATE 5 | 22 | 25

1"=20' - 0" SCALE

0 20 40

NORTH

AMENITY ENLARGEMENTS | L3

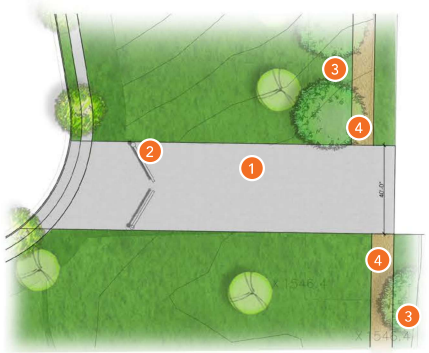
URBAN ARENA

1 TABLES WITH SEATING
2 EDUCATIONAL SIGNAGE
3 BIKE RACKS
4 WATER TROUGH FOR HORSES
5 BENCHES
6 TRAIL
7 HITCHING POST

CULTURAL EDUCATIONAL AREA

1 SEATING AREA
2 EDUCATIONAL SIGNAGE
3 BIKE RACKS
4 TRAIL CONNECTION
5 BENCHES
6 WATER TROUGH FOR HORSES
7 HITCHING POST

SEATING & GATHERING AREA



1 CONCRETE
2 FIRE ACCESS GATES
3 LANDSCAPE EASEMENT
4 TRAIL CONNECTION

EVA

NOTE:
EVA WILL HAVE FREE INGRESS AND EGRESS FOR EMERGENCY VEHICLES.

ARROYO VISTA

COUNTY OF RIVERSIDE | CA

THE TRUE LIFE COMPANIES | 21-176

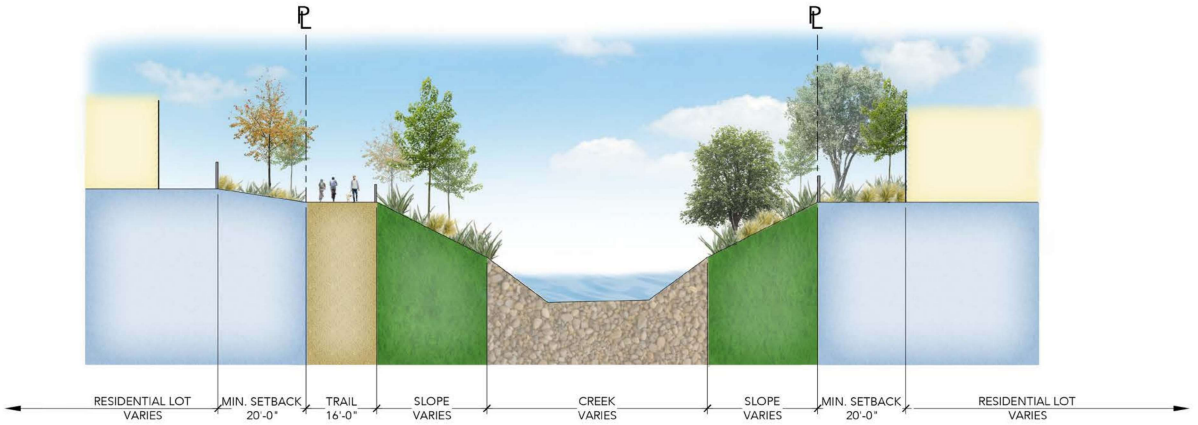
DATE 5 | 22 | 25

3/4" = 1' - 0" SCALE

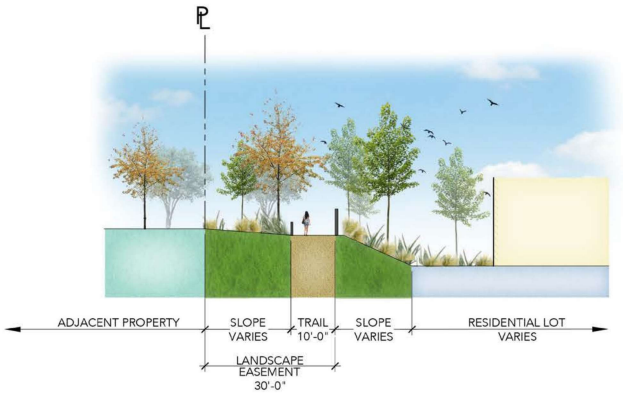
0 2 4

ENTRY MONUMENT SIGNAGE DETAIL | L5

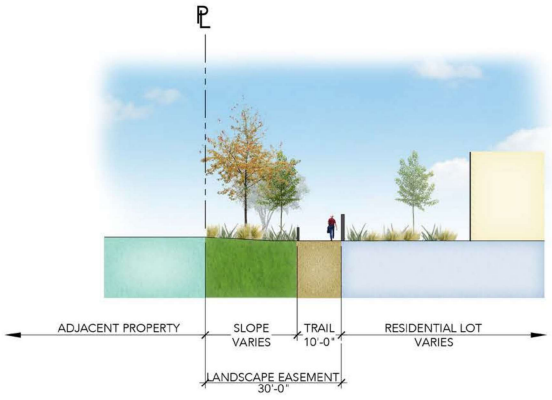
URBAN ARENA



TRAIL CROSS SECTION A



TRAIL CROSS SECTION B



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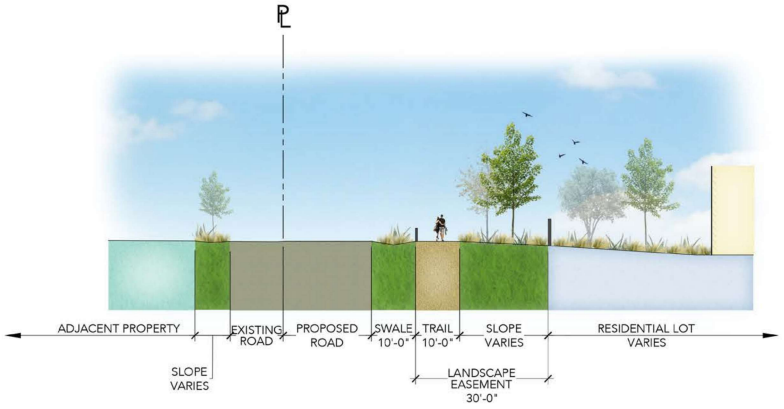

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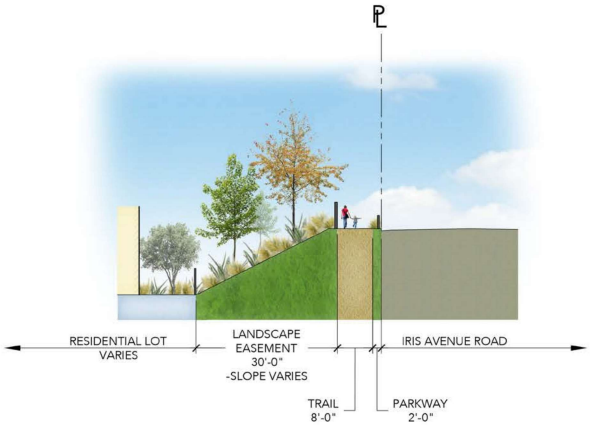


TRAIL CROSS SECTION E

ARROYO VISTA
COUNTY OF RIVERSIDE | CA
THE TRUE LIFE COMPANIES | 21-176
DATE 5 | 22 | 25

1"=10' - 0" SCALE
0 10 20

SECTIONS | L6

URBAN ARENA

TREE SCHEDULE

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
TREES			
AGONIS FLEXUOSA	PEPPERMINT TREE	24" BOX	L
CASSIA LEPTOPHYLLA	GOLD MEDALLION TREE	24" BOX	M
CHILOPSIS LINEARIS	DESERT WILLOW	24" BOX	L
CINNAMOMUM CAMPHORA	CAMPHOR TREE	24" BOX	M
GEIJERA PARVIFLORA	AUSTRALIAN WILLOW	24" BOX	M
JACARANDA MIMOSIFOLIA	JACARANDA	24" BOX	M
JUGLANS CALIFORNICA	SOUTHERN CALIFORNIA BLACK WALNUT	24" BOX	L
KOELREUTERIA BIPINNATA	CHINESE FLAME TREE	24" BOX	M
LYONOTHAMNUS FLORIBUNDUS ASPLENIFOLIUS	FERNLEAF CATALINA IRONWOOD	24" BOX	L
PARKINSONIA ACULEATA	MEXICAN PALO VERDE	24" BOX	L
PINUS SABINIANA	GHOST PINE	24" BOX	L
PINUS TORREYANA	TORREY PINE	24" BOX	M
PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	M
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX	M
PODOCARPUS GRACILIOR	FERN PINE	24" BOX	M
POPULUS FREMONTII	FREMONT COTTONWOOD	24" BOX	M
PROSOPIS	MESQUITE	24" BOX	L
QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX	L
QUERCUS ENGELMANNII	ENGELMANN OAK	24" BOX	L
SALIX GOODDINGII	GOODDING'S WILLOW	24" BOX	H
SALIX LAEVIGATA	RED WILLOW	24" BOX	H
SALIX LASIOLEPIS	ARROYO WILLOW	24" BOX	H
SALIX LUCIDA	PACIFIC WILLOW	24" BOX	H
SAMBUCUS NIGRA	BLACK ELDERBERRY	24" BOX	L
TABEBUIA IMPETIGINOSA	PINK TRUMPET TREE	24" BOX	M
TIPUANA TIPU	TIPU TREE	24" BOX	M
ULMUS PARVIFOLIA	LACEBARK ELM	24" BOX	L
UMBELLULARIA CALIFORNICA	BAY LAUREL	24" BOX	M
BIORETENTION TREES			
CHILOPSIS LINEARIS	DESERT WILLOW	24" BOX	L
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX	M
UMBELLULARIA CALIFORNICA	BAY LAUREL	24" BOX	M

Please review Fuel Mod Report as plants listed are non-fire resistant.

BIORETENTION PLANT SCHEDULE

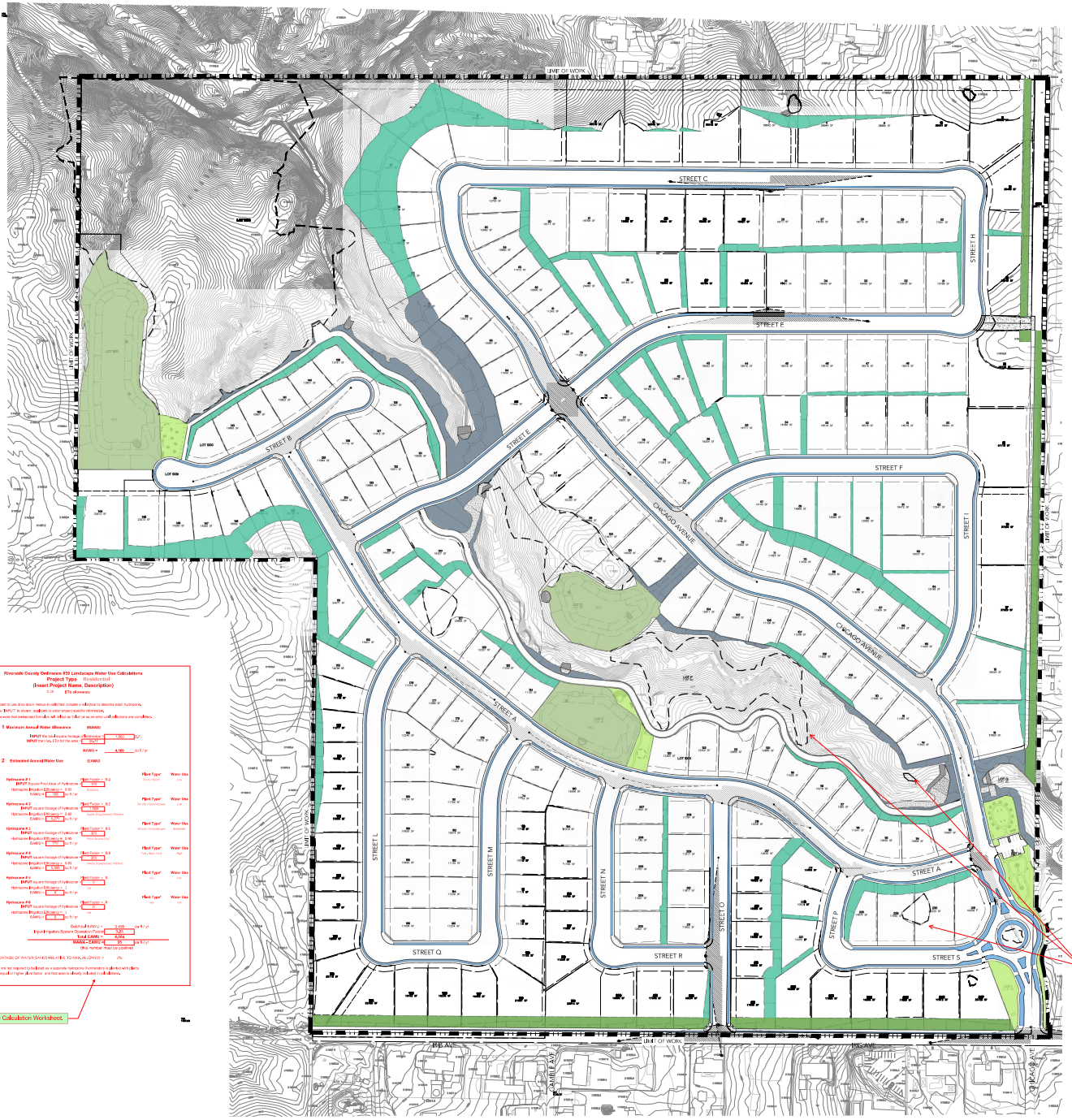
BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	SPACING
BIORETENTION SHRUBS				
ACHILLEA MILLEFOLIUM	COMMON YARROW	1 GAL	L	24" o.c.
AMORPHA FRUTICOSA	FALSE INDIGO	5 GAL	L	72" o.c.
ARISTIDA PURPUREA	PURPLE THREEAWN	1 GAL	L	18" o.c.
ARTEMISIA DOUGLASIANA	MUGWORT	5 GAL	L	48" o.c.
BACCHARIS PILULARIS	COYOTE BRUSH	1 GAL	L	48" o.c.
BACCHARIS SALICIFOLIA	MULEFAT	5 GAL	M	72" o.c.
CALYCANTHUS OCCIDENTALIS	WESTERN SPICEBUSH	5 GAL	M	72" o.c.
CAREX PANSA	MEADOW SEDGE	1 GAL	M	36" o.c.
CAREX PRAEGRACILIS	CALIFORNIA FIELD SEDGE	1 GAL	M	42" o.c.
CEANOTHUS GRISEUS 'SANTA ANA'	SANTA ANA CARMEL CEANOTHUS	5 GAL	M	120" o.c.
DISTICHLIS SPICATA	SALTGRASS	1 GAL	L	12" o.c.
ELEOCHARIS MONTEVIDENSIS	SAND SPIKERUSH	5 GAL	H	12" o.c.
IRIS DOUGLASIANA	DOUGLAS IRIS	1 GAL	M	36" o.c.
IVA HAYESIANA	SAN DIEGO POVERTY WEED	5 GAL	L	72" o.c.
JUNCUS SPP.	RUSH	5 GAL	L	
JUSTICIA CALIFORNICA	CHUPAROSA	5 GAL	L	72" o.c.
LEYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE GIANT WILD RYE	5 GAL	L	72" o.c.
LEYMUS TRITICOIDES `GREY DAWN`	GREY CREEPING WILD RYE	5 GAL	L	72" o.c.
MAHONIA NEVINII	NEVIN MAHONIA	5 GAL	L	78" o.c.
MIMULUS CARDINALIS	SCARLET MONKEYFLOWER	5 GAL	L	18" o.c.
MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	M	30" o.c.
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL	M	96" o.c.
POLYPODIUM CALIFORNICUM	CALIFORNIA POLYPODY	5 GAL	VL	36" o.c.
RIBES SPECIOSUM	FUCHSIA FLOWERING GOOSEBERRY	5 GAL	M	72" o.c.
RIBES VIBURNIFOLIUM	EVERGREEN CURRANT	5 GAL	M	96" o.c.
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	5 GAL	L	36" o.c.
SALIX LUCIDA LASIANDRA	PACIFIC WILLOW	15 GAL	H	216" o.c.
SAMBUCUS MEXICANA	MEXICAN ELDERBERRY	5 GAL	L	42" o.c.
SATUREJA DOUGLASII	YERBA BUENA	1 GAL	L	36" o.c.
SCIRPUS CERNUUS	LOW BULRUSH	5 GAL	H	96" o.c.
SPOROBOLUS AIROIDES	ALKALI SACATON	5 GAL	L	30" o.c.
VENEGASIA CARPESIOIDES	CANYON SUNFLOWER	5 GAL	L	48" o.c.

PLANT SCHEDULE

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	SPACING
SHRUBS				
ACALYPHA CALIFORNICA	CALIFORNIA COPPERLEAF	1 GAL	L	36" o.c.
ACHILLEA MILLEFOLIUM	COMMON YARROW	5 GAL	L	24" o.c.
ACMISPON GLABER	DEERWEED	1 GAL	VL	36" o.c.
ADENOSTOMA FASCICULATUM 'NICOLAS'	NICOLAS CHAMISE	5 GAL	VL	48" o.c.
AGAVE SPP.	AGAVE	5 GAL	L	48" o.c.
ALOE SPP.	ALOE	5 GAL	L	48" o.c.
ANEMOPSIS CALIFORNICA	YERBA MANSA	1 GAL	M	30" o.c.
ARCTOSTAPHYLOS MANZANITA 'BYRD HILL'	BYRD HILL COMMON MANZANITA	5 GAL	L	96" o.c.
ARCTOSTAPHYLOS X 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	L	72" o.c.
ARCTOSTAPHYLOS X 'JOHN DOURLEY'	JOHN DOURLEY MANZANITA	5 GAL	L	72" o.c.
ARCTOSTAPHYLOS X 'PACIFIC MIST'	PACIFIC MIST MANZANITA	5 GAL	L	96" o.c.
ARISTIDA PURPUREA	PURPLE THREEAWN	1 GAL	L	18" o.c.
ASCLEPIAS FASCICULARIS	NARROWLEAF MILKWEED	1 GAL	L	18" o.c.
BACCHARIS PILULARIS	COYOTE BRUSH	1 GAL	L	48" o.c.
BOUTELOUA GRACILIS	BLUE GRAMA GRASS	1 GAL	L	12" o.c.
CALLIANDRA CALIFORNICA	RED BAJA FAIRY DUSTER	5 GAL	L	48" o.c.
CAREX PRAEGRACILIS	CALIFORNIA FIELD SEDGE	1 GAL	M	42" o.c.
CAREX TUMULICOLA	FOOTHILL SEDGE	1 GAL	L	18" o.c.
CEANOTHUS SPP.	CALIFORNIA LILAC	1 GAL	VL	
CLINOPODIUM CHANDLERI	SAN MIGUEL SAVORY	1 GAL	L	36" o.c.
CLINOPODIUM DOUGLASII	YERBA BUENA	1 GAL	L	36" o.c.
CORETHROGYNE FILAGINIFOLIA 'SILVER CARPET'	CALIFONIA ASTER	1 GAL	M	48" o.c.
DIETES SPP.	IRIS	1 GAL	M	
DIPLACUS AURANTIACUS	STICKY MONKEYFLOWER	1 GAL	VL	24" o.c.
DUDLEYA SPP.	DUDLEYA	5 GAL	L	48" o.c.
DUDLEYA VIRENS INSULARIS	ISLAND GREEN DUDLEYA	1 GAL	L	12" o.c.
ELYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	1 GAL	L	48" o.c.
ENCELIA CALIFORNICA	CALIFORNIA ENCELIA	1 GAL	L	36" o.c.
ENCELIA FARINOSA	BRITTLEBUSH	1 GAL	VL	42" o.c.
EPILOBIUM CANUM CANUM	CALIFORNIA FUCHSIA	5 GAL	L	24" o.c.
ERICAMERIA PINIFOLIA	PINE BUSH	1 GAL	L	48" o.c.
ERIGERON GLAUCUS	SEASIDE DAISY	1 GAL	M	18" o.c.
ERIOGONUM SPP.	BUCKWHEAT	1 GAL	L	
ERIOPHYLLUM CONFERTIFLORUM	GOLDEN YARROW	1 GAL	VL	30" o.c.
FRAGARIA CHILOENSIS	BEACH STRAWBERRY	1 GAL	M	18" o.c.
FRAGARIA VESCA	WOODLAND STRAWBERRY	1 GAL	M	18" o.c.
FRANGULA CALIFORNICA 'LITTLE SUR'	LITTLE SUR COFFEEBERRY	5 GAL	L	72" o.c.
GALVEZIA SPECIOSA	ISLAND SNAPDRAGON	5 GAL	L	72" o.c.
GUTIERREZIA CALIFORNICA	CALIFORNIA MATCHWEED	1 GAL	L	24" o.c.
HESPEROYUCCA WHIPPLEI	CHAPARRAL YUCCA	1 GAL	L	48" o.c.
HETEROMELES ARBUTIFOLIA	TOYON	5 GAL	L	96" o.c.
HEUCHERA X 'CANYON DUET'	CANYON DUET CORAL BELLS	1 GAL	H	12" o.c.
IRIS DOUGLASIANA 'PACIFIC COAST HYBRIDS'	PCH IRIS	1 GAL	M	36" o.c.
ISOCOMA MENZIESII	GOLDENBUSH	1 GAL	VL	60" o.c.
IVA HAYESIANA	SAN DIEGO POVERTY WEED	5 GAL	L	72" o.c.
JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL	L	24" o.c.
LANTANA SPP.	LANTANA	5 GAL	L	48" o.c.
LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS JAPANESE PRIVET	5 GAL	M	72" o.c.
LOBELIA LAXIFLORA	MEXICAN LOBELIA	5 GAL	L	48" o.c.
LOMANDRA SPP.	MAT RUSH	1 GAL	M	
MALACOTHAMNUS CLEMENTINUS	SAN CLEMENTE ISLAND BUSHMALLOW	5 GAL	L	60" o.c.
MALACOTHAMNUS FASCICULATUS	BUSH MALLOW	5 GAL	L	72" o.c.
MONARDELLA VILLOSA FRANCISCANA	SAN FRANCISCO COYOTE MINT	1 GAL	L	30" o.c.
MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	M	30" o.c.
MYOPORUM SPECIES	MYOPRORUM	1 GAL	L	
PENSTEMON HETEROPHYLLUS 'MARGARITA BOP'	MARGARITA BOP PENSTEMON	1 GAL	L	36" o.c.
PRUNUS CAROLINIANA	CAROLINA CHERRY LAUREL	5 GAL	M	72" o.c.
RHAPHIOLEPIS SPP.	INDIAN HAWTHORN	1 GAL	M	
RIBES AUREUM GRACILLIMUM	GOLDEN CURRANT	5 GAL	L	72" o.c.
SATUREJA DOUGLASII	YERBA BUENA	1 GAL	L	36" o.c.
SENECIO SPP.	SENECIO	1 GAL	L	
SOLIDAGO VELUTINA CALIFORNICA	CALIFORNIA GOLDENROD	1 GAL	M	24" o.c.
VITIS CALIFORNICA X VINIFERA 'ROGER'S RED'	ROGER'S RED GRAPE	5 GAL	L	120" o.c.

FUEL MOD PLANT SCHEDULE

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	SPACING
FUEL MODIFICATION				
ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	HOWARD MCMINN VINE HILL MANZANITA	5 GAL	L	72" o.c.
ARCTOSTAPHYLOS MANZANITA 'BYRD HILL'	BYRD HILL COMMON MANZANITA	5 GAL	L	72" o.c.
BACCHARIS PILULARIS	COYOTE BRUSH	1 GAL	L	48" o.c.
DUDLEYA VIRENS INSULARIS	ISLAND GREEN DUDLEYA	1 GAL	L	12" o.c.
EPILOBIUM CANUM CANUM	CALIFORNIA FUCHSIA	1 GAL	L	24" o.c.
ERIGERON GLAUCUS	SEASIDE DAISY	1 GAL	M	18" o.c.
GALVEZIA SPECIOSA	ISLAND SNAPDRAGON	5 GAL	L	72" o.c.
HESPEROYUCCA WHIPPLEI	CHAPARRAL YUCCA	1 GAL	L	48" o.c.
MALACOTHAMNUS FASCICULATUS	BUSH MALLOW	5 GAL	L	72" o.c.
PRUNUS CAROLINIANA	CAROLINA CHERRY LAUREL	5 GAL	L	72" o.c.
RIBES AUREUM GRACILLIMUM	GOLDEN CURRANT	5 GAL	L	72" o.c.



Riverside County Ordinance 859 Landscape Water Use Calculations
Project Type: Residential
(Insert Project Name, Description)

Applicant to use drop down menus in cells that indicate a selection to describe each hydrozone.
Where "INPUT" is shown, applicant to enter project specific information.
Please note that embedded formulas will reflect as "Value" or as an error until calculations are completed.

1 Maximum Annual Water Allowance (MAWA)
INPUT the total square footage of landscape: 1000 SQ.FT.
INPUT the Eto, ETo for the area: 50 Inches
MAWA = 4,980 Gallons/Year

2 Estimated Annual Water Use (EAWU)

	Plant Type*	Water Use
Hydrozone #1	Plant Factor = 0.2	
INPUT Square Footage of Hydrozone: 500		
Hydrozone Irrigation Efficiency = 0.81		
EAWU = 1,235 Gallons/Year		
Hydrozone #2	Plant Factor = 0.2	
INPUT Square Footage of Hydrozone: 1,000		
Hydrozone Irrigation Efficiency = 0.81		
EAWU = 2,469 Gallons/Year		
Hydrozone #3	Plant Factor = 0.5	
INPUT Square Footage of Hydrozone: 300		
Hydrozone Irrigation Efficiency = 0.81		
EAWU = 1,852 Gallons/Year		
Hydrozone #4	Plant Factor = 0.8	
INPUT Square Footage of Hydrozone: 200		
Hydrozone Irrigation Efficiency = 0.81		
EAWU = 1,975 Gallons/Year		
Hydrozone #5	Plant Factor = 0	
INPUT Square Footage of Hydrozone: 0		
Hydrozone Irrigation Efficiency = 0		
EAWU = 0 Gallons/Year		
Hydrozone #6	Plant Factor = 0	
INPUT Square Footage of Hydrozone: 0		
Hydrozone Irrigation Efficiency = 0		
EAWU = 0 Gallons/Year		

Subtotal EAWU = 6,530 Gallons/Year
Input Irrigation System Dynamic Factor: 0.81
Total EAWU = 4,094 Gallons/Year
MAWA - EAWU = 91 Gallons/Year
(the number must be positive)

PERCENTAGE OF WATER SAVED RELATIVE TO MAXIMUM ALLOWED = 2%

* These are not required to be listed as a separate hydrozone if undertaken in conjunction with plants of an equal or higher water factor, and their area is already included in calculations.

Provide County of Riverside - Water Use Calculation Worksheet.

CONCEPTUAL IRRIGATION SCHEDULE

SYMBOL	DESCRIPTION	QTY
	LANDSCAPE EASEMENT IRRIGATION IRRIGATED WITH SUBSURFACE DRIP IRRIGATION FOR SHRUBS AND ROOT WATERING SYSTEMS FOR TREES	94,845 SF
	OPEN REC. AREA IRRIGATION IRRIGATED WITH SUBSURFACE DRIP IRRIGATION FOR SHRUBS AND ROOT WATERING SYSTEMS FOR TREES	35,710 SF
	OPEN SPACE IRRIGATION SUBSURFACE IRRIGATION FOR IRREGULAR SHAPED AREAS OR AREAS LESS THAN 8 FEET IN WIDTH. ROOT WATER SYSTEMS FOR TREES.	33,486 SF
	PARKWAY IRRIGATION IRRIGATED WITH SUBSURFACE DRIP IRRIGATION FOR SHRUBS AND ROOT WATERING SYSTEMS FOR TREES	115,642 SF
	REAR YARD SLOPE IRRIGATION IRRIGATED WITH HIGH EFFICIENCY ROTARY NOZZLES FOR SHRUBS AND FLOOR BUBBLERS FOR TREES	249,902 SF
	WATER QUALITY IRRIGATION IRRIGATED WITH HIGH EFFICIENCY ROTORS FOR SHRUBS NOTE: STANDALONE WATER METERS/ POC FOR EACH WATER QUALITY BASIN	186,122 SF

GENERAL IRRIGATION NOTES

A. ALL IMPROVEMENTS SHALL COMPLY WITH THE STANDARD UNIFORM BUILDING CODE.
B. THIS IRRIGATION CONCEPTUAL DESIGN IS DIAGRAMMATIC AND IS SUBJECT TO CHANGE UPON SITE CHANGES.
C. WATER USE CALCULATIONS ONLY INCLUDE AREAS WITHIN PROPERTY LINES.
D. IRRIGATION WILL BE DESIGNED WITH THE LATEST STATE WATER ORDINANCE WITH THE USE OF THE MOST EFFICIENT IRRIGATION PRODUCTS TO MINIMIZE RUN-OFF AND WATER WASTE.
E. A WATER AUDIT IS TO BE PERFORMED BY A CERTIFIED WATER AUDITOR UPON COMPLETION OF IRRIGATION INSTALLATION.
F. MAINTENANCE SCHEDULE WILL BE PROVIDED TO ENSURE THE PROPER IRRIGATION WATERING WINDOW RESTRICTIONS ARE MET.
G. NO OVERHEAD IRRIGATION ALLOWED WITHIN 24" OF NON-PERMEABLE SURFACES.
H. SUBSURFACE OR LOW-VOLUME IRRIGATION MUST BE USED FOR IRREGULAR SHAPED AREAS, OR AREAS LESS THAN 8 FEET IN WIDTH.

CALIFORNIA WATER EFFICIENT LANDSCAPE WORKSHEET

REFERENCE EVAPOTRANSPIRATION (ET$_o$)		MAP		PROJECT TYPE	Non-Residential		0.55
HYDROZONE # / PLANTING DESCRIPTION[1]	PLANT FACTOR (PF)	IRRIGATION METHOD[2]	IRRIGATION EFFICIENCY (IE)[3]	ETAF (PF/IE)	LANDSCAPE AREA (SQ. FT.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)[4]
REGULAR LANDSCAPE AREAS							
ML1 - LANDSCAPE EASEMENT	0.35	DRIP	0.81	0.43	152402	65853	2298655
ML2 - OPEN REC.	0.35	DRIP	0.81	0.43	37934	16391	572152
ML3 - OPEN SPACE	0.35	DRIP	0.81	0.43	33486	14469	505064
ML5 - PARKWAY	0.35	DRIP	0.81	0.43	116695	50430	1761109
ML5 - REAR YEARD SLOPE	0.35	OVERHEAD	0.75	0.47	236565	110210	3847002
ML6 - WATER QUALITY	0.35	OVERHEAD	0.75	0.47	186608	87084	3039745
					TOTALS	763490	346517	12025727
							ETWU TOTAL	12025727
					MAXIMUM ALLOWED WATER ALLOWANCE (MAWA)[5]			14657710
ETAF CALCULATIONS								
REGULAR LANDSCAPE AREAS								
TOTAL ETAF X AREA	346517							
TOTAL AREA	763490							
AVERAGE ETAF	0.45							
ALL LANDSCAPE AREAS								
TOTAL ETAF X AREA	346517							
TOTAL AREA	763490							
AVERAGEAE ETAF	0.45							

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DATE 5 | 22 | 25

1"=100' - 0" SCALE NORTH

0 100 200

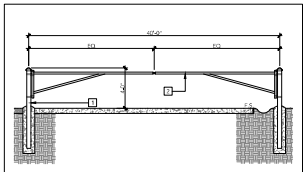
HYDROZONE EXHIBIT | L8

URBAN ARENA

FENCE & WALL LEGEND

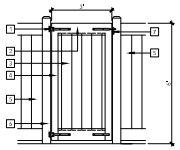
SYMBOL	DESCRIPTION	DETAIL
	6' TYPICAL PRIVACY VINYL FENCE (LAST 5' NON-COMBUSTIBLE)	2
	6' TUBULAR STEEL VIEW FENCE	4
	4' TUBULAR STEEL VIEW FENCE	8
	6' HIGH MASONRY WALL (SOLID NON-COMBUSTIBLE - PER FUEL MOD. REQUIREMENTS)	1
	7' HIGH MASONRY WALL (SOLID NON-COMBUSTIBLE - PER FUEL MOD. REQUIREMENTS)	1
	3' SPLIT RAIL WOOD FENCE	9
	RETAINING WALL PER PLANS BY CIVIL ENGINEER	
	SOLID CMU WALL OR MATERIAL APPROVED OTHERWISE BY ROFD/CAL FIRE	1
	6' DOUBLE PICKET TUBULAR STEEL FENCE	3
	4' SPLIT RAIL WOOD FENCE WITH WIRE MESH	6
	6'-6" HIGH MASONRY PILASTER	1
	FIRE ACCESS GATE	5
	VINYL OR WROUGHT IRON VIEW FENCE OPTION	2 OR 4
	MAINTENANCE ACCESS POINT	
	TUBULAR STEEL MAINTENANCE GATE	10
	VINYL MAINTENANCE GATE	7
	TUBULAR STEEL VIEW FENCE GATE	11

NOTES:
1. ALL FENCE MATERIAL WITHIN 5 FT. OF STRUCTURE SHALL BE NON-COMBUSTIBLE
2. VINYL GATES TO BE INSTALLED AT SIDE YARD OF EACH LOT FOR ACCESS



- GATE POST - 4" HIGH X 4" O.D. GALVANIZED PIPE SCH. 40 WITH PRESSED STEEL DOME CAP
- TOP RAIL - SCH. 40 GALVANIZED PIPE

5 | FIRE ACCESS GATE N.T.S.

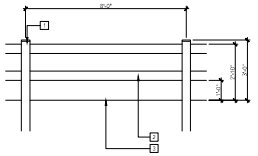


- HEAVY DUTY MULTI-ADJUST GATE T-HINGE
- 2"X 7" ALUMINUM TOP AND BOTTOM RAILS WITH VINYL SLEEVE
- 1" X 6" TONGUE AND GROOVE BOARD-PICKETS SLIDE INTO UPPER AND LOWER GROOVED RAILS
- 2"X4" ALUMINUM UPRIGHTS WITH VINYL SLEEVE
- ADJACENT VINYL FENCE OR CMU WALL
- 5" X 5" ALUMINUM POST WITH VINYL SLEEVE
- GATE LATCH BY OTHERS

7 | VINYL GATE N.T.S.

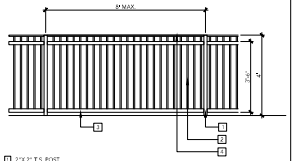
- 5" SQ WOOD POST
- 4" SQ WOOD DOWELED RAILS
- WIRE MESH
- FINISH GRADE

6 | 4' SPLIT RAIL FENCE W/ WIRE MESH N.T.S.



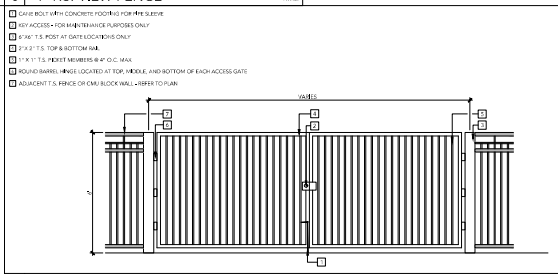
- 5"x5" WOOD POST WITH CAP
- 3" X 6" WOOD RAILS
- FINISH GRADE

9 | 3' WOOD SPLIT RAIL FENCE N.T.S.



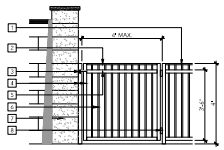
- 2"X 2" T.S. POST
- 1"X 1" T.S. PICKET MEMBER @ 4" O.C. MAX.
- 2"X 2" T.S. TOP & BOTTOM RAIL
- 1"X 2" T.S. TOP CAP RAIL

8 | 4' T.S. VIEW FENCE N.T.S.



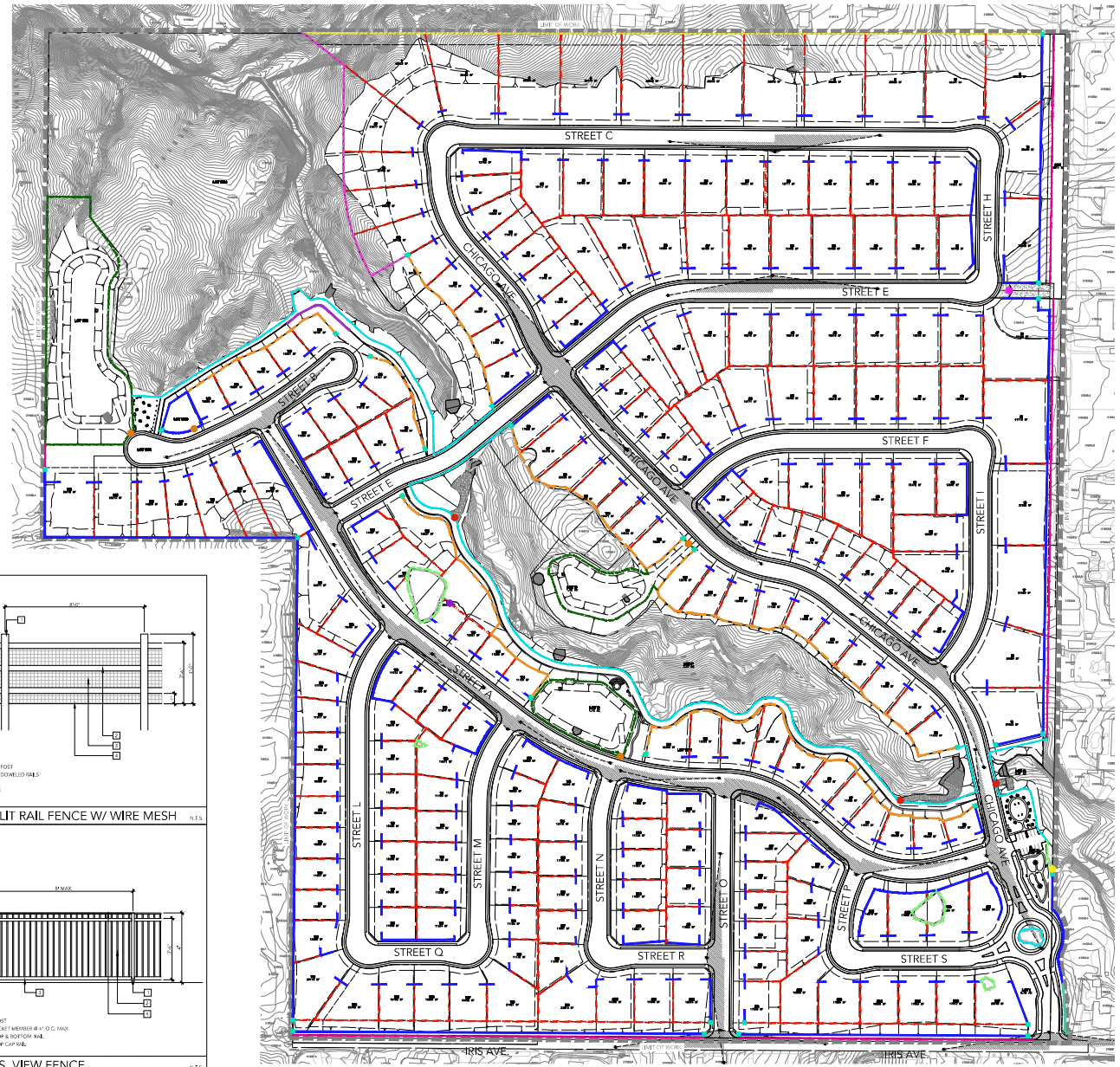
- CANE BOLT WITH CONCRETE FOOTING FOR FIRE SLEEVE
- KEY ACCESS - FOR MAINTENANCE PURPOSES ONLY
- 6"X6" T.S. POST AT GATE LOCATIONS ONLY
- 2"X 2" T.S. TOP & BOTTOM RAIL
- 1"X 1" T.S. PICKET MEMBERS @ 4" O.C. MAX.
- ROUND BARREL HINGE LOCATED AT TOP, MIDDLE, AND BOTTOM OF EACH ACCESS GATE
- ADJACENT T.S. FENCE OR CMU BLOCK WALL - REFER TO PLAN

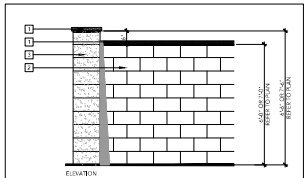
10 | 6' T.S. MAINTENANCE GATE N.T.S.



- ADJACENT FENCE - SEE SEPARATE DETAIL
- 1"X 2" T.S. TOP CAP RAIL
- GATE LATCH HARDWARE WITH LOCK
- 2"X 2" T.S. POST
- 2"X 2" T.S. TOP & BOTTOM RAIL
- 1"X 1" T.S. PICKET MEMBER @ 4" O.C. MAX.
- ADJACENT PILASTER BLOCK WALL - SEE SEPARATE DETAIL
- GATE HINGES

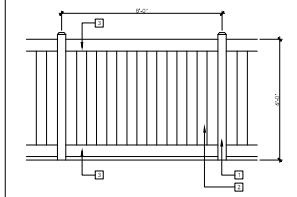
11 | T.S. VIEW FENCE GATE N.T.S.





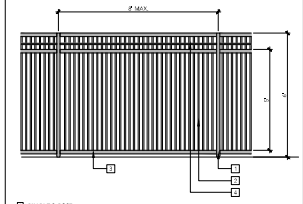
- ANGELUS CONCRETE SPLIT-FACE CAP- COLOR SANDSTONE
- WALL CAP - 8"X16"X4"
- PILASTER CAP - 20"X18"X4"
- ANGELUS ONE-SIDED SIDE SPLIT-FACE COLOR TO BE SANDSTONE
- TO BE FLAT TO FACE STREET - PRECISION ON HOMEOWNER'S SIDE
- 16" SQUARE BLOCK PILASTER - COLOR TO BE BURNISHED NATURAL GRAY

1 | C.M.U. BLOCK WALL N.T.S.



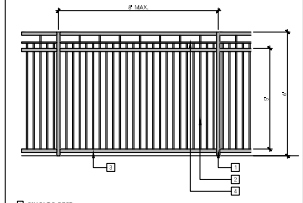
- 5"X 5" ALUMINUM POST WITH VINYL SLEEVE
- 6" TONGUE & GROOVE VINYL PLANK
- 2"X 7" ALUMINUM TOP & BOTTOM RAIL WITH VINYL SLEEVE

2 | VINYL PRIVACY FENCE N.T.S.



- 2"X 2" T.S. POST
- 1"X 1" T.S. PICKET MEMBER @ 2" O.C. MAX.
- 2"X 2" T.S. TOP & BOTTOM RAIL
- 1"X 2" T.S. HORIZONTAL RAIL

3 | 6' DOUBLE PICKET T.S. FENCE N.T.S.



- 2"X 2" T.S. POST
- 1"X 1" T.S. PICKET MEMBER @ 4" O.C. MAX.
- 2"X 2" T.S. TOP & BOTTOM RAIL
- 1"X 2" T.S. HORIZONTAL RAIL

4 | 6' T.S. VIEW FENCE N.T.S.

ARROYO VISTA

COUNTY OF RIVERSIDE | CA

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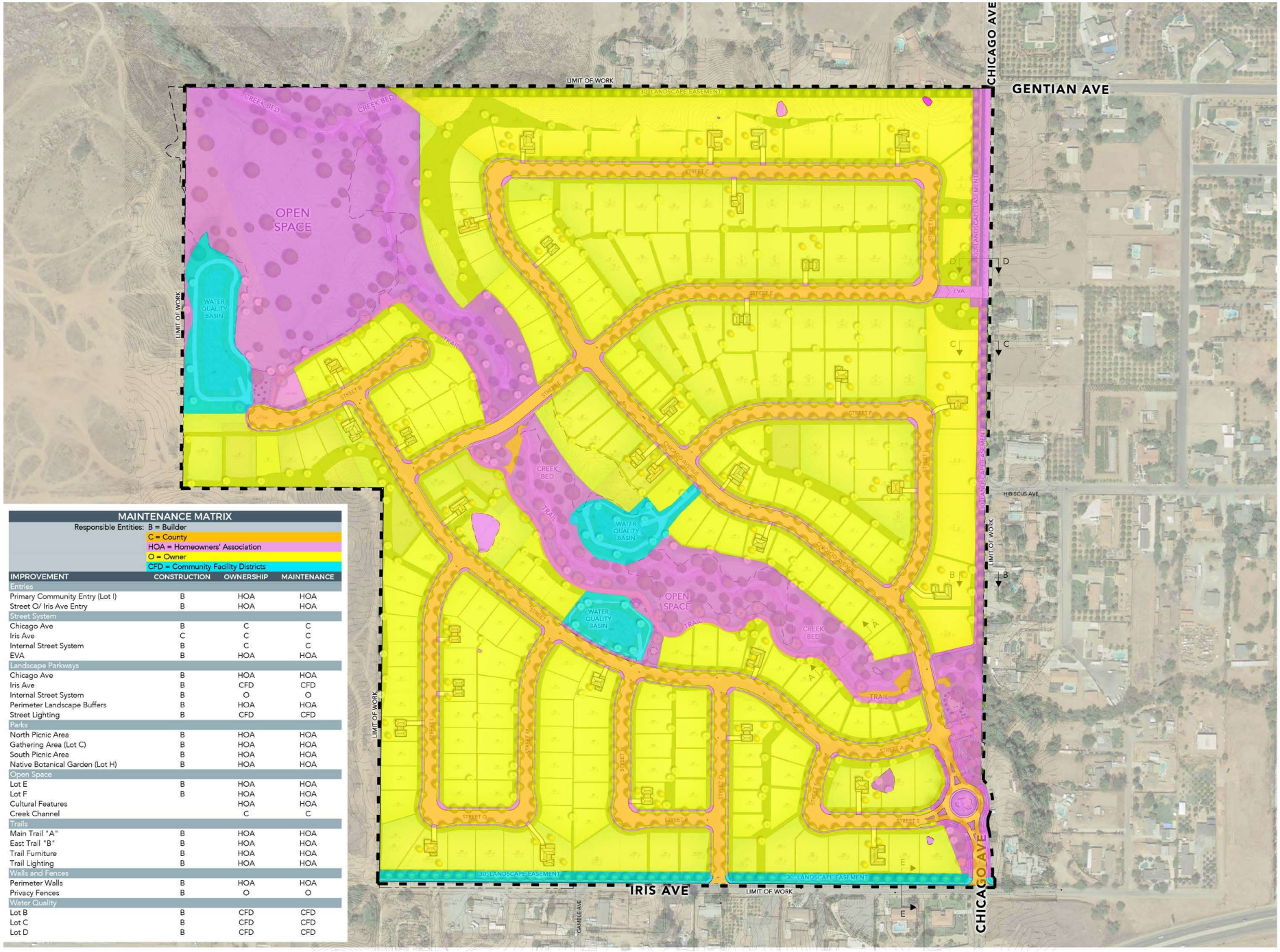
1"=100' - 0" SCALE NORTH

0 100 200

FENCE AND WALL EXHIBIT | L9

URBAN ARENA



MAINTENANCE MATRIX

Responsible Entities: B = Builder; C = County; HOA = Homeowners' Association; O = Owner; CFD = Community Facility Districts

IMPROVEMENT	CONSTRUCTION	OWNERSHIP	MAINTENANCE
Entries			
Primary Community Entry (Lot I)	B	HOA	HOA
Street O/ Iris Ave Entry	B	HOA	HOA
Street System			
Chicago Ave	B	C	C
Iris Ave	C	C	C
Internal Street System	B	C	C
EVA	B	HOA	HOA
Landscape Parkways			
Chicago Ave	B	HOA	HOA
Iris Ave	B	CFD	CFD
Internal Street System	B	O	O
Perimeter Landscape Buffers	B	HOA	HOA
Street Lighting	B	CFD	CFD
Parks			
North Picnic Area	B	HOA	HOA
Gathering Area (Lot C)	B	HOA	HOA
South Picnic Area	B	HOA	HOA
Native Botanical Garden (Lot H)	B	HOA	HOA
Open Space			
Lot E	B	HOA	HOA
Lot F	B	HOA	HOA
Cultural Features		HOA	HOA
Creek Channel		C	C
Trails			
Main Trail "A"	B	HOA	HOA
East Trail "B"	B	HOA	HOA
Trail Furniture	B	HOA	HOA
Trail Lighting	B	HOA	HOA
Walls and Fences			
Perimeter Walls	B	HOA	HOA
Privacy Fences	B	O	O
Water Quality			
Lot B	B	CFD	CFD
Lot C	B	CFD	CFD
Lot D	B	CFD	CFD

ARROYO VISTA

COUNTY OF RIVERSIDE | CA

THE TRUE LIFE COMPANIES | 21-176

DATE 5 | 22 | 25

1"=100' - 0" SCALE

0 100 200

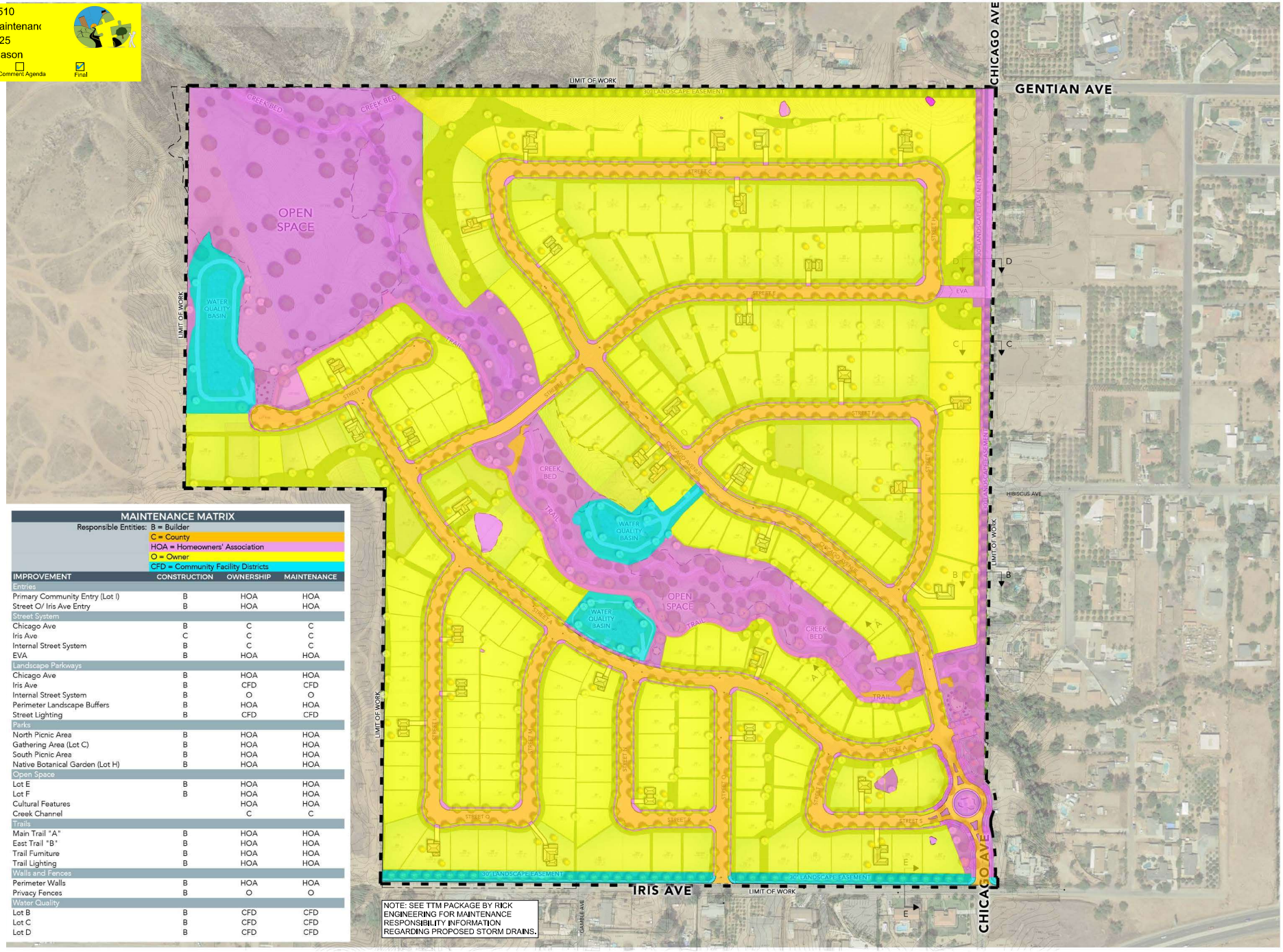
NORTH

MAINTENANCE EXHIBIT | L10

URBAN ARENA

CASE: TTM38510
EXHIBIT: M-Maintenanc
DATE: 7/31/2025
PLANNER: KMason

☐ Meeting ☐ Comment Agenda ☑ Final



MAINTENANCE MATRIX

Responsible Entities: B = Builder; C = County; HOA = Homeowners' Association; O = Owner; CFD = Community Facility Districts

IMPROVEMENT	CONSTRUCTION	OWNERSHIP	MAINTENANCE
Entries			
Primary Community Entry (Lot I)	B	HOA	HOA
Street O/ Iris Ave Entry	B	HOA	HOA
Street System			
Chicago Ave	B	C	C
Iris Ave	C	C	C
Internal Street System	B	C	C
EVA	B	HOA	HOA
Landscape Parkways			
Chicago Ave	B	HOA	HOA
Iris Ave	B	CFD	CFD
Internal Street System	B	O	O
Perimeter Landscape Buffers	B	HOA	HOA
Street Lighting	B	CFD	CFD
Parks			
North Picnic Area	B	HOA	HOA
Gathering Area (Lot C)	B	HOA	HOA
South Picnic Area	B	HOA	HOA
Native Botanical Garden (Lot H)	B	HOA	HOA
Open Space			
Lot E	B	HOA	HOA
Lot F	B	HOA	HOA
Cultural Features		HOA	HOA
Creek Channel		C	C
Trails			
Main Trail "A"	B	HOA	HOA
East Trail "B"	B	HOA	HOA
Trail Furniture	B	HOA	HOA
Trail Lighting	B	HOA	HOA
Walls and Fences			
Perimeter Walls	B	HOA	HOA
Privacy Fences	B	O	O
Water Quality			
Lot B	B	CFD	CFD
Lot C	B	CFD	CFD
Lot D	B	CFD	CFD

NOTE: SEE TTM PACKAGE BY RICK ENGINEERING FOR MAINTENANCE RESPONSIBILITY INFORMATION REGARDING PROPOSED STORM DRAINS.

ARROYO VISTA

COUNTY OF RIVERSIDE | CA

THE TRUE LIFE COMPANIES | 21-176

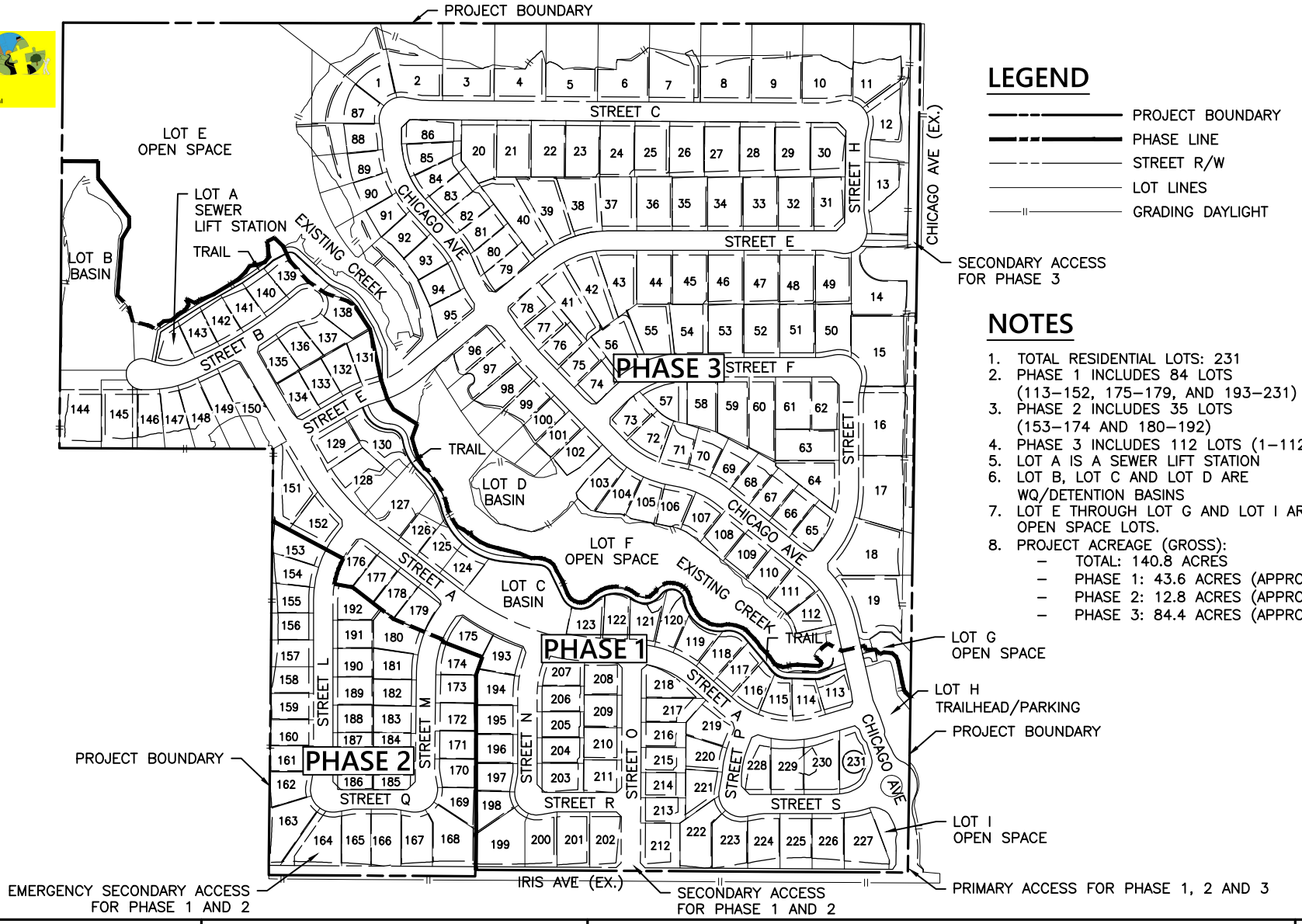
DATE 5 | 22 | 25

1"=100' - 0" SCALE (0, 100, 200) NORTH

MAINTENANCE EXHIBIT | L10

URBAN ARENA

CASE: TTM38510
EXHIBIT: P-Phasing Pla
DATE: 7/31/2025
PLANNER: KMason
☐ Meeting ☐ Comment Agenda ☑ Final



LEGEND

- PROJECT BOUNDARY
- PHASE LINE
- STREET R/W
- LOT LINES
- GRADING DAYLIGHT

NOTES

1. TOTAL RESIDENTIAL LOTS: 231
2. PHASE 1 INCLUDES 84 LOTS (113–152, 175–179, AND 193–231)
3. PHASE 2 INCLUDES 35 LOTS (153–174 AND 180–192)
4. PHASE 3 INCLUDES 112 LOTS (1–112)
5. LOT A IS A SEWER LIFT STATION
6. LOT B, LOT C AND LOT D ARE WQ/DETENTION BASINS
7. LOT E THROUGH LOT G AND LOT I ARE OPEN SPACE LOTS.
8. PROJECT ACREAGE (GROSS):
   - TOTAL: 140.8 ACRES
   - PHASE 1: 43.6 ACRES (APPROX.)
   - PHASE 2: 12.8 ACRES (APPROX.)
   - PHASE 3: 84.4 ACRES (APPROX.)

SHEET 1 OF 4

RICK
1770 IOWA AVENUE, SUITE 100
RIVERSIDE, CA 92507
951-782-0707
rickengineering.com

300 150 0 300
GRAPHIC SCALE: 1"=300'

ARROYO VISTA
TRACT 38510
PROJECT PHASING EXHIBIT

PROJECT NO:	19427
DRAWN BY:	JMA
CHECKED BY:	–
SCALE:	1"=300'
DATE:	12/13/2024

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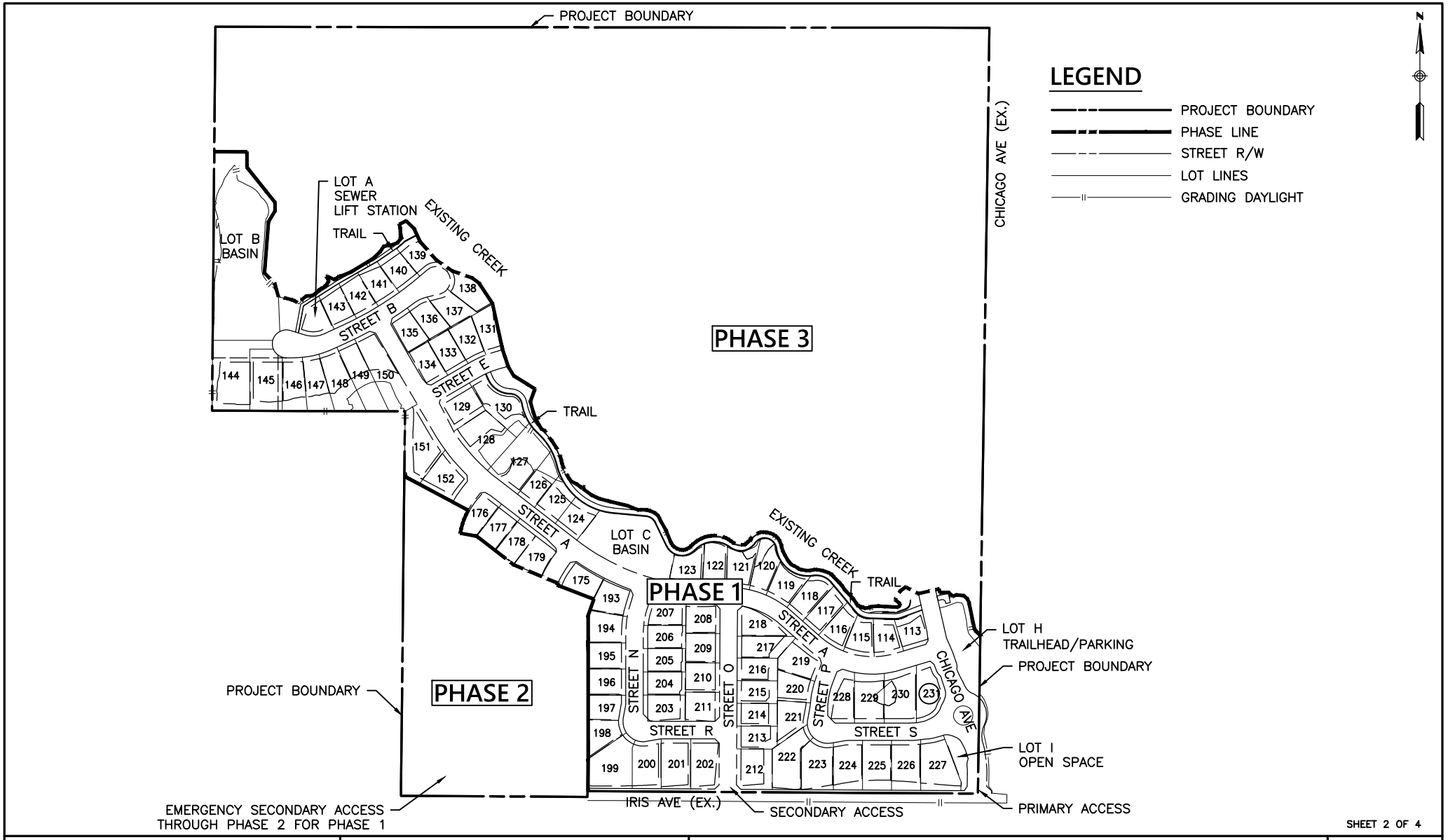

SHEET 2 OF 4

RICK
1770 IOWA AVENUE, SUITE 100
RIVERSIDE, CA 92507
951-782-0707
rickengineering.com

300 150 0 300
GRAPHIC SCALE: 1"=300'

ARROYO VISTA

TRACT 38510
PHASE 1 ONLY

PROJECT NO:	19427
DRAWN BY:	JMA
CHECKED BY:	–
SCALE:	1"=300'
DATE:	12/13/2024

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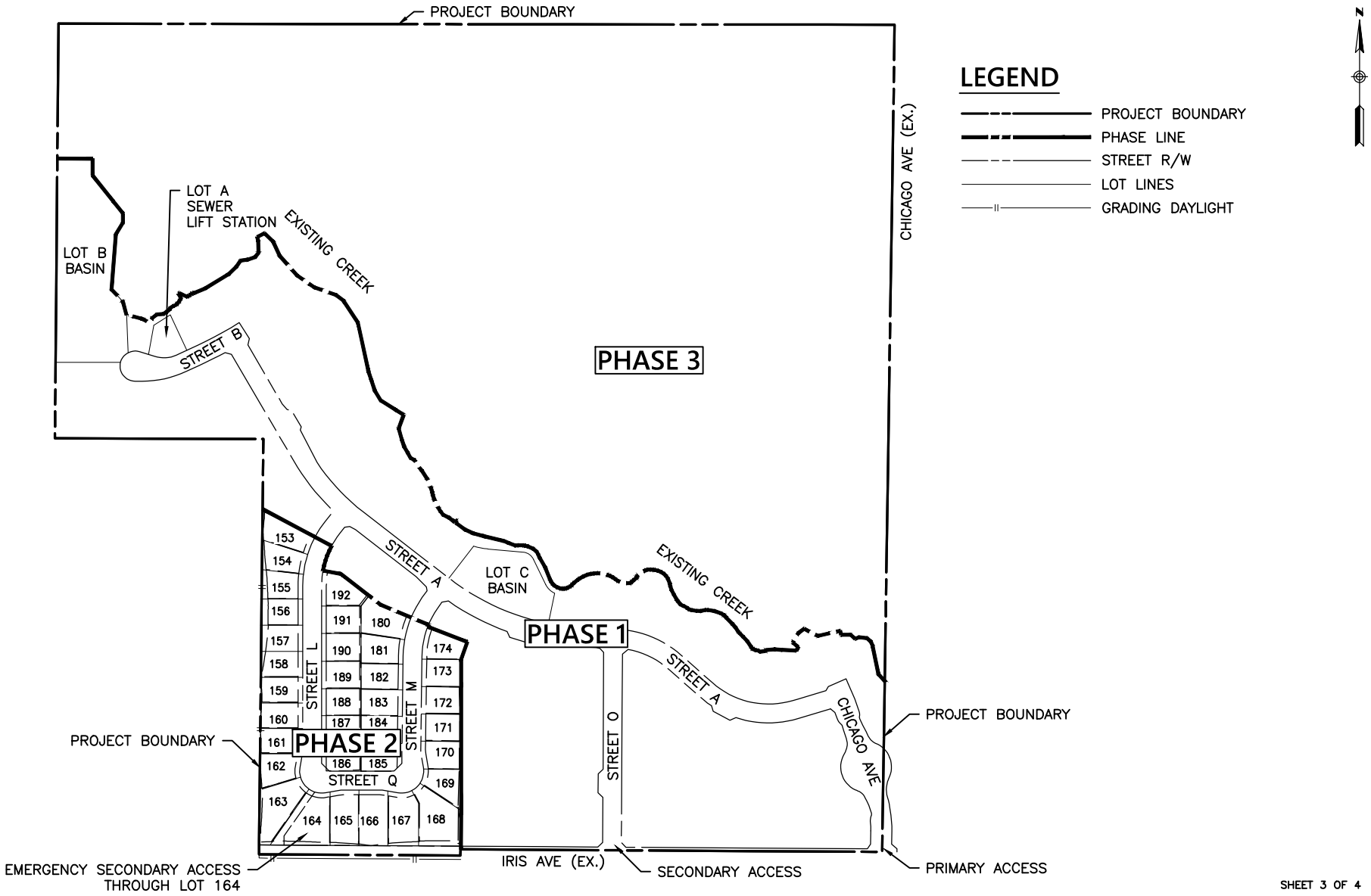

SHEET 3 OF 4

RICK
1770 IOWA AVENUE, SUITE 100
RIVERSIDE, CA 92507
951-782-0707
rickengineering.com

300 150 0 300
GRAPHIC SCALE: 1"=300'

ARROYO VISTA

TRACT 38510
PHASE 2 ONLY

PROJECT NO:	19427
DRAWN BY:	JMA
CHECKED BY:	–
SCALE:	1"=300'
DATE:	12/13/2024

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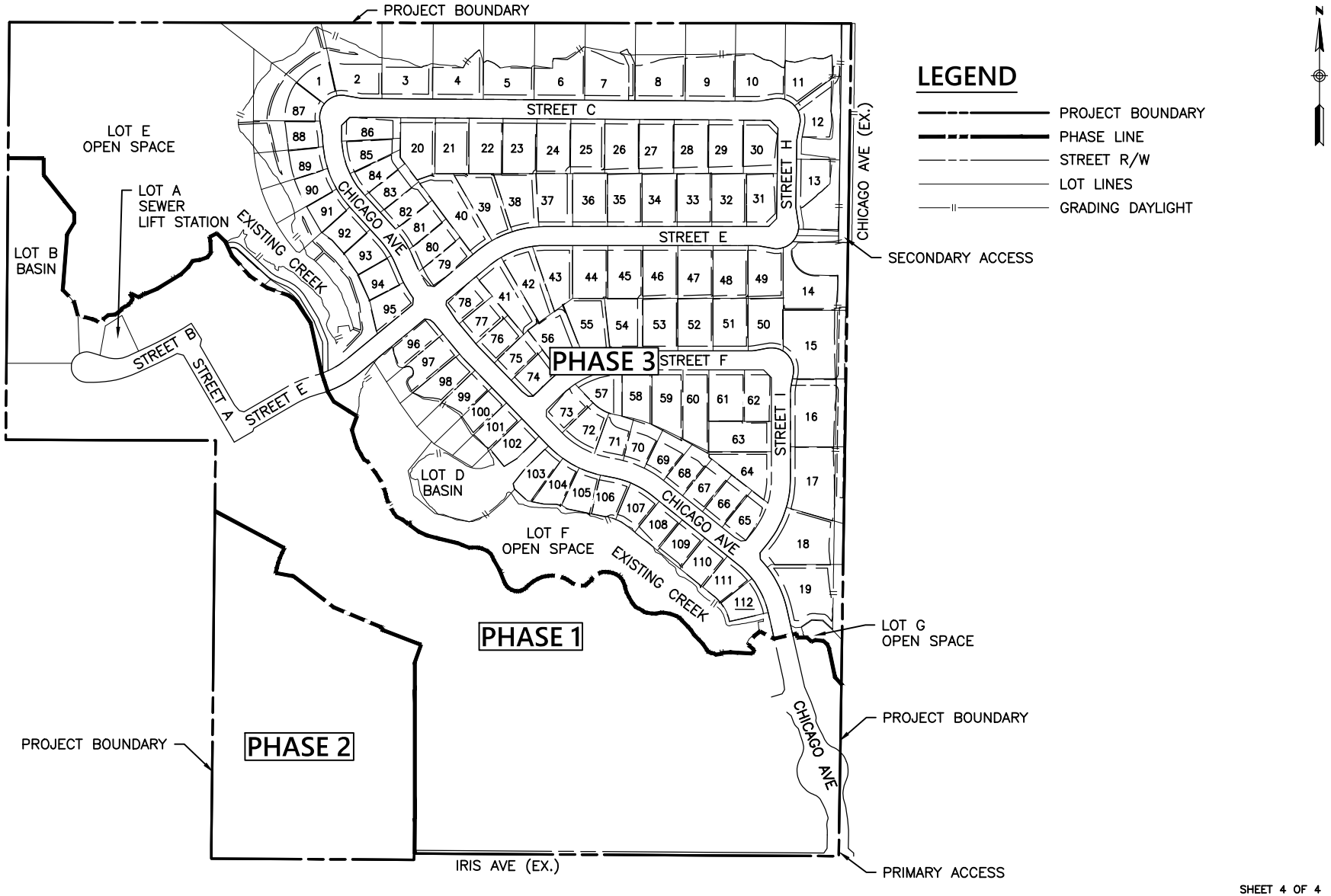

SHEET 4 OF 4

RICK
1770 IOWA AVENUE, SUITE 100
RIVERSIDE, CA 92507
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rickengineering.com

300 150 0 300
GRAPHIC SCALE: 1"=300'

ARROYO VISTA

TRACT 38510
PHASE 3 ONLY

PROJECT NO:	19427
DRAWN BY:	JMA
CHECKED BY:	–
SCALE:	1"=300'
DATE:	12/13/2024

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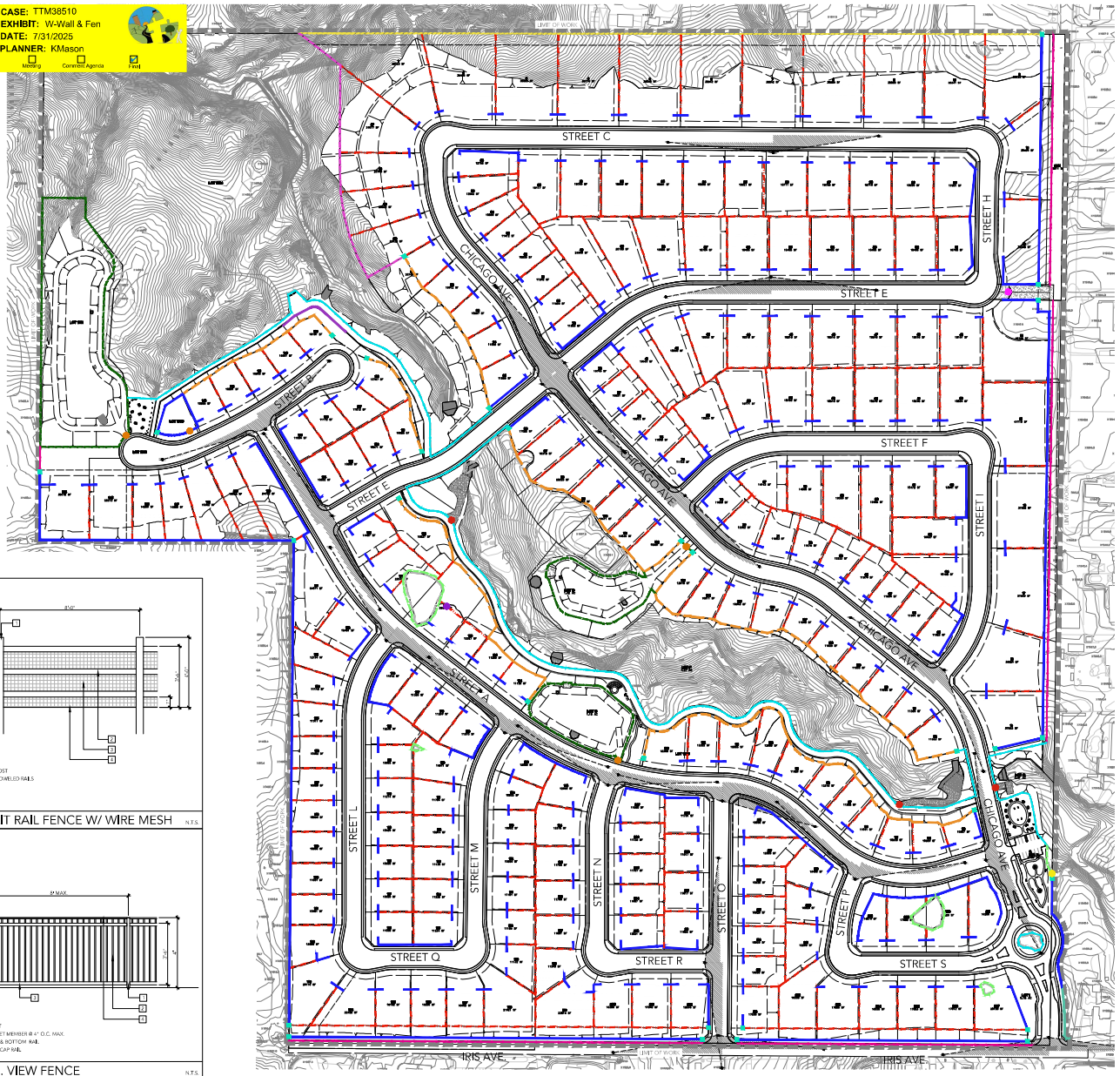
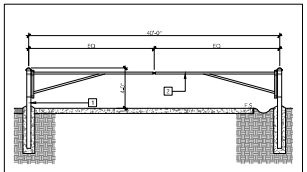
FENCE & WALL LEGEND

SYMBOL	DESCRIPTION	DETAIL
	6' TYPICAL PRIVACY VINYL FENCE (LAST 5' NON-COMBUSTIBLE)	2
	6' TUBULAR STEEL VIEW FENCE	4
	4' TUBULAR STEEL VIEW FENCE	8
	6' HIGH MASONRY WALL (SOLID NON-COMBUSTIBLE - PER FUEL MOD. REQUIREMENTS)	1
	7' HIGH MASONRY WALL (SOLID NON-COMBUSTIBLE - PER FUEL MOD. REQUIREMENTS)	1
	3' SPLIT RAIL WOOD FENCE	9
	RETAINING WALL PER PLANS BY CIVIL ENGINEER	
	SOLID CMU WALL OR MATERIAL APPROVED OTHERWISE BY ROFD/CAL FIRE	1
	6' DOUBLE PICKET TUBULAR STEEL FENCE	3
	4' SPLIT RAIL WOOD FENCE WITH WIRE MESH	6
	6'-6" HIGH MASONRY PILASTER	1
	FIRE ACCESS GATE	5
	VINYL OR WROUGHT IRON VIEW FENCE OPTION	2 OR 4
	MAINTENANCE ACCESS POINT	
	TUBULAR STEEL MAINTENANCE GATE	10
	VINYL MAINTENANCE GATE	7
	TUBULAR STEEL VIEW FENCE GATE	11

NOTES:
1. ALL FENCE MATERIAL WITHIN 5 FT. OF STRUCTURE SHALL BE NON-COMBUSTIBLE
2. VINYL GATES TO BE INSTALLED AT SIDE YARD OF EACH LOT FOR ACCESS

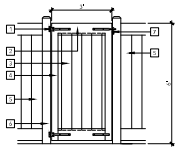
CASE: TTM38510
EXHIBIT: W-Wall & Fen
DATE: 7/31/2025
PLANNER: KMason
Meeting ☐ Comment Agency ☐ Final ☑





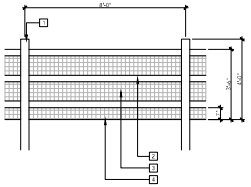
GATE POST - 4" HIGH X 4" O.D. GALVANIZED PIPE SCH. 40 WITH PRESSED STEEL DOME CAP
TOP RAIL - SCH. 40 GALVANIZED PIPE

5 FIRE ACCESS GATE N.T.S.



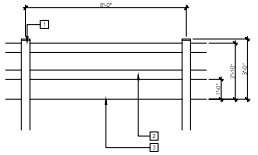
HEAVY DUTY MULTI-ADJUST GATE T-HINGE
2"X 2" ALUMINUM TOP AND BOTTOM RAILS WITH VINYL SLEEVE
1"- X 6" TONGUE AND GROOVE BOARD - PICKETS SLIDE INTO UPPER AND LOWER GROOVED RAILS
2"X4" ALUMINUM UPRIGHTS WITH VINYL SLEEVE
ADJACENT VINYL FENCE OR CMU WALL
5" X 5" ALUMINUM POST WITH VINYL SLEEVE
GATE LATCH BY OTHERS

7 VINYL GATE N.T.S.



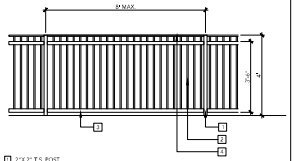
5" SQ WOOD POST
4" SQ WOOD DOWELED RAILS
WIRE MESH
FINISH GRADE

6 4' SPLIT RAIL FENCE W/ WIRE MESH N.T.S.



5"x5" WOOD POST WITH CAP
3" X 6" WOOD RAILS
FINISH GRADE

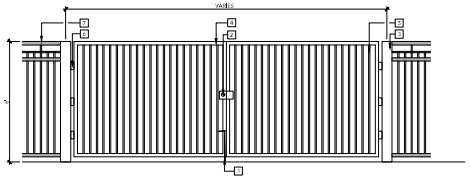
9 3' WOOD SPLIT RAIL FENCE N.T.S.



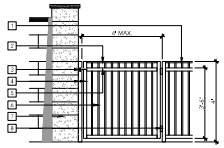
2"X 2" T.S. POST
1"X 1" T.S. PICKET MEMBER @ 4" O.C. MAX.
2"X 2" T.S. TOP & BOTTOM RAIL
1"X 2" T.S. TOP CAP RAIL

8 4' T.S. VIEW FENCE N.T.S.

CANE BOLT WITH CONCRETE FOOTING FOR FIRE SLEEVE
KEY ACCESS - FOR MAINTENANCE PURPOSES ONLY
6"X6" T.S. POST AT GATE LOCATIONS ONLY
2"X 2" T.S. TOP & BOTTOM RAIL
1"X 1" T.S. PICKET MEMBERS @ 4" O.C. MAX.
ROUND BARREL HINGE LOCATED AT TOP, MIDDLE, AND BOTTOM OF EACH ACCESS GATE
ADJACENT T.S. FENCE OR CMU BLOCK WALL - REFER TO PLAN

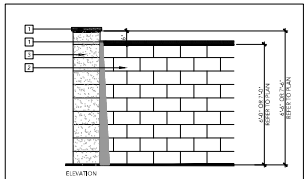


10 6' T.S. MAINTENANCE GATE N.T.S.



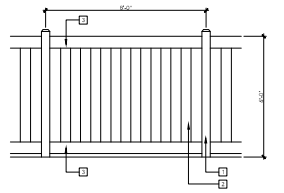
ADJACENT FENCE - SEE SEPARATE DETAIL
1"X 2" T.S. TOP CAP RAIL
GATE LATCH HARDWARE WITH LOCK
2"X 2" T.S. POST
2"X 2" T.S. TOP & BOTTOM RAIL
1"X 1" T.S. PICKET MEMBER @ 4" O.C. MAX.
ADJACENT PILASTER BLOCK WALL - SEE SEPARATE DETAIL
GATE HINGES

11 T.S. VIEW FENCE GATE N.T.S.



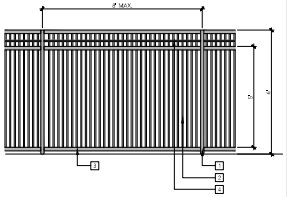
ANGELUS CONCRETE SPLIT-FACE CAP- COLOR SANDSTONE
WALL CAP - 4"X16"X8"
PILASTER CAP - 20"X18"X6"
ANGELUS ONE-SIDED SIDE SPLIT-FACE COLOR TO BE SANDSTONE
TO BE FACE TO FACE STREET - PRECISION ON HOMEOWNER'S SIDE
16" SQUARE BLOCK PILASTER - COLOR TO BE BURNISHED NATURAL GRAY

1 C.M.U. BLOCK WALL N.T.S.



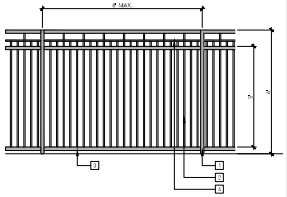
5"X 5" ALUMINUM POST WITH VINYL SLEEVE
6" TONGUE & GROOVE VINYL PLANK
2"X 2" ALUMINUM TOP & BOTTOM RAIL WITH VINYL SLEEVE

2 VINYL PRIVACY FENCE N.T.S.



2"X 2" T.S. POST
1"X 1" T.S. PICKET MEMBER @ 2" O.C. MAX.
2"X 2" T.S. TOP & BOTTOM RAIL
1"X 2" T.S. HORIZONTAL RAIL

3 6' DOUBLE PICKET T.S. FENCE N.T.S.



2"X 2" T.S. POST
1"X 1" T.S. PICKET MEMBER @ 4" O.C. MAX.
2"X 2" T.S. TOP & BOTTOM RAIL
1"X 2" T.S. HORIZONTAL RAIL

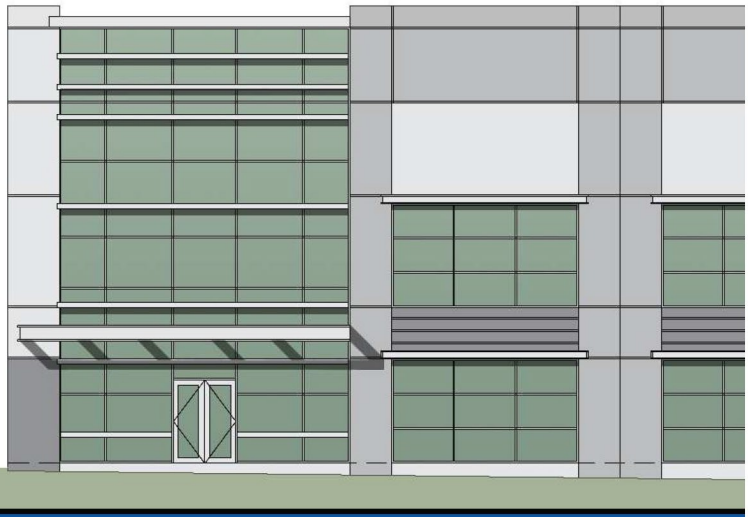
4 6' T.S. VIEW FENCE N.T.S.

ARROYO VISTA
COUNTY OF RIVERSIDE | CA
THE TRUE LIFE COMPANIES | 21-176
DATE 5 | 22 | 25

1"=100' - 0" SCALE
0 100 200
NORTH

FENCE AND WALL EXHIBIT | L9

URBAN ARENA



Draft Final Environmental Impact Report

SCH No. 2023060799

Cajalco Commerce Center

General Plan Amendment No. 240005 (GPA No. 240005)
Change of Zone No. 2200062 (CZ2200062)
Tentative Parcel Map No. 38601 (TPM38601)
Plot Plan No. 220050 (PPT220050)

Riverside County, California

Lead Agency

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

Draft Final Environmental Impact Report | July 2025

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ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
§	Section
A-1	Light Agriculture
A-1-1	Light Agriculture, Minimum 1-acre Lot Size
A-2	Heavy Agriculture
AB	Assembly Bill
ABAU	Adjusted Business As Usual
ACL	Applied Ceramic Label
ACS	American Community Survey
A-D	Agriculture-Dairy
ADA	Americans with Disabilities Act
ADT	average daily traffic
AERMOD	American Meteorological Society/EPA Regulatory Model
AFY	acre-feet/year
AIA	Airport Influence Area
AIRFA	American Indian Religious Freedom Act
ALUC	Airport Land Use Commissions
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
ANFO	ammonium nitrate mixed with fuel oil
ANSI	American National Standards Institute
A-P	Light Agriculture with Poultry
A-P	Alquist-Priolo
APN	Asssessor Parcel Number
APSA	Aboveground Petroleum Storage Act
ATF	Bureau of Alcohol, Tobacco, Firearms, and Explosives
ATP	Active Transportation Plan
AQIA	Air Quality Impact Assessment
AQMP	Air Quality Management Plan
AST	Aboveground Storage Tank
B	Basin
BAAQMD	Bay Area Air Quality Management District
BACT	Best Available Control Technology
bgs	below ground surface
BMP	Best Management Practice

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
C&D	Construction and Demolition
C/V	Citrus/Vineyard
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CadnaA	Computer Aided Noise Abatement
CAL FIRE	California Department of Forestry and Fire Protection
Cal OES	Governor's Office of Emergency Services
Cal-OSHA	California Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalGEM	California Geological Energy Management Division
CalGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCAEJ	Center for Community Action and Environmental Justice
CCR	California Code of Regulations
CCRUS	Carbon Capture, Removal, Utilization, and Storage
CD	Consistency Determination
CD-CR	Community Development – Commercial Retail
CD-LI	Community Development – Light Industrial
CDC	California Department of Conservation
CDE	California Department of Education
CDFA	California Department of Food and Agriculture
CDFW	California Department of Fish and Wildlife
CDP	Census Designated Place
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFGC	California Fish and Game Code

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGC	California Government Code
CH_4	methane
CIWMP	Countywide Integrated Waste Management Plan
CLCA	California Land Conservation Act
CLOMR	Conditional Letter of Map Revision
CMP	Congestion Management Program
CMUTD	California Manual on Uniform Traffic Control Devices
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	carbon monoxide
COG	Council of Governments
COP	Community Oriented Policing
COPPS	Community Oriented and Policing Problem Solving
CPUC	California Public Utilities Commision
CRA	Colorado River Aqueduct
CRA	Cultural Resources Analysis
CREC	Controlled Recognized Environmental Condition
CRMP	Cultural Resource Monitoring Program
CRPR	California Rare Plant Rank
CSA	Community Service Area
CSSA	California Species of Special Concern
CTC	California Transportation Commission
CTR	California Toxics Rules
CTR	Commute Trip Reduction
CUPA	California Unified Program Agency
CVAG	Coachella Valley Association of Governments
CVCC	Coachella Valley Conservation Commission
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVSIP	Coachella Valley PM_{10} State Implementation Plan
CVWD	Coachella Valley Water District
CWA	Clean Water Act
cy	cubic yards
CZ	Change of Zone

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
D	Urban and Built-Up Land
dB	Decibel
dBA	A-weighted Decibel
DBESPD	Determination of Biologically Equivalent or Superior Preservation
DEH	Department of Environmental Health
d.g.	decomposed granite
DIF	Development Impact Fee
DMA	Drainage Management Area
DOE	Department of Energy
DOE	Determination of Eligibility
DOSH	Division of Occupational Safety and Health
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
du/ac	dwelling units per acre
DWA	Desert Water Agency
EA	Energy Analysis
EA	Environmental Assessment
EAC	Existing plus Ambient Growth plus Cumulative
EI	Expansion Index
EIA	Energy Information Administration
EIC	Eastern Information Center
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMFAC	EMission FACtor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
ERIS	Environmental Risk Information Services
ESA	Endangered Species Act
ESA	Environmental Site Assessment
ESFR	Early Suppression Fast Response
ETC	Employee Transportation Coordinator

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FE	federally endangered
FEHA	Fair Employment and Housing Act
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIMA	Federal Insurance and Mitigation Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FT	federally fhreatened
FTA	Federal Transit Administration
FYI	For Your Information
G	Grazing Land
g/VMT	grams per vehicle miles traveled
g/idle-hr	grams per idle-hour
GBN	Ground-Based Noise
GBV	Ground-Based Vibration
GCC	Global Climate Change
GHG	greenhouse gas
GHGA	Greenhouse Gas Analysis
GIS	Geographic Information Systems
GLO	General Land Office
GPA	General Plan Amendment
gpd	gallons per day
GRH	Guaranteed Ride Home
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GVWR	gross vehicle weight rating
GWh	gigawatt hour
GWP	Global Warming Potential

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
HANS	Habitat Acquisition and Negotiation Strategy
HBW	Home-Based Work
HCA	Housing Crisis Act
HCD	Housing and Community Development
HCP	Habitat Conservation Plan
HDR	High Density Residential
HDT	Heavy Heavy-Duty Trucks
HFC	hydrofluorocarbon
HI	Hazard Index
HMBEP	Hazardous Materials Business Emergency Plan
HMIS	Hazardous Materials Inventory Statements
HMMP	Hazardous Materials Management Plan
HMTA	Hazardous Materials Transportation Act
HMTUSA	Hazardous Materials Transportation Uniform Safety Act
HRA	Health Risk Assessment
HREC	Historical Recognized Environmental Site Condition
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Amendments
HU	Hydrologic Unit
HWCL	Hazardous Waste Control Law
I	Interstate
I-P	Industrial Park
IA	Implementing Agreement
ICAO	International Civil Aviation Organization
IEPR	Integrative Energy Policy Report
IID	Imperial Irrigation District
in/hr	inches per hour
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
ISO	Independent Service Operator
ISO	International Organization for Standardization
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
ITIP	Interregional Transportation Improvement Plan
ITP	incidental take permits

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
IWMA	Integrated Waste Management Act
JPA	Joint Powers Authority
Kvt	Val Verde Tonalite
kWh	kilowatt hours
L	Farmland of Local Importance
L	Low Potential
LACM	Natural History Museum of Los Angeles
LDA	Light-Duty-Auto vehicles
LDT	Light-Duty-Trucks
Leq	equivalent continuous sound pressure level
LI	Light Industrial
LID	Low Impact Development
Lmax	maximum noise level
LOMR	Letter of Map Revision
LOS	Level of Service
LRA	Local Responsibility Area
LSA	Lake and Streambed Alteration
LST	Localized Significance Threshold
LTF	Local Transportation Fund
LTO	Licensed Timber Operators
Lw	reference sound power level
MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Level
MCY	motorcyle
MDR	Medium Density Residential
MDAB	Mojave Desert Air Basin
MDT	Medium Heavy-Duty Trucks
MEISC	Maximally Exposed Individual School Child
MEIR	Maximally Exposed Individual Receptor
MEIW	Maximally Exposed Individual Worker
mg/L	milligrams per liter
mgd	million gallons per day
MHDR	Medium-High Density Residential

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
MHDT	Medium Heavy-Duty Trucks
MICR	maximum individual cancer risk
MM	Mitigation Measures
MMRP	Mitigation, Monitoring, and Reporting Program
MPO	Metropolitan Planning Organization
M-SC	Manufacturing - Service Commercial
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
MVA	megavolt-ampere
MVAP	Mead Valley Area Plan
MW	megawatt
MWD	Metropolitan Water District of Southern California
MWELO	Model Water Efficient Landscape Ordinance
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Planning
NDA	No Development Alternative
NEPA	National Environmental Policy Act
NEPSSA	Narrow Endemic Plant Species Survey Area
NESHAP	National Emissions Standards for Hazardous Air Pollutant
NETR	Nationwide Environmental Title Research
NFIP	National Flood Insurance Program
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NIOSH	National Institute for Occupational Safety and Health
NMFS	National Marine Fisheries Service
NOP	Notice of Preparation
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPA	No Project (Existing General Plan) Alternative
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NPS	Non-Point Source
NPS	National Park Service
NRHP	National Register of Historic Places
NTR	National Toxics Rule

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
NVA	Noise and Vibration Analysis
NVIA	Noise and Vibration Impact Assessment
NWW	Non-Wetland Water
O_2	oxygen
O_3	Ozone
O.D.	Outside Diameter
OAL	Office of Administrative Law
ODC	Ozone Depleting Compound
OEHHA	Office of Environmental Health Hazard Assessment
OHV	off-highway vehicle
OIH	Office of Industrial Hygiene
OPR	Office of Planning and Research
OS-R	Open Space - Recreation
OSFM	Office of the State Fire Marshall
OSHA	Occupational Safety and Health Act
P	Prime Farmland
PA	Program Agency
PA	Production/Attraction
PA	Public Address
Pb	lead
PCB	polychlorinated biphenyls
PCE	Passenger Car Equivalent
PGAm	modified Peak Ground Acceleration
PM	Particulate Matter
pph	persons per household
Ppm	parts per million
PPT	Plot Plan
PPV	Peak Particle Velocity
PRC	Public Resources Code
PRIMP	Paleontological Resource Impact Mitigation Program
PRPA	Paleontological Resources Preservation Act
PSIA	Palm Springs International Airport
PSUSD	Palm Springs Unified School District
PV	photovoltaic
PVC	polyvinyl chloride

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
Qal	Quaternary-age alluvium
Qs	Quanternary-age dune sand
R-1	One-Family Dwellings
R-A	Residential - Agricultural
RAMV	Rural Association of Mead Valley
RBC	Rocks Biological Consulting
RC-VLDR	Rural Community – Very Low Density Residential
RCA	Regional Conservation Authority
RCDEH	Riverside County Department of Environmental Health
RCDWR	Riverside County Department of Waste Resources
RCFD	Riverside County Fire Department
RCFCWCD	Riverside County Flood Control and Water Conservation Authority
RCNM	Roadway Construction Noise Model
RCPG	Regional Comprehensive Plan and Guide
RCPLS	Riverside County Public Library System
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
REC	Recognized Environmental Condition
REMEL	Reference Energy Mean Emission Level
RPF	Registered Professional Forester
RHNA	Regional Housing Needs Assessment
RMM	Riverside Municipal Museum
RMS	root mean square
RNOW	Riverside Neighbors Opposing Warehouses
ROG	Reactive Organic Gas
ROW	Right-of-Way
RPA	Reduced Project Alternative
RPS	Renewables Portfolio Standard
RR	Regulatory Requirements
R-R-1/2	Rural Residential, Minimum ½-Acre Lot Size
RTA	Riverside Transit Agency
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RTPA	Regional Transportation Planning Agency

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
RUWMP	Regional Urban Water Management Planning
RWQCB	Regional Water Quality Control Board
RWRF	Regional Water Reclamation Facility
S	Farmland of Statewide Importance
s.f.	square feet
SAA	Streambed Alteration Agreement
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SBA	Small Building Alternative
SBCM	San Bernadino County Museum
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SDNHM	San Diego Natural History Museum
SE	State Endangered
SFP	School Facilities Program
SGMA	Sustainable Groundwater Management Act
SHA	Safe Harbor Agreement
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Office
SHRC	State Historic Resources Commission
SIC	Standard Industrial Classification Code
SIP	State Implementation Plan
SKR HCP	Stephens' kangaroo rat Habitat Conservation Plan
SM	silty sand
SMARA	Surface Mining and Reclamation Act
SNUR	Significant New Use Rule
SO_2	sulfur dioxide
SO_X	sulfur oxides
SOC	Statement of Overriding Considerations
SORE	small off-road engine
SP	gravelly sand
SP	Service Population

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
SR	State Route
SRA	Source Receptor Area
SRA	State Responsibility Area
SSAB	Salton Sea Air Basin
SSC	Species of Special Concern
STA	Sunline Transit Agency
STA	State Transit Assistance
STIP	Statewide Transportation Improvement Program
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	Storm Water Resources Control Board
TA	Traffic Analysis
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TDA	Transportation Development Act
TDS	total dissolved solid
TEA-21	Transportation Equity Act for the 21st Century
THP	Timber Harvesting Plan
TIA	Traffic Impact Analysis
tpd	tons per day
TPM	Tentative Parcel Map
TRU	Transportation Refrigeration Unit
TSCA	Toxic Substances Control Act
TUMF	Transportation Uniform Mitigation Fee
U	Unique Farmland
UNFCCC	United Nations Framework Convention on Climate Change
U.S.	United States
USACE	United States Army Corps of Engineers
USCB	United States Census Bureau
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VCP	vitrified clay pipe
VdB	Decibel notation

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

Acronym	Definition
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
vph	vehicles per hour
VVUSD	Val Verde Unified School District
W-2	Controlled Development Areas
WAIRE	Warehouse Actions and Investments to Reduce Emissions
WCVAP	Western Coachella Valley Area Plan
WDR	Waste Discharge Requirement
WL	Watch List
WMI	Watershed Management Initiative
WPCO	Warehouse Points Compliance Obligation
WQMP	Water Quality Management Plan
WRP	Water Reclamation Plant
WRP	Water Recycling Plan
WSA	Water Supply Assessment
WSC	Western Science Center
X	Other Land
ZEV	zero-emission vehicle
ZORI	Zones of Required Investigation

F.0 FINAL ENVIRONMENTAL IMPACT REPORT

F.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) was prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 *et seq.*) and State CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 *et seq.*).

According to State CEQA Guidelines Section 15132, the FEIR shall consist of:

a. The Draft EIR (DEIR) or a revision of the draft;

b. Comments and recommendations received on the DEIR either verbatim or in summary;

c. A list of persons, organizations, and public agencies commenting on the DEIR;

d. The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

e. Any other information added by the Lead Agency.

In accordance with the above-listed requirements, this FEIR for the Cajalco Commerce Center Project (hereafter, the "Project") and associated discretionary and administrative actions, consists of the following:

a. Comment letters and responses to public comment; and

b. The circulated Cajalco Commerce Center DEIR and Technical Appendices, SCH No. 2023060799, with additions shown as <u>underlined text</u> and deletions shown as ~~stricken text~~ (refer to Subsection F.3, *Additions, Corrections, and Revisions to the DEIR*, for a summary of the changes to the EIR since the DEIR was circulated for public review).

This FEIR document was prepared in accordance with CEQA and the State CEQA Guidelines and represents the independent judgment of the CEQA Lead Agency (Riverside County).

F.2 RESPONSES TO DEIR COMMENTS

Riverside County received seventeen (17) comment letters in response to the DEIR from 15 commenters, including three comment letters received after the close of the 45-day public review period for the DEIR. A list of the agencies, organizations, and persons that submitted comments on the DEIR is presented in Table F-1, *Organizations, Persons, and Public Agencies that Commented on the DEIR*.

F.2.1 CEQA REQUIREMENTS

State CEQA Guidelines Section 15088 requires the Lead Agency (Riverside County) to evaluate comments received from public agencies and interested parties who reviewed the DEIR and to provide written responses with good faith and reasoned analysis to comments that relate to significant environmental issues.

Table F-1 Organizations, Persons, and Public Agencies that Commented on the DEIR

Comment Letter	Commenting Party	Date
A	California Air Resources Board (CARB)	September 3, 2024
B	Metropolitan Water District (MWD)	August 28, 2024
C	South Coast Air Quality Management District (SCAQMD)	September 3, 2024
D	City of Perris	September 3, 2024
E	Center for Community Action and Environmental Justice (CCAEJ)	September 3, 2024
F	Oswit Land Trust	September 3, 2024
G	Center for Biological Diversity	September 4, 2024
H	Advocates for the Environment	September 9, 2024*
I	California Allied for a Responsible Economy (CARE)	July 30, 2024
J	Franco Pacheco on Behalf of IVA	July 21, 2024
K	Patrick Hsu	July 30, 2024 / September 3, 2024 / September 9, 2024*
L	Alan Sun	August 16, 2024
M	Beto Dominguez	September 1, 2024
N	Franco Pacheco	September 4, 2024
O	Karla Cervantes	September 5, 2024*

* Comment letter received after the close of the DEIR's 45-day public review period, which concluded on September 4, 2024.

State CEQA Guidelines Section 15204(a) outlines the parameters for public agencies and interested parties to submit comments and the Lead Agency's responsibility for responding to specific comments. Per State CEQA Guidelines Section 15204(a), comments should be related to:

> *[T]he sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible…CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or suggested by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.*

State CEQA Guidelines Section 15204(c) further advises that, "[r]eviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to State CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Additionally, State CEQA Guidelines Section 15204(d) notes that, "[e]ach responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility;" but, pursuant to State CEQA Guidelines Section 15204(e), "[t]his section shall not be used to

restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section [State CEQA Guidelines Section 15204]."

Per State CEQA Guidelines Section 15088(c), the level of detail contained in the response may correspond to the level of detail provided in the comment: "A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment."

F.2.2 Responses to DEIR Comments

The comment letters referenced in Table F-1 are shown on the following pages, followed by responses to each substantive comment. State CEQA Guidelines Section 15088.5 requires recirculation of a DEIR when "significant" new information is added to an EIR, meaning that the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect or a feasible way to avoid such an effect, including a feasible project alternative, that the applicant declines to implement.

"Significant" new information requiring recirculation includes (1) a new significant environmental impact; (2) a substantial increase in the severity of an environmental impact; (3) a feasible project alternative or mitigation measure that would clearly lessen the significant environmental impacts of the project, but the applicant declines to adopt it; or (4) a fundamentally and basically inadequate and conclusory draft EIR (State CEQA Guidelines Section 15088.5; see also, *Laurel Heights Improvement Assn. v. Regents of University of California* [1993] 6 Cal. 4th 1112). None of the responses to the comment letters submitted to the County require the addition of significant new information to the DEIR or otherwise meet the requirements of State CEQA Guidelines Section 15088.5. Instead, these responses to comments supplement, amplify, and clarify the DEIR's analysis of the same potentially significant impacts already disclosed therein. Therefore, recirculation is not required (refer also to Subsection F.4, *No Recirculation of the Draft EIR Required*).

Comment Letter A

CALIFORNIA AIR RESOURCES BOARD

Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Liane M. Randolph, Chair

September 3, 2024

Russell Brady
Senior Associate
Riverside County
4080 Lemon Street, 12th Floor
Riverside, California 92501
rbrady@rivco.org

Sent via email

Russell Brady:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Cajalco Commerce Center (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2023060799. The Project proposes the construction and operation of 1,003,510 square feet of warehouse space and 13.33 acres of public park space. Approximately 150,526 square feet of the development would be used as cold storage. Once fully built out, the proposed Project would result in up to 2,886 daily vehicle trips along local roadways, including 438 daily truck trips.[1] The Project is proposed within Riverside County (County), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes. A-1

CARB is concerned that the Project will expose nearby residential communities to elevated levels of air pollution beyond the existing baseline emissions at the Project site. Residences are located to the north, west, and southeast of the Project site, with the closest residence located within 150 feet north of the Project site. These residences are located near existing toxic diesel particulate matter (diesel PM) emission sources, which include existing industrial facilities, aircraft traffic from the March Reserve Base, rail traffic along existing rail lines, and vehicular traffic along Interstate 215. A-2

The State of California has placed additional emphasis on protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill 617 (AB 617) (Garcia, Chapter 136, Statutes of 2017). AB 617 is a significant piece of air quality legislation that highlights the need for further emission reductions in communities with high exposure burdens, like those in which the Project is located. Diesel PM emissions generated during the construction and operation of the Project would negatively impact neighboring communities. A-3

[1] Riverside County. Cajalco Commerce Center Draft Environmental Impact Report. Page 4.3-48. Accessible at *https://ceqanet.opr.ca.gov/2023060799/2/Attachment/kC2R_V* A-4

Through its authority under Health and Safety Code section 39711, the California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)); In this capacity, CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25% of the census tracts as analyzed by the California Communities Environmental Health Screening Tool Version 4.0 (CalEnviroScreen). CalEnviroScreen uses a screening methodology to help identify California communities currently disproportionately burdened by multiple sources of pollution. The census tract containing the Project is within the top 20% for Pollution Burden and is considered a disadvantaged community. The County must ensure that the Project does not adversely impact neighboring disadvantaged communities.

Industrial facilities, like the facilities described in the Project, can result in high volumes of heavy-duty diesel truck traffic, and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.[2] To better address regional air pollution and global climate change, Governor Gavin Newsom signed Executive Order N-79-20 on September 23, 2020. The Executive Order states: "It shall be a goal of the State that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100% of medium and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100% zero-emission off-road vehicles and equipment by 2035 where feasible." The Executive Order further directs the development of regulations to help meet these goals. To ensure that lead agencies, like the County, stay in step with evolving scientific knowledge to protect public health from adverse air quality and greenhouse gas impacts from the transportation sector, which serves as the basis of the Governor's Executive Order N-79-20, CARB staff urges the County to plan for the use of zero-emission technologies within the Project area as described in this letter.

A-3 (CONT.)

[2] With regard to greenhouse gas emissions from this project, CARB has been clear that local governments and project proponents have a responsibility to properly mitigate these impacts. CARB's guidance, set out in detail in the Scoping Plan issued in 2022, explains that in CARB's expert view, local mitigation is critical to achieving climate goals and reducing greenhouse gases below levels of significance. CARB's 2022 Scoping Plan for Achieving Carbon Neutrality, published November 16, 2022, is available at *https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf*

A-5

The DEIR Used Incorrect Trip Lengths When Modeling the Project's Air Quality Impacts from Mobile Sources

The City may have underestimated mobile source air pollutant emissions in the DEIR by relying on unrealistic truck trip lengths. According to the California Emissions Estimator Model (CalEEMod) input files presented in Appendix C1 (Air Quality Impact Analysis) of the DEIR, the Project's mobile air quality impacts were modeled assuming trucks would travel a distance of up to 36 miles. The County does not provide any substantial evidence in the DEIR explaining why this would be a conservative trip distance. Since trucks serving the Project may originate from the Ports of Long Beach and Los Angeles, which are approximately 73 miles from the Project site, CARB urges the City to use Project-specific truck trip distances in their air quality impact analysis. Unless the County re-evaluates or provides substantiation for the designated truck trip lengths, the Project should include a mitigation measure or project design feature that restricts trucks from traveling a distance greater than what was analyzed in the DEIR.

A-6

The County Used Inappropriate Assumptions When Modeling the Project's Health Risk Impacts

The Health Risk Analysis (HRA) prepared for the Project and presented in Section 4.3 (Air Quality) of the DEIR concluded that residences near the Project site would be exposed to diesel PM emissions that would result in cancer risks of 1.95 chances per million during Project operations. Since the Project's cancer risks were below the South Coast Air Quality Management District's (SCAQMD) significance threshold of 10 chances per million, the DEIR concluded that the Project would have a less than significant impact on public health.

The County may have underestimated the Project's health risk impacts by assuming an idling duration for onsite heavy-duty trucks that is not supported by substantial evidence. The County assumed an idling duration of 15 minutes for onsite heavy-duty trucks when evaluating the Project's health risk impacts. CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (ATCM) restricts trucks from idling longer than five minutes. However, the ATCM has an exemption for trucks equipped with a diesel engine meeting the optional nitrogen oxides (NOx) idling emissions standard when operating outside of 100 feet of a restricted area (e.g., residences, schools).[3] Because trucks starting with model year 2008+, are clean-idle certified, many of the trucks operating within the Project site could idle longer than five minutes. According to Table 4.4.2-5 of the EMFAC2021 Volume III Technical Document, heavy-duty trucks can idle for as long as approximately five hours in any one location.[4] To fully evaluate the Project's potential health

A-7

[3] CARB. Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. Accessible at *https://ww2.arb.ca.gov/sites/default/files/2022-06/13_CCR_2485_OAL_06222022-2_ADA_06272022_0.pdf*
[4] CARB. EMFAC2021 Volume III Technical Document. Page 161. Table 4.4.2-5. Accessible at *https://ww2.arb.ca.gov/sites/default/files/2021-03/emfac2021_volume_3_technical_document.pdf*

A-8

risk impacts, the County must either add a project design feature in the DEIR restricting heavy-duty truck idling within the Project site to less than 15 minutes or revise the Project's HRA to assume a heavy-duty truck idling duration supported by substantial evidence.

A-7 (CONT.)

The County may have underestimated the Project's operational cancer risk impacts by not using conservative TRU idling durations in the Project's HRA. Based on CARB's review of the modeling methodology provided in the HRA of the DEIR, the County assumed TRUs on trucks and trailers would idle within the Project site for 30 minutes.[5] CARB has obtained survey data indicating trucks with TRUs can operate for as long as two hours while unloading and two hours while loading frozen goods from trucks and trailers, totaling four hours of onsite operation in cases where both loading and unloading take place within the same visit. To conservatively evaluate the Project's cancer risk impacts to residents near the Project site, the County should revise the HRA assuming each TRU visiting the Project site would idle for four hours per visit, or provide evidence to substantiate a 30-minute idling time.

A-9

The County Must Provide More Meaningful Mitigation Measures to Reduce the Project's Significant and Unavoidable Impact on Air Quality

The County concluded in Section 4.3 (Air Quality) of the DEIR that the operation of the Project would result in a significant impact on air quality. According to Table 4.3-12 (Summary of Peak Operational Emissions (Without Mitigation)), the operation of the full buildout of the Project would emit as much as 64 pounds per day of NOx, which was found to exceed the SCAQMD's significance threshold and would result in a significant impact on air quality. To mitigate the Project's operational air quality impacts, the DEIR included seven mitigation measures (MM 4.3-1 through MM 4.3-7). These mitigation measures would require the installation of electric vehicle charging stations, use of electric onsite equipment, use of off-road equipment equipped with Tier 4 engines during Project construction, and all heavy-duty trucks to use 2010 or newer engines. After the implementation of these mitigation measures, the County concluded in the DEIR that the Project's air quality impact would result in a significant and unavoidable impact under CEQA.

A-10

The Project could be used for cold storage, which would result in trucks and trailers with transport refrigeration units (TRU) serving the proposed warehouse development.[6] TRUs on trucks and trailers can emit large quantities of diesel exhaust while operating within the Project site. Residences and other sensitive receptors (e.g., daycare facilities, senior care facilities, and schools) located nearby would be exposed to diesel emissions that would

[5] Riverside County. Cajalco Commerce Center Draft Environmental Impact Report. Appendix C2. Page 16. Accessible at *https://ceqanet.opr.ca.gov/2023060799/2/Attachment/VLvmUJ*

[6] TRUs are refrigeration systems powered by integral diesel engines that protect perishable goods during transport in an insulated truck and trailer vans, rail cars, and domestic shipping containers.

A-11

result in a significant cancer risk impact to the nearby community. To fully mitigate this potential health risk impact, CARB urges the County to include one of the following design measures in the Final Environmental Impact Report (FEIR):

- A Project design measure requiring contractual language in tenant lease agreements that prohibits tenants from operating diesel-powered TRUs within the Project site; or
- A condition requiring a restrictive covenant over the parcel that prohibits the applicant's use of diesel-powered TRUs on the property unless the applicant seeks and receives an amendment to its conditional use permit allowing such use.

CARB also urges the County include a mitigation measure in the DEIR that would require all heavy-duty trucks serving the Project to be zero-emission. A list of commercially-available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).[7] The HVIP is a part of California Climate Investments to incentivize the purchase of zero-emission trucks. Based on CARB's review of the zero-emission trucks listed in the HVIP, there are commercially available electric trucks that can meet the cargo transportation needs of individual industrial uses proposed in the County today. CARB has implemented or is developing regulations that will require the use of zero-emission trucks.

The list below details the CARB regulations that will result in the reduction of diesel PM and NOx emissions from trucks within California:

- **Drayage Truck Regulation:** The existing Drayage Truck Regulation requires all drayage trucks to operate with an engine that is a 2007 model year or newer.
- **Truck and Bus Regulation:** The Truck and Bus Regulation requires all trucks, including drayage, to have 2010 or newer model year engines by January 1, 2023.
- **Heavy-Duty Low-NOx Omnibus Rule:** The Heavy-Duty Low-NOx Omnibus Rule requires truck emission standards to be reduced from 0.20 to 0.05 grams per brake horsepower-hour (g/bhp-hr) from 2024 to 2026, and to 0.02 g/bhp-hr in 2027.
- **Advanced Clean Trucks Regulation:** The Advanced Clean Trucks Regulation, approved by CARB on June 25, 2020, requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 zero-emission trucks in California by the end of 2030 and about 300,000 by 2035. The Advanced Clean Trucks regulation is part of CARB's overall approach to accelerate a large-scale transition to zero-emission medium-and heavy-duty vehicles. CARB approved amendments to the Advanced Clean Trucks regulation in March 2021; the amendments help ensure that more zero-emission vehicles are brought to market. CARB directed staff to ensure that fleets, businesses, and public entities that own or direct the operation of

A-10 (CONT.)

A-12

A-13

A-14

[7] Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: *https://californiahvip.org/*

medium- and heavy-duty vehicles in California purchase and operate ZEVs to achieve a smooth transition to ZEV fleets by 2045 everywhere feasible, and specifically to reach:

- 100% zero-emission drayage trucks, last mile delivery, and government fleets by 2035
- 100% zero-emission refuse trucks and local buses by 2040
- 100% zero-emission capable utility fleets by 2040

- **Advanced Clean Fleets Regulation:** The Advanced Clean Fleets Regulation is part of CARB's overall strategy to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles. This regulation works in conjunction with the Advanced Clean Trucks regulation. The regulation applies to trucks performing drayage operations at seaports and railyards, fleets owned by State, local, and federal government agencies, and high priority fleets. High priority fleets are those entities that own, operate, or direct at least one vehicle in California, and that have either $50 million or more in gross annual revenue, or that own, operate, or have common ownership or control of a total of 50 or more vehicles. The regulation affects medium- and heavy-duty on-road vehicles with a gross vehicle weight rating greater than 8,500 pounds, off-road yard tractors, and light-duty mail and package delivery vehicles. All drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035.

A-13 (CONT.)

With the implementation of the regulations listed above, specifically the Advanced Clean Trucks Regulation, tenants at the proposed industrial/warehouse development must begin the transition from diesel trucks and vans to zero-emission trucks. To help mitigate the Project's impact on air quality and public health, CARB urges the County to include contractual language in tenant lease agreements requiring future tenants to use zero-emission trucks during their operation in the FEIR.

A-15

Conclusion

CARB is concerned about the Project's air quality and public health impacts. To fully assess the Project's impact on neighboring communities, the County must provide substantial evidence supporting the trip lengths used to estimate the Project air quality impacts. The County must also provide substantial evidence supporting the 15-minute heavy-duty truck and 30 minute TRU idling durations used to estimate the Project's health risk impacts. Lastly, County should include a mitigation measure in the FEIR that would require all heavy-duty trucks and TRUs serving the Project to be zero-emission to reduce the Project's air quality impacts.

A-16

CARB appreciates the opportunity to comment on the DEIR for the Project. Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB's limited staff resources to

Comment Letter A

substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

A-16
(CONT.)

CARB staff can provide assistance with zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your list of selected State agencies that will receive the FEIR. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist via email at *stanley.armstrong@arb.ca.gov*.

Sincerely,

Matthew O'Donnell, Chief, Risk Reduction Branch

cc: State Clearinghouse
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Letter A Responses to Comments from the California Air Resources Board (CARB)

A-1 In this introductory comment, the commenter provides a brief description of the proposed Project. The commenter's summary accurately summarizes the proposed Project. This comment is acknowledged; no further response is required.

A-2 The commenter expresses concern that the Project will expose nearby residential communities to elevated levels of air pollution, which the commenter states are already exposed to multiple sources of air pollution. The commenter notes that there are residences located to the north, west, and southeast of the Project site, with the nearest receptor occurring 150 feet north of the Project site. The commenter notes that these existing residences are located near existing toxic diesel particulate matter (diesel PM) emission sources, including from industrial uses, airport uses, and rail traffic in the local area. This comment is acknowledged, and is consistent with the information presented in the DEIR. The commenter is referred to the discussion and analysis of Threshold c. in DEIR Subsection 4.3, *Air Quality*, which includes an analysis of the Project's potential localized impacts to air quality. As indicated therein, the proposed Project would not exceed any of the South Coast Air Quality Management District (AQMD) Localized Thresholds of Significance (LSTs) during either construction or long-term operation (as shown in DEIR Tables 4.3-13 and 4.3-14, respectively); the proposed Project would not result in or substantially contribute to any Carbon Monoxide (CO) "hot spots"; and the Project's construction- and operational-related emissions would not expose any sensitive receptors to cancer or non-cancer related health risks exceeding the SCAQMD thresholds of significance of 10 in one million or 1.0, respectively. As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

A-3 The commenter notes that Assembly Bill 617 (AB 617) stresses the need for emission reductions in high-exposure communities, such as those near the Project, and expresses concern about potential adverse effects from diesel particulate matter (PM) emissions. The commenter notes that CalEPA identifies disadvantaged communities under Health and Safety Code section 39711, based on criteria from the CalEnviroScreen tool, and that the Project is located in a census tract within the top 20% for pollution burden and is thus considered disadvantaged. Additionally, the commenter references Executive Order N-79-20, which promotes zero-emission vehicles, and urges the County to incorporate zero-emission technologies in the Project. This comment is acknowledged; however, the information presented in this comment is consistent with the information presented in the DEIR (refer specifically to the discussion of CalEnviroScreen and Disadvantaged Communities in DEIR subsections 2.2 and 4.3.2.B.10). The County acknowledges that light industrial facilities such as the proposed Project attract heavy-duty diesel truck traffic, and that the operation of on-site equipment (e.g., forklifts and yard tractors) could result in diesel emissions, both of which contribute to regional air pollution and global climate change (although here, as noted below, electric/zero emission on-site equipment would be required). The County further acknowledges that Executive Order N-79-20

establishes goals to transition to zero-emission vehicles for passenger cars, trucks, medium and heavy-duty vehicles, and drayage trucks. The commenter is referred to the discussion and analysis presented in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*, which disclose the Project's potential impacts to air quality and due to GHG emissions. In addition, the commenter is referred to DEIR Mitigation Measures MM 4.3-1 through MM 4.3-7 and MM 4.8-1, which were imposed to reduce the Project's emissions of air quality pollutants and GHGs to the extent feasible. The commenter specifically is referred to DEIR Mitigation Measure MM 4.3-3, which requires all on-site equipment to be powered by electricity or equivalent non-zero emission engines and further requires the provision of appropriate charging stations for the on-site equipment. In addition, and in response to comments on the DEIR related to zero-emission technologies and diesel emissions, DEIR Mitigation Measures MM 4.3-1, MM 4.3-2, and MM 4.3-4 have been revised/supplemented to ensure that the Project promotes zero-emissions technologies to the extent feasible. Specifically, Mitigation Measure MM 4.3-1 was supplemented as part of this FEIR to require the provision of a minimum of one (1) 160 Kilowatt charging station for use by Class 8 heavy-duty EV trucks including additional charging stations to be installed in the truck docking areas of the proposed warehouse building. DEIR Mitigation Measure MM 4.3-2 was revised to increase the number of required Electric Vehicle (EV) capable parking spaces in comparison to what is required by the California Green Building Standards Code. Specifically, revised Mitigation Measure MM 4.3-2 requires the provision of a minimum of 18 spaces with Electric Vehicle Charging Stations (EVCSs), a minimum of 54 Electric Vehicle (EV) capable parking spaces, a minimum of two (2) Level 2 chargers and one (1) Level 1 charging unit to be installed at the proposed warehouse building, and a minimum of eight (8) Level 2 EV chargers at the proposed park site. Mitigation Measure MM 4.3-4 was supplemented to require the Project Applicant to provide future tenants/owners with information regarding CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), thereby promoting zero-emissions technologies. In addition, the Project would be required to comply with all applicable provisions of all State laws that are in effect at the time building permits are issued for the Project's proposed warehouse building, including any applicable laws or regulations implementing Executive Order N-79-20. 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.

A-4 The footnote to Comment A-1 is acknowledged, which cites Page 4.3-48 of the Project's DEIR and provides a web link to the Project's DEIR. This comment is acknowledged; no further response is necessary.

A-5 The footnote to Comment A-3 is acknowledged, which notes that CARB urges local governments and project proponents to properly mitigate impacts due to Greenhouse Gas (GHG) emissions in accordance with the CARB Scoping Plan for Achieving Carbon Neutrality. This comment is acknowledged; however, the commenter is referred to the discussion and analysis of the Project's impacts due to GHG emissions, as presented in DEIR Subsection 4.8, *Greenhouse Gas Emissions*. As indicated therein, with implementation of DEIR Mitigation Measure MM 4.8-1, which requires compliance with the Riverside County Climate Action Plan (CAP), the Project's impacts due to GHG emissions would be reduced to below a level of significance. Pursuant to Section 15126.4(a)(3) of

the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Thus, because the Project's impacts due to GHG emissions would be less than significant, additional mitigation to address the Project's GHG emissions is not required under CEQA.

A-6 The commenter states that the County may have underestimated mobile source air pollutant emissions in the DEIR by using unrealistic truck trip distances, assuming a maximum of 36 miles. The commenter suggests using project-specific truck trip distances for a more accurate air quality impact analysis. The commenter urges the County to either re-evaluate the trip distances or include mitigation measures to limit truck travel distances to what was analyzed in the DEIR.

The trip generation used in the Project's Traffic Analysis ("TA"; DEIR *Technical Appendix N2*) was developed for this specific Project and is based on accepted traffic/transportation engineering protocols, the Institute of Transportation Engineers (ITE) Trip Generation Manual trip generation rates, and data gathered from local sources. Please refer to the Project's TA for detailed discussions regarding Project trip generation. The Project's Air Quality Impact Analysis ("AQIA"; DEIR *Technical Appendix C1*) uses the trip generation values from the TA as the basis for the Project mobile-source air emissions modeling. Detailed modeling also is presented in the Project's AQIA. The AQIA modeling reflects the characteristics of this specific Project, and employs accepted modeling protocols, standards, and best practices. As discussed in the Project's AQIA:

> "*To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 39.9 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. The trip length function for the proposed industrial building use has been calculated to 35.88 miles for high-cube fulfillment center and 28.56 miles for high-cube cold storage and an assumption of 100% primary trips. This trip length assumption is higher than the CalEEMod defaults for trucks. In order to be consistent with the Cajalco Commerce Center (PPT220050) Traffic Analysis, trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided by the SCAQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT16 & LHDT2 7)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle*." (DEIR *Technical Appendix C1* at p. 48).

The Project's TA and AQIA have been independently reviewed by third party experts, and have been determined to be adequate and accurate in all respects. As also noted in the Project's AQIA, the air quality analysis utilized the average trip length for light-heavy (15.3-miles), medium-heavy (14.2-miles) and heavy-heavy trucks (39.9-miles), which are based on SCAQMD's recommendations outlined in their implementation of the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Final Staff Report Table 13, adopted in 2021. It should be noted that these trip lengths

represent averages and are based on region specific data. The 35.88- and 28.56-miles trip lengths were derived by weighting the average trip lengths using traffic trip percentages taken from the Project's TA. The trip rates and trip lengths relied upon in the EIR analyses are considered to be based on the best available information. Additionally, the trip rates and trip lengths also reflect professional and practical experience of the County, the Project's air quality experts, and the Project's traffic engineers, and reflect their best judgment based on evaluations of similar developments within the County's jurisdiction. The commenter provides no evidentiary basis to refute the trip lengths used in the EIR. Here the County has appropriately relied on its own expertise and that of the EIR traffic engineering and air quality experts in establishing Project-specific, reasonable trip lengths for the Project, as suggested by the commenter. Accordingly, based on the foregoing discussion no revisions to the DEIR are warranted pursuant to this comment.

A-7 The commenter expresses concern that the County may have underestimated health risks. The commenter specifically refers to the 15 minutes assumed in the evaluation of trucks idling on site, and asserts that while CARB's Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (ATCM) restricts idling to a maximum of five minutes, vehicles that are exempt from the ATCM may idle for as long as five hours in any one location. The commenter urges the County to either add a project design feature in the EIR restricting heavy-duty truck idling to a maximum of 15 minutes or revise the Project's Health Risk Assessment ("HRA"; DEIR *Technical Appendix C2*) to use an idling time that is supported by substantial evidence.

It should be noted that extended truck idling times of five hours are not typical at uses such as the proposed Project, as this extended idling would be more likely to occur at truck stops or other locations where drivers may sleep in their trucks for an extended period of time. Further, as detailed in revised DEIR Mitigation Measure 4.3-6, idling of trucks would be restricted to no more than 3 minutes. Under this mitigation measure, the Project would include signs at truck access gates, loading docks, and truck parking areas with these instructions as well as the telephone numbers of the building facilities manager and CARB to report violations.

With regard to the modeling in the Project's Health Risk Assessment ("HRA"; DEIR *Technical Appendix C2*), the HRA was prepared in accordance with SCAQMD's publication, *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003), and conforms with all applicable United States Environmental Protection Agency (EPA), California EPA, and SCAQMD procedures (as noted on p. 5 of the Project's HRA). The Project air quality experts have more than 40 years of combined experience in preparation of Health Risk Analyses, with approximately 30 years of combined experience directly related to health risks associated with warehouse truck-source diesel emissions. The HRA conservatively assumes that each truck would idle for 15 minutes, consistent with SCAQMD recommendations and five times longer than the maximum idling time required under Mitigation Measure MM 4.3-6. The County considers the HRA, including its assumptions, modeling, and conclusions, to accurately present the maximum potential truck-source diesel exposure that could result from the Project.

As noted by CARB, even though CARB regulations limit diesel-fueled truck idling to 5 minutes, the EIR analysis complies with SCAQMD recommendations and employs a more conservative 15-minute idling assumption for calculating on-site idling emissions. In this manner, the HRA establishes the likely maximum impact scenario for the Project. Moreover, even assuming the conservative 15-minute on-site diesel idling condition, the HRA substantiates that all potential cancer risks due to Project-source diesel emissions (including heavy-duty truck idling emissions) would be less-than-significant (see pages 13-26 of the Project's HRA). Further, the Project would be required to comply with all applicable CARB regulations addressing heavy duty trucks and heavy duty truck emissions as those regulations become effective, diminishing the potential for the Project to result in potentially significant health risks under future conditions.

Notwithstanding, the commenter is referred to provision e. of revised DEIR Mitigation Measure MM 4.3-6, which requires the posting of signs on site instructing drivers to limit idling to a maximum of three minutes, and that includes contact information for CARB staff for the reporting of any violations. Additionally, provision f. of Mitigation Measure MM 4.3-6 requires facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary idling of trucks.

A-8 The footnotes to comment A-7 are acknowledged. These footnotes reference CARB's ATCM and CARB's EMFAC2021 Volume III Technical Document. No response is necessary.

A-9 The commenter expresses concern that the Project's HRA may have underestimated the Project's cancer risk impacts by using a 30-minute idling duration for trucks with temperature-controlled units (TRUs). The commenter suggests that trucks with TRUs could idle for up to four hours during loading and unloading, and recommends that the County either revise the HRA to reflect a conservative four-hour idling duration per visit or provide evidence to support the 30-minute idling assumption.

As discussed in the Project's HRA (DEIR *Technical Appendix C2*), SCAQMD's publication, *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003), and conforms with all applicable United States Environmental Protection Agency (EPA), California EPA, and SCAQMD procedures (as noted on p. 5 of the Project's HRA). The Project's air quality experts have approximately 40 years of combined experience in preparation of Health Risk Analyses, with approximately 30 years of combined experience directly related to health risks associated with warehouse TRU-source diesel emissions. The County considers the HRA including its assumptions, modeling, and conclusions to accurately present the potential maximum TRU-source diesel exposure that could result from the Project.

With regard to the 2-to-4 hour on-site unloading/loading process cited by the commenter, it should be noted that the TRU engine would not typically operate the entire time a truck is loading or unloading at a building loading dock, rather the trucks would cycle on and off as needed in order to maintain the set temperature. Additionally, and as required by DEIR Mitigation Measure MM 4.3-1,

the proposed Project would be required to provide plug-ins for TRUs at the building loading docks, allowing the TRU to be operated without using the diesel engine. Finally, it should be noted that the analysis conservatively assumes static 2026 emission factors and does not account for the turnover to zero-emission units as required under the 2022 amendments to CARB's TRU Airborne Toxic Control Measures (ATCM). Given that the analysis assumed that emission factors would remain constant based on a 2026 opening year, incorporation of the 2022 amendments would result in long-term risk lower than what is reported in the analysis.

The Project's HRA substantiates that all potential cancer risks due to Project-source diesel emissions (including TRU idling emissions) would be less-than-significant (see pages 13-26 of the Project's HRA). Further, the Project would be required comply with all applicable CARB rules and regulations addressing TRUs and TRU emissions as those rules and regulations become effective, diminishing the potential for the Project to result in potentially significant health risks under future conditions.

Notwithstanding the preceding discussion, and in response to this comment, provision e. of DEIR Mitigation Measure MM 4.3-6 has been modified to require posting of signage restricting the operation of TRUs to a maximum of 30 minutes, as follows:

> e. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks that do not include Transport Refrigeration Units (TRUs) to restrict idling to no more than ~~five~~ three minutes; 3) instructions for drivers of diesel trucks that include TRUs to restrict idling to a maximum of 30 minutes; and ~~3~~4) telephone numbers of the building facilities manager and CARB to report violations.

Implementation of the revised Mitigation Measure MM 4.3-6, including the changes above, would ensure that truck idling durations on site (including idling from TRUs) would be consistent with the assumptions used in the Project's HRA modeling.

A-10 The commenter summarizes the information presented in the DEIR with respect to the Project's significant and unavoidable operational air quality impacts due to the emissions of NO_X; summarizes the mitigation measures presented in DEIR Subsection 4.3; asserts that the Project could include transport refrigeration units (TRUs) that can result in localized air quality impacts due to diesel emissions that could adversely affect sensitive receptors in the surrounding area; incorrectly asserts that the Project's cancer risk impacts to the surrounding community would be significant; and recommends two design measures for consideration as part of the Project's FEIR that are intended to address the Project's alleged localized air quality impacts. The commenter is referred to the description of the Project's proposed Plot Plan No. 220050 (PPT 220050) in DEIR Section 3.0, *Project Description*. As noted in DEIR subsection 3.5.3.B, "up to 150,526 s.f. of the warehouse building (15% of the building space) is assumed to consist of high-cube cold storage warehouse uses."

The Project's HRA (DEIR *Technical Appendix C2*) includes a full evaluation of the Project's potential localized health risk impacts, inclusive of emissions from TRUs. As required by DEIR Mitigation Measure MM 4.3-1, the proposed Project would be required to provide plug-ins for TRUs at the building loading docks, allowing the TRU to be operated without using the diesel engine. The commenter also is referred to the discussion and analysis of Threshold c. in DEIR Subsection 4.3, *Air Quality*. As indicated in the extensive analysis presented therein, the Project's localized air quality impacts during both construction and long-term operation would be less than significant, including impacts due to cancer and non-cancer related health risks; thus, the commenter is incorrect in asserting that the Project's localized cancer health risk impacts would be significant. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Accordingly, because the suggested design measures as provided by this comment are not needed to reduce any of the Project's impacts to the environment, no revision to the DEIR is warranted pursuant to this comment.

A-11 The footnotes to comments A-9 and A-10 are acknowledged. These footnotes reference DEIR *Technical Appendix C2*, page 16, and provide a definition for TRUs as follows: "TRUs are refrigeration systems powered by integral diesel engines that protect perishable goods during transport in an insulated truck and trailer vans, rail cars, and domestic shipping containers." As this comment does not identify any deficiencies in the analysis presented in the DEIR or its technical appendices, no revision to the DEIR are warranted pursuant to this comment.

A-12 The commenter urges the County to include a mitigation measure in the DEIR requiring all heavy-duty trucks serving the Project to be zero-emission. The commenter points out that a list of commercially available zero-emission trucks is available through the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP), which promotes the adoption of such vehicles. The commenter further states that there are currently electric trucks that can meet the Project's transportation needs, and CARB is either implementing or developing regulations to mandate the use of zero-emission trucks.

While the County acknowledges that use of zero-emission trucks would reduce Project-related vehicular-source emissions, the commercial availability of zero-emission long-haul vehicles to exclusively serve the Project is at best limited at present for a variety of reasons. Firstly, trucks serving the Project site are unlikely to be owned by the building users, as most buildings are serviced by trucks or owned or leased by independent operators. The types of trucks driven by independent operators are outside of the control of Project Applicant, building users, and the County. Second, there is not enough electrical grid power to sustainably charge all of the trucks that would travel to and from the Project site. 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

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

trucks. Local power utilities told the California company that it was not possible.[2] 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 vehicles ("MHDEVs") charging (which may exceed several megawatts [MWs] of demand for large fleets) could destabilize electricity distribution systems. Additionally, due to logistical and operational barriers, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time, payloads, and maintenance.[3] However, considering current technologies, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.[4] 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.[5] 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.[6] Moreover, fleets without a charging depot will need to rely on public charging stations. In addition to the barriers described above, zero-emission trucks are much more costly to fleet owners. A new, clean-diesel long-haul tractor typically costs in the range of $180,000 to $200,000.[7] Meanwhile, a comparable battery-electric tractor – with a quarter of the range and thus requiring frequent and long hours of charging – costs upwards of $480,000.[8,9] In addition, each charging station installation can exceed $100,000[10] and public charging stations and required infrastructure for such charging is not widely available.[11] Additionally, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries used in zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.[12] 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.[13] Additionally, expanding capacity and sourcing this amount of material creates environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.[14] California's zero-emission trucking regulations have been challenged by numerous other states as an unconstitutional restraint on interstate commerce, and are at least partially unenforceable while the legal challenges are pending, and could ultimately be determined to be unlawful. Therefore, the County finds that there is no evidence in the record that the proposed mitigation requiring all heavy-duty trucks to be zero-emission is technologically or financially feasible for the Project.

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[2] *Id.*
[3] *Id.*
[4] *Id.*
[5] *Id.*
[6] *Id.*
[7] *Id.*
[8] *Id.*
[9] *Id.*
[10] https://media.rff.org/documents/Report_23-03_v3.pdf
[11] https://www.ccjdigital.com/alternative-power/battery-electric/article/15545697/charging-forward-with-electric-truck-charging-stations
[12] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[13] *Id.*
[14] *Id.*

Although requiring all trucks that service the Project site to be electric would be infeasible, the DEIR included measures to promote the use of alternative fuels and supports clean truck fleets as a means of generally reducing Project-related vehicular-source emissions. In addition, the mitigation measures in the DEIR have been revised/supplemented in response to comments on the DEIR related to zero-emission technologies and diesel emissions. Specifically, Mitigation Measure MM 4.3-1 was supplemented as part of this FEIR to require the provision of a minimum of one (1) 160 Kilowatt charging station for use by Class 8 heavy-duty EV trucks including additional charging stations to be installed in the truck docking areas of the proposed warehouse building, which is in addition to the requirement to provide the minimum number of EV charging stations required by Title 24. DEIR Mitigation Measure MM 4.3-2 was revised to increase the number of required Electric Vehicle (EV) capable parking spaces in comparison to what is required by the California Green Building Standards Code. Specifically, revised Mitigation Measure MM 4.3-2 requires the provision of a minimum of 18 spaces with Electric Vehicle Charging Stations (EVCSs), a minimum of 54 Electric Vehicle (EV) capable parking spaces, a minimum of two (2) Level 2 chargers and one (1) Level 1 charging unit to be installed at the proposed warehouse building, and a minimum of eight (8) Level 2 EV chargers at the proposed park site. Mitigation Measure MM 4.3-4 was supplemented to require the Project Applicant to provide future tenants/owners with information regarding CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), thereby promoting zero-emissions technologies. In addition, the Advanced Clean Fleet Regulation already requires all drayage trucks in California to be zero-emission by 2035. The Project, through its design features and mitigation measures (as revised/supplemented by this FEIR), anticipates that zero and near-zero emission vehicles would operate on the Project site and in the future as part of the overall statewide progression of commercial vehicle fleets transitioning towards clean fleets over time. As such, the Project will accommodate such vehicles as they become commercially available and feasible to utilize for Project operations.

The list of commercially-available zero-emission trucks available through the HVIP is recognized. CARB states that based on the HVIP list there are "…electric trucks that can meet the cargo transportation needs of individual industrial uses proposed in the County today." Mitigation Measure MM 4.3-4 has been modified in the FEIR to require the Project Applicant to provide future tenants with information regarding the HVIP program, in addition to providing future tenants with information regarding SCAQMD's Carl Moyer Program.

CARB states it has implemented or is developing regulations that will require the use of zero-emission trucks. The County and Applicant would comply with CARB regulations requiring the use of zero-emission trucks if/when such regulations become locally effective.

Based on the preceding, substantial evidence presented in the DEIR, and the whole record before the Lead Agency, the Lead Agency considers the DEIR to have adequately and accurately evaluated the Project's air quality impacts. Further, the Lead Agency considers the DEIR, as supplemented by this FEIR, to provide and incorporate feasible mitigation where required, and that the mitigation provided

reduces the Project's impacts to the extent feasible. It would not be feasible to impose a requirement to require that all of the Project's heavy-duty trucks be fully electric vehicles. Accordingly, because the County finds that fully electric MHDEVs are not feasible at this time for the reasons noted above, no mitigation requiring the use of electric heavy-duty trucks is required pursuant to CEQA beyond what already is required by DEIR Mitigation Measures MM 4.3-1, MM 4.3-2, MM 4.3-3, and MM 4.3-4, as modified/supplemented by this FEIR. No revision to the DEIR is warranted pursuant to this comment other than the revisions to Mitigation Measures MM 4.3-1, MM 4.3-2, and MM 4.3-4, as described above.

A-13 The commenter lists several CARB regulations that would reduce diesel particulate matter (DPM) and nitrous oxide (NO_x) emissions including the Drayage Truck Regulation; Truck and Bus Regulation; Heavy-Duty Low-NO_x Omnibus Rule; Advanced Clean Trucks Regulation; and the Advanced Clean Fleets Regulation. The commenter notes that these regulations would serve to reduce the amount of diesel Particulate Matter (DPM) and NO_X emissions from trucks. This comment is acknowledged; however, as this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment. The commenter is referred also to the responses to Comments A-12 and A-15.

A-14 The footnote for comment A-12 is acknowledged, which provides a link to the Zero-Emission Truck and Bus Voucher Incentive Project. No response is necessary.

A-15 The commenter states that with implementation of the regulations listed in Comment A-13, and specifically the Advanced Clean Trucks Regulation, tenants at the proposed industrial/warehouse development will need to transition from diesel to zero-emission trucks. The commenter urges the County to include a requirement in tenant lease agreements that mandates the use of zero-emission trucks in the FEIR. The commenter is referred to the response to Comment A-12, which explains why imposing a requirement mandating all Project-related heavy-duty trucks to consist of zero-emission vehicles is not feasible at this time. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

A-16 The commenter concludes the letter by reiterating concerns about the Project's air quality and public health impacts, including concerns related to idling times for heavy-duty trucks and TRUs and the commenter's request to include a mitigation measure in the FEIR requiring all heavy-duty trucks and TRUs to consist of zero-emission vehicles. CARB notes that they appreciate the opportunity to comment on the Project's DEIR, notes that CARB's comments do not indicate CARB's agreement with the County's findings with respect to the Project's impacts to air quality, offers to provide assistance with zero-emission technologies, and requests to be included in future notices related to the Project. These comments are acknowledged. The commenter is referred to the responses to Comments A-7 and A-9, which address the commenter's concerns over idling durations assumed in the air quality impact analysis for heavy-duty trucks and TRUs. The commenter is referred to the response to Comment A-12, which explains why imposing a requirement mandating all Project-related heavy-duty trucks to consist of zero-emission vehicles is not feasible at this time. The County

appreciates the comments provided by CARB, and will include CARB on all future notifications for the proposed Project.

COMMENT LETTER B

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THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

August 28, 2024 **Via Email**

Mr. Russell Brady, Project Planner
Riverside County Planning Department
P.O. Box 1409
Riverside, California 92502-1409

Dear Mr. Brady:

Notice of Availability for the
Draft Environmental Impact Report (EIR) Cajalco Commerce Center Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Availability for the Cajalco Commerce Center Project Draft Environmental Impact Report (DEIR). The project includes the following applications to entitle one industrial building and one public park in the Mead Valley community of unincorporated Riverside County: Plot Plan No. PPT 220050, Change of Zone No. CZ 2200062, Tentative Parcel Map No. TPM 38601, and Foundation GPA. A proposed 44-foot tall, 1,003,510 square foot industrial building would be located on the southwest corner of Seaton Avenue and Cajalco Expressway on approximately 44.66 net acres. A proposed approximately 13.33-acre park would be constructed south of the warehouse building and include play fields, sports courts, walking paths, and other amenities. The project also includes roadway frontage improvements to Cajalco Expressway, Seaton Avenue, and Decker Road.

B-1

Metropolitan previously provided correspondence (enclosed) in July 2023 on the Notice of Preparation (NOP) to prepare a DEIR for the Cajalco Commerce Center (formerly known as Mead Valley Commerce Center), which noted the infrastructure in the project vicinity that would be affected by the Cajalco Commerce Center. The Metropolitan Substructures Team provided correspondence (enclosed) in April 2024 regarding an email submittal by the Applicant, providing plans and reports for the proposed Project.

Metropolitan has reviewed the Cajalco Commerce Center Draft Environmental Impact Report. Metropolitan owns and operates the Colorado River Aqueduct (CRA), an approximately 138-inch inside-diameter pipeline, located along Decker Rd within the Metropolitan fee-owned property within the Project boundary. The following comments address the potential of an impact to the Colorado River Aqueduct and/or Metropolitan fee-owned property within the Project boundary.

As requested in the July 28, 2023, Comment Letter on the Notice of Preparation, any future design plans associated with this project should continue to be submitted to the attention of Metropolitan's Substructures Team. Approval of the project should be contingent on

B-2

COMMENT LETTER B

Docusign Envelope ID: BE608F22-C326-4427-B43D-C1BC1357EECF

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Russell Brady, Project Planner
Page 2
August 28, 2024

Metropolitan's approval of design plans for portions of the proposed Project that could impact its facilities.

B-2 (CONT.)

Metropolitan provides the following additional specific comments on the DEIR for the Cajalco Commerce Center Project:

1. Page 1-3, 1.2 describes property controlled by Metropolitan. Please revise to note this is Metropolitan fee-owned property.
2. Page 2-5, 2.3 Surrounding Land Uses and Development, mentions Metropolitan's fee-property as an "undeveloped utility corridor", please amend this section to state that is it a developed utility corridor with a subterranean aqueduct running through it.
3. Page 3-2, 3.3 Project Location and Setting mentions Metropolitan owns an undeveloped parcel. Please amend this section to state that is it a developed utility corridor with a subterranean aqueduct running through it.
4. Page 4.1-5 through 4.1-6 notes Metropolitan's easement between the northern and southern portions of the Project site. Please revise to note this is Metropolitan fee-owned property.
5. Page 4.11-1, 4.11.1.A. mentions Metropolitan owns an undeveloped utility corridor. Please amend this section to state that is it a developed utility corridor with a subterranean aqueduct running through it.
6. 4.21-1, 4.21.1.A notes the Project site is north of an existing easement. Please revise to note this is Metropolitan fee-owned property.

B-3

We appreciate the opportunity to provide input to your planning process and look forward to receiving future plans and documentation for this Project. If we can be of further assistance, please contact Liz Florence at eflorence@mwdh2o.com.

B-4

Very truly yours,

DocuSigned by:
Sean Carlson
Sean Carlson
Team Manager, Environmental Planning Section

SC:dbp
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Enclosures:

1) Metropolitan's July 28, 2023 NOP Comment Letter
2) Metropolitan's Substructures April 24, 2024 Letter to the Applicant

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700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

COMMENT LETTER B

Docusign Envelope ID: BE608F22-C326-4427-B43D-C1BC1357EECF

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

July 28, 2023 Via Email

Mr. Russell Brady, Project Planner
Riverside County Planning Department
P.O. Box 1409
Riverside, California 92502-1409

Dear Mr. Brady:

Notice of Preparation for the Mead Valley Commerce Center Project

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation and associated exhibits for the Mead Valley Commerce Center Project. The project includes the following applications to entitle one industrial building and one public park in the Mead Valley community of unincorporated Riverside County: Plot Plan No. PPT 220050, Change of Zone No. CZ 2200062, Tentative Parcel Map No. TPM 38601, and Foundation GPA. The proposed 50-foot tall, 1,003,510 square foot industrial building will be located on the southwest corner of Seaton Avenue and Cajalco Expressway on approximately 44.74 net acres. The proposed approximately 13.35-acre park would occur south of the warehouse building and include play fields, sports courts, walking paths and other amenities. The project also includes roadway frontage improvements to Cajalco Expressway, Seaton Avenue, and Decker Road.

Metropolitan owns and operates the Colorado River Aqueduct (CRA), an approximately 138-inch inside-diameter pipeline, located along Decker Rd within the Metropolitan fee-owned property within the Project boundary. Metropolitan is concerned with potential impacts to this facility and rights-of-way that may result from implementation of the proposed Project.

Metropolitan must be allowed to maintain its rights-of-way and access to its facilities and properties at all times, in order to repair and maintain the current condition of those facilities. In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Metropolitan will not permit procedures that could subject the pipes to excessive vehicle, impact or vibratory loads. Any future design plans associated with this Project should be submitted to the attention of Metropolitan's Substructures Team. Approval of the Project should be contingent on Metropolitan's approval of design plans for portions of the proposed Project that could impact its facilities.

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by contacting Metropolitan's Substructures Team at EngineeringSubstructures@mwdh2o.com. To assist Riverside County in preparing plans that are compatible with Metropolitan's facilities and

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COMMENT LETTER B

Docusign Envelope ID: BE608F22-C326-4427-B43D-C1BC1357EECF

rights-of-way, enclosed is a copy of the "Guidelines for Improvements and Construction Projects Proposed in the Area of Metropolitan's Facilities and Rights-of-Way." Please note that Metropolitan's facilities and rights-of-way must be fully shown and identified as Metropolitan's on all designs or plans submitted.

Metropolitan requests that Riverside County avoid any potential impacts that may occur to the CRA due to implementation of the proposed Project or where applicable, propose mitigation measures to offset any potential impacts. It will also be necessary for Riverside County to consider Metropolitan's CRA in its project planning.

Additionally, appropriate property rights must be obtained from Metropolitan for any project activities within Metropolitan's property, such as the granting of a road easement or license. The granting of property rights may be subject to Metropolitan's Board of Director's approval. No work must be done including potholing or any studies within Metropolitan's property prior to the execution of an appropriate agreement. Please contact Metropolitan's Real Property Group regarding the process for obtaining access or property rights at RealEstateServices@mwdh2o.com. Metropolitan recommends that the Environmental Impact Report include reference to Metropolitan's property and granting of an agreement, and also acknowledge Metropolitan as a potential responsible agency "expected to use the Environmental Impact Report in their decision-making" per CEQA Guidelines Section 15124(d)(A).

Metropolitan encourages projects within its service area to include water conservation measures. While Metropolitan continues to build new supplies and develop means for more efficient use of current resources, projected population and economic growth will increase demands on the current system. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed Project.

We appreciate the opportunity to provide input to your planning process and look forward to receiving future plans and documentation for this Project. If we can be of further assistance, please contact Jolene Ditmar at jditmar@mwdh2o.com.

Very truly yours,

Digitally signed by Sean Carlson
Date: 2023.07.28 12:00:17 -07'00'

Sean Carlson
Team Manager, Environmental Planning Section

JD: rdl
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B-6 (CONT.)

Comment Letter B

Docusign Envelope ID: BE608F22-C326-4427-B43D-C1BC1357EECF

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Enclosures:

1) Location Map of Metropolitan's CRA within the Project Limits
2) Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

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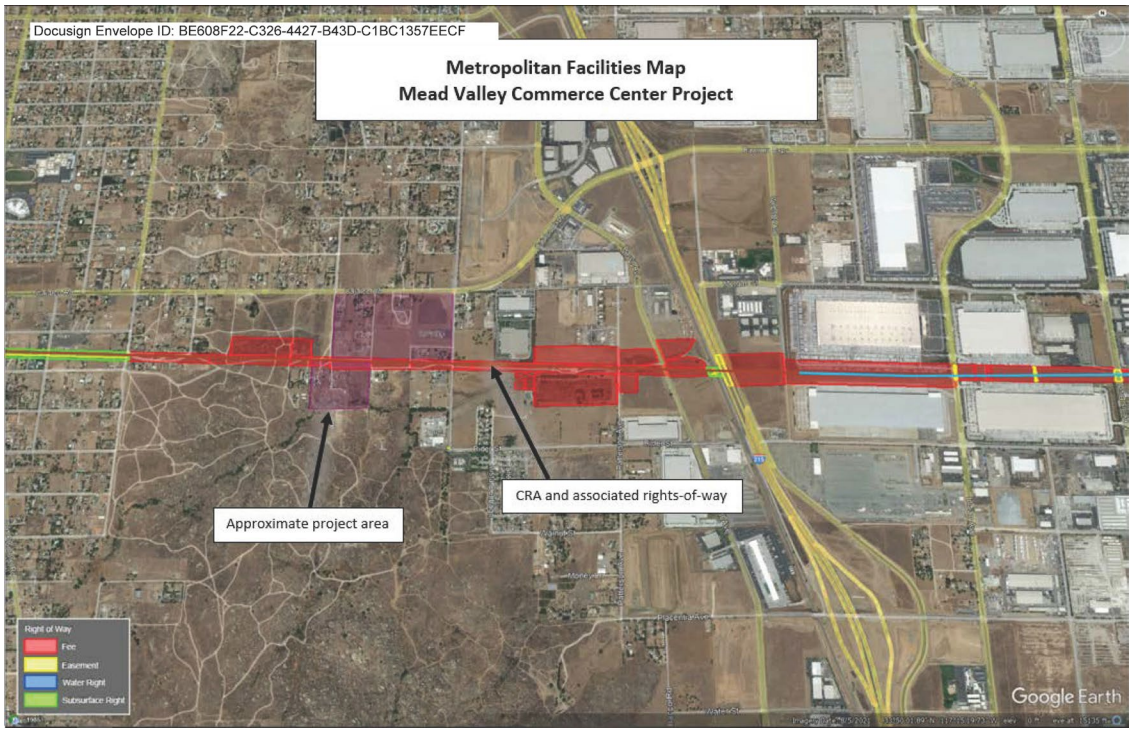
Comment Letter B



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Guidelines for
Improvements and Construction Projects Proposed
in the Area of
Metropolitan's Facilities and Rights-of-Way

July 2018

Prepared By:
The Metropolitan Water District of Southern California
Substructures Team, Engineering Services
700 North Alameda Street
Los Angeles, California 90012

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(CONT.)

COMMENT LETTER B

Docusign Envelope ID: BE608F22-C326-4427-B43D-C1BC1357EECF

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Manager

MWD Colorado River Aqueduct (CRA)
Valverde Tunnel
Sta. 11742+00 to 11763+00
R/W Parcel Nos. 139-11-5, -7, -9B,
-11B, and -13 (Fee)
Substructures Job No. 1001-22-002

April 24, 2024

Andrew Simpson
Project Coordinator
Albert A Webb Associates
3788 McCray Street
Riverside, CA 92506
Andrew.Simpson@webbassociates.com

Dear Andrew:

Hillwood Mead Valley Commerce Center – Request for Road Easements

Thank you for your email dated April 2, 2024, providing a link to your plans and reports for your proposed commercial development project, generally located south of Cajalco Road between Decker Road and Seaton Avenue in the Perris area of Riverside County.

The submittal included:

- Conceptual Landscape Plans (Sheets 1 through 8 of 8)
- Plot Plan (Sheets 1 through 11 of 11)
- Tentative Parcel Map 38601 (Sheets 1 through 3 of 3)
- Preliminary Drainage Study report dated March 2024
- Copy of email response to Oscar Valadez dated January 22, 2024
- Response memo to our letter dated January 4, 2024
- Title Reports

We have reviewed the submitted plans and reports, and our comments and requirements are as follows:

B-7

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

Docusign Envelope ID: BE608F22-C326-4427-B43D-C1BC1357EECF

1. The locations of our 15-foot-3-inch-inside-diameter CRA Valverde Tunnel and varied width fee right-of-way, as shown on all pertinent sheets of your plans, are generally in agreement with our records.

2. The location of the 16-foot-wide driveway approach on the easterly side of "Decker Road," as shown on Sheets 8 and 10 of 11 of your Plot Plans and on Sheets 1, 2, 7, and 8 of your Conceptual Landscape Plans, is acceptable to Metropolitan. However, we require that the same driveway approach be incorporated on the westerly side of "Decker Road" since the proposed curb and gutter on the westerly side will inhibit our ability to drive along our fee right-of-way.

3. We will allow the proposed catch basins on both sides of "Decker Road" within the limits of our fee property, as shown on Sheets 8 and 10 of 11 of your Plot Plans. However, we require that the catch basins, 24-inch storm drain line, sewer line, other non-potable utilities (if applicable), and laterals located within the limits of our fee right-of-way include secondary containment. The containment may consist of either a continuous steel sleeve or HDPE with fusion-welded joints. The catch basins can be wrapped with an impermeable liner. We note in your response that secondary containment will be addressed in the final engineering design.

4. We concur that the drainage system appears to be capturing runoffs away from our facilities since the proposed sheet flow towards the northeast of the development, as shown on Sheets 5, 6, 7, and 8 of your Plot Plans.

5. Please forward the review comments from the County of Riverside for the Tentative Parcel Maps. We are also requesting that the Final Parcel Map be submitted simultaneously to both the County Surveyor and Metropolitan for review. Currently, the Tentative Parcel doesn't have the verifiable right-of-way information we need to perform a review of and provide comments on. We understand that Tentative Maps are not required to show current record land title and land boundary establishment information.

6. We note that trees have been modified so that mature tree canopies do not encroach onto our fee property, as shown on Sheets 1, 2, 4, 7, and 8 of 8 of your Conceptual Landscape Plans.

7. We note that Metropolitan's contact notification provision is shown on Sheet 1 of 8 of your conceptual landscape plans.

We are returning prints of Sheets 8 and 10 of 11 of your Plot Plans, stamped: "REVIEWED – CORRECTIONS NOTED – RESUBMITTAL REQUIRED," Sheets 1, 5, 6, and 7 of 11 of your Plot Plans, and Sheets 1, 2, 4, 7 and 8 of 8 of your Conceptual Landscape Plans, stamped: "REVIEWED – CORRECTIONS NOTED – NO RESUBITTAL REQUIRED."

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COMMENT LETTER B

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Facilities constructed within Metropolitan's fee property shall be subject to the paramount right of Metropolitan to use the fee property for the purpose for which it was acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee property, such removal and replacement shall be at the expense of the owner of the facility.

Please note that the road proposed within the limits of our fee right-of-way could be unavailable at any time if excavation of our tunnel pipeline becomes necessary for maintenance and repair, replacement, or the addition of another pipeline. Metropolitan will not be responsible for any disruption to the park if this were to occur.

B-7
(CONT.)

For any further correspondence with Metropolitan relating to this project, please refer to the Substructures Job Number shown in the upper right-hand corner of the first page of this letter. Should you require additional information, please contact Ken Chung at (213) 217-7670 or by email at kchung@mwdh2o.com.

Sincerely,

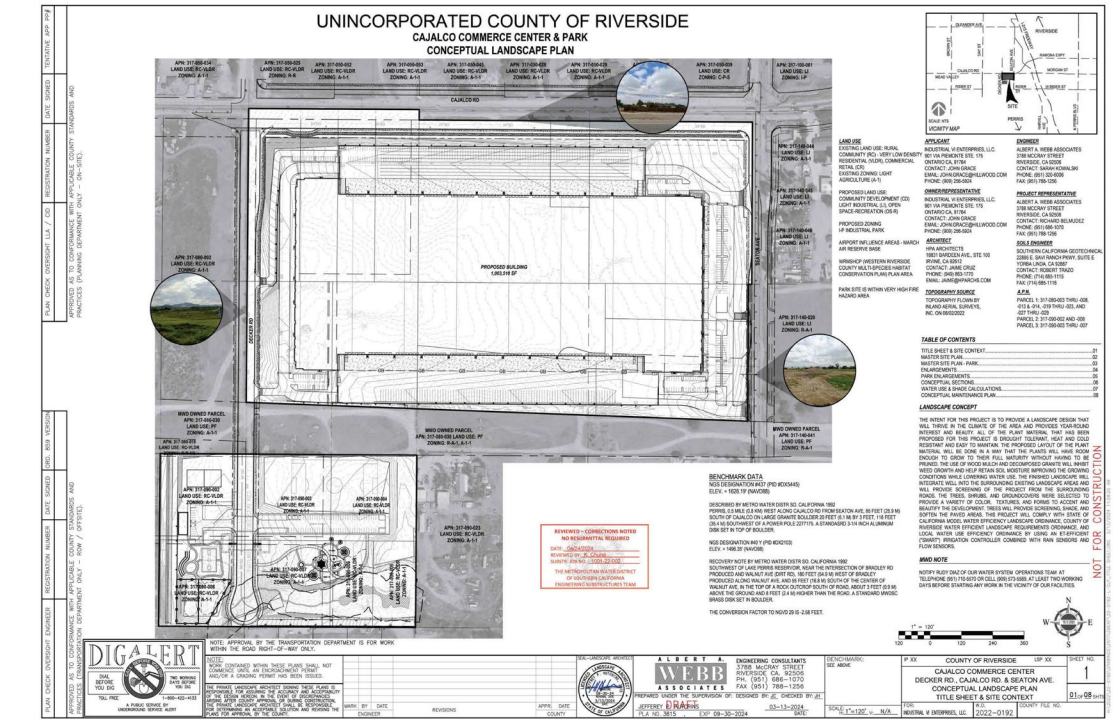
Francisco Flores, P.E.
Manager, Substructures Team

KC

DOC#: 1001-22-002e

Enclosures (11)

Comment Letter B



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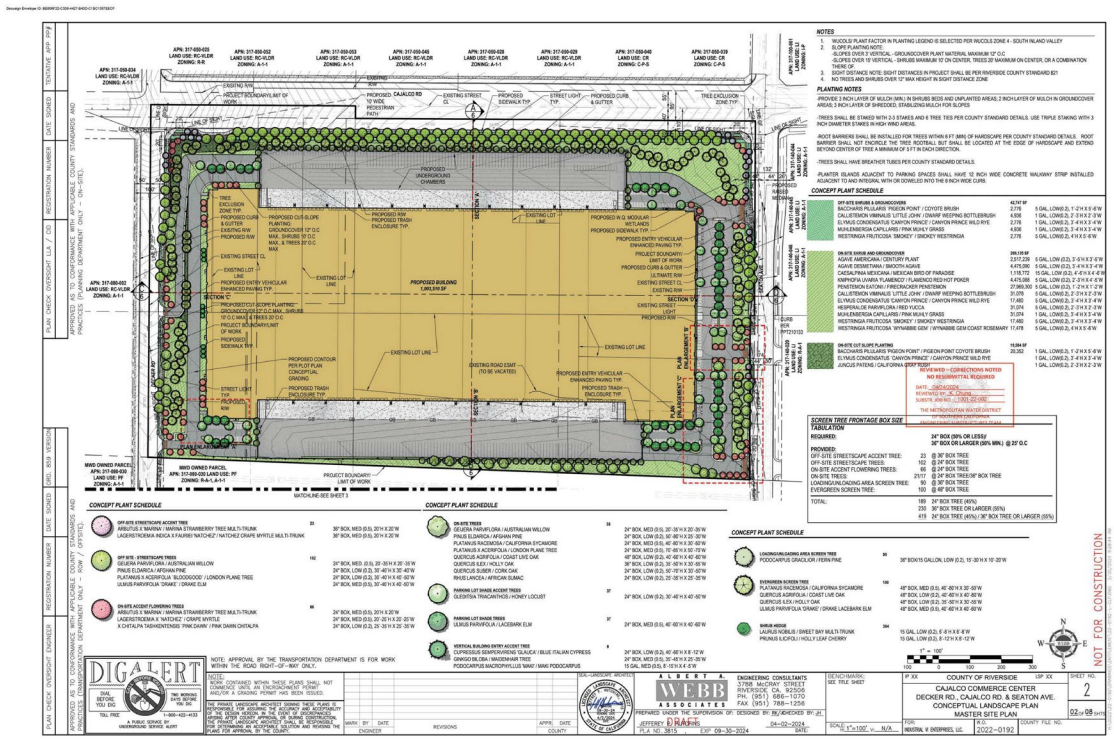
Comment Letter B



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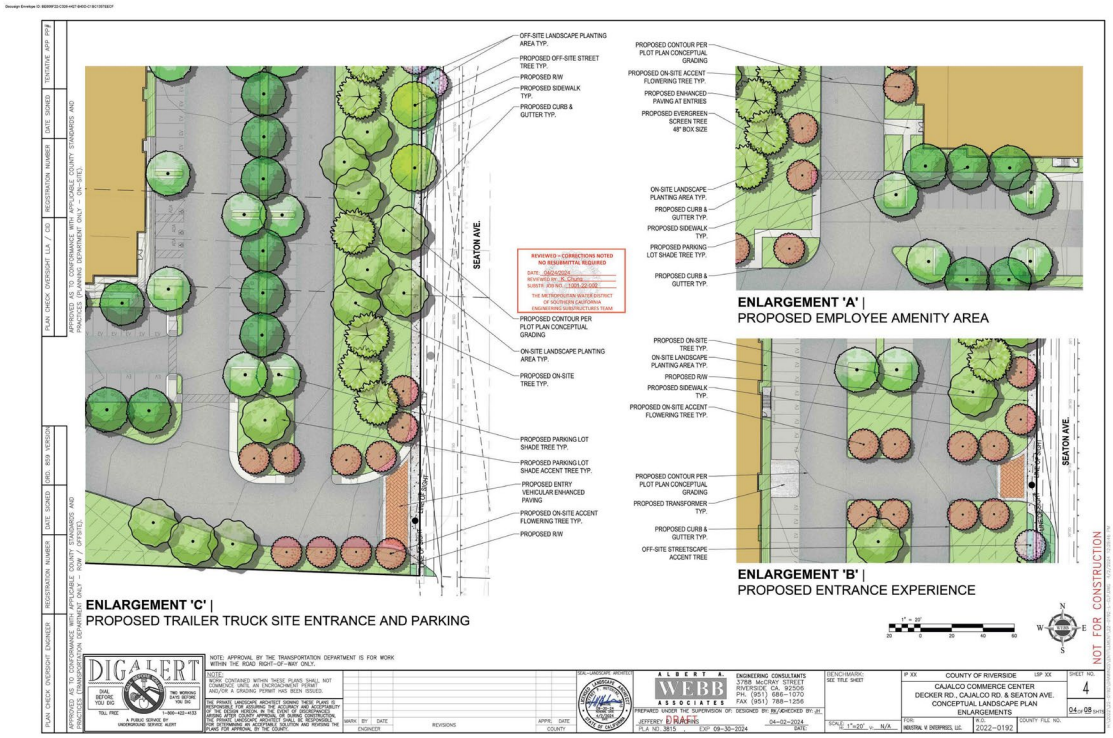

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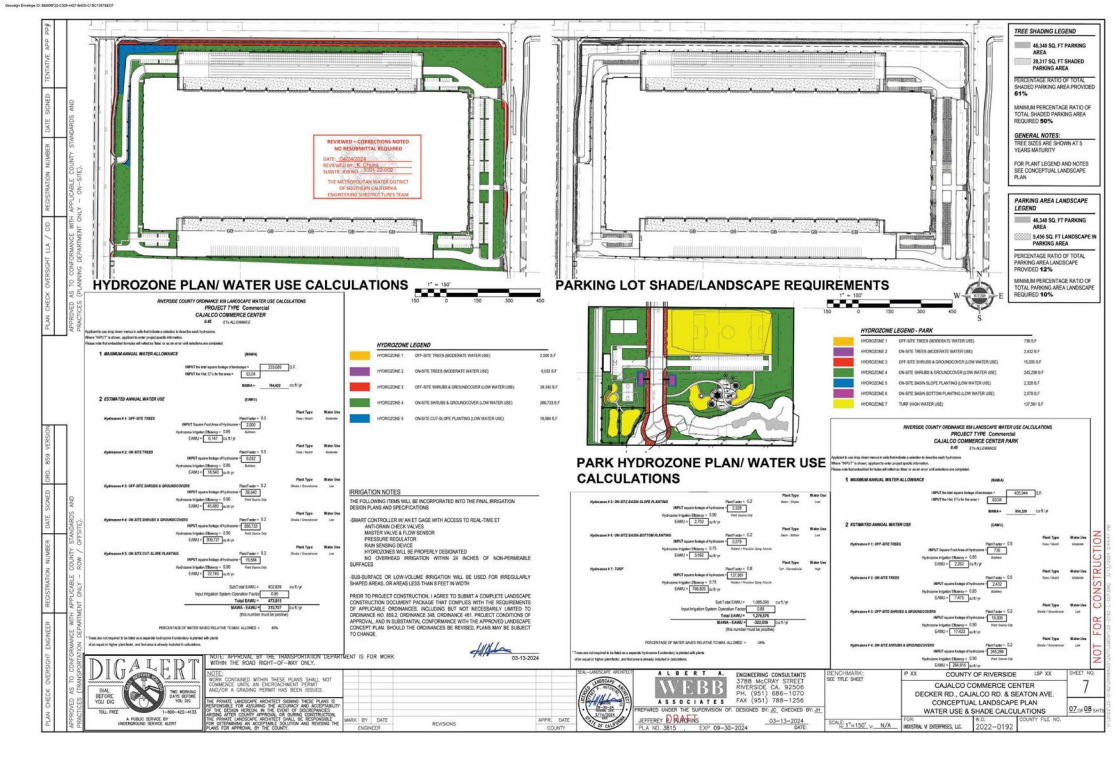

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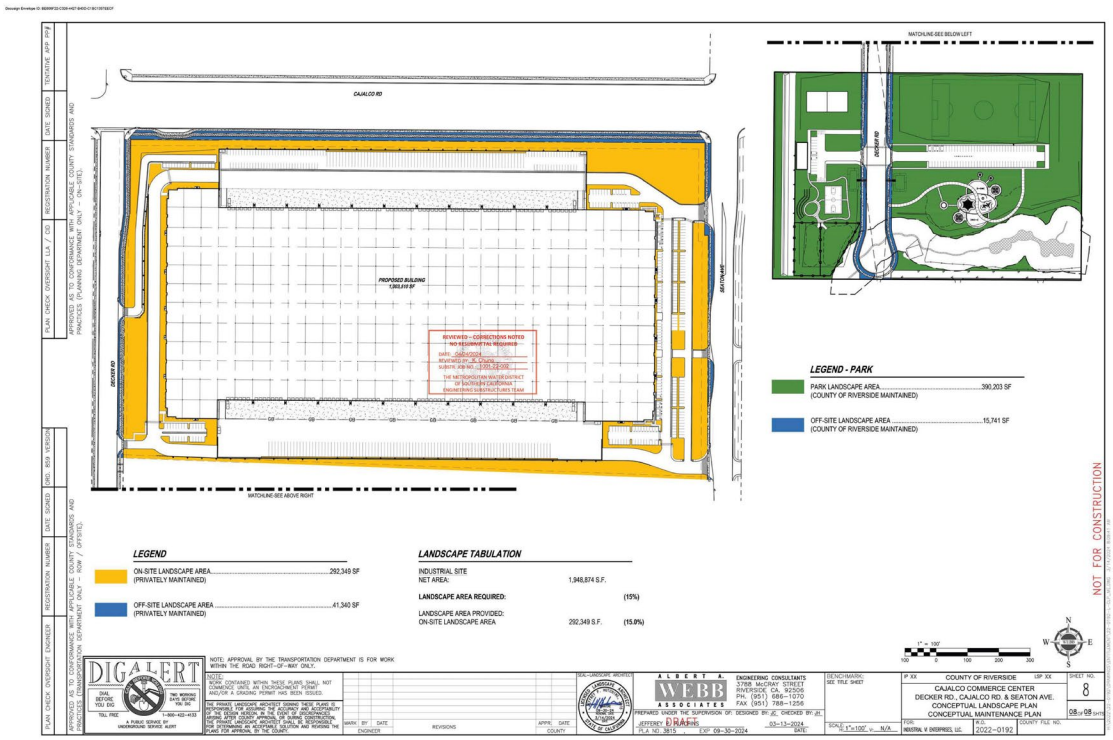

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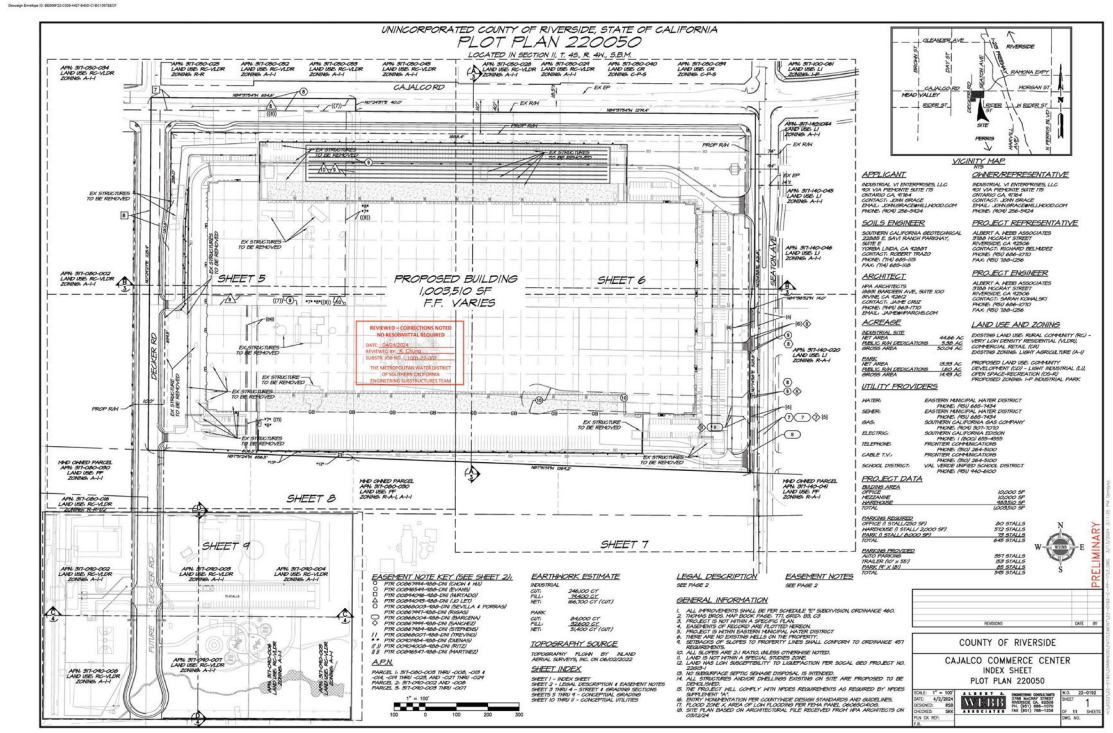

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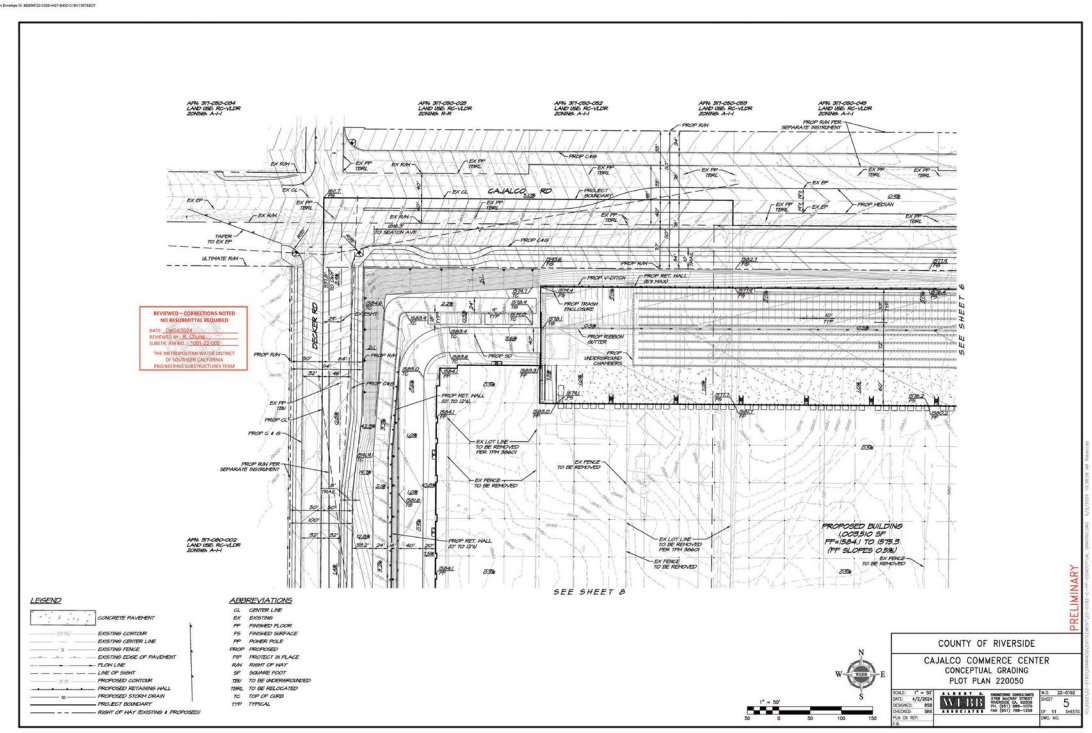

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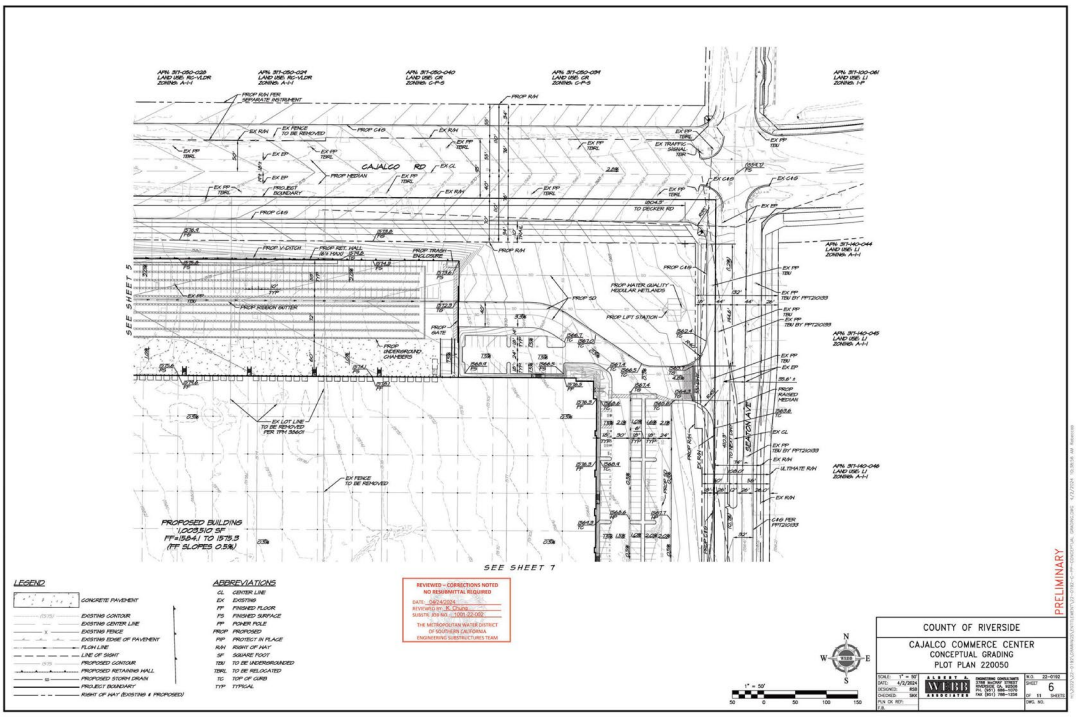

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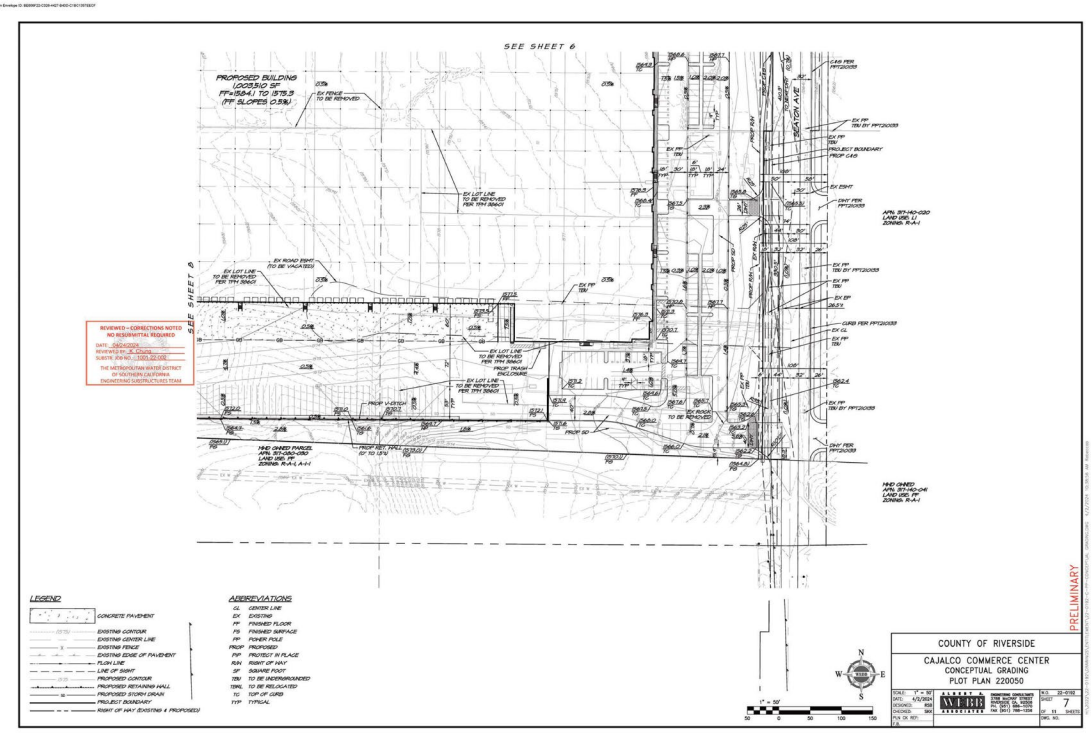
SEE SHEET 6
SEE SHEET 6
PROPOSED BUILDING
LOCSLAB SF
FF=(564.1 TO 575.3
(FF SLOPES 0.5%)
EX FENCE TO BE REMOVED
EX LOT LINE TO BE REMOVED PER TPM 38601
EX ROAD RIGHT TO BE VACATED
EX LOT LINE TO BE REMOVED PER TPM 38601
EX LOT LINE TO BE REMOVED PER TPM 38601
PROP MASH ENCLOSURE
PROP V-DITCH
PROP SD
EX ROADS TO BE REMOVED
PROJECT BOUNDARY
PROP CAS
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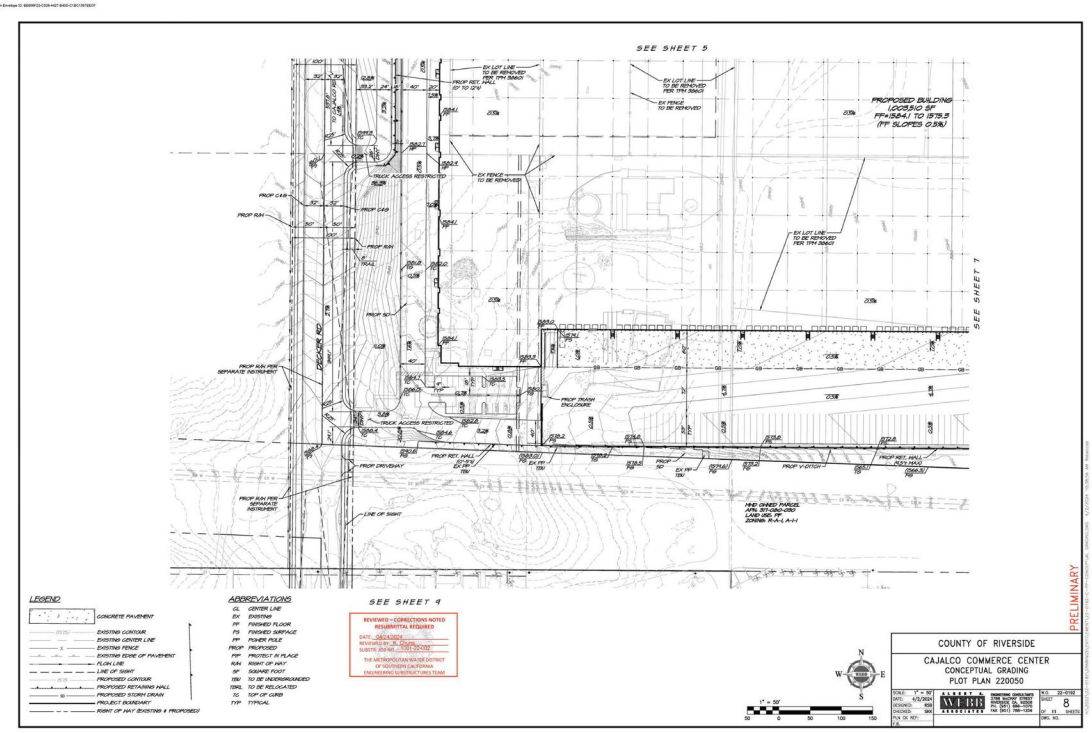

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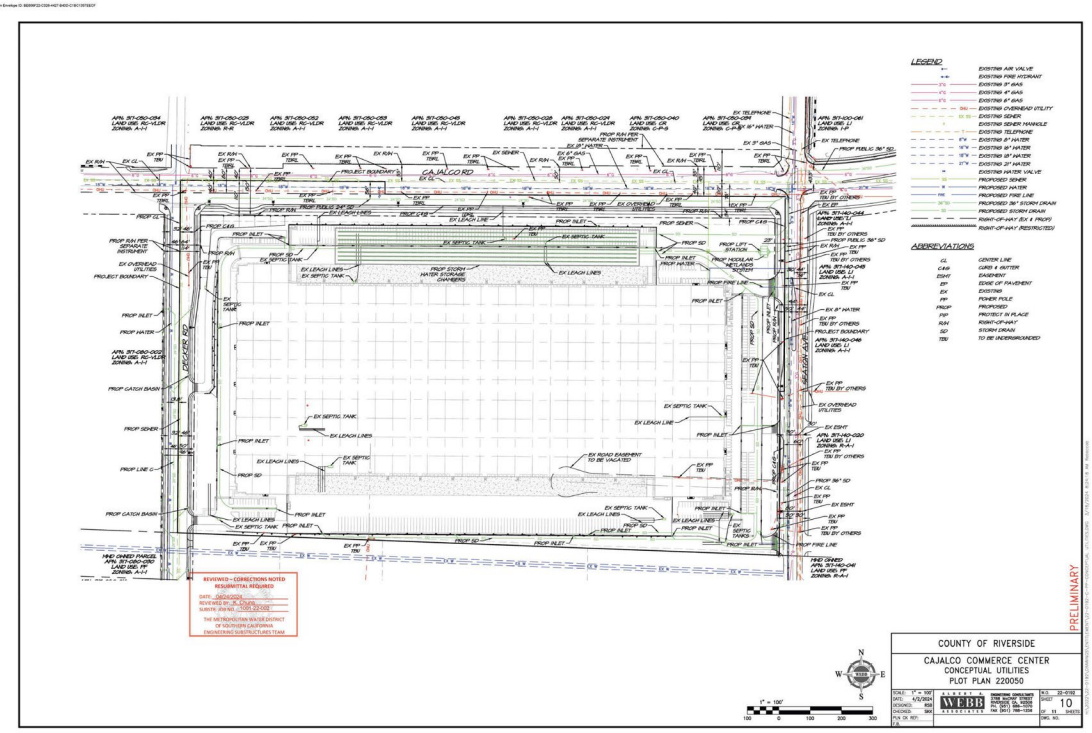

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Comment Letter B

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Sean Carlson scarlson@mwdh2o.com Team Mgr-Environ Planning Metropolitan Water District Security Level: Email, Account Authentication (None)	DocuSigned by: Sean Carlson A67ED56B82914E6... Signature Adoption: Pre-selected Style Using IP Address: 144.166.56.175	Sent: 8/28/2024 1:09:48 PM Viewed: 8/28/2024 1:26:52 PM Signed: 8/28/2024 1:27:47 PM
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Liz Florence eflorence@mwdh2o.com Security Level: Email, Account Authentication (None)	COPIED	Sent: 8/28/2024 1:27:51 PM Viewed: 8/28/2024 1:45:50 PM
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Witness Events	**Signature**	**Timestamp**
Notary Events	**Signature**	**Timestamp**

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	8/28/2024 1:09:48 PM
Certified Delivered	Security Checked	8/28/2024 1:26:52 PM
Signing Complete	Security Checked	8/28/2024 1:27:47 PM
Completed	Security Checked	8/28/2024 1:27:51 PM
Payment Events	**Status**	**Timestamps**

B-7
(CONT.)

Letter B Responses to Comments from the Metropolitan Water District of Southern California (MWD)

B-1 In this introductory comment, the commenter provides an accurate Project description summary and notes their previous correspondence on the Notice of Preparation (NOP). The commenter notes that they have reviewed the Project's DEIR and notes that Metropolitan Water District (MWD) owns and operates the Colorado River Aqueduct (CRA) along Decker Road. The commenter states that their following comments will address potential impacts to the CRA and/or MWD-owned property within the Project boundary. The County acknowledges that the MWD owns property adjacent to the Project site and within the Project's proposed roadway improvements, and the presence of the MWD-owned property is acknowledged throughout the Project's DEIR (e.g., refer to DEIR p. 2-5). No further response is necessary.

B-2 The commenter states that, as requested in the July 28, 2023, Comment Letter, any future design plans for the Project should be submitted to Metropolitan's Substructures Team. They also indicate that Project approval should be contingent upon Metropolitan's approval of design plans for any portions of the Project that could affect its facilities. This comment is acknowledged; however, it should be noted that the Project has been designed to avoid impacts to the MWD parcels to the extent feasible. Thus, the only Project-related component that could affect the MWD-owned property would be proposed improvements to Decker Road to provide vehicular access to the southern portions of the Project site. The need to obtain approval for Project-related improvements to Decker Road across the MWD-owned parcels was acknowledged in the DEIR (refer to DEIR Table 3-3), and no grading permits authorizing construction within the MWD-owned parcel would be allowed without written consent from the MWD. As part of the process of obtaining permission from MWD for the construction of this portion of Decker Road, the MWD would be provided with copies of the Project's proposed improvement plans for review and comment. No construction would occur on lands owned by MWD without written permission from the MWD, as would be assured by the Project's conditions of approval.

B-3 The commenter requests revisions to the description of the MWD fee-owned parcel on DEIR Pages 1-3, 2-5, 3-2, 4.1-5, 4.1-6, 4.11-1, and 4.21-1 to describe the existing parcels as being fee-owned by MWD and that consists of a developed utility corridor with a subterranean aqueduct. Although none of the analysis within the DEIR is affected by this comment, revisions have been made as part of this FEIR on Pages 1-3, 2-5, 3-2, 4.1-5, 4.1-6, 4.11-1, and 4.21-1, as requested by this comment.

B-4 The commenter thanks the County for the opportunity to comment on the DEIR, and looks forward to receiving future plans and documentation for the Project. They offer further assistance and provide contact information for Liz Florence. This comment is acknowledged; no response is necessary.

B-5 The commenter notes that the MWD's NOP Comment Letter and Substructures Letter to the Applicant are attached to this comment letter. These attachments are acknowledged; no further response is necessary.

B-6 The commenter provides a copy of the NOP Comment Letter dated July 28, 2023, along with a copy of the Metropolitan Facilities Map for the Project area. The July 28, 2023, comment letter from MWD and facilities map are acknowledged and were considered during the preparation of the Project's DEIR. MWD's "Guidelines for Improvements and Construction Projects Proposed in the Area of Metropolitan's Facilities and Rights-of-Way" also are acknowledged, and have been provided to the Project Applicant. No further response is necessary.

B-7 The commenter acknowledges receipt of various documents for the Hillwood Mead Valley Commerce Center project and identifies several comments to be addressed as part of the Project's application materials. Although these comments do not affect any of the discussion, analysis, or conclusions provided by the DEIR, provided below is a response to the specific comments identified as part of this attachment to comment letter B.

MWD Comment 1: The locations of our 15-foot-3-inch-inside-diameter CRA Valverde Tunnel and varied width fee right-of-way, as shown on all pertinent sheets of your plans, are generally in agreement with our records.

Response to Comment 1: The County acknowledges and appreciates this confirmation. No further response is necessary.

MWD Comment 2: The location of the 16-foot-wide driveway approach on the easterly side of "Decker Road," as shown on Sheets 8 and IO of 11 of your Plot Plans and on Sheets 1, 2, 7, and 8 of your Conceptual Landscape Plans, is acceptable to Metropolitan. However, we require that the same driveway approach be incorporated on the westerly side of "Decker Road" since the proposed curb and gutter on the westerly side will inhibit our ability to drive along our fee right-of-way.

Response to Comment 2: As requested by this comment, the Project's plot plan has been revised to include the driveway along the western side of Decker Road. This change is reflected in the Project's revised application materials as filed with Riverside County.

MWD Comment 3: We will allow the proposed catch basins on both sides of "Decker Road" within the limits of our fee property, as shown on Sheets 8 and 10 of 11 of your Plot Plans. However, we require that the catch basins, 24-inch storm drain line, sewer line, other non-potable utilities (if applicable), and laterals located within the limits of our fee right-of-way include secondary containment. The containment may consist of either a continuous steel sleeve or HDPE with fusion-welded joints. The catch basins can be wrapped with an

impermeable liner. We note in your response that secondary containment will be addressed in the final engineering design.

Response to Comment 3: This request is noted and has been included as part of the Project's Conditions of Approval to ensure that the final design of utilities accommodates secondary containment.

MWD Comment 4: We concur that the drainage system appears to be capturing runoffs away from our facilities since the proposed sheet flow towards the northeast of the development, as shown on Sheets 5, 6, 7, and 8 of your Plot Plans.

Response to Comment 4: The County acknowledges and appreciates this confirmation. No further response is necessary.

MWD Comment 5: Please forward the review comments from the County of Riverside for the Tentative Parcel Maps. We are also requesting that the Final Parcel Map be submitted simultaneously to both the County Surveyor and Metropolitan for review. Currently, the Tentative Parcel doesn't have the verifiable right-of-way information we need to perform a review of and provide comments on. We understand that Tentative Maps are not required to show current record land title and land boundary establishment information.

Response to Comment 5: As requested by this comment, comments from Riverside County on the Tentative Parcel Maps will be provided to the commenter. The County also acknowledges the need to submit the Final Parcel Map simultaneously to both the County Surveyor and MWD for review, and will condition the Project accordingly.

MWD Comment 6: We note that trees have been modified so that mature tree canopies do not encroach onto our fee property, as shown on Sheets 1, 2, 4, 7, and 8 of 8 of your Conceptual Landscape Plans.

Response to Comment 6: The County acknowledges and appreciates this confirmation. No further response is necessary.

MWD Comment 7: We note that Metropolitan' s contact notification provision is shown on Sheet 1 of 8 of your conceptual landscape plans. We are returning prints of Sheets 8 and IO of 11 of your Plot Plans, stamped: "REVIEWEDCORRECTIONS NOTED-RESUBMITTAL REQUIRED," Sheets 1, 5, 6, and 7 of 11 of your Plot Plans, and Sheets 1, 2, 4, 7 and 8 of 8 of your Conceptual Landscape Plans, stamped: "REVIEWED - CORRECTIONS NOTED - NO RESUBITTAL REQUIRED."

Response to Comment 6: The County acknowledges and appreciates this comment; the commenter is referred to the responses to MWD Comments 1 through 7, above. No further response is necessary.

Comment Letter C

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
rbrady@rivco.org
Russell Brady, Contract Planner
Riverside County, Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

September 03, 2025

Notice of Availability of a Draft Environmental Impact Report for the Cajalco Commerce Center Project– Foundation General Plan Amendment No.240005, Change of Zone No. 2200062, Plot Plan No. 220050, and Tentative Parcel Map No. 38601 (SCH No. 2023060799)

South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to review the above-mentioned document. The County of Riverside is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff has provided a brief summary of the project information and prepared the following comments which are organized by topic of concern.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR

Based on the Draft EIR, the Proposed Project consists of constructing a 1,003,510-square-foot warehouse on 44.66 acres and a public park on 13.33 acres.[1] Based on a review of aerial photographs, South Coast AQMD staff found that the nearest sensitive receptor (e.g., existing residence) is 76 ft east of the project site.[2] The proposed warehouse is located north of Rider Street, east of Decker Road, south of Cajalco Road, and west of Seaton Avenue. The proposed public park is located east and west of Decker Road, approximately 185 feet south of the warehouse building. The 64.97 acres project site and 21.82 acres of off-site Project-related disturbance areas are located within the western region of unincorporated Riverside County within the Mead Valley Area Plan (MVAP). Construction will commence in September 2024 and last through December 2025.[3]

South Coast AQMD Staff's Comments

Potential Underestimation of Emissions Due to Imprecise Assumptions for Truck Trip Lengths and Trip Rates in Emissions Analysis

Appendix C1 - Air Quality Report explains that air quality impact analysis was based on the assumption that the average truck trip length is 35.88 miles for high cube fulfillment. However, the project site is located approximately 67 miles away from the Ports of Long Beach and Port of Los Angeles, which suggests that the air quality analysis underestimated the emissions from

C-1

C-2

C-3

[1] Appendix C1, Air Quality Analysis. Page 17.
[2] *Ibid.* Page 65.
[3] *Ibid.* Page 17.

trucks traveling from the Ports to the project site. For this reason, the Lead Agency is recommended to revise the calculations in the Final EIR by applying reasonable and conservative trip lengths, such as designating 35 miles for local trips and 67 miles for Port-related trips. Tailoring these parameters and assumptions to project-specific data will ensure a more accurate assessment of emissions, accounting for the unique circumstances and logistical realities of the Proposed Project.

C-2 (CONT.)

Additionally, according to Appendix C1, Air Quality Analysis, the Proposed Project would generate 57 two-way truck trips (daily number of trucks) for the 150.526 sf of high-cube cold storage during operations (all the trucks that are associated to include TRUs). However, in the Appendix N1, Traffic analysis document, the daily truck trips associated with the high-cube cold storage is 114 truck trips per day, which is higher the truck trips mentioned in the Appendix C1. Therefore, Staff recommends that the Lead Agency revise the number of truck trips and update the calculations accordingly to ensure the correct information is presented in the Final EIR and appendices.

C-4

Addressing Potential Underestimations of Diesel Exhaust Exposure in TRU Operations and Emergency Generator Use

Based on South Coast AQMD's review, the AERMOD modeling files provided in Appendix C2 - HRA Report assumes a duration of 30 minutes for on-site TRU truck idling at the Proposed Project site. However, according to the California Air Resource Board (CARB)'s Proposed Amendments to the Airborne Toxic Control Measure (ATCM) for In-Use Diesel-Fueled TRUs, a TRU-equipped vehicle enters the facility fully loaded (inbound) and exits the facility fully loaded (outbound), with each loading and unloading process taking 2 hours—totaling 4 hours. By assuming a 30-minute TRU idling duration, the Lead Agency may have underestimated the potential exposure of nearby residents to diesel exhaust emissions, which could pose a significant cancer risk to the community. Therefore, South Coast AQMD staff recommends that the Lead Agency either include a project design feature in the DEIR to limit TRU idling time to less than 30 minutes at the Project site or revise the Project's HRA to reflect a reasonable TRU idling duration supported by substantial evidence.

C-5

Additionally, the project description indicates that a emergency diesel generator will be utilized on-site. It is recommended that the Lead Agency include this emergency diesel generator as an emission source in the AERMOD and HRA modeling files to ensure an accurate estimation of the cancer risk (CR) imposed on the surrounding communities to avoid any potential underestimation.

C-6

Assessing the Impact of Air Quality on Sensitive Receptors: Considerations for Public Parks Adjacent to Distribution Centers

Sensitive receptors are people with an increased sensitivity to air pollution or environmental contaminants, including schools, daycare centers, nursing homes, elderly care facilities, hospitals, residential dwelling units. The Proposed Project includes a public park that is planned to be located adjacent to the proposed warehouse in the southern part of the Proposed Project site. According to the California Air Resources Board's (CARB) Air Quality and Land Use Handbook, it is recommended to avoid placing new sensitive land uses within 1,000 feet of a

C-7

distribution center that accommodates more than 40 trucks with TRUs per day.[4] Therefore, it is recommend the Lead Agency to consider the above reference guide through the land use decision-making process to reduce air pollution exposure and avoid incompatible land use issue.

C-7 (CONT.)

Re-evaluation of Daily Truck Trips to Ensure Accurate Emission Estimates for Soil Export during Project Construction

According to Appendix C1, Air Quality Analysis, the Proposed Project plans to export 218,100 cubic yards (CY) of soil, with an assumption of 200 truck trips per day for hauling during project construction. However, the CalEEMod user guide indicates trucks can haul 16 CY of material per load.[5] Based on the project description, the number of workdays per phase would be 63. Therefore, the calculated truck trips for hauling should be 216 per day, rather than the 200 currently estimated. To avoid underestimating truck emissions, it is recommended that the Lead Agency correct the daily truck trip calculation for hauling during project construction.

C-8

Air Quality Mitigation Measures for NOx and PM Emissions from Construction

Based on Appendix C1, Air Quality Analysis, the CalEEMod input files indicate that Tier 3 engines are used for some construction equipment. While Tier 3 technology is effective, Tier 4 represents the cleanest option available. Moreover, moving towards electric emission-free engines instead of diesel-fueled ones would further reduce the project's construction emissions, specifically PM_{10} and NOx emissions. This proactive choice aligns with environmental concerns and demonstrates a commitment to minimizing the project's environmental footprints. Additionally, several other resources to assist the Lead Agency with identifying additional potential mitigation measures for the Proposed Project are included in the South Coast AQMD's CEQA Air Quality Handbook[6] for operational and construction emissions.

C-9

Additional Mitigation Measures for Operational Air Quality Impacts

Mobile Sources

1. Require zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible.

   Note: Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NOx Omnibus Regulation, ZE and NZE trucks will become increasingly more available to use.

C-10

[4] ARB's Community Health: 2005-04-00 ARB's Air Quality and Landuse Handbook: A Community Health Perspective (aqmd.gov)
[5] https://www.caleemod.com/documents/user-guide/CalEEMod_User_Guide_v2022.1.pdf

[6] https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook

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2. Require a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.

   Note: South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.

4. Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

   Other Area Sources

   1. Maximize the use of solar energy by installing solar energy arrays.
   2. Use light-colored paving and roofing materials.
   3. Utilize only Energy Star heating, cooling, and lighting devices and appliances.

   Design Considerations for Reducing Air Quality and Health Risk Impacts

   1. Clearly mark truck routes with trailblazer signs so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, daycare centers, etc.).
   2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
   3. Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside.
   4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
   5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporate additional mitigation measures as applicable to the Proposed Project in the Final EIR:

C-12
C-13
C-14
C-15
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1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act[7]

2. South Coast AQMD 2022 Air Quality Management Plan,[8] specifically:
   a) Appendix IV-A – South Coast AQMD's Stationary and Mobile Source Control Measures
   b) Appendix IV-B – CARB's Strategy for South Coast
   c) Appendix IV-C – SCAG's Regional Transportation Strategy and Control Measure
3. United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation.[9]

C-16 (CONT.)

South Coast AQMD Air Permits and Role as a Responsible Agency

If implementation of the Proposed Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from South Coast AQMD will be required. The final CEQA document, whether a MND or EIR, should include a discussion about the potentially applicable rules that the Proposed Project needs to comply with. Those rules may include, for example, Rule 201 – Permit to Construct, Rule 203 – Permit to Operate,[10] Rule 401 – Visible Emissions,[11] Rule 402 – Nuisance,[12] Rule 403 – Fugitive Dust,[13] Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines,[14] Rule 1113 – Architectural Coating,[15] Rule 1166 – VOC Contaminated Soil Excavation,[16] Rule 1179 – Publicly Owned Treatment Works Operation,[17] Regulation XIII – New Source Review,[18] Rule 1401 – Air Toxics,[19] Rule 1466 – Control of Particulate Emissions

C-17

C-18

[7] State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Available at: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf
[8] South Coast AQMD, 2022 Air Quality Management Plan (AQMP). Available at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan
[9] United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation. Available at: https://www.epa.gov/mobile-source-pollution/environmental-justice-and-transportation
[10] South Coast AQMD. Rule 203 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-ii/rule-203.pdf
[11] South Coast AQMD. Rule 401 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-401.pdf
[12] South Coast AQMD. Rule 402 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf
[13] South Coast AQMD. Rule 403 available at https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403
[14] South Coast AQMD. Rule 1110.2 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1110_2.pdf
[15] South Coast AQMD. Rule 1113 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf
[16] South Coast AQMD. Rule 1166 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1166.pdf
[17] South Coast AQMD. Rule 1179 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1179.pdf
[18] South Coast AQMD. Regulation XIII available at https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/regulation-xiii
[19] South Coast AQMD. Rule 1401 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf

from Soils with Toxic Air Contaminants,[20] Rule 1470 – Requirements for Stationary Diesel Fueled Internal Combustion and Other Compression Ignition Engines,[21] etc. It is important to note that when air permits from South Coast AQMD are required, the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD.

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits. South Coast AQMD is concerned that the project description and analysis in its current form in the MND is inadequate to be relied upon for this purpose.

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at https://www.aqmd.gov/home/permits.

C-17 (CONT.)

Conclusion

As set forth in California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final EIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

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[20] South Coast AQMD. Rule 1466 available https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf
[21] South Coast AQMD. Rule 1470 available at https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1470.pdf

C-20

Comment Letter C

Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Sahar Ghadimi, Air Quality Specialist, at sghadimi@aqmd.gov should you have any questions.

C-19
(CONT.)

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SG:SW
RVC240719-04
Control Number

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

C-1 In this introductory comment, the South Coast Air Quality Management District (SCAQMD) thanks the County for the opportunity to comment on the DEIR. The commenter provides an accurate summary of the Project description and an accurate description of the nearest sensitive receptors. This comment is acknowledged; no further response is required.

C-2 The commenter notes that the Project's Air Quality Impact Analysis ("AQIA; DEIR *Technical Appendix C1*) based its impact analysis on an average truck trip length of 35.88 miles. However, the commenter states that the Project site is approximately 67 miles from the Ports of Long Beach and Los Angeles, indicating that the analysis may have underestimated emissions from trucks traveling from the Ports to the site. The commenter recommends that the Lead Agency revise the calculations in the Final EIR by using more accurate trip lengths, such as 35 miles for local trips and 67 miles for Port-related trips, to ensure a more precise assessment of emissions reflective of the project's specific circumstances.

Trip generation evaluated in the EIR was developed for this specific Project and is based on accepted traffic/transportation engineering protocols, the Institute of Transportation Engineers (ITE) Trip Generation Manual trip generation rates, and data gathered from local sources. Please refer to the Project's Traffic Analysis ("TA"; DEIR *Technical Appendix N2*) for detailed discussions regarding Project trip generation. The Project AQIA utilized the trip generation from the Project's TA as the basis for the Project mobile-source air emissions modeling. Detailed modeling is presented in the Project's Air Quality Impact Analysis ("AQIA"; *DEIR Technical Appendix C1*). The AQIA modeling reflects the characteristics of this specific Project, and employs accepted modeling protocols, standards, and best practices. As discussed in subsection 3.5.3 of the Project AQIA:

> "*To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 39.9 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. The trip length function for the proposed industrial building use has been calculated to 35.88 miles for high-cube fulfillment center and 28.56 miles for high-cube cold storage and an assumption of 100% primary trips. This trip length assumption is higher than the CalEEMod defaults for trucks. In order to be consistent with the Cajalco Commerce Center (PPT220050) Traffic Analysis, trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided by the SCAQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT16 & LHDT2 7)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle.*" (DEIR *Technical Appendix C1* at p. 48).

The Project TA and AQIA have been independently reviewed by third party experts, and have been determined to be adequate and accurate in all respects. As noted above, the Project's AQIA utilized the average trip length for light-heavy (15.3-miles), medium-heavy (14.2-miles) and heavy-heavy trucks (39.9-miles), which are based on SCAQMD's recommendations outlined in their implementation of the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Final Staff Report Table 13, adopted in 2021. It should be noted that these trip lengths represent averages and are based on region specific data. The 35.88- and 28.56-mile trip lengths were derived by weighting the average trip lengths using traffic trip percentages taken from the Project's TA. The trip rates and trip lengths employed in the EIR analyses are considered to be based on the best available information. Additionally, the trip rates and trip lengths also reflect the professional and practical experience, and best judgment of Riverside County, the Project's air quality experts, and Project traffic engineers, based on evaluations of similar developments within the County's jurisdiction. The commenter provides no evidence to refute the trip lengths used in the EIR. Here the Lead Agency has appropriately relied on its own expertise and that of the EIR traffic engineering experts and air quality experts in establishing reasonable trip lengths for the Project. Based on the foregoing discussion, no revision to the DEIR or its technical appendices are warranted pursuant to this comment.

C-3 Footnotes 1, 2, and 3 to Comment C-1 are acknowledged, which provide references to the Project's AQIA. No response is necessary.

C-4 The commenter states that the Project's AQIA estimates 57 daily two-way truck trips for the high-cube cold storage, including Transport Refrigeration Units (TRUs). However, the commenter notes that the Project's Traffic Analysis ("TA"; DEIR *Technical Appendix N1*) indicates a total of 114 daily truck trips for high-cube cold storage uses, which is higher than the number mentioned in the Project's AQIA. The commenter recommends that the Lead Agency revise the number of truck trips and update the calculations in the Final EIR and appendices to ensure accurate information is presented. To clarify, the commenter is conflating the discussion of one-way truck trips with two-way truck trips. The statement in the AQIA that there would be 57 two-way trips is consistent with the Project's TA, which indicates there would be a total of 114 one-way daily truck trips (2 x 57 = 114). No revision to the DEIR or its technical appendices are warranted pursuant to this comment.

C-5 The commenter states that the AERMOD modeling files in the Project's Health Risk Assessment ("HRA"; DEIR *Technical Appendix C2*) assume a 30-minute idling duration for on-site TRUs. However, according to CARB's Proposed Amendments, TRU-equipped vehicles typically spend 4 hours at the facility for loading and unloading. The commenter notes that the 30-minute assumption may underestimate potential diesel exhaust exposure and cancer risk to nearby residents. SCAQMD staff recommends that the County either implement a design feature to limit TRU idling to less than 30 minutes or revise the HRA to reflect a more accurate idling duration supported by substantial evidence.

As discussed in the Project's HRA (DEIR *Technical Appendix C2*), the HRA was prepared in accordance with SCAQMD's publication, *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003), and conforms with all applicable United States Environmental Protection Agency (EPA), California EPA, and SCAQMD procedures (as noted on p. 5 of the Project's HRA). The Project air quality experts have approximately 40 years of combined experience in preparation of HRAs, with approximately 30 years of combined experience directly related to health risks associated with warehouse TRU-source diesel emissions. The County considers the HRA, including its assumptions, modeling, and conclusions, to accurately present the maximum potential TRU-source diesel exposure that could result from the Project.

With regard to the 2-to-4 hour on-site unloading/loading process cited by the commenter, it should be noted that the TRU engine would not typically operate the entire time a truck is loading or unloading at a building loading dock, rather the trucks would cycle on and off as needed in order to maintain the set temperature. Additionally, and as required by DEIR Mitigation Measure MM 4.3-1 (as modified as part of this FEIR), the proposed Project would be required to provide plug-ins for TRUs at the building loading docks, including the provision of a minimum of one (1) 160 Kilowatt charging station for use by Class 8 heavy-duty EV trucks, thereby allowing the TRU to be operated without using the diesel engine. Finally, it should be noted that the analysis conservatively assumes static 2026 emission factors and does not account for the turnover to zero-emission units as required under the 2022 amendments to CARB's TRU Airborne Toxic Control Measures (ATCM). Given that the analysis assumed that emission factors would remain constant based on a 2026 opening year, incorporation of the 2022 amendments would result in long-term risk lower than what is reported in the analysis.

The Project's HRA substantiates that all potential cancer risks due to Project-source diesel emissions (including TRU idling emissions) would be less-than-significant (see pages 13-26 of the Project's HRA). Further, the Project would be required comply with all applicable CARB rules and regulations addressing TRUs and TRU emissions as those rules and regulations become effective, diminishing the potential for the Project to result in potentially significant health risks under future conditions.

Notwithstanding the preceding discussion, and in response to this comment, provision e. of DEIR Mitigation Measure MM 4.3-6 has been modified to require posting of signage restricting the operation of TRUs to a maximum of 30 minutes, as follows:

e. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks that do not include Transport Refrigeration Units (TRUs) to restrict idling to no more than ~~five~~ three minutes; 3) instructions for drivers of diesel trucks that include TRUs to restrict idling

to a maximum of 30 minutes; and ~~3~~4) telephone numbers of the building facilities manager and CARB to report violations.

Implementation of the revised Mitigation Measure MM 4.3-6, including the changes above, would ensure that truck idling durations on site (including idling from TRUs) would be consistent with the assumptions used in the Project's HRA modeling. In addition, the commenter is referred to DEIR Mitigation Measure MM 4.3-1, which requires electric hookups at all loading bays that service warehouse cold storage space. With the modification to Mitigation Measure MM 4.3-9 and with the provision of charging infrastructure at the dock doors as required by (revised) Mitigation Measure MM 4.3-1, the County finds that it can be assured that the Project's TRUs would not idle on site for more than 30 minutes.

C-6 The commenter recommends that the Lead Agency include the emergency diesel generator mentioned in the Project Description as an emission source in the AERMOD and HRA modeling files, and states that this will provide an accurate estimation of cancer risk to surrounding communities and to avoid any potential underestimation of emissions. Any emergency generators installed by the Project would be required to be permitted as a stationary source through SCAQMD, which would require the applicant to demonstrate compliance with all applicable regulations, including SCAQMD Rule 1401, which sets limits for the maximum allowable cancer and non-cancer health risks from newly permitted units. Further, emergency generators are restricted to no more than 50 hours per year of operation for non-emergency purposes, or approximately one hour per week for maintenance and testing purposes only. Because operation for emergency purposes is unknown and speculative, it would not be appropriate to analyze the potential for engine operation during emergency scenarios. As such, based on emergency generator operations for similar developments of similar scope, as well as the limited operating hours, the nominal potential increase in diesel emissions-source cancer risks would not materially affect the HRA findings and conclusions, and impacts would remain less-than-significant. Accordingly, no revision to the DEIR or its technical studies are warranted pursuant to this comment.

C-7 The commenter states that sensitive receptors are particularly vulnerable to air pollution. The commenter notes that the proposed Project includes a public park planned near a warehouse that would handle more than 40 trucks with TRUs daily. The commenter references CARB's Air Quality and Land Use Handbook, which includes a recommendation to avoid placing sensitive land uses within 1,000 feet of distribution centers. The commenter recommends that the Lead Agency consider this guideline in the land use decision-making process to minimize air pollution exposure and avoid incompatible land use issues. The commenter is referred to the Project's AQIA (DEIR *Technical Appendix C1*) and HRA (DEIR *Technical Appendix C2*), and the summary presented in DEIR Subsection 4.3, *Air Quality*. As presented on Exhibit 2-C of the Project's HRA, the Project's anticipated truck routes all would be directed away from the public park site, and the analysis of the Project's health risk impacts shows that the Project would not expose any nearby sensitive receptors, including an existing residential use located 167 feet of the Project site, to cancer or non-cancer health risks exceeding the SCAQMD thresholds of significance 10 in one million and 1.0, respectively.

Because visitors to the proposed park would have much lower exposure durations than the Maximally Exposed Individual Receptor (MEIR), it also can be concluded that the Project would not expose future sensitive receptors at the park site to cancer or non-cancer related health risks exceeding the identified thresholds of significance. Additionally, and as shown in DEIR Table 4.3-14, emissions during peak operational activity would not exceed the SCAQMD's localized significance thresholds at the maximally impacted receptor locations, including future on-site receptors associated with the public park.

Furthermore, the 1,000-foot buffer recommended by CARB is based on a 2005 CARB publication[15] that is outdated and that is not reflective of current air quality conditions within the South Coast Air Basin (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 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 Section 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"), and is dated February 13, 2023[16]. As noted in the Ramboll memorandum, 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. In order to evaluate how these changes affect CARB's recommended siting distance of 1,000 feet, Ramboll conducted an HRA for 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 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 CARB's

[15] Ibid.
[16] Available on-line at https://naiopie.org/wp-content/uploads/2023/03/Ramboll-Comments-on-A-Region-in-Crisis_021323.pdf.

recommended minimum siting distance of 1,000 feet could be substantially reduced or eliminated in the land use guidance. (Ramboll, n.d.)

Accordingly, because the Project's localized air quality impacts, including health risk impacts, would be less than significant at all sensitive receptor locations, including at future receptor locations within the on-site public park, and because CARB's recommended 1,000-foot buffer is based on outdated data that does not reflect regional air quality improvements that have occurred since 2000 within the SCAB, the County finds that imposing a 1,000-foot buffer requirement would be arbitrary and would fail to reduce any of the Project's significant environmental effects to below a level of significance. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

C-8 The commenter notes that the Project's AQIA estimates 200 daily truck trips per day for the export of 218,100 cubic yards of soil during construction. The commenter states that the CalEEMod user guide indicates that trucks can haul 16 cubic yards per load, and as such the commenter asserts that the correct number of truck trips should be 216 per day over 63 workdays. The commenter recommends that the County correct the daily truck trip calculation to avoid underestimating truck emissions.

As noted in the AQIA modeling, haul trips are appropriately development-specific and reflect the Project Applicant's practical experience with similar developments. As detailed in Appendix 3.1 to the Project's AQIA (DIER *Technical Appendix C1*), hauling emissions on average comprise less than 37 percent of the Project construction-source emissions. Even assuming SCAQMD haul trips estimates are correct (218 trips vs. 200 reported in the AQIA), the resulting approximately 10 percent increase in haul trips would result in an estimated increase of emission of 0.23 for VOCs, 6.10 for NO_X, 8.80 for CO, 0.02 SO_2, 0.51 for PM_{10}, and 0.19 for $PM_{2.5}$ in total construction-source emissions. Even with this increase, Project construction-source emissions would remain below SCAQMD significance thresholds and impacts would remain less-than-significant. Please refer also to the responses to Comments C-2 and C-5 substantiating the County's expertise in air quality modeling for various project types within its jurisdiction. As this comment does not affect any of the analysis or conclusions reached by the DEIR, no revision to the DEIR is warranted pursuant to this comment.

C-9 The commenter notes that the Project's AQIA (DEIR *Technical Appendix C1*) assumed the use of Tier 3 engines for some construction equipment, and notes that Tier 4 engines represent the cleanest option for construction-related vehicles. The commenter further suggests consideration of electric construction equipment rather than diesel-fueled equipment to further reduce the Project's construction-related emissions of PM_{10} and NO_X. The commenter then notes that several resources are available for the identification of mitigation measures, including SCAQMD's CEQA Air Quality Handbook.

The AQIA modeling assumes use of Tier 3 construction equipment because Tier 3 is the current widely available equipment type, and modeling of Tier 3 equipment emissions establishes a likely maximum impact condition for assessment of potential air quality impacts. The commenter is referred

to the discussion and analysis of Thresholds b. and c. in DEIR Subsection 4.3, *Air Quality*. As indicated under Threshold b., the Project's regional emissions during construction would be below the SCAQMD thresholds of significance for all criteria pollutants. As indicated under Threshold c., the Project's construction phase would not expose any nearby sensitive receptors to localized air quality emissions exceeding the SCAQMD Localized Significance Thresholds (LSTs), and the analysis also shows that the Project's combined construction and operational emissions would not expose nearby sensitive receptors to cancer or non-cancer related health risks exceeding the threshold of significance of 10 in one million or 1.0, respectively. Thus, even assuming Tier 3 technologies and assuming none of the Project's construction equipment would consist of electric vehicles/equipment, the AQIA and the analysis in DEIR Subsection 4.3 substantiate that Project construction-source emissions impacts would be less than significant for both regional and localized emissions. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Thus, because the Project's construction-related emissions would be less than significant, mitigation requiring the use of Tier 4 equipment or requiring the use of electric construction equipment is not required by CEQA.

Notwithstanding, the County recognizes the benefits of Tier 4 equipment technologies, and encourages use of such equipment where feasible. The commenter is referred to DEIR Mitigation Measure MM 4.3-5, which implements the construction-related requirements established by Riverside County Board of Supervisors Policy F-3 ("Good Neighbor Policy" for Logistics and Warehouse/Distribution Uses). As required by provision a. of DEIR Mitigation Measure MM 4.3-5:

> "*a. 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.*" (DEIR at page 4.3-66)

Based on the preceding discussions, no revision to the DEIR or its technical appendices are warranted pursuant to this comment.

C-10 The commenter recommends that a mitigation measure be added stating "Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible." As discussed in the DEIR, commercial availability of zero-emissions long-haul vehicles is at best limited at present (see DEIR at pp. 4.3-30 and 4.6-12). As a result, there is no evidence in the record that the proposed mitigation requiring all heavy-duty trucks to be zero-emission is technologically or financially feasible for the Project. To the contrary, there are several factors that render such a requirement infeasible. First, there is not enough electrical grid power to sustainably charge the Project's trucks. 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.[17] Even more relevant, a California company attempted to electrify 12 forklifts, which require significantly less power than trucks. Local power utilities told the California company that it was not possible.[18] 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 vehicles ("MHDEVs") charging (which may exceed several megawatts [MWs] of demand for large fleets) could destabilize electricity distribution systems. Additionally, due to logistical and operational barriers, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time, payloads, and maintenance.[19] However, considering current technologies, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.[20] 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.[21] 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.[22] Moreover, fleets without a charging depot will need to rely on public charging stations. In addition to the barriers described above, zero-emission trucks are much more costly to fleet owners. A new, clean-diesel long-haul tractor typically costs in the range of $180,000 to $200,000.[23] Meanwhile, a comparable battery-electric tractor – with a quarter of the range and thus requiring frequent and long hours of charging – costs upwards of $480,000.[24,25] In addition, each charging station installation can exceed $100,000[26] and public charging stations and required infrastructure for such charging is not widely available.[27] Additionally, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries used in zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.[28] 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.[29] Additionally, expanding capacity and sourcing this amount of material creates environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.[30] California's zero-emission trucking regulations have been challenged by numerous other states as an unconstitutional restraint on interstate commerce, and are at least partially unenforceable

[17] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[18] *Id.*
[19] *Id.*
[20] *Id.*
[21] *Id.*
[22] *Id.*
[23] *Id.*
[24] *Id.*
[25] *Id.*
[26] https://media.rff.org/documents/Report_23-03_v3.pdf
[27] https://www.ccjdigital.com/alternative-power/battery-electric/article/15545697/charging-forward-with-electric-truck-charging-stations
[28] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[29] *Id.*
[30] *Id.*

while the legal challenges are pending, and could ultimately be determined to be unlawful. Thus, the County finds that a measure requiring all Project trucks to consist of ZE or NZE vehicles would not be feasible.

With respect to the commenter's suggestion to use trucks powered by natural gas, while natural gas-powered trucks can solve many of the limitations that currently make battery electric trucks infeasible, natural gas-powered trucks that meet CARB's 0.02 g/BHP-hr NO_X standard currently are in limited supply, and suffer from increased cost and limited refueling options compared to conventional diesel-powered trucks. Compared to conventional diesel trucks, the upfront cost of a compressed natural gas (CNG) truck is approximately $10,000 higher, and this cost is significantly higher for liquefied natural gas (LNG) trucks[31]. While refueling infrastructure for CNG and LNG trucks is more mature than charging stations for battery electric trucks, there remains significantly fewer refueling options compared to diesel. It is estimated that there are currently approximately 200 public-access CNG refueling stations in California, Nevada, and Arizona, with substantially fewer available for LNG trucks[32] Another potential issue with natural gas trucks is that challenges remain in meeting CARB's 0.02 g/BHP-hr NO_X emissions standard. According to a recent study funded by SCAQMD, the California Energy Commission (CEC), the California Air Resources Board (CARB) and SoCal Gas, a majority of natural gas trucks that were certified to meet the 0.02 g/BHP-hr NOx standard failed to meet achieve this standard in real-world use, and NO_X emissions increased significantly as the engines and aftertreatment devices aged[33]. In order to address these increased emissions and the potential for these trucks to become high emitters as they age, CARB implemented the Heavy-Duty Inspection and Maintenance (HD I/M) program for trucks. These factors introduce the potential for increased downtime and maintenance costs for natural gas trucks compared to their diesel-powered counterparts. Additionally, trucks powered by hydrogen also would not be feasible at this time. According to the Department of Energy (DoE) Alternative Fuels data center, the nearest fueling station for hydrogen-powered vehicles is located at 616 Paseo Grande in the City of Corona, or approximately 23.1 roadway miles from the Project site[34]. As further noted by the DoE's Office of Energy Efficiency & Renewable Energy, the use of hydrogen fuel cells also is limited due to current fuel cell costs and durability; due to lack of hydrogen storage facilities; and a lack of hydrogen production and delivery[35].

Notwithstanding the foregoing, and in response to comments on the DEIR related to zero-emission technologies and diesel emissions, DEIR Mitigation Measures MM 4.3-1, MM 4.3-2, MM 4.3-4, and (new) Mitigation Measure MM 4.8-2 have been revised/supplemented to ensure that the Project promotes zero-emissions technologies to the extent feasible. Specifically, Mitigation Measure MM 4.3-1 was supplemented as part of this FEIR to require the provision of a minimum of one (1) 160 Kilowatt charging station for use by Class 8 heavy-duty EV trucks including additional charging

[31] https://theicct.org/sites/default/files/publications/low-nox-hdvs-compared-sept21.pdf
[32] https://ca-rta.org/renewable-transportation-fuels/fueling-options/
[33] https://ww2.arb.ca.gov/sites/default/files/2021-04/Natural_Gas_HD_Engines_Fact_Sheet.pdf
[34] https://afdc.energy.gov/fuels/hydrogen_stations.html
[35] https://www.energy.gov/eere/fuelcells/technology-validation

stations to be installed in the truck docking areas of the proposed warehouse building. DEIR Mitigation Measure MM 4.3-2 was revised to increase the number of required Electric Vehicle (EV) capable parking spaces in comparison to what is required by the California Green Building Standards Code. Specifically, revised Mitigation Measure MM 4.3-2 requires the provision of a minimum of 18 spaces with Electric Vehicle Charging Stations (EVCSs), a minimum of 54 Electric Vehicle (EV) capable parking spaces, a minimum of two (2) Level 2 chargers and one (1) Level 1 charging unit to be installed at the proposed warehouse building, and a minimum of eight (8) Level 2 EV chargers at the proposed park site. Mitigation Measure MM 4.3-4 was supplemented to require the Project Applicant to provide future tenants/owners with information regarding CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), thereby promoting zero-emissions technologies. Accordingly, the County finds that a measure requiring all Project trucks to be ZE or NZE would not be feasible, and the County further finds that the DEIR mitigation measures (as revised/supplemented by this FEIR) are equivalent to if not superior to the measure offered by the commenter. No revision to the DEIR is warranted pursuant to this comment.

C-11 Footnotes 4, 5, and 6 to Comments C-7, C-8, and C-9 are acknowledged, which provide links to CARB's Air Quality and Land Use Handbook, the CalEEMod User Guide Version 2022.1, and the SCAQMD Air Quality Analysis Handbook. These footnotes are acknowledged; no response is necessary beyond the responses presented for Comments C-7, C-8, and C-9.

C-12 The commenter suggests a mitigation measure that would require a phase-in schedule incentivizing the use of clean trucks, and notes that SCAQMD staff is available to discuss such truck technologies and programs.

The commenter's suggested language to "require a phase-in schedule to incentivize the use of cleaner operating trucks" is vague, could not be practically implemented or monitored, and is therefore considered infeasible. Further, SCAQMD provides no indication of how the suggested measure would demonstrably or substantially reduce the Project impacts beyond the reductions achieved through measures already incorporated in the DEIR. Notwithstanding, DEIR Mitigation Measure MM 4.3-4 would promote and provide incentives for use of alternative fuels and support of "clean" truck fleets. Additionally, the Project would be required to comply with evolving CARB Truck and Bus Regulations that effectively remove older more-polluting vehicles from the roadway system and promote use of contemporary fuel-efficient and emissions-reducing vehicle technologies. The commenter is referred also to the response to Comment C-10, which explains why a measure requiring all Project trucks to consist of ZE or NZE vehicles would not be feasible at this time, and includes a description of revisions that have been made to the DEIR's mitigation measures as part of this FEIR to further promote the use of ZE and NZE technologies. The County finds that the DEIR mitigation measures (as modified/supplemented by this FEIR) are equivalent to if not superior to the measure offered by the commenter. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

C-13 The commenter recommends limiting the daily number of trucks at the Proposed Project to the levels analyzed in the Final EIR. The commenter states that if higher truck volumes are anticipated, the Lead Agency should re-evaluate the Project through CEQA before permitting the increased activity. The commenter implies and speculates that the Project as proposed would somehow generate substantive truck traffic beyond that evaluated and addressed in the DEIR; and that mitigation is required to in effect, ensure that the DEIR Project (and not some other undefined project) ultimately is implemented.

Note first that the DEIR's truck traffic generation estimates reflect the Project as defined in the DEIR, and further that the DEIR truck traffic generation estimates comply with accepted and vetted trip generation modeling methodologies and protocols (refer to Section 4.1, *Project Trip Generation*, of the Project's Traffic Analysis [TA], which was included as DEIR *Technical Appendix N2*). Riverside County, through implementation of the DEIR's mitigation measures and established design review and development permit processes would ensure that future development on the Project site would be consistent with the Project described and evaluated in the DEIR. To assume that truck traffic generated by the implemented Project would differ substantively from the Project evaluated in the DEIR is at best, speculative. The TA and DEIR use reasonable and foreseeable estimates as required by CEQA.

Secondly, the TA trip generation estimates are in total conservative, and likely overstate rather than understate the Project's potential truck traffic impacts (see Section 4 of the Project's TA, DEIR *Technical Appendix N2*). Air quality impacts based on these trip generation estimates similarly are conservative, and likely overstate rather than understate the Project's truck-source air quality impacts. In this manner, the DEIR analyses and significance determinations already account for the Project's likely maximum possible impacts. To assume that traffic and air quality impacts generated by truck traffic under the implemented Project would differ substantively from what is evaluated and disclosed in the DEIR is at best, speculative. Speculation does not constitute substantial evidence under CEQA. (State CEQA Guidelines § 15064(f)(5); 15384).

The speculative increased truck traffic condition suggested by the commentor is not reasonable and foreseeable for the proposed Project, and is not the Project Riverside County is considering for approval. To presuppose mitigation requiring environmental re-evaluation based on the commentor's speculative condition is unwarranted. Moreover, the commenter's increased truck traffic condition is speculative and undefined. Any mitigation to address this condition would be ambiguous and unenforceable (e.g., how and on what basis would the Lead Agency "anticipate" higher daily truck volumes?; What constitutes "higher daily truck volumes"? etc.)

Lastly, any substantive revisions or changes to any aspect of the Project evaluated in the EIR would be reviewed by the Lead Agency as required under CEQA. This alone obviates the need for the measure offered by the commentor. Accordingly, and for the foregoing reasons, no revisions to the DEIR are warranted pursuant to this comment.

C-14 The commenter recommends providing electric vehicle (EV) charging stations or, at a minimum, installing the necessary electrical infrastructure and appropriately sized panels, and states that electrical hookups should be available for truckers to connect onboard auxiliary equipment. The commenter is referred to the mitigation measures presented in DEIR Subsections 4.3, *Air Quality*, and 4.8, *Greenhouse Gas Emissions*, which have been modified/supplemented as part of this FEIR to further promote Near-Zero Emissions (NZE) and Zero Emissions (ZE) technologies. Specifically, Mitigation Measure MM 4.3-1 was supplemented as part of this FEIR to require the provision of a minimum of one (1) 160 Kilowatt charging station for use by Class 8 heavy-duty EV trucks including additional charging stations to be installed in the truck docking areas of the proposed warehouse building. DEIR Mitigation Measure MM 4.3-2 was revised to increase the number of required Electric Vehicle (EV) capable parking spaces in comparison to what is required by the California Green Building Standards Code. Specifically, revised Mitigation Measure MM 4.3-2 requires the provision of a minimum of 18 spaces with Electric Vehicle Charging Stations (EVCSs), a minimum of 54 Electric Vehicle (EV) capable parking spaces, a minimum of two (2) Level 2 chargers and one (1) Level 1 charging unit to be installed at the proposed warehouse building, and a minimum of eight (8) Level 2 EV chargers at the proposed park site. Mitigation Measure MM 4.3-4 was supplemented to require the Project Applicant to provide future tenants/owners with information regarding CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), thereby promoting zero-emissions technologies. Additionally, County Regulation and Design Requirement (CRDR) 4.8-1 was changed to a mitigation measure (Mitigation Measure MM 4.8-2 in the FEIR), and has been modified to require more on-site renewable energy production than otherwise is required pursuant to Riverside County Climate Action Plan (CAP) Measure R2-CE1. Specifically, CAP Measure R2-CE1 requires the provision of on-site renewable energy equal to a minimum of 20% of the warehouse building's anticipated demand, which would require the on-site generation of approximately 114.4 Kilowatts (0.114 Megawatts). New Mitigation Measure MM 4.8-2 requires the generation of a minimum of 0.5 Megawatts of power, or more than four times what is required by CAP Measure R2-CE1. Accordingly, as the mitigation measures presented in the DEIR (as modified/supplemented by this FEIR) already require the provision of electrical infrastructure, electrical panels, and electrical hook ups for trucks and on-site auxiliary equipment, no further revisions to the DEIR are warranted pursuant to this comment.

C-15 The commenter recommends several measures to enhance environmental sustainability and reduce air quality and health risks. The commenter suggests maximizing solar energy use by installing solar arrays, using light-colored paving and roofing materials, and employing Energy Star-rated heating, cooling, and lighting devices. To minimize impacts on sensitive land uses, the commenter advises clearly marking truck routes with trailblazer signs to prevent trucks from traveling near sensitive areas, ensuring truck entrances and exits do not face sensitive receptors, and locating truck check-in points within the project site to avoid external queuing. Additionally, the commenter recommends designing the project to keep truck traffic as far from sensitive receptors as possible and providing overnight truck parking within the project site to prevent parking near sensitive areas.

Suggested measures 1 through 3 replicate or are less stringent than 2022 Title 24 Standards, the County of Riverside Climate Action Plan (CAP) measures required of the Project as required by Mitigation Measure MM 4.8-1 (refer also to Appendix 3.3 of the Project's Greenhouse Gas Assessment [GHGA], included as DEIR *Technical Appendix H*, for a list of measures that feasibly could achieve the required 100 points per the CAP screening tables), and the measures in Riverside County Board of Supervisors Policy F-3 ("Good Neighbor Policy" for Logistics and Warehouse/Distribution Uses) that the Project is committed to implement (refer to DEIR Mitigation Measure MM 4.3-5). Additionally, with respect to solar energy arrays, County Regulation and Design Requirement (CRDR) 4.8-1 was changed to a mitigation measure (Mitigation Measure MM 4.8-2 in the FEIR), and has been modified as part of this FEIR to require more on-site renewable energy production than otherwise is required pursuant to Riverside County Climate Action Plan (CAP) Measure R2-CE1. Specifically, CAP Measure R2-CE1 requires the provision of on-site renewable energy equal to a minimum of 20% of the warehouse building's anticipated demand, which would require the on-site generation of approximately 114.4 Kilowatts (0.114 Megawatts). New Mitigation Measure MM 4.8-2 requires the generation of a minimum of 0.5 Megawatts of power, or more than four times what is required by CAP Measure R2-CE1.Accordingly, because the proposed Project would be subject to compliance with measures that exceed the recommended measures provided by the commenter, no revision to the DEIR is warranted pursuant to items 1-3 of this comment beyond the revision described above for (new) Mitigation Measures MM 4.8-2.

Although the County finds that a requirement to post signage directing truck traffic to use Seaton Avenue and Cajalco Road/Cajalco Expressway is not currently warranted because Seaton Avenue and Cajalco Road/Cajalco Expressway are the only viable route to access the I-215 freeway from the Project site, the County has nonetheless added the following mitigation measure to require the posting of signage directing all Project-related truck traffic to utilize Seaton Avenue and Cajalco Road/Cajalco Expressway to access the I-215 freeway and other major circulation facilities in the local area:

MM 4.3-8 Prior to issuance of building permits, Riverside County shall ensure that the building plans include a note requiring the posting of signage directing all Project-related truck traffic to utilize Seaton Avenue and Cajalco Road/Cajalco Expressway to access the Interstate 215 freeway. Prior to final building inspection, the County shall verify that the required signage has been posted. The requirement to utilize Seaton Avenue and Cajalco Road/Cajalco Expressway to access these facilities also shall be specified in future lease or sales agreements issued to prospective tenants.

With respect to the commenter's recommendation to require truck entrances and exists to be designed so they are not facing sensitive receptors, the commenter is referred to the Project's proposed site plan, which is depicted on DEIR Figure 3-3. As shown, all Project-related truck traffic would be routed directly to Seaton Avenue to access Cajalco Road/Cajalco Expressway. None of the entrances proposed as part of the Project face sensitive receptors. Furthermore, the analysis throughout the

DEIR demonstrates that the Project's localized impacts, including potential localized air quality, health risk, and noise impacts, all would be less than significant. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Accordingly, no revision to the DEIR is warranted pursuant to this comment.

With respect to the commenter's recommendation that a design consideration be added stating "Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside," the commenter is referred to the Project's proposed site plan, which is depicted on EIR Figure 3-3. Guard shacks would be proposed at the eastern entrances to the northern and southern truck courts. As shown, the site plan shows there would be stacking distances accommodated on site measuring more than 415 feet from the northern truck court entrance and more than 345 feet from the southern truck court entrance. Thus, the site plan includes stacking space to accommodate a total of four (4) heavy-duty trucks at each of the entrances to the truck courts, which would ensure that trucks queuing on site to access the truck courts would not back up onto Seaton Avenue.

With respect to the commenter's recommendation to include a design consideration be added stating, "Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors," the commenter is referred to the Project's proposed site plan, which is depicted on DEIR Figure 3-3. As shown, the Project has been designed to direct truck traffic away from nearby sensitive receptors to the extent feasible, with the Project's main access points for trucks occurring along Seaton Avenue. The commenter is referred to provision a. of DEIR Mitigation Measure MM 4.3-6, which requires the following pursuant to Riverside County Board of Supervisors Policy F-3: "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." Furthermore, the analysis throughout the DEIR demonstrates that the Project's localized impacts, including potential localized air quality, health risk, and noise impacts, all would be less than significant. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Accordingly, no revision to the DEIR is warranted pursuant to this comment.

With respect to the commenter's recommendation to include a design consideration stating, "Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site," the commenter is referred to provision a. of DEIR Mitigation Measure MM 4.3-6, which requires the following pursuant to Riverside County Board of Supervisors Policy F-3: "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." Furthermore, approximately 153 parking spaces for truck trailers would be accommodated on the northern portions of the Project site along with 366 passenger vehicle parking spaces, the provision of which would accommodate any trucks that would park overnight. No revision to the DEIR is warranted pursuant to this comment.

C-16 The commenter suggests that the Lead Agency review several references and incorporate relevant mitigation measures into the Final EIR for the Proposed Project. The commenter specifically recommends reviewing the State of California's Department of Justice guidelines on best practices for warehouse projects, South Coast AQMD's 2022 Air Quality Management Plan (including Appendices IV-A, IV-B, and IV-C), and the U.S. EPA's guidelines on mobile source pollution, environmental justice, and transportation. The County has reviewed the references cited by SCAQMD in this comment and has considered SCAQMD's mitigation recommendations as outlined in this comment letter. As substantiated in the responses to this comment letter, and with exception of the minor revisions and additions to the mitigation measures identified in the DEIR as noted above, the DEIR mitigation appropriately responds to and addresses the Project's potentially significant impacts, and no additional feasible mitigation measures are available to further reduce the Project's significant and unavoidable air quality impacts. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

C-17 The commenter states that if the Proposed Project involves new stationary and portable sources such as emergency generators or boilers, air permits from SCAQMD will be required. The commenter states that the final CEQA document should discuss the applicable rules and regulations, which may include various SCAQMD rules and regulations. If SCAQMD is identified as a Responsible Agency under CEQA, the commenter notes that it will play a critical role in reviewing the project's CEQA document to ensure it meets all necessary requirements for issuing air permits. The commenter expresses concern that the current project description and analysis may be inadequate and recommends revising the CEQA document to include a detailed discussion of all equipment requiring permits, their air quality and greenhouse gas impacts, and identifying South Coast AQMD as a Responsible Agency. This comment is acknowledged. The DEIR acknowledges that permits from the SCAQMD may be required in the event that any stationary equipment is proposed, as noted in DEIR Table 3-3. With respect to the commenter's request to identify any such future stationary equipment, the future tenant(s) of the Project's proposed warehouse building is not known at this time, and as such it is not known what types of stationary equipment, if any, may be proposed as part of future tenant improvements. The County further acknowledges that in the event that any such permits are needed, SCAQMD is obligated to ensure that the Project's EIR contains a sufficient project description and analysis in order to be relied upon for the issuance of any discretionary approvals that may be needed for air permits. For the reasons noted herein, the County finds that the Project's DEIR included a comprehensive description of the proposed Project, and further finds that the analysis presented throughout the DEIR fully complies with all CEQA requirements. No further response is necessary.

C-18 Footnotes 7 through 19 for comments C-16 and C-17 are acknowledged, which provide links to the State of California – Department of Justice's document on best practices and mitigation measures for warehouse projects; SCAQMD's 2022 Air Quality Management Plan; the U.S. EPA's document on mobile source pollution and environmental justice; and various other SCAQMD rules and regulations. No further response is necessary, beyond the responses to Comments C-16 and C-17, above.

C-19 The commenter concludes by noting that California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b) require a Lead Agency to evaluate and respond to comments from public agencies on environmental issues at least 10 days before certifying the Final EIR. The commenter requests that SCAQMD be provided with written responses to all comments at least 10 days prior to the Final EIR certification. Additionally, the commenter states that if the Lead Agency disagrees with any recommendations in the comment letter, detailed reasons supported by substantial evidence must be provided, as per CEQA Guidelines Section 15088(c). The commenter concludes the letter by thanking the County for the opportunity to provide comments on the DEIR. The commenter is referred to the responses to Comments C-2 through C-18, which provide detailed reasons supported by substantial evidence as to why suggestions from the commenter were not incorporated into the Project's design, or why revisions to the DEIR, including the commenter's suggested mitigation measures, were not incorporated into the FEIR. Additionally, a copy of the Final EIR, which includes the responses to SCAQMD's comments, will be provided to the commenter at the contact information provided no less than 10 days prior to certification of the Project's EIR. No further response is necessary.

C-20 Footnotes 20 and 21 for Comment C-17 are acknowledged, which provide a link to SAQMD Rule 1466 and a link to SCAQMD Rule 1470. These links are acknowledged; no further response is required beyond the response to Comment C-17, above.

Comment Letter D

CITY OF PERRIS
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 N. "D" Street, Perris, CA 92570-2200
TEL: (951) 943-5003 FAX: (951) 943-8379

September 3, 2024

Russell Brady
County of Riverside
4080 Lemon Street, 12th Floor
Riverside, CA 92501

SUBJECT: City of Perris Comments on the Notice of Availability of the Draft Environmental Impact Report Prepared for the Cajalco Commerce Center – General Plan Amendment No. 240005, Change of Zone No. 2200062, Plot Plan No. 220050 and Tentative Parcel Map No. 38601

Dear Mr. Brady:

The City of Perris appreciates the opportunity to comment on the "Cajalco Commerce Center" ("Proposed Project") proposal to construct a 1,003,510 square feet industrial building totaling on a 44.66-acre site, generally located south of Cajalco Road, between Seaton Avenue and Decker Road. The project site is surrounded by vacant land and a few residences to the north across Cajalco Road, vacant land to the east across Seaton Avenue, vacant land and a residence to the west, and a Buddhist Temple, residences, and vacant land to the south. The limit of the City of Perris is located east of the project site, and although the I-215 freeway separates the City of Perris from the unincorporated County of Riverside area, Cajalco Road connects to Ramona Expressway in the City of Perris, which provides access to commercial and residential uses. Additionally, Ramona Expressway is not designated as a truck route in the City's General Plan Circulation Element.

D-1

The comments below are provided in light of the Project's proximity to the City of Perris potential truck traffic along Ramona Expressway:

D-2

1. **Traffic Study**

a. Page 38, Section3.9: Freeway Off-Ramp Queuing Analysis. In addition to the off-ramp queuing analysis, and as a result of the closely spaced Ramona Expressway/I-215 Freeway ramp intersections, it is necessary to determine any excess queuing that may occur along Ramona Expressway making left-turns onto the southbound and northbound ramps. This analysis should be completed for all scenarios that are analyzed in the project.

b. Page 50, Exhibit 4-6: Project Only Traffic Volumes & all remaining volume exhibits. The study needs to show the conversion from "actual vehicle" traffic volumes to "PCE" traffic volumes in order for the LOS worksheets/fair share contributions to be adequately reviewed.

c. Page 52, Exhibit 4-7: Cumulative Development Location Map & Page 54, Table 4-4: Cumulative Development Land Use Summary. The study has excluded numerous City of Perris development projects located east of the I-215 freeway. There are several projects in various stages of approval located within the City of Perris that need to be considered in the cumulative analysis. The City of Perris is currently reviewing a traffic study that has been completed by the same traffic consultant which identifies some of these projects.

d. Page 62, Exhibit 6-1: EAPC (2026) Traffic Volumes & Page 63, Table 6-1: Intersection Analysis for EAPC (2026) Conditions. All Cumulative analysis needs to be revised to include the appropriate City of Perris cumulative projects that were not included in this analysis. Also, as previously noted, queuing along Ramona Expressway (over the I-215 Freeway overpass) needs to be reviewed since this is critical in terms of safety and operations of these intersections.

e. Page 76, Table 8-1: Project Fair Share Calculations. Clarification is needed to confirm these fair share calculations are based on PCE traffic volumes.

2. **VMT analysis**

a. Page 6, Conclusions. The VMT analysis indicates that the project would have a significant and unavoidable impact with respect to transportation relative to the project's VMT. A few potential VMT reduction strategies have been identified including: Implement a Voluntary Commute Trip Reduction (CTR) measures; Install end-of-trip facilities such as bicycle parking and lockers; and Increase sidewalks along the Project frontage and provide connections to existing trails (if applicable) in order to improve pedestrian access. However, per CEQA, if impacts are found to be significant, the project is still required to implement all feasible mitigation measures, even if the full reduction in VMT cannot be realistically met. As such, the project should be required to identify

D-2 (CONT.)

D-3

D-4

D-5

D-6

D-7

Comment Letter D

and implement any feasible VMT mitigation measures. The VMT study shall be updated to include all feasible VMT reductions and show the math on how the respective VMT reduction percentages are calculated.

3. **CEQA**. Please provide future notices prepared for the Project via email and certified mail pursuant to the California Environmental Quality Act ("CEQA") under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law which includes: notices of any public hearing held pursuant to CEQA, and notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.

D-7 (CONT.)

D-8

D-9

The City of Perris thanks you for considering these comments. Please feel free to contact me at (951) 943-5003, ext. 413, if you have any questions or would like to discuss the above concern in further detail.

Sincerely,

Rafael Garcia

Rafael Garcia
Principal Planner

Cc: Clara Miramontes, City Manager
Wendell Bugtai, Assistant City Manager
Robert Khuu, City Attorney
John Pourkazemi, Interim City Engineer
Kenneth Phung, Director of Development Services
Patricia Brenes, Planning Manager

Letter D Responses to Comments from the City of Perris

D-1 In this introductory comment, the commenter thanks the County for the opportunity to provide feedback on the Project. The commenter accurately summarizes the Project description and notes that the City of Perris is situated to the east of the Project site, separated by the I-215 freeway but connected via Cajalco Road and Ramona Expressway. The commenter also mentions that Ramona Expressway is not designated as a truck route in the City's General Plan Circulation Element. The County acknowledges that Ramona Expressway within the City of Perris is not identified as a designated truck route. As shown on Exhibits 4-1 and 4-2 of the Project's Traffic Analysis ("TA"; DEIR *Technical Appendix N2*), it was assumed that 60% of the Project's truck traffic would head east on Cajalco Road/Cajalco Expressway, with the majority of Project-related truck traffic being routed north or south along I-215. No Project-related truck traffic is anticipated to use Ramona Expressway east of I-215.

D-2 The commenter requests the Project's TA be revised to evaluate any excess queuing that may occur along Ramona Expressway due to vehicle turning movements while accessing the I-215 on and off ramps. It is first noted that the Project's TA in total was prepared by traffic engineering experts consistent with accepted traffic engineering standards and protocols. The scope and parameters of the TA reflect Riverside County's best judgement as to the likely range and types of potential effects of the Project, and is based on the Lead Agency's extensive experience with other similar developments within its jurisdiction. Finally, it should be noted that the TA has been prepared to assist in defining study area circulation system improvements (if any) that may be required to maintain adequate Levels of Service (LOS) within the study area; and to assign Project responsibility(ies) for those improvements. Furthermore, on December 28, 2018, updates to the California Environmental Quality Act (CEQA) Guidelines were approved by the Office of Administrative Law (OAL). As required by Senate Bill (SB) 743, Threshold b. of the CEQA Guidelines for Transportation now requires an evaluation of impacts due to VMT, which replaced the Level of Service (LOS) criteria (i.e., automobile delay) that was used in the past to evaluate potential effects to transportation under CEQA. Pursuant to State CEQA Guidelines section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." Accordingly, the Project's potential effects on traffic delays at the Ramona Expressway intersections with the I-215 on and off ramps are not considered to comprise a significant environmental effect under CEQA. Thus, any revisions to the TA in response to this comment letter would not materially affect the findings of the DEIR with respect to the Project's impacts to Transportation. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

D-3 The commenter requests that the Project's TA include a conversion of "actual vehicle" traffic volumes to "PCE" (Passenger Car Equivalent) traffic volumes on page 50, Exhibit 4-6, and all other related volume exhibits. The commenter states that this conversion is necessary to enable the City of Perris to conduct an accurate review of the Level of Service (LOS) worksheets and fair share contributions. As noted in the response to Comment D-2, pursuant to State CEQA Guidelines section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental

impact." Accordingly, the Project's potential effects on traffic delay associated with heavy-duty truck trips are not considered to comprise a significant environmental effect under CEQA. With regard to the specific TA exhibits referenced by this comment, it is the Lead Agency's experience and judgement that portrayal of actual volumes rather than PCE in the TA Exhibits provides the public with a more accurate and understandable representation of the Project's effects. However, consistent with accepted practices and protocols, all affected TA analyses employ PCE trips (refer to the technical appendices of the TA). As this comment does not identify any deficiencies with the DEIR's analysis of Project impacts to Transportation, no revision to the DEIR is warranted pursuant to this comment.

D-4 The commenter states that the cumulative analysis presented in the Project's TA has excluded several City of Perris development projects located east of the I-215 freeway and asserts that these projects should be included. The commenter states that the City of Perris currently is reviewing a traffic study by the same consultant that identifies some of these omitted projects.

Cumulative projects evaluated in the TA comprise those known or probable related developments that were existing at the time the EIR Notice of Preparation (NOP) was filed with the State Clearinghouse (SCH), in conformance with Section 15125(a)(1) of the State CEQA Guidelines. Additionally, beyond the cumulative projects identified in the TA, the TA assumes an ambient background traffic growth of 2 percent per year (DEIR *Technical Appendix N2* at p. 5 et al.). This ambient growth factor accounts for generalized future traffic growth, including any traffic growth due to near-term study area developments that may be proposed subsequent to preparation of the EIR. This would include the developments cited by the commenter. Furthermore, and as noted in the response to Comment D-2, the Project's TA has been developed to address potential study area LOS deficiencies, and Project impacts to traffic congestion are no longer a CEQA consideration pursuant to State CEQA Guidelines section 15064.3(a). Any revisions to the TA in response to this comment would not materially affect the discussion and analysis presented in the DEIR.

Furthermore, the commenter is referred to DEIR subsection 4.0.2, *Scope of Cumulative Effects Analysis*. As noted therein:

> "*The summary of projections approach is used in this EIR, except for the evaluation of near-term vehicular traffic-related noise impacts, which relies instead on the list of projects approach. 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 noise effects, which requires a greater level of detailed study.*" (DEIR at p. 4.0-2)

Thus, with exception of the Project's potential near-term cumulatively-considerable impacts due to traffic-related noise, the cumulative analyses presented throughout the DEIR did not rely on the "list of projects approach," but instead relied on the "summary of projections" approach by assuming full buildout of the general plans of all jurisdictions within the cumulative study areas defined throughout

Section 4.0 of the DEIR. This approach is specifically allowed pursuant to State CEQA Guidelines Section 15130(b)(1)(B). With respect to the Project's near-term cumulatively-considerable traffic-related noise impacts, if the additional cumulative developments referenced by this comment were to be included in the analysis, the analysis would show that the Project's contribution to traffic-related noise would be less than what is disclosed by the DEIR along study area roadway segments. This is because the addition of traffic from these cumulative developments would increase the "without Project" background noise levels, thereby reducing the Project's contribution to anticipated noise level increases along study area roadway segments. Thus, because the DEIR presents a "worst case" analysis of the Project's potential near-term cumulatively-considerable traffic-related noise impacts, no revision to the DEIR is warranted pursuant to this comment.

D-5 The commenter states that the cumulative analyses in the Project's TA need to be revised to include City of Perris projects that were previously omitted. Additionally, the commenter emphasizes the need to review queuing along Ramona Expressway over the I-215 Freeway overpass, and states that it is critical for safety and operational effectiveness of the intersections.

Riverside County and the County's expert peer reviewers consider the TA to be adequate and accurate in all respects. The cumulative volumes used in the TA are comparable to other studies developed for projects under the County's jurisdiction. These volumes are based on previous studies and have been adjusted to remove projects that have already been built and add new cumulative projects known at the time of the NOP submittal to SCH. Operations (LOS conditions) at these intersections are considered to be accurately presented in the Project's TA. Furthermore, and as noted in the response to Comment D-2, pursuant to State CEQA Guidelines section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact." Accordingly, the Project's potential cumulatively-considerable effects on traffic delay are not considered to comprise a significant environmental effect under CEQA.

With regard to the commenter's concerns regarding safety implications of I-215 queuing, the commenter provides no evidence indicating that even if substantial queuing were to occur over the I-215 Freeway overpass, that this would be an effect attributable to the Project, and/or that such queuing would result in adverse safety conditions. Commenter statements in these regards are considered speculative (see State CEQA Guidelines Section 15145). As growth in the area continues, the County would perform any required safety evaluations to ensure continued safe operations at all study area facilities, and implement those improvements necessary to meet applicable design and safety standards.

Furthermore, as noted in the response to Comment D-4, with exception of cumulatively-considerable traffic-related noise impacts, the cumulative analyses presented throughout the DEIR relied upon the "summary of projections" approach, in full conformance with State CEQA Guidelines Section 15130(b)(1). As also noted in the response to Comment D-4, the inclusion of additional cumulative projects in the analysis of the Project's cumulatively-considerable near-term traffic-related noise impacts would result in a reduction in the Project-only contribution to projected noise

levels along all study area roadway segments; thus, because the cumulatively-considerable traffic-related noise impact analysis presented in the DEIR disclosed the Project's "worst case" potential increases to noise along study area roadway segments, no revision to the DEIR is warranted pursuant to this comment.

D-6 The commenter requests clarification on whether the fair share calculations in Table 8-1 on page 76 are based on Passenger Car Equivalent (PCE) traffic volumes. Consistent with the LOS operational analyses presented in the Project's TA, the fair-share calculations presented in Table 8-1 of the Project's TA are based on PCE volumes. As this comment does not affect any of the discussion or analyses presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

D-7 The commenter acknowledges the Project's Vehicle Miles Traveled (VMT) analysis indicates significant and unavoidable impacts, and the commenter suggests the County should consider all feasible VMT reductions and to show the math on how the reductions were calculated. It is noteworthy that the commenter does not identify any measures that would serve to reduce the Project's VMT, beyond the mitigation measures already presented in the DEIR.

While various additional measures may be available to mitigate VMT impacts generally, the DEIR substantiated that applicability of these measures to the Project considered here is not supported, nor can viability and efficacy of these measures be assured. To these ends, the DEIR specifically included an analysis of potential VMT mitigation measures that would be potentially applicable to the Project. The commenter is referred to the Project's VMT Analysis, included as DEIR *Technical Appendix N*. As discussed therein, viability and efficacy of VMT mitigation is a product of several factors including: Development Type, Development Scale, and Development Locational Context. In light of these considerations, effective and viable VMT mitigation measures for the Project were identified and were incorporated in the DEIR. The selected measures comprise Trip Reduction Programs focused on reducing employee commute VMT. Please refer also to Table A-1, Trip Reduction Programs Sector, of the Project's VMT Analysis.

As also discussed in the DEIR and in DEIR *Technical Appendix N3*, while the selected measures could reduce the Project VMT impacts generally, VMT impacts could not be reduced to levels that would be less-than-significant. Moreover, because future tenants of the Project's warehouse building are not known at this time, quantified VMT reductions resulting from these measures cannot be assured (as noted on DEIR, p. S-9, et. al and on p. 4 of the Project's VMT Analysis). Accordingly, even with application of mitigation, the DEIR concluded that Project VMT impacts would remain significant and unavoidable.

With regard to the commenter suggestion that the Project include additional VMT mitigation, even if such mitigation were incorporated, its effectiveness in the context of the Project could not be assured or definitively quantified. For the purposes of the DEIR, VMT impacts would remain significant and unavoidable. Accordingly, no revision to the DEIR or the Project's VMT Analysis are warranted pursuant to this comment.

D-8 The commenter requests that future notices related to the Project be sent via email and certified mail in accordance with CEQA requirements. This includes notices for public hearings and scoping meetings as specified under California Planning and Zoning Law and Public Resources Code Section 21083.9. This comment is acknowledged, and the City of Perris will be included in all future notices regarding the proposed Project.

D-9 The commenter concludes the letter by thanking the County for the opportunity to comment on the DEIR, invites further discussion and provides City contact information for Principal Planner, Rafael Garcia, and provides contact information. Any questions regarding this comment letter will be directed to Rafael Garcia at the contact information provided. No further response is necessary.

Comment Letter E

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
"Bringing People Together to Improve Our Social and Natural Environment"

September 3, 2024

County of Riverside
Attn: Russell Brady, Senior Associate
4080 Lemon Street, 12th Floor
Riverside, CA 92501
Submitted via email to rbrady@rivco.org.

Re: Cajalco Commerce Center Draft Environmental Impact Report (SCH #2023060799)

Dear Russell Brady,

This letter is being submitted on behalf of the Center for Community Action and Environmental Justice and the Mead Valley community in response to the Draft Environmental Impact Report (DEIR; SCH #2023060799) which has been prepared and made available for comment for the proposed Cajalco Commerce Center ("Project"). After reviewing the documents, we have the following comments of issues which we see continue to be problematic in the Project as proposed.

E-1

The first and most troubling concern is for the planning process which has produced this Project. As detailed by the DEIR documents, the area where the Project is being proposed is currently planned to be community commercial, meeting the desires of the community which was involved in the planning process of the development of the County's General Plan. It is therefore a slap in their face and a profound disrespect for that process to propose a Project that is so wildly out of line with what was desired for the location and we would invite the County and Project applicant to return to the community for a Project which would be more in line with what was desired via the he community outreach process for the General Plan.

E-2

We are also concerned to see the emissions profile would be increased for the Project. While it is true that the SCAQMD's warehouse indirect sources rule now exists, we understand that many facilities are not yet in compliance with it which continues to result in their releasing excess pollutants into the communities where they exist. Therefore, it is imperative that this Project plan to not just pay the alternative compliance fee as the ultimate goal of the ISR is not to collect money, it is to clean up the air in communities. Instead, the Project must ensure that it can meet the ISR requirements from opening day without paying the fee.

E-3

Furthermore, the Traffic Analysis includes errors regarding bicycle infrastructure. As stated in 3.3 Bicycle & Pedestrian Facilities of that appendix, it is claimed that "Class II bike lanes would only be implemented in selected areas, which does not include the frontage of the proposed Project" and provides Exhibit 3-4: County of Riverside General Plan Bike Network (Figure 1), including the relationship to the Project site. However, it is plainly obvious from that image that the green color indicating Class II bike lanes does in fact pass directly adjacent to the Project site. This is also a conflicting conclusion with what is included in Section 4.18 Transportation which does describe that the Project would be consistent with the WRCOG Active Transportation Plan.

E-4

We want to reiterate the importance of ensuring that the Project does in fact include the planned trail as part of any construction. Although there does appear to be a discrepancy in that document between the 5A: East Corona - Lake Perris via El Sobrante and the 5B: East Corona - Lake Perris (via Cajalco Road) versions of that document between buffered or protected bike lanes, based on the proposed roadway cross sections, based on the Caltrans guidance for bikeway selection (Figure 4) which we provided in our letter responding to the NOP for the Project, only a Class I or Class IV facility would be appropriate for the location. Failure to provide the appropriate

E-5

Mailing Address
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Jurupa Valley, CA 92519
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Comment Letter E

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
"Bringing People Together to Improve Our Social and Natural Environment"

facility would result in the creation of a deficient condition for bicyclists and other road users and leave a situation which would be costly to remedy in the future so we would hope that the County would ensure that the Project is able to do the right thing and build the appropriate active transportation facilities from the start. Additionally, it should be self-evident that if part of the Project is proposing the construction of a park, that a connection between the trail and that park meeting the same safety requirements of the contextual guidance should be provided.

E-5 (CONT.)

Thank you for your time and consideration of these concerns. If there are any further questions or comments, please do not hesitate to reach out for clarification.

E-6

Sincerely,

Marven E. Norman, MPA
Policy Coordinator

CCAEJ is a long-standing community based organization with over 40 years of experience advocating for stronger regulations through strategic campaigns and building a base of community power. Most notably, CCAEJ's founder Penny Newman won a landmark federal case against Stringfellow Construction which resulted in the 'Stringfellow Acid Pits' being declared one of the first Superfund sites in the nation. ***CCAEJ*** prioritizes community voices as we continue our grassroots efforts to bring lasting environmental justice to the Inland Valley Region.

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Comment Letter E

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
"Bringing People Together to Improve Our Social and Natural Environment"
Mailing Address
PO Box 33124
Jurupa Valley, CA 92519
www.ceaej.org

Figure 1: Portion of Exhibit 3-4: County of Riverside General Plan Bike Network highlighting the portion adjacent the Project site showing the continuation of planned Class II bike lanes past the site.

E-7

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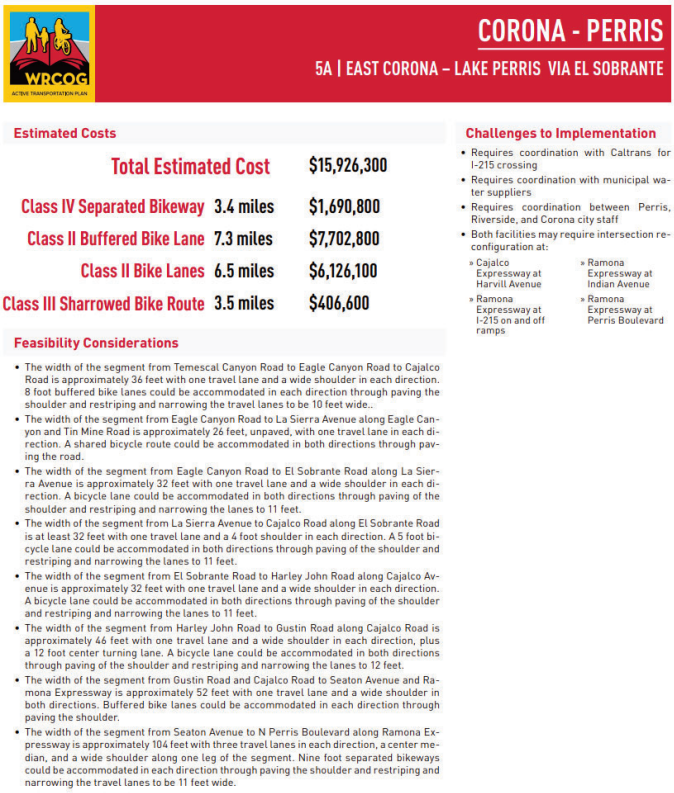

CORONA - PERRIS

5A | EAST CORONA – LAKE PERRIS VIA EL SOBRANTE

Estimated Costs

Total Estimated Cost		$15,926,300
Class IV Separated Bikeway	3.4 miles	$1,690,800
Class II Buffered Bike Lane	7.3 miles	$7,702,800
Class II Bike Lanes	6.5 miles	$6,126,100
Class III Sharrowed Bike Route	3.5 miles	$406,600

Challenges to Implementation

- Requires coordination with Caltrans for I-215 crossing
- Requires coordination with municipal water suppliers
- Requires coordination between Perris, Riverside, and Corona city staff
- Both facilities may require intersection reconfiguration at:
  - Cajalco Expressway at Harvill Avenue
  - Ramona Expressway at Indian Avenue
  - Ramona Expressway at I-215 on and off ramps
  - Ramona Expressway at Perris Boulevard

Feasibility Considerations

- The width of the segment from Temescal Canyon Road to Eagle Canyon Road to Cajalco Road is approximately 36 feet with one travel lane and a wide shoulder in each direction. 8 foot buffered bike lanes could be accommodated in each direction through paving the shoulder and restriping and narrowing the travel lanes to be 10 feet wide..
- The width of the segment from Eagle Canyon Road to La Sierra Avenue along Eagle Canyon and Tin Mine Road is approximately 26 feet, unpaved, with one travel lane in each direction. A shared bicycle route could be accommodated in both directions through paving the road.
- The width of the segment from Eagle Canyon Road to El Sobrante Road along La Sierra Avenue is approximately 32 feet with one travel lane and a wide shoulder in each direction. A bicycle lane could be accommodated in both directions through paving of the shoulder and restriping and narrowing the lanes to 11 feet.
- The width of the segment from La Sierra Avenue to Cajalco Road along El Sobrante Road is at least 32 feet with one travel lane and a 4 foot shoulder in each direction. A 5 foot bicycle lane could be accommodated in both directions through paving of the shoulder and restriping and narrowing the lanes to 11 feet.
- The width of the segment from El Sobrante Road to Harley John Road along Cajalco Avenue is approximately 32 feet with one travel lane and a wide shoulder in each direction. A bicycle lane could be accommodated in both directions through paving of the shoulder and restriping and narrowing the lanes to 11 feet.
- The width of the segment from Harley John Road to Gustin Road along Cajalco Road is approximately 46 feet with one travel lane and a wide shoulder in each direction, plus a 12 foot center turning lane. A bicycle lane could be accommodated in both directions through paving of the shoulder and restriping and narrowing the lanes to 12 feet.
- The width of the segment from Gustin Road and Cajalco Road to Seaton Avenue and Ramona Expressway is approximately 52 feet with one travel lane and a wide shoulder in both directions. Buffered bike lanes could be accommodated in each direction through paving the shoulder.
- The width of the segment from Seaton Avenue to N Perris Boulevard along Ramona Expressway is approximately 104 feet with three travel lanes in each direction, a center median, and a wide shoulder along one leg of the segment. Nine foot separated bikeways could be accommodated in each direction through paving the shoulder and restriping and narrowing the travel lanes to be 11 feet wide.

Figure 2: Project 5A: East Corona - Lake Perris via El Sobrante description from WRCOG Active Transportation Plan, including description of the portion which would pass the Project site. Accessed from https://www.wrcog.us/DocumentCenter/View/3366/Final-WRCOG-ATP.

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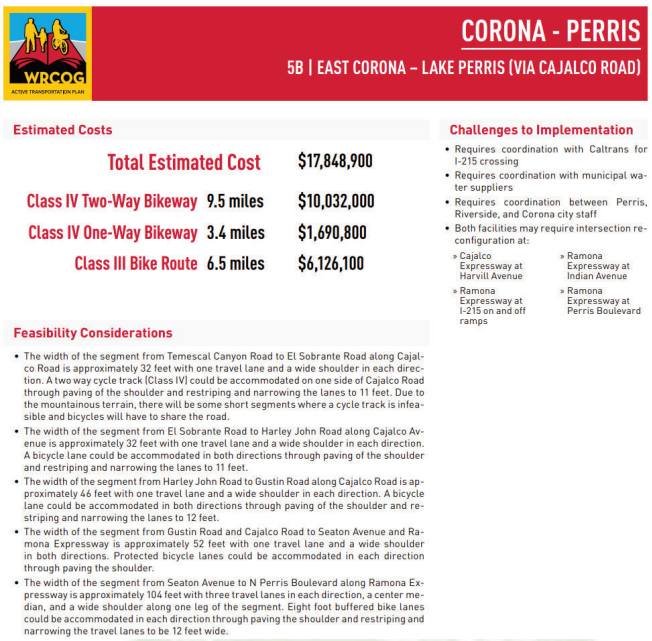

CORONA - PERRIS

5B | EAST CORONA – LAKE PERRIS (VIA CAJALCO ROAD)

Estimated Costs

Total Estimated Cost		$17,848,900
Class IV Two-Way Bikeway	9.5 miles	$10,032,000
Class IV One-Way Bikeway	3.4 miles	$1,690,800
Class III Bike Route	6.5 miles	$6,126,100

Challenges to Implementation

- Requires coordination with Caltrans for I-215 crossing
- Requires coordination with municipal water suppliers
- Requires coordination between Perris, Riverside, and Corona city staff
- Both facilities may require intersection reconfiguration at:
  - » Cajalco Expressway at Harvill Avenue
  - » Ramona Expressway at Indian Avenue
  - » Ramona Expressway at I-215 on and off ramps
  - » Ramona Expressway at Perris Boulevard

Feasibility Considerations

- The width of the segment from Temescal Canyon Road to El Sobrante Road along Cajalco Road is approximately 32 feet with one travel lane and a wide shoulder in each direction. A two way cycle track (Class IV) could be accommodated on one side of Cajalco Road through paving of the shoulder and restriping and narrowing the lanes to 11 feet. Due to the mountainous terrain, there will be some short segments where a cycle track is infeasible and bicycles will have to share the road.
- The width of the segment from El Sobrante Road to Harley John Road along Cajalco Avenue is approximately 32 feet with one travel lane and a wide shoulder in each direction. A bicycle lane could be accommodated in both directions through paving of the shoulder and restriping and narrowing the lanes to 11 feet.
- The width of the segment from Harley John Road to Gustin Road along Cajalco Road is approximately 46 feet with one travel lane and a wide shoulder in each direction. A bicycle lane could be accommodated in both directions through paving of the shoulder and restriping and narrowing the lanes to 12 feet.
- The width of the segment from Gustin Road and Cajalco Road to Seaton Avenue and Ramona Expressway is approximately 52 feet with one travel lane and a wide shoulder in both directions. Protected bicycle lanes could be accommodated in each direction through paving the shoulder.
- The width of the segment from Seaton Avenue to N Perris Boulevard along Ramona Expressway is approximately 104 feet with three travel lanes in each direction, a center median, and a wide shoulder along one leg of the segment. Eight foot buffered bike lanes could be accommodated in each direction through paving the shoulder and restriping and narrowing the travel lanes to be 12 feet wide.

Figure 3: Project 5B: East Corona - Lake Perris (Via Cajalco Road) description from WRCOG Active Transportation Plan, including description of the portion which would pass the Project site. Accessed from https://www.wrcog.us/DocumentCenter/View/3366/Final-WRCOG-ATP.

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(CONT.)

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Comment Letter E

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
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Attachment A

Caltrans Contextual Guidance for Preferred Bicycle Facilities**

Place Type and Surrounding Land-Use[1]	Design Year ADT	Posted Speed 15-20	Posted Speed 25-30	Posted Speed 35-45	Posted Speed > 45
Urban Areas & Suburban Main Streets	<2,500	Standard Shoulder or Shared Lane	Standard Shoulder or Shared Lane	Class II or Class IV	Class IV
	2,500-5,000				
	5,000-10,000	Class II or Class IV	Class II or Class IV	Class IV	
	>10,000	Class IV	Class IV		
Rural Areas (Developing Corridors)	<2,500	15-20	25-30	35-45	> 45
	2,500-5,000	Standard Shoulder (may be designated as a Class III facility)[2]			
	5,000-10,000				
	>10,000				
Rural Main Streets	<2,500	15-20	25-30	35-45	> 45
	2,500-5,000	Standard Shoulder or Shared Lane	Class II	Class II	Class I or IV
	5,000-10,000	Class II		Class I, II, or IV	
	>10,000				

1 Highway Design Manual (HDM) Index 81.3

2 HDM, Tables 302.1 and 307.2

** Chart is not a replacement for engineering judgement. Intended for planning purposes, to identify minimum preferred bikeway facility under different place type, volume and speed conditions.

Figure 4: Caltrans contextual guidance for preferred bicycle facilities. Accessed from https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/planning-contextual-guidance-memo-03-11-20-a11y.pdf.

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E-7
(CONT.)

Letter E Responses to Comments from the Center for Community Action and Environmental Justice (CCAEJ)

E-1 In this introductory comment, the commenter states that the letter is submitted on behalf of the Center for Community Action and Environmental Justice and the Mead Valley community in response to the Draft Environmental Impact Report (DEIR) for the proposed Cajalco Commerce Center. The commenter indicates that, after reviewing the DEIR, they have identified several problematic issues with the proposed Project. This comment is acknowledged; please refer to the responses to Comments E-2 through E-5, which are responsive to the individual comments identified by this comment letter.

E-2 The commenter states that their primary concern is with the planning process for the Project, highlighting that the Project site is planned for community commercial use according to the County's General Plan and asserting that the Project represents a significant deviation from the community's preferences. The commenter invites the County and Project applicant to revisit the community to develop a Project that aligns better with the original planning intentions. The commenters concerns are noted, and will be considered by the Riverside County Planning Commission and Board of Supervisors during their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. As this comment does not identify any deficiencies with the analyses presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

E-3 The commenter expresses concern about the increased emissions profile of the Project. While the commenter acknowledges the existence of the SCAQMD's warehouse indirect source rule, the commenter notes that many facilities are not yet in compliance, resulting in continued pollutant release. The commenter requests that the Project should be required to meet the ISR requirements and should not rely solely on paying the alternative compliance fee. This commenter's preference for complying with SCAQMD Rule 2305 is acknowledged; however, enforcement of SCAQMD Rule 2305 is under the jurisdiction of SCAQMD and not Riverside County. Furthermore, the alternate mitigation fees collected under Rule 2305 would be used by SCAQMD to incentivize the purchase of Near-Zero Emissions (NZE) and/or Zero Emissions (ZE) trucks and ZE charging/fueling infrastructure in the communities near warehouses that paid the fee. This would ensure that any Project-related emissions that do not comply with Rule 2305 are fully mitigated in the local area. Moreover, the analysis presented throughout the Project's DEIR fully accounts for the Project's impacts to the environment, including impacts associated with Project-related truck traffic. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

E-4 The commenter states that there are errors in the Traffic Analysis regarding bicycle infrastructure. The commenter notes that the analysis incorrectly states that Class II bike lanes will not be implemented along the Project's frontage, although General Plan Exhibit 3-4 shows that these bike lanes are planned adjacent to the Project site. The commenter states that this conclusion conflicts with DEIR Subsection 4.18, *Transportation*, which indicates that the Project is consistent with the WRCOG Active Transportation Plan. The commenter is referred to the discussion presented on

DEIR p. 4.18-13. As noted therein, in addition to proposed improvement to Cajalco Road along the Project site's frontage that would accommodate bicycles, the Project also would accommodate a 10-foot-wide curb-separated decomposed granite (d.g.) trail, which could accommodate both pedestrians and bicycles. Thus, while the commenter is correct that Class II bike lanes would not be constructed along the Project site's frontage with Cajalco Road, the Project accommodates a superior facility to a Class II bike lane by accommodating the 10-foot-wide curb-separated d.g. trail, as the proposed d.g. trail would provide 13 feet of separation between vehicular traffic along Cajalco Road and users of the d.g. trail, including bicycle users. Accordingly, the County finds that the analysis and conclusion of the Project's consistency with the WRCOG Active Transportation Plan as presented under the analysis of Threshold a. in DEIR Subsection 4.18, *Transportation*, accurately concludes that the proposed Project would implement ATP Project No. 5A along the Project site's frontage with Cajalco Road, and as such the Project would not conflict with the WRCOG ATP East Corona-Lake Perris connection. No revision to the DEIR is warranted pursuant to this comment.

E-5 The commenter reiterates their concern over the Project's compliance with the WRCOG Active Transportation Plan requirements for ATP Project No. 5A, acknowledges the discrepancy between two versions of the document regarding bike lane types, and asserts that only a Class I or Class IV facility is suitable in the Project area. The commenter suggests that failing to include the correct facility would create future issues and higher costs. The commenter also recommends providing a safe trail connection to the park, adhering to the same safety standards. The commenter is referred to the response to Comment E-4, which explains that the Project's 10-foot-wide curb-separated d.g. trail complies with the ATP requirements for Project No. 5A, and would provide a superior facility for bicycles as compared to Class II (on road) bicycle facilities. With respect to non-vehicular connections to the proposed public park, the commenter is referred to the description of the Project's proposed circulation improvements in DEIR Subsection 3.5.3.E. As noted therein, Decker Road has been designed to include parkways along both sides of the roadway, with a five-foot curb-separated sidewalk along the west side of the road and a six-foot-wide curb-adjacent sidewalk, four feet of landscaping, a split-rail fence, and an eight-foot-wide d.g. trail along the eastern side of the roadway. Thus, the Project has accommodated safe access for non-vehicular access to the public park site. No revisions to the DEIR are warranted pursuant to this comment.

E-6 The commenter concludes by thanking the County for the opportunity to review and comment on the DEIR and expresses appreciation for the time and consideration given to their concerns. This comment is acknowledged; no response is necessary.

E-7 This comment provides attachments for Exhibit 3-4, County of Riverside General Plan Bike Network; a graphic depicting WRCOG's Active Transportation Plan Project 5A: East Corona - Lake Perris and Project 5B: East Corona - Lake Perris (Via Cajalco Road); and Caltrans' contextual guidance for preferred bicycle facilities. These attachments are acknowledged. The commenter is referred to the responses to Comments E-4 and E-5, which address the commenter's concerns over the Project's consistency with WRCOG's Active Transportation Plan. No further response is necessary.

COMMENT LETTER F

September 3, 2024

COMMENTS TO DRAFT ENVIRONMENTAL IMPACT REPORT
CAJALCO COMMERCE PROJECT

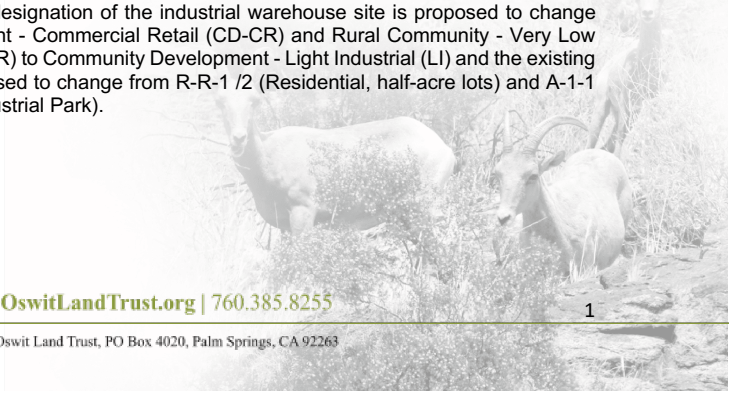
Deadline for Response: September 3, 2024
SCH: 2023060799

Riverside County Planning Department
Attention: Russell Brady, Contract Planner
4080 Lemon Street, 12th Floor, Riverside, CA 92501
Email to: rbrady@rivco.org

Project Description: The proposed Project consists of applications for a Foundation General Plan Amendment (GPA No. 240005), Change of Zone (CZ 2200062), Plot Plan (PPT 220050), and Tentative Parcel Map No. 38601 (TPM 38601). The applications seek to entitle one industrial warehouse building and a public park within the Mead Valley community of unincorporated Riverside County. The industrial warehouse building would be located at the southwest corner of Seaton Avenue and Cajalco Expressway, between Seaton Avenue and Decker Road. The public park would be located south of the industrial warehouse building on Decker Road. **The industrial warehouse building is proposed with 1,003 ,510 square feet (s.f.) of total building area on ±44.66 net acres.** The building is designed to be up to 44 feet tall with 76 loading dock doors positioned on the building's northern facade and 76 loading dock doors positioned on the building's southern facade. The public park would occur on ±13.33 net acres and is conceptually designed to include play fields, hard surfaces sport courts, a playground, walking paths, and other amenities.

The General Plan land use designation of the industrial warehouse site is proposed to change from Community Development - Commercial Retail (CD-CR) and Rural Community - Very Low Density Residential (RC-VLDR) to Community Development - Light Industrial (LI) and the existing zoning classification is proposed to change from R-R-1 /2 (Residential, half-acre lots) and A-1-1 (Light Agriculture) to I-P (Industrial Park).

F-1



Comment Letter F

To Whom It May Concern:

Oswit Land Trust is a 501C3 non-profit land conservancy dedicated to preserving critical habitat for wildlife corridors and sensitive species. We achieve our goals through the acquisition of land and advocacy. We are a proud member of the Land Trust Alliance and have over 3,000 active members who are residents within the Coachella Valley and beyond.

Oswit Land Trust thanks the County of Riverside for your kind consideration of community concerns to control runaway industrial development. We ask that the Board of Supervisors never break its earlier stated commitments (on the record) to the community that it intends to balance the demands of a growing population and economy with the need of sensitive stewardship of remaining ecological resources. Those resources feed and define the strength of economic opportunity. Those same resources have an independent right to survive the extremity of our demands upon the land.

F-2

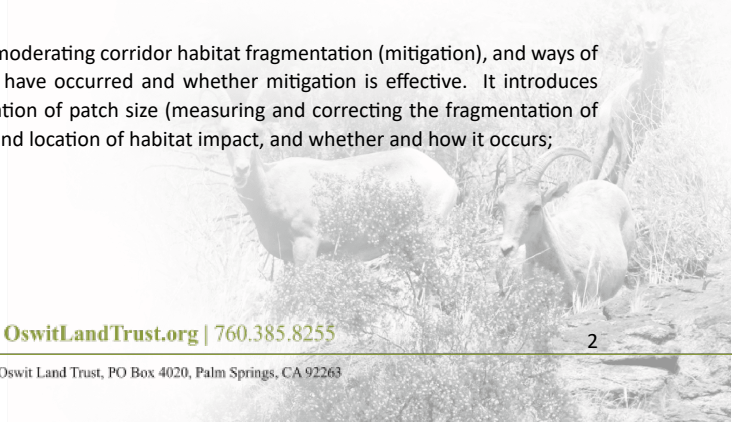
MITIGATION OF BIOLOGICAL RESOURCES (MOTT-RIMROCK PRESERVE):
This project is within a criteria cell of the Western Riverside Multi-Species Plan (WRC – MSHCP) and is identified by the authors of the Draft EIR as *"not occurring within a wildlife corridor or linkage."* Section 4.5 of the Draft EIR states the project is within "Noncontiguous Habitat Block 4 of Mott-Rimrock Preserve" and 270 feet south of a linkage area, and then concludes the site *"does not contribute meaningfully to wildlife opportunities…."* within that Block. Maybe it does; maybe it does not. How would we know? What support does the DEIR give for this conclusion? None could be found. There is no assessment.

F-3

Documentation of the Claim the Area is Non-Contiguous Habitat within a Criteria Cell: The "*Principles of Wildlife Corridor Design"* authored by the Center for Biological Diversity in 2003 is attached as **Exhibit A.** This document also suggests methods for evaluating corridors. Although this report is not a guideline the DEIR is accountable to, the methodology in the report would be standard for the industry.

The report suggests ways of moderating corridor habitat fragmentation (mitigation), and ways of identifying whether impacts have occurred and whether mitigation is effective. It introduces concepts such as – (1) Alteration of patch size (measuring and correcting the fragmentation of contiguous habitat, the size and location of habitat impact, and whether and how it occurs;

F-4



Comment Letter F

(2) measuring distances from functioning corridors (270 feet here!), and constructive methods to re-integrate the corridor; (3) how to identify type and nature of any 'disconnection' of a biologically rich area from pre-established corridors, and methods for correcting; (4) edge-to-area ratios that document whether what is claimed to be 'non-contiguous habitat' is, in fact, non-contiguous. The proof is in the documentation; methods are missing in the DEIR.

F-4 (CONT.)

Cumulative Impact Assessment: The concern of Oswit Land Trust is that no assessment occurs within Cumulative Impact Assessment either. Please reference Table 4.0-1, a **Cumulative Projects Map.** One look at how indiscriminate the placement of warehousing has been (and continues to be) is enough to stun any rational person into silence, and then into despair. This pattern of "Wild West Land Rush," irrespective of residential and ecological impact, is sheer competition between cities. The 'industrialization' of the County (and Cities) has become irrational and violative of community norms.

This Cumulative Projects Map shows rampant warehousing growth. In the biological section, absolutely no assessment occurs on how these extensive patterns within what is probably a perimeter of 1-2 square miles from the project area, relates to the previous "severe" disruption of any remaining corridor activity, and what long-term plans, short-term plans, or project mitigation methods the County proclaims to address this land use imbalance. We have seen one **"Development Agreement"** after another entered by the owners of warehousing, wherein they convince the cities or county to grant immunity from changing laws and regulations, and not once have we seen compensating 'exactions,' except in the City of Palm Springs – and that took aggressive intervention of community advocates to achieve this accommodation!

F-5

At the least, there should be significant trade-offs in conservation lands to mitigate the loss of habitat and corridors. It is discouraging. Given Climate Adaptation goals of the State of California, and numerous alerts from the State of California, SCAQMD, and Caltrans of regional impacts that increase without local mitigation, these warehousing approvals appear excessive, and deeply violative of basic land use outcomes that appear in General Plans and Climate Action objectives.

It is of note that the criteria cells affected by this project are also classified as **"Farmland of Local Importance"** (Section 4.2-4). Given the opportunities of land banking to compensate for loss of

F-6

prime farmlands, Oswit Land Trust is also concerned about the cumulative impacts of a large farmland area that has been lost over the last few years; with nothing to replace this, and with **HIGHLY escalating food costs** that are impacting the United States, and even profoundly affecting the dialog of the Presidential Election. Why is there no suggested compensation for the loss of prime farmlands?

F-6 (CONT.)

Adequacy of Project Alternatives: Oswit Land Trust finds the Draft EIR seriously deficient in demonstrating that 1 million acres of industrial warehousing, together with a public park on 13 acres, has *"no remaining 'meaningful' wildlife opportunities in the project area."*

The purpose of a Draft EIR is to demonstrate through assessment and data that this claim is true. It fails to do so. The Alternatives discussion eliminates the park as a consideration, but nowhere in the Draft EIR is there a suggestion that adequate mitigation of wildlife losses and impacts would be to dedicate the park area to re-invigorating or sustaining the Mott-Rimrock Reserve Habitat Linkage. There is no assessment, there is no consideration.

F-7

Section 3.6.1 of DEIR assumes that the primary project alternative would result in "*full impact to the entire ± 14.94 acres of the park site because the area that is not currently proposed for disturbance would have no permanent protection mechanism.*" Looking at Vegetation Map 4.4-1 at Page 4.4-3, the map shows Disturbed Sage and Willow Scrub, but at least this suggests opportunities for 'revegetation!" Couldn't all or a portion of this area rehabilitate the corridor area? That needs discussion and consideration. The purpose of Alternatives Evaluation is to offer alternatives that give meaningful alternatives, and that has not occurred.

F-8

S.4.1 NO PROJECT NO ADDITIONAL DEVELOPMENT ALTERNATIVE

This project alternative fails to discuss the baseline conditions concretely and describe the differences in each category of Appendix G to the California Environmental Quality Act and how the project affects resources, aesthetics, air quality, transportation objects, and the general quality of life to the surrounding population, particularly given the mixture of community objectives in the land use and conservation elements of the county's general plan.

F-9

Comment Letter F

S.4.2 NO PROJECT EXISTING ZONING ALTERNATIVE
The zoning alternative seems to be a duplication of the no project alternative. What would the difference be between the two?

F-10

S.4.3 WAREHOUSE ONLY ALTERNATIVE
The purpose of alternatives is stated under California law as follows: *"According to CEQA, an EIR must describe a reasonable range of alternatives to a proposed project that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the proposed project's significant effects. Additionally, a "No Project" alternative must be analyzed."* [emphasis added] Since most impacts occur in this project from the warehouse itself, an alternative of "no warehouse" is meaningless in giving alternative assessment.

F-11

S.4.4 REDUCED PROJECT ALTERNATIVE
This alternative does discuss a 30% reduction in project size. What is amazing, is that the following discussions in each impact area are never assessed for what a 30% reduction accomplishes. This is in violation of the data and assessment requirements of the California Environmental Quality Act. The greatest opportunity is to use the 30% reduction of the Parkland area for purposes of reducing and mitigating wildlife and habitat impacts, and nothing whatsoever is even proposed in that arena.

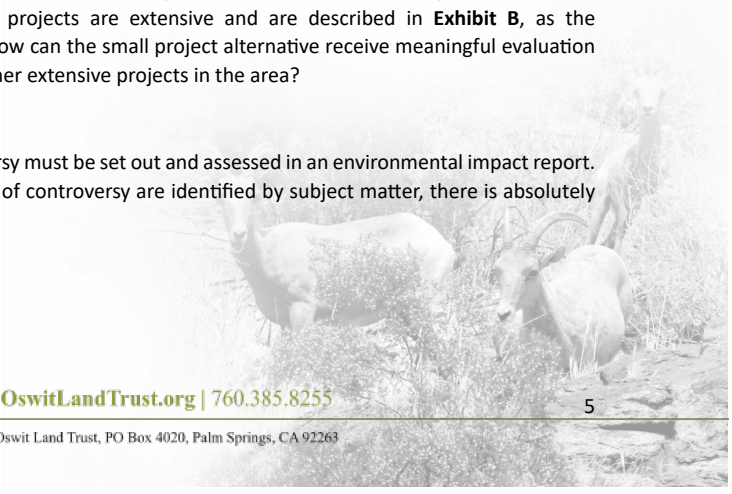
F-12

S.4.5 SMALL PROJECT ALTERNATIVE (SPA)
The small project alternative is to reduce the project until it can meet the emission standards for the region. The problem with this assessment is that emission evaluation is completely meaningless until or unless emissions are compared with the cumulative impact of the other projects in the area. Those projects are extensive and are described in **Exhibit B**, as the **Cumulative Projects Map**. How can the small project alternative receive meaningful evaluation until it is compared to the other extensive projects in the area?

F-13

S.3 AREAS OF CONTROVERSY
By law, the errors of controversy must be set out and assessed in an environmental impact report. However, although the areas of controversy are identified by subject matter, there is absolutely

F-14



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5
Oswit Land Trust, PO Box 4020, Palm Springs, CA 92263

Comment Letter F

no assessment of them in the Draft EIR within Section 3. Oswit Land Trust did not find additional assessment in the body of the Draft EIR as well.

F-14 (CONT.)

We wish to thank the County of Riverside for listening to our concerns. They are considerable. Looking at the extent of warehouse projects that have been approved in this area, we see a pattern of severe disruption of community life and environmental objectives.

It is distressing to see unknown, unstated, and unjustifiable economic concerns taking priority over quality of life. In circumstances of the failure to mitigate serious, repeating industrial issues, including air quality impacts and social environmental justice concerns, we have seen the County file statements of overriding consideration under the California Environmental Quality Act.

The courts of law have warned that these statements must show a real and concrete discussion of the need to override environmental impacts that have remained without adequate mitigation. Given the proliferation of industrial overgrowth and its clear impacts, we cannot imagine how, in good conscience, there are any economic justifications remaining that outweigh the community damage to continuing in this line of excessive 'warehousing approvals.' The Board of Supervisors is our leadership. It is our desire to trust you, and to know you care. Please ensure the community interest is sustained in the long-range, even in the face of current economic challenges.

F-15

With regard,

Jane Garrison,
Executive Director Oswit Land Trust

OswitLandTrust.org | 760.385.8255

6

Oswit Land Trust, PO Box 4020, Palm Springs, CA 92263

Comment Letter F

EXHIBIT A – Principles of Wildlife Design 2003 (Center for Biological Diversity)
EXHIBIT B -- Cumulative Projects Map (Draft EIR)

F-15
(CONT.)

COMMENT LETTER F

Principles of Wildlife Corridor Design

Monica Bond

Center for Biological Diversity

October 2003

Summary

Wildlife corridors have been proposed as a means to moderate some of the adverse ecological effects of habitat fragmentation. This document discusses principles of evaluating and designing wildlife corridors to facilitate use by target species.

Introduction

Habitat fragmentation affects numerous ecological process across multiple spatial and temporal scales, including changes in abiotic regimes, shifts in habitat use, altered population dynamics, and changes in species compositions (Schweiger et al. 2000). Patch size has been identified as a major feature influencing the plant and small mammal communities, and some wildlife populations are vulnerable to collapse in habitat fragments. The composition, diversity, and spatial configuration of patch types, distances from sources, edge-to-area ratios, and ecotonal features may also structure the plant and animal communities. For example, Bolger et al (1997) found that canyon coastal sage scrub and chaparral fragments under about 60 acres in San Diego County that had been isolated for at least 30 years supported very few populations of native rodents.

F-16

Wildlife movement corridors, also called dispersal corridors or landscape linkages as opposed to linear habitats,[1] are linear features whose primary wildlife function is to connect at least two significant habitat areas (Beier and Loe 1992). These corridors may help to reduce or moderate some of the adverse effects of habitat fragmentation by facilitating dispersal of individuals between substantive patches of remaining habitat, allowing for both long-term genetic interchange and individuals to re-colonize habitat patches from which populations have been locally extirpated. Many natural areas are critical core habitat, and are therefore inappropriate for any human development; thus the preservation of corridors will not mitigate against additional loss of core habitat (Beier 1993, Rosenberg 1997). In cases where some development may be acceptable, corridors can be incorporated into the design of a development project by conserving an existing landscape linkage or restoring habitat to function as a connection between larger protected areas.

The level of connectivity needed to maintain a population of a particular species will vary with the demography of the population, including population size, survival and birth

[1] Linear habitats (such as fencerows in an agricultural landscape or streamside buffers) are valued primarily as habitat (Beier and Loe 1992)

rates, and genetic factors such as the level of inbreeding and genetic variance (Rosenberg et al. 1997). These demographic parameters are important baseline data to determine the efficacy of a corridor. In addition, there are a number of general principles for designing and monitoring the effectiveness of wildlife corridors, which are described below.

Corridor Evaluation

Beier and Loe (1992) outlined a six-step "checklist" for evaluating corridors:

Step 1: Identify the habitat areas the corridor is designed to connect.
Step 2: Select several target species for the design of the corridor (i.e., select "umbrella species")[2].
Step 3: Evaluate the relevant needs of each target species[3].
Step 4: For each potential corridor, evaluate how the area will accommodate movement by each target species.
Step 5: Draw the corridor on a map.
Step 6: Design a monitoring program.

Evaluating how the potential corridor will accommodate movement by each species (*Step 4*) is a critical step in the process. This evaluation includes the consideration of how likely the animal will encounter the entrance to the corridor, actually enter the corridor, and follow it to the end. Additionally, it is important to consider whether there is sufficient concealing cover, food, and water within the corridor for the animal to reach the full length of the corridor, or whether such elements need to be created and maintained. Finally, specific impediments to movement within the potential corridor must be assessed, including topography, roads and type of road crossing, fences, outdoor lighting, domestic pets, noise from vehicle traffic or nearby buildings, and other human impacts.

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(CONT.)

Specifics of Corridor Design

Corridor Features

- The corridor should be as wide as possible. The corridor width may vary with habitat type or target species, but a rule of thumb is about a minimum of 1,000 feet wide (but larger if possible).
- Maintain as much natural open space as possible next to any culverts to encourage the use of the culverts.
- Maximize land uses adjacent to the corridor that reduce human impacts to the corridor (Beier and Loe 1992). Isolation effects along corridors can be offset by

[2] Because vegetative or topographic structures that facilitate movement for one species may inhibit movement for another, the selected species should cover a range of habitat associations and vagilities (Beier and Loe 1992).
[3] Identify the movement and dispersal patterns of selected species, including seasonal migrations (Beier and Loe 1992).

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having surrounding habitat similar to that found within corridors (Perault and Lomolino 2000).
- Do not allow housing or other impacts to project into the corridor to form impediments to movement and increase harmful edge effects.
- If housing is to be permitted next to the corridor, put conservation easements on adjacent lots to prohibit structures nearest the corridor.
- Develop strict lighting restrictions for the houses adjacent to the corridor to prevent light pollution into the corridor. Lights must be directed downward and inward toward the home.

Culvert Design

- Bridged undercrossings are preferable.
- If a bridge is not possible, use a 12-foot by 12-foot box culvert or bigger for larger animals.
- Install a small, one-foot diameter tube parallel to the large box culvert for small animals. The upstream end of the small tube should be a few inches higher than the bottom of the upstream end of the box culvert, so that it will stay dry and free of debris (P. Beier, personal communication).
- The culvert bottoms should be as close as possible to any canyon bottom and not be perched up a fill slope.
- Use natural substrate on the bottom of the culvert, such as dirt with pebbles. Underlay the natural substrate with cobbled concrete. Replace the dirt when necessary (i.e., if it is washed out).
- On the road above the culverts, install speed bumps and wildlife crossing signs to slow the cars, and prohibit street lighting to facilitate use of the crossing.
- Plant and maintain lots of vegetative cover (shrubs and low cover) near the entrance-exits of the culverts, without visually or physically blocking the entries.
- Install appropriate fencing (at least six feet in height) to funnel animals towards the culverts.

Vegetation Restoration

- Require maintenance or restoration of native vegetation, and long-term management.
- Provide an adequate endowment for restoration and management of the corridor.
- Plant native trees, shrubs, and other plants to provide food and cover, as well as nesting opportunities for birds.

Management and Enforcement

- If housing is to be permitted adjacent to the corridor, require the Home Owner's Association or each homeowner to maintain -- on their own property -- a mowed, 30-foot to 60-foot buffer along a flat or slightly sloped grade between the native vegetation in the corridor and each adjacent lot, for fire abatement.

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(CONT.)

- No wood fences should be allowed in the corridor and along any of the lots adjacent to the corridor.
- No domestic pets are to be allowed in the corridor. Cats and dogs should be trapped and returned to owners if they have a collar, or brought to the animal shelter if they have no identification tags.
- No feeding of wild animals, other than bird feeders, should be allowed.
- Educate each landowner adjacent to the corridor about the regulations (lighting, mowing the buffer, no trespass, etc.) and ask each of them to watchdog the corridor for trespass. Develop a pamphlet and convene a meeting. In appropriate locations, install educational signs about the corridor and the species that could potentially use the corridor.
- Any violations should be strictly enforced and citable.

Conclusion

Wildlife corridors are not proposed as mitigation for loss of core habitat. However, with careful planning and design, wildlife corridors can help reduce the negative effects of habitat fragmentation by allowing dispersal of individuals between large patches of remaining habitat. While additional study on the efficacy of wildlife corridors is necessary, some general principles of evaluation and design are available and should be implemented. Monitoring the use of corridors by target wildlife species is an important step in corridor planning, to allow for adaptive management.

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(CONT.)

Citations

Beier, P. 1993. Determining minimum habitat areas and habitat corridors for cougars. Conservation Biology 7:94-108.

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Bolger, D. T., A. C. Alberts, R. M. Sauvajot, P. Potenza, C. McCalvin, D. Tran, S. Mazzoni, and M. E. Soule. 1997. Response of rodents to habitat fragmentation in coastal Southern California. Ecological Applications 7:552-563.

Perault, D. R. and M. V. Lomolino. 2000. Corridors and mammal community structure across a fragmented, old-growth forest landscape. Ecological Monographs 70:401-422.

Rosenberg, D. K, B. R. Noon, and E. C. Meslow. 1997. Biological corridors: Form, function, and efficacy. BioScience 47:677-687.

Schweiger, E. W., J. E. Diffendorfer, R. D. Holt, R. Pierotti, and M. S. Gaines. 2000. The interaction of habitat fragmentation, plant, and small mammal succession in an old field. Ecological Monographs 70:383-400.

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Table 4.0-1 Cumulative Projects List

No.	Project Name	Address/Location	Land Use[1]	Quantity Units[2]
County of Riverside:				
RC1	PPT220047	NEC of Tobacco Rd. & Water Av.	Warehousing	192.249 TSF
RC2	Placentia Truck Drop Lot	NWC of Harvill Av. & Placentia Av.	Truck Trailer Storage	8.06 AC
RC3	Harvill & Water Logistics	SWC of Harvill Av. & Water St.	High-Cube Fulfillment Center Warehouse	304.376 TSF
			High-Cube Cold Storage Warehouse	130.447 TSF
RC4	Barker Logistics	NWC of Patterson Av. & Placentia Av.	High-Cube Fulfillment Center Warehouse	699.630 TSF
RC5	Dedeaux Harvill Truck Terminal	North of Rider St., west of Harvill Av.	Truck Terminal	55.700 TSF
RC6	Harvill & Rider Warehouse	NEC of Harvill Av. & Rider St.	General Light Industrial	50.249 TSF
			High-Cube Transload Short-Term Warehouse	284.746 TSF
RC7	Building 21 & 22	NEC of Decker Rd. & Oleander Av.	Warehousing	215.424 TSF
RC8	Majestic Freeway Busines Center Building 11	SEC of Harvill Ave./Commerce Center Dr.	High-Cube Fulfillment Center Warehouse	391.045 TSF
RC9	PPT190029	South of Old Cajalco Rd., west of Patterson Av.	Warehousing	36.000 TSF
RC10	PPT210021	NWC of Harvill Av. & Orange Av.	Trailer Maintenance Facility/Storage	16.200 TSF
RC11	PPT210133	SEC of Seaton Av. & Cajalco Exwy.	Warehousing	350.481 TSF
RC12	Majestic Freeway Busines Center (Building 13)	SWC of Harvill Av. & Perry St.	High-Cube Fulfillment Center Warehouse	322.997 TSF
RC13	Patterson & Harvill Warehouse	East of Patterson Av., South of Old Cajalco Rd.	Warehousing & Cold Storage	100.190 TSF
RC14	Majestic Freeway Busines Center Building 12	NEC Harvill Ave./Commerce Center Dr.	Warehousing	155.000 TSF
RC15	Majestic Freeway Busines Center (Buildings 14A,14B)	SWC of Harvill Av. & Commerce Center Dr.	Warehousing	354.583 TSF
RC16	Cajalco Road Commercial Center	SWC of Clark St. & Cajalco Rd.	Convenience Store/Gas Station	16 VFP
			High-Turnover Sit-Down Restaurant	4.998 TSF
			Car Wash	1.481 TSF
			Restaurant w/ Drive-Thru	1.632 TSF
RC17	Majestic Freeway Business Center Building 17	East of Harvill, South of Old Oleander Av.	General Light Industrial	256.148 TSF
RC18	28840 Rider Street	East of Harvill, North of Rider	Animal Production Facility	54.450 TSF
RC19	Majestic Freeway Business Center Building 18	SWC of Harvil Av. & Old Oleander Av.	Warehousing	333.648 TSF
RC20	PPT190031	SEC of Harvill Av. & Harley Knox Bl.	Industrial Manufacturing Building (Warehousing)	418.000 TSF
RC21	Majestic Freeway Business Center Building 19 & 20	South of Old Oleander, West of Harvill Av.	Warehousing	754.168 TSF
RC22	Majestic Freeway Business Center Buildings 1, 3, & 4	NEC of Seaton Av. & Cajalco Rd.	High-Cube Warehouse/Warehousing	1244.670 TSF
RC23	PPT190005	NEC of Harvill Av. & Lemon St.	Warehousing	333.553 TSF
RC24	PPT190006	NWC of Harvill Av. & Cajalco Rd.	Warehousing	289.556 TSF
RC25	PPT190028	NWC of Harvill Av. & Citrus Av.	Warehousing	197.856 TSF
RC26	Oleander Business Park	SWC of Harley Knox Bl. & Nandina Av.	Warehousing	711.734 TSF
RC27	Seaton Commerce Center	SEC of Seaton Av. & Perry St.	High-Cube Fulfillment Center Warehouse	210.800 TSF
RC28	Harvill & Cajalco Warehouse	NEC of Harvill Av. & Old Cajalco Rd.	General Light Industrial & Truck Yard	99.770 TSF
RC29	Patterson & Cajalco Warehouse	West of Patterson Av., South of Old Cajalco Rd.	Warehousing & Cold Storage	107.968 TSF
RC30	Seaton & Cajalco High Cube Warehouse	SEC of Seaton Av. & Cajalco Rd.	Warehousing & Cold Storage	350.481 TSF
RC31	PPT210022	NWC of Harvill Av. & Orange Av.	General Light Industrial	98.940 TSF
RC32	Rider & Patterson Business Center	SWC Patterson Ave./Rider St.	High-Cube Fulfillment Center Warehouse	591.203 TSF
RC33	Majestic Freeway Business Center Building 15	SEC of Seaton Av. & Markham St.	Warehousing	90.000 TSF
RC34	Retail	NEC of Harvill Av. & Cajalco Rd.	Retail	16.306 TSF

[1] TSF = Thousand Square Feet; AC = Acres; VFP = Vehicle Fueling Positions

(Urban Crossroads, 2023h, Table 4-4)

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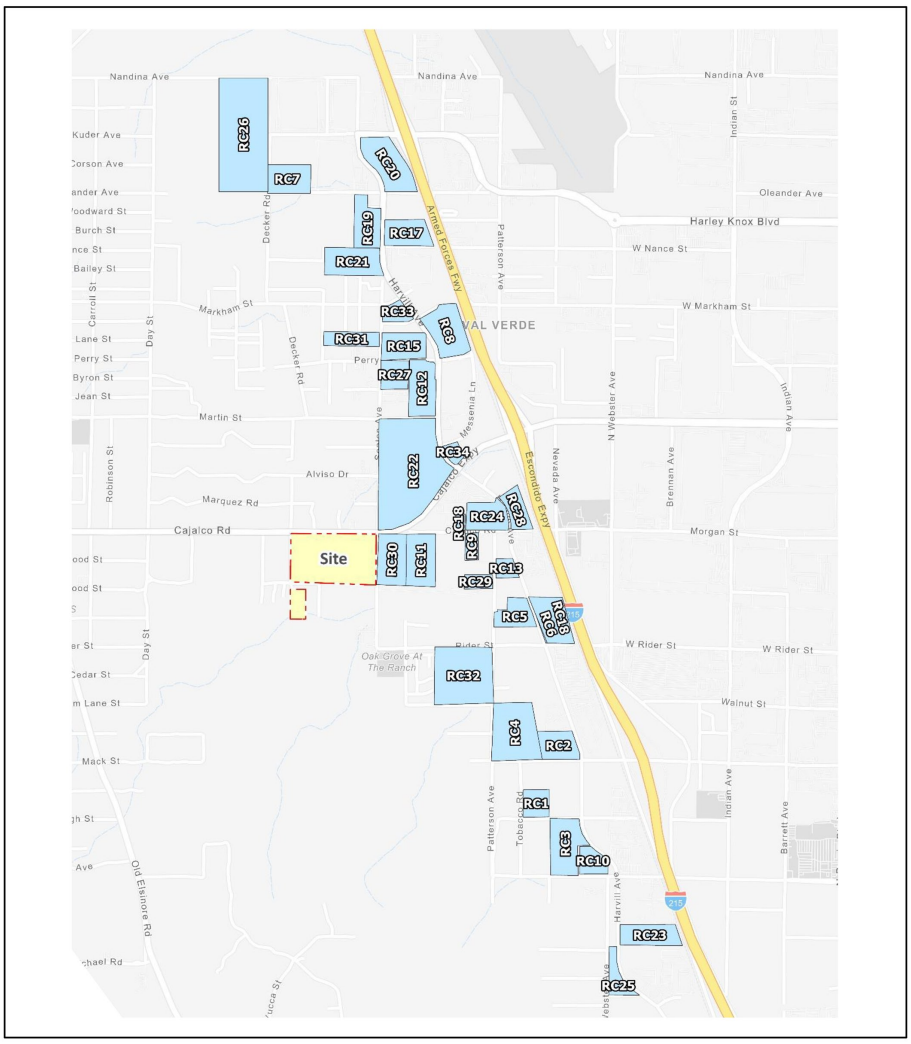

Source(s): Urban Crossroads (05-17-2023)

Figure 4.0-1

Not to Scale

Cumulative Development Location Map

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(CONT.)

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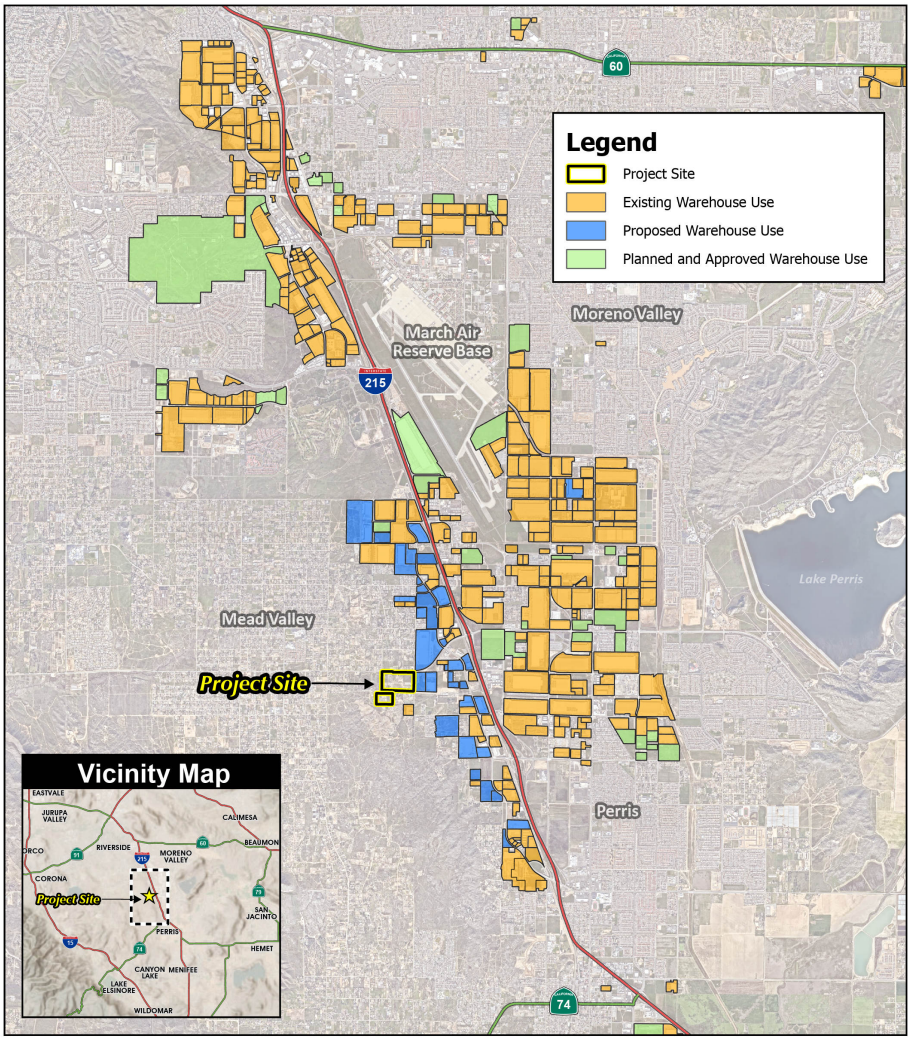

Source(s): ESRI, Nearmap Imagery (March 2024), RCIT (2024), Pitzer College (2024)

Figure 4.0-2

0 125 250 500 Feet

Warehouse Development Location Map

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(CONT.)

Letter F Responses to Comments from the Oswit Land Trust

F-1 In this introductory comment, the commenter provides an accurate summary of the Project and the Project site's adopted General Plan land use designations and zoning classifications. No response is necessary.

F-2 The commenter provides a brief description of the Oswit Land Trust, thanks the County of Riverside for addressing community concerns about industrial development, urges the Board of Supervisors to honor previous commitments to balance economic growth with the preservation of ecological resources, and emphasizes the importance of these resources for both environmental and economic health. These comments are acknowledged; however, as these comments do not identify any deficiencies with the analysis presented in the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

F-3 The commenter expresses concern that the Draft EIR does not adequately support its conclusion that the Project Site, located within a criteria cell of the Western Riverside Multi-Species Habitat Conservation Plan (WRC-MSHCP), does not meaningfully contribute to "wildlife opportunities," and states that while the DEIR identifies the Project site as not being within a wildlife corridor or linkage and within "Noncontiguous Habitat Block 4" of the Mott-Rimrock Preserve, it lacks a detailed assessment to substantiate this conclusion.

First, it is noted that the DEIR does not indicate that the Project site "does not contribute meaningfully to wildlife opportunities"; rather, the DEIR at pp. 4.4-6 and 4.4-24 states that the Project site "…does not contribute meaningfully to wildlife movement opportunities within Noncontiguous Habitat Block 4" and "…does not functionally contribute to Proposed Noncontiguous Habitat Block 4."

The commenter is referred also to the discussion and analysis of Threshold a. in EIR Subsection 4.4, *Biological Resources*. As noted therein, the Project site is located within MSHCP Criteria Cell 2334, which is an independent Cell that is not affiliated with any Cell Group. As stated in MSHCP Table 3-10:

> "Conservation within Criteria Cell 2334 within this Cell will contribute to assembly of Proposed Noncontiguous Habitat Block 4. Conservation within this Cell will focus on assembly of coastal sage scrub habitat. Areas conserved within this Cell will be connected to coastal sage scrub habitat proposed for conservation in Cell Group A to the south. Conservation within this Cell will be approximately 5% of the Cell focusing in the southern portion of the Cell." (Riverside County, 2003, Volume I, p. 3-230))

As also discussed in EIR Subsection 4.4, the Project site is located on the northern portion of Criteria Cell 2334, and is outside of the target area for conservation under the MSHCP. Further, the majority of the Project site supports developed/disturbed land and has been subject to a variety of

anthropogenic disturbances associated with current residential development, historic agricultural activities, routine weed abatement, and illegal dumping. Since the Project site and off-site improvement areas primarily support developed/disturbed land and non-native habitats, the site and off-site improvement areas do not contribute meaningfully to wildlife movement opportunities within Noncontiguous Habitat Block 4, which is located south of the Project site. Furthermore, WRC-MSHCP Figure 3-2 depicts the planned MSHCP Conservation Area and identifies MSHCP-defined Cores, Extensions of Existing Cores, and Noncontiguous Habitat Blocks. WRC-MSHCP Figure 3-2 also depicts the locations of planned wildlife linkages, including Constrained Linkages and Linkages. As shown on MSHCP Figure 3-2, Non-Contiguous Habitat Block 4, which occurs to the south of the Project site, is not planned to include any wildlife linkages, as Non-Contiguous Habitat Block 4 is isolated from other Cores by existing developments and major roadway facilities. Thus, the County finds that the analysis and conclusions presented in DEIR Subsection 4.4 accurately indicate that the Project site is not planned for conservation under the MSHCP and would not contribute to any planned wildlife linkages. As such, no revision to the DEIR is warranted pursuant to this comment.

F-4 The commenter refers to the "Principles of Wildlife Corridor Design" report prepared by the Center for Biological Diversity (CBD), which provides CBD's preferred methods for evaluating wildlife corridors. The commenter acknowledges that the report is not a guideline for the DEIR, but suggests referring to the methodologies presented therein for assessing habitat fragmentation and the effectiveness of mitigation measures. The commenter then notes that the CBD's preferred methods for evaluating wildlife movement corridors are not present in the DEIR.

First, it is noted that the "Principals of Wildlife Corridor Design" document referenced by this comment does not reflect industry standards for the evaluation of wildlife movement corridors, as claimed by the commenter. Rather, the analysis of Project impacts to wildlife movement corridors as presented in the DEIR primarily relied on the Project's consistency with the WRC-MSHCP. As discussed in the DEIR, the WRC-MSHCP Conservation Area is composed of a variety of existing and proposed Cores, Extensions of Existing Cores, Linkages, Constrained Linkages and Non-contiguous Habitat Blocks, which have been designed to fulfill the goals of the WRC-MSHCP to provide suitable corridors for WRC-MSHCP-covered species. These features, generally referred to as Cores and Linkages, are based on the WRC-MSHCP Conceptual Reserve Design. As noted in the DEIR, the Project site and off-site improvement areas are located in the Mead Valley Area Plan (MVAP) of the Western Riverside County MSHCP within Criteria Cell 2334, which is intended to contribute to Proposed noncontiguous Habitat Block 4. As noted in the response to Comment F-3, the Project site is located outside of the area designated for conservation (per the requirements of Criteria Cell 2334), as the Project site is located north of and outside of the northern extent of Noncontiguous Habitat Block 4, which occurs south of the Project site. The area north of the Project site primarily supports residential and industrial developments and does not support wildlife movement opportunities. Therefore, because the Project site and off-site improvement areas primarily support developed/disturbed land and non-native habitats, because the Project site is not targeted for conservation as part of any WRC-MSHCP Cores or Linkages, and because areas to the north of the Project site are developed with a mixture of residential, commercial, and light industrial

developments, the Project site and off-site improvement areas do not contribute meaningfully to wildlife movement opportunities within Noncontiguous Habitat Block 4, which is the only identified WRC-MSHCP Core/Linkage in the area. As such, the DEIR properly concluded that implementation of the proposed Project would not disrupt or have any adverse effects on any migratory corridors or linkages in the surrounding area. No revision to the DEIR is warranted pursuant to this comment.

F-5 The commenter expresses concern that the DEIR's Cumulative Impact Assessment does not address the extensive warehousing growth shown in Table 4.0-1, Cumulative Projects Map. The commenter suggests a lack of assessment regarding how this growth affects remaining wildlife corridors and questions the County's long-term and short-term plans for mitigating these impacts. The commenter also states that recent Development Agreements have granted warehousing immunity from changing laws without sufficient compensatory measures, except in Palm Springs. The commenter calls for significant conservation trade-offs to mitigate habitat loss and highlights the need for alignment with California's Climate Adaptation goals and regional impact warnings. The commenter is referred to the discussion presented in DEIR subsection 4.0.2, *Scope of Cumulative Effects Analysis*. As noted therein, State CEQA Guidelines § 15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis: 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 also noted therein, "[t]he summary of projections approach is used in this EIR, except for the evaluation of near-term vehicular traffic-related noise impacts, which relies instead on the list of projects approach. 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 noise effects, which requires a greater level of detailed study." (DEIR at p. 4.0-2). As noted in the introduction to DEIR subsection 4.4.5:

> "*The cumulative impact analysis considers development of the Project in conjunction with other development projects located within the purview of the Western Riverside County MSHCP. This Study Area for cumulatively-considerable impacts to biological resources is appropriate because the MSHCP encompasses a large area surrounding the Project Site, and provides for the long-term protection of sensitive plant, animal, and plant communities throughout the MSHCP area. Additionally, most cumulative development projects within the Project vicinity would be subject to the provisions of the MSHCP, and the general range of habitats, species, climate, etc. are fairly consistent throughout the MSHCP.*" (DEIR at p. 4.4-37)

Thus, the analysis of the Project's cumulatively-considerable impacts to biological resources accounted for full buildout of the Riverside County General Plan and the general plans of other local jurisdictions within the WRC-MSHCP plan area, as is explicitly allowed pursuant to State CEQA

Guidelines Section 15130(b)(1)(B). As the cumulative impact analysis presented in DEIR Subsection 4.4 fully complies with CEQA requirements and accounts for full buildout of the Western Riverside County region, no revision to the DEIR is warranted pursuant to this comment.

F-6 The commenter states that the Project affects areas classified as "Farmland of Local Importance." The commenter expresses concern about the cumulative loss of farmland in recent years and the lack of compensation or land banking to address this loss, and questions why there are no proposed measures to compensate for the loss of prime agricultural land. The commenter is referred to the discussion and analysis presented in DEIR Subsection 4.2, *Agriculture and Forestry Resources*, which was based on a site-specific technical study prepared by T&B Planning, entitled, "Land Evaluation and Site Assessment Model for the Mead Valley Commerce Center Project" (herein, "LESA Analysis"), dated July 25, 2023, and included as EIR *Technical Appendix B*. The Project's LESA Analysis demonstrates that the Project site has an overall LESA score of 28.1, which pursuant to the California LESA Model Scoring Thresholds (see DEIR Table 4.2-12) indicates that the Project's impacts to Farmland on site would be less than significant. Furthermore, and as stated on DEIR p. 4.2-18, "Farmland of Local Importance" does not comprise "Farmland" as that term is defined by CEQA, the County, or the CDC, meaning that the Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other "Farmland" as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Thus, because Project impacts to Farmland would be less than significant, as substantiated in DEIR Subsection 4.2, no mitigation measures are required. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

F-7 The commenter states that the Draft EIR is inadequate because it does not include an alternative that would address cumulatively-considerable impacts to wildlife associated with regional development of warehouse uses, and incorrectly quotes the DEIR by implying that the DEIR stated that there are "no remaining 'meaningful' wildlife opportunities in the project area." The commenter then goes on to assert that the DEIR should have included an alternative that addresses regional loss of wildlife. Additionally, the commenter notes that while the DEIR included an alternative that did not involve development of the park site, the commenter states that there was no consideration or assessment of an alternative to support the Mott-Rimrock Reserve Habitat Linkage.

First, the commenter incorrectly quotes the DEIR. As stated on DEIR p. 4.4-6, "Since the Study Area primarily supports developed/disturbed land and non-native habitats, the Study Area does not contribute meaningfully to wildlife ***movement*** opportunities within Noncontiguous Habitat Block 4" (emphasis added)." The DEIR does not make the statement that the Project site contains no "wildlife opportunities"; on the contrary, the analysis throughout DEIR Subsection 4.4 evaluates and discloses the Project's impacts to wildlife that may be present within the Project area.

With respect to the DEIR's discussion and analysis of alternatives, the commenter is referred to Section 15126.6(a) of the State CEQA Guidelines. As discussed therein:

> "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project ***but would avoid or substantially lessen any of the significant effects of the project***, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation."

As documented in DEIR Subsection 4.4, the Project's direct and cumulatively-considerable impacts to biological resources would be less than significant or would be reduced to less-than-significant levels with implementation of the mitigation measures presented in DEIR subsection 4.4.7. Thus, evaluation of an alternative that would address concerns related to wildlife is not required pursuant to State CEQA Guidelines Section 15126.6(a). Furthermore, the DEIR did consider an alternative that would preserve the Project site as open space; refer to the discussion and analysis of the "No Project No Additional Development Alternative (NADA)" in DEIR subsection 6.3.1. The DEIR also included the "Warehouse Only Alternative," which considers leaving the public park site in its existing condition. Thus, even though CEQA does not require an evaluation of alternatives to address impacts that were determined to be less than significant, the DEIR nonetheless included two separate alternatives that indirectly address the commenter's concerns related to impacts to wildlife.

Accordingly, and based on the foregoing discussion and analysis, no revision to the DEIR is warranted pursuant to this comment.

F-8 The commenter states that Section 3.6.1 of the DEIR assumes that the Project would impact the entirety of the park site, notes that Vegetation Map 4.4-1 shows areas of Disturbed Sage and Willow Scrub that could potentially be rehabilitated, and asserts that the possibility for revegetation and corridor restoration has not been discussed or considered in the alternatives evaluation presented in the DEIR. The commenter is referred to the response to Comment F-7, which explains that CEQA does not require an alternative to address biological resources impacts because all of the Project's impacts to biological resources would be less than significant or would be reduced to less-than-significant levels with implementation of the mitigation measures identified in DEIR Subsection 4.4. Because the Project's impacts to biological resources would be less than significant following mitigation, CEQA and the State CEQA Guidelines do not require analysis of an alternative that would reduce or avoid impacts to biological resources. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

F-9 The commenter asserts that the No Project No Additional Development Alternative (NADA) fails to concretely discuss baseline conditions and alleges that the DEIR did not adequately describe impacts to the environment that would result from implementation of the NADA, including impacts to resources (assumed to be referring to biological resources), aesthetics, air quality, transportation, and

the general quality of life to the surrounding population, particularly in relation to the land use and conservation elements of the County's General Plan.

Pursuant to State CEQA Guidelines Sections 15126.6(e)(3)(A) and (B):

> "*(A) When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.*
>
> *(B) If the project is other than a land use or regulatory plan, for example a development project on identifiable property,* ***the "no project" alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved****. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.*"

In the case of the proposed Project, two "no project" alternatives are identified: the No Project No Additional Development Alternative (NADA) was identified to meet the requirements of State CEQA Guidelines Section 15126.6(e)(3)(B), while the No Project Existing Zoning Alternative (EZA) was identified to meet the requirements of State CEQA Guidelines Section 15126.6(e)(3)(A). In accordance with State CEQA Guidelines Section 15126.6(e)(3)(B), the NADA as described in DEIR subsections 6.1.1 and 6.3.1 assumes no development of the Project site would occur, and compares the environmental effects of the property remaining in its existing state (as described throughout DEIR Section 2.0) against environmental effects which would occur if the Project is approved. Since no development would occur under the NADA, there would be no impacts to the environment with implementation of this alternative, aside from a potential for increased erosion impacts; thus, there would be no impacts to biological resources, aesthetics, air quality, transportation, etc. with implementation of the NADA. The commenter is referred also to the description of existing conditions as presented in DEIR Section 2.0, *Environmental Setting*, which describes the existing conditions of the Project site. Conditions at the Project site would not change in comparison to the description provided in DEIR Section 2.0 with implementation of the NADA. Accordingly, the County finds that the DEIR's analysis of the NADA fully complied with all applicable CEQA requirements, and no revision to the DEIR is warranted pursuant to this comment.

F-10 This comment is regarding the No Project Existing Zoning Alternative. The commenter questions the distinction between the No Project Existing Zoning Alternative (EZA) and the No Project No Additional Development Alternative (NADA), and incorrectly suggests that these two alternatives appear to be identical. The commenter is referred to the discussion presented in DEIR Subsection 6.1, *Alternatives Under Consideration*, on DEIR Page 6-2. As noted therein:

> "*CEQA Guidelines Section 15126.6(e) requires that an EIR include an alternative that describes what would reasonably be expected to occur on the Project site in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., "No Project" Alternative). For projects that include a revision to an existing land use plan, the "No Project" Alternative may be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property), the "No Project" Alternative is considered to be a circumstance under which the project does not proceed (CEQA Guidelines Section 15126(e)(3)(A-B)).*" (DEIR at p. 6-2)

As also explained in the response to Comment F-9, the NADA was identified to meet the requirements of State CEQA Guidelines Section 15126.6(e)(3)(B), while the EZA was identified to meet the requirements of State CEQA Guidelines Section 15126.6(e)(3)(A). The commenter is referred also to the descriptions of the NADA and EZA as presented in DEIR subsections 6.3.1 and 6.3.2, respectively. As described therein, the NADA considers no additional development on the Project site, meaning the property would remain in its current condition. The EZA considers development of the Project site in conformance with the site's existing zoning classifications, which would allow for development of the Project site with 69 residential dwelling units. As this comment does not identify any deficiencies with the analysis of the NADA and EZA, no revision to the DEIR is warranted pursuant to this comment.

F-11 The commenter states that CEQA requires an EIR to describe a reasonable range of alternatives that address project objectives and mitigate significant impacts, and argues that the "Warehouse Only Alternative (WOA)" is inadequate for meaningful assessment because it does not address any impacts associated with development of the warehouse site. Pursuant to State CEQA Guidelines section 15126.6(f), "[t]he range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. ***The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.***" (*Emphasis added*). As described by the DEIR, the proposed Project would result in significant and unavoidable impacts due to regional air quality emissions and due to Vehicle Miles Traveled (VMT). The DEIR included a total of five (5) separate alternatives to the proposed Project, four of which would directly address the Project's significant and unavoidable air quality and transportation impacts. Specifically, both the NADA and the EZA would entail no development or limited development on site, and would substantially reduce or avoid the Project's significant and unavoidable air quality and VMT impacts. Additionally, the Reduced Project Alternative (RPA) and

Small Project Alternative (SPA) specifically were designed to reduce the Project's significant and unavoidable impacts to air quality and transportation, and the SPA specifically would completely avoid the Project's significant and unavoidable impacts due to VMT. Thus, the DEIR included a total of four alternatives that would serve to substantially reduce or avoid the Project's significant and unavoidable impacts to air quality and VMT, which the County finds to represent a reasonable range. Although the commenter is correct that the WOA would not reduce or avoid the Project's significant and unavoidable impacts, the WOA alternative was selected to eliminate all physical impacts to the proposed public park site, which in turn would address several of the commenter's concerns related to the Project's impacts to biological resources. As the DEIR included a reasonable range of alternatives in conformance with State CEQA Guidelines Section 15126.6, no revision to the DEIR is warranted pursuant to this comment.

F-12 The commenter acknowledges that the DEIR included a Reduced Project Alternative (RPA) that would include a 30% reduction in the size of the proposed warehouse building, and alleges without evidence that the impact assessment for the RPA did not evaluate how the reduction in building area would affect various impact areas. It is notable that the commenter does not identify any specific deficiencies with the analysis of the RPA as presented in DEIR subsection 6.3.4. The analysis provided throughout DEIR subsection 6.3.4 fully complies with CEQA by providing a qualitative discussion of the RPA's impacts under each of the thresholds of significance evaluated by the DEIR, and by identifying whether the RPA would result in increased or decreased impacts in comparison to the Project. With respect to air quality and transportation impacts in particular, which are the only significant and unavoidable impacts of the proposed Project, the discussion of the RPA demonstrates that the RPA would avoid the Project's significant and unavoidable impacts due to operational emissions of NO_X, but would not avoid the Project's significant and unavoidable impacts due to a conflict with the SCAQMD 2022 AQMP growth forecasts. The analysis also notes that the RPA would reduce but would not avoid the Project's significant and unavoidable impacts due to VMT. As this comment does not identify any specific deficiencies with the analysis of the RPA as presented in DEIR subsection 6.3.4, no revision to the DEIR is warranted pursuant to this comment.

F-13 The commenter acknowledges the Small Project Alternative (SPA) as described and evaluated in DEIR subsection 6.3.5, and alleges that the alternative analysis is deficient because it does not compare the Project's level of air quality emissions to air quality emissions from other warehouse developments within the region. The commenter is referred to the response to Comment F-5, which explains that State CEQA Guidelines § 15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis: the "list of projects" and the "summary of projections." As also explained in the response to Comment F-5, the analysis of air quality impacts throughout the DEIR relies on the "summary of projections" approach, and does not rely on the "list of projects" approach. Furthermore, the commenter is referred to the discussion of cumulatively-considerable air quality impacts, as presented in DEIR Subsection 4.3.5. As noted therein:

> "*...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*
>
> *Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*(DEIR at pp 4.3-61 and -62)

Thus, pursuant to SCAQMD guidance, the analysis of regional air quality impacts considers direct impacts to also comprise cumulatively-considerable impacts. The analysis of air quality as presented in DEIR subsection 6.3.5 demonstrates that implementation of the SPA would avoid the Project's significant and unavoidable impacts due to regional emissions of NO_X, but concludes that the SPA would not avoid the Project's significant and unavoidable impacts due to a conflict with the SCAQMD AQMP. Because the SCAQMD treats a project's direct and cumulative impacts the same, the analysis presented in DEIR subsection 4.3.5 inherently addresses both direct and cumulatively-considerable impacts to air quality associated with the SPA. Additional analysis is not required beyond this; CEQA requires comparison of alternatives to a proposed project; it does not require comparison of alternatives to other, unrelated projects.

Accordingly, because the DEIR's analysis of cumulatively-considerable impacts to air quality relied on the "summary of projections" approach, and due to SCAQMD guidance that considers direct impacts to also comprise cumulatively-considerable impacts, the County finds that the DEIR's analysis of the SPA provides sufficient information to permit a reasoned choice between adoption of the SPA and approval of the proposed Project. No revision to the DEIR is warranted pursuant to this comment.

F-14 The commenter states that, by law, areas of controversy must be identified and assessed in an environmental impact report, and the commenter wrongly asserts that the Draft EIR fails to assess these controversial issues in Section 3.0 of the DEIR or anywhere else in the DEIR. The commenter is referred to DEIR Subsection 1.6, *Areas of Controversy*, which identifies the areas of controversy noted for the Project, based on the comment letters received by Riverside County in response to the Project's Notice of Preparation (NOP), and based on comments made at the July 24, 2022, scoping

meeting for the Project. As this comment does not identify any deficiencies with the discussion presented in DEIR Subsection 1.6, no revision to the DEIR is warranted pursuant to this comment.

F-15 The commenter thanks the County of Riverside for considering their concerns but expresses distress over the pattern of warehouse approvals disrupting community life and environmental objectives. The commenter criticizes the prioritization of unspecified economic concerns over quality of life and highlights the failure to adequately address industrial impacts such as air quality and social justice. The commenter states that statements of overriding considerations under CEQA must be supported by concrete discussions of how to mitigate environmental impacts. They urge the Board of Supervisors to consider long-term community interests despite current economic pressures. The commenter also provides attachments for Exhibit A - Principles of Wildlife Design 2003 (Center for Biological Diversity) and Exhibit B - Cumulative Projects Map (Draft EIR). The County thanks the commenter for their comments on the Project's DEIR. The commenter's concerns regarding the proliferation of warehouse developments within western Riverside County are acknowledged, and will be considered by the Riverside County Planning Commission and Board of Supervisors during their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary, beyond the responses presented above for Comments F-2 through F-14.

F-16 This comment references Exhibit A - Principles of Wildlife Corridor Design standards. The commenter focuses on "patch size" and its impact on plant and small mammal communities, and notes the importance of mitigation approaches and state that the project should assess the necessary level of connectivity based on population demographics and, if connectivity is not viable, provide justification and explanation. The commenter is referred to the responses to Comments F-3 and F-4, which are responsive to the commenter's concerns related to wildlife movement. As noted therein, Project impacts to wildlife movement corridors would be less than significant, and CEQA does not require mitigation measures for impacts that were determined to be less than significant. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

F-17 This comment provides copies of Table 4.0-1 and Figures 4.0-1 and 4.0-2 from Section 4.0 of the Project's DEIR. The commenter is referred to the response to Comment F-5, which explains that, with exception of near-term traffic-related noise, the cumulative analysis presented throughout the DEIR relies on the "summary of projections" approach and does not rely on the "list of projects" approach. All of the cumulative developments depicted in Table 4.0-1 and Figures 4.0-1 and 4.0-2 were considered in the analysis of the Project's near-term cumulatively-considerable impacts due to traffic-related noise. No further response is necessary.

COMMENT LETTER G

CENTER for BIOLOGICAL DIVERSITY Because life is good.

September 4, 2024

Sent via email

County of Riverside – Planning Department
Attn: Russell Brady, Contract Planner
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409
rbrady@rivco.org

Re: Cajalco Commerce Center Draft Environmental Impact Report (SCH # 2023060799)

Dear Mr. Brady:

This letter is submitted on behalf of the Center for Biological Diversity ("Center") regarding the Draft Environmental Impact Report (DEIR) for the Cajalco Commerce Center ("Project") (State Clearinghouse No. 2023060799).

The Center is deeply concerned about the County's plan to remove existing housing and displace residents of an environmental justice community in favor of more warehousing. The Center has reviewed the environmental documents closely and is concerned that the DEIR fails to adequately address the Project's impacts on air quality, greenhouse gas emissions, and environmental justice. To address these concerns and comply with the California Environmental Quality Act ("CEQA") the County must disclose the full extent of the Project's environmental impacts and incorporate enforceable, evidence-backed mitigation measures into the DEIR.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 68,000 thousand members and online activists throughout California and the United States. The Center has worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in Fresno County.

I. THIS PROJECT WILL EXACERBATE PUBLIC HEALTH IMPACTS IN AN AREA ALREADY SUFFERING FROM EXTREME CUMULATIVE EFFECTS.

Air quality is a significant environmental and public health concern in California. Unhealthy, polluted air contributes to and exacerbates many diseases and increases mortality rates. The U.S. government has estimated that between 10 to 12 percent of total health costs can be attributed to air pollution. (VCAPCD 2003.) Greenhouse gases, such as the air pollutant

G-1

G-2

carbon dioxide, which is released by fossil fuel combustion, contribute directly to human-induced climate change (EPA 2016), and in a positive feedback loop, poor air quality that contributes to climate change will in turn worsen the impacts of climate change and attendant air pollution. (BAAQMD 2016.)

Air pollution and its impacts are felt most heavily by young children, the elderly, pregnant women and people with existing heart and lung disease. People living in poverty are also more susceptible to air pollution as they are less able to relocate to less polluted areas, and their homes and places of work are more likely to be located near sources of pollution, such as freeways or ports, as these areas are more affordable. (ALA 2024.) Some of the nation's most polluted counties are in Southern California, and Riverside County continually tops the list. (ALA 2024.) According to the American Lung Association's 2024 "State of the Air" report, Riverside County is the second-worst ranked country in the country for ozone pollution and twelfth-worst for year-round particulate matter (PM2.5) pollution, with an average of 329 days per year with ozone levels in the unhealthy range. (*Id.*) Even more disturbing, the same report found that Riverside County is one of only thirty counties in the country that received a "Fail" grade in all air quality metrics. (*Id.*) The air quality impacts have become so dire that neighboring jurisdictions have imposed moratoriums on warehouse development. (Lee 2022.) Given the escalating public health crisis in Riverside County, the State has considered intervening. In 2022, a bill was proposed to prohibit all warehouse development within 1,000 feet of residences within the County. (Assem. Bill No. 2840 (2021-2022 Reg. Sess.) as amended June 13, 2022.)

Although there are many different types of air pollution, Ozone, PM2.5, and Toxic Air Contaminants (TACs) are of greatest concern in Riverside County. These three air pollutants have been linked to an increased incidence and risk of cancer, birth defects, low birth weights and premature death, in addition to a variety of cardiac and lung diseases such as asthma, COPD, stroke and heart attack. (Laurent 2016; ALA 2022.) Ozone (commonly referred to as smog) is created by the atmospheric mixing of chemicals released from fossil fuel combustion – such as reactive organic gases (ROG) and nitrogen oxides (NOx) – and sunlight. Although it is invisible, ozone poses one of the greatest health risks, prompting the EPA to strengthen its National Ambient Air Quality Standard for Ozone in 2015. (ALA 2024.) PM2.5 is a common component of vehicle exhaust emissions and contributes to visible air pollution. These tiny particles are dangerous because they are small enough to escape our body's natural defenses and enter the blood stream. Fugitive dust is a term used for fine particulate matter that results from disturbance by human activity such as construction and road-building operations. (VCAPCD 2003.) TACs are released from vehicle fuels, especially diesel, which accounts for 70% of the cancer risk from TACs. (CARB 2022.) This is especially relevant for Southern California with its abundance of diesel shipping traffic. (Bailey; Betancourt 2012.)

Warehouse projects are well-documented sources of air quality degradation that can create serious, negative health outcomes for surrounding communities. (Betancourt 2012, pp. 4-5.) Particulate emissions from diesel vehicles that carry freight to and from warehouses contribute to "cardiovascular problems, cancer, asthma, decreased lung function and capacity, reproductive health problems, and premature death." (*Id.* at 5.) With the rapid increase in global trade, the Ports of LA and Long Beach have become a primary entryway for goods, processing

G-2
(CONT.)

over 40 percent of all imports into the United States, and accounting for 20 percent of diesel particulate pollutants in southern California—more than from any other source. (Minkler, et al. 2012.) These goods are often 'transloaded' before leaving Southern California, meaning that they spend some time in warehouse storage facilities before they reach their final destination. (Betancourt 2012, p. 2.) This has resulted in a massive expansion of warehouse development in Southern California.

Nowhere has this growth been more drastic than in Riverside County. (Betancourt 2012.) The number of warehouses in San Bernardino and Riverside counties has grown from 162 in 1975 to 4,299 in 2021, according to a recent mapping project from the Robert Redford Conservancy for Southern California Sustainability at Pitzer College. (Rode 2022.) There were 970 warehouses by 2000, which almost doubled to 1,574 in 2005, then 2,089 in 2010 and to 2,757 in 2015. (*Ibid*.) From 2020 to 2021, the number rose again from 3,727 to 4,299. (*Ibid.*) The approximately 840 million square feet of new warehouse facilities—and the roads and railyards that serve them – has permanently altered the landscape of the Inland Valley area, creating a logistics hub so massive that it is now visible from space. (Pitzer 2022.)

This Project is one in an extensive line in which local decisionmakers approve warehouse development close to homes, despite health warnings from state air quality officials about the elevated asthma and cancer risks caused by warehouse distribution centers, primarily due to diesel truck pollution. (Esquivel 2019.) The land use decisions the County makes now will affect the County's air quality and GHG emissions for decades.

G-2 (CONT.)

A. The EIR failed to adopt commonsense, feasible air quality mitigation.

Despite these impacts, the Project fails to adopt commonsense, available mitigation measures, or explain why adopting such measures would be infeasible. CEQA prohibits the County from approving the Project if there are other feasible measures to reduce the Project's impacts. (Pub. Resources Code, § 21100, subd. (b)(3).) Numerous measures exist to further mitigate the Project's impacts on local community health, regional air quality, and greenhouse gas emissions—a list of measures is below for the County's consideration. If the County declines to adopt the measures suggested in this comment, it must explain the basis for its decision as to each measure. (*Los Angeles Unified Sch. Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1029.)

By proposing inadequate mitigation and then concluding that the Project's air quality impacts are significant and unavoidable, the County has fallen short of CEQA's requirement that lead agencies consider all feasible mitigation to reduce or avoid the Project's significant impacts. (See Pub. Resources Code, § 21002 [It is the "policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures which will avoid or substantially lessen the significant environmental effects of such projects."], CEQA Guidelines, §§ 15092(b), 15043, 15126.4, subd. (a)(1).) Here, the EIR overlooks, or simply ignores, numerous feasible mitigation measures.

G-3

The EIR fails to meet the County's obligation to adopt all feasible mitigation to reduce the Project's air quality impacts, such as the basic mitigation measures that have become

standard for new warehouse development. Examples of such measures include those listed in the Fontana Ordinance No. 1891, which were specifically formulated to mitigate impacts from warehouse development and protect residents and the air basin from cumulative environmental impacts. (City of Fontana 2022.) The California Office of the Attorney General also has published a document entitled "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" to help lead agencies comply with these requirements. (AGO 2021.) Nearly all of the example mitigation measures in this document have been adopted in a warehouse project in California, demonstrating their feasibility. (*Ibid.*)

Whether a mitigation measure is economically unfeasible "is not measured by increased cost or lost profit, but upon whether the effect of the proposed mitigation is such that the project is rendered impractical." (*Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 600, internal citation omitted.) In *Citizens of Goleta Valley v. Board of Supervisors* (1988) 197 Cal.App.3d 1167, 1180, the Court agreed with the trial court that the administrative record did not contain analysis of the project alternatives in terms of comparative costs, comparative profit or losses, or comparative economic benefit to the project applicant or the community at large. Ultimately, the County must adopt additional mitigation unless it can demonstrate with evidence and analysis that this alternative is infeasible.

Given the Project's impacts to adjacent communities, the County must require the Project to mitigate its impacts to the extent feasible. There are countless examples of available mitigation measures, such as those measures required for *all* warehouse projects as a matter of course in the City of Fontana. (Fontana 2022). One is discussed in detail below. Absent a showing of infeasibility, the County must impose additional mitigation on the Project to ensure that its impacts are mitigated to the extent feasible.

Idling times

The EIR admits that NOx emissions during operations will exceed the thresholds adopted by SCAQMD. (DEIR at 4.3-68.) Because the impact is significant, the EIR has an obligation to adopt all feasible mitigation measures. However, the Project allows trucks to idle for up to five minutes—more than twice as long as the California Attorney General's recommendation of a two-minute limit. (DEIR at 4.3-68, AGO 2021.) The Project must revise MM-4.3-6 to require idling times to be kept under two minutes.

II. THE DEIR FAILED TO PROPERLY MITIGATE GHG EMISSIONS.

With the Project emitting at least 12,477 metric tons of climate pollution per year—over four times the established numerical threshold—the EIR acknowledges that the Project's climate change impacts could be significant. (DEIR at 4.8-32.) However, the EIR erroneously contends that these significant climate impacts would be mitigated through one mitigation measure: achieving 100 points on the County Screening Table identified in the County of Riverside CAP. (DEIR at 4.8-36.)

The County failed to present substantial evidence that its approach to mitigating the Project's GHG emissions has any connection to reducing the Project's actual GHG emissions.

G-3 (CONT.)

G-4

G-5

The County has not demonstrated that the Screening Table measures and points selected for the Project are more than speculation, given the caveat that many of the measures "may be replaced with other measures as listen in the CAP Screening Tables." (DEIR at 4.8-36.) By not committing to identifiable, enforceable mitigation measures in the DEIR, the County "fail[ed] to disclose the analytic route the . . . agency traveled from evidence to action and is thus not sufficient to allow informed decision making." (*Vineyard Area Citizens for Responsible Growth*, 40 Cal.4th at p. 445, internal citation and quotation marks omitted.) "The reader attempting to understand the County's plan . . . [was] left to rely on inference and speculation." (*Ibid.*) For this reason, the EIR must be voided and remanded to the County for analysis consistent with CEQA.

G-5 (CONT.)

III. THE DEIR FAILS TO ADEQUATELY ANALYZE ENVIRONMENTAL JUSTICE IMPACTS.

The DEIR fails to analyze the ways in which the Project's significant and unavoidable impacts will contribute to the area's status as an environmentally burdened community. The Project will bring another source of industrial pollution to a low-income, linguistically-isolated residential community that bears one of the heaviest pollution burdens in the state, including high exposure to ozone and high rates of cardiovascular disease according to CalEnviroScreen. (DEIR at 2-4.) The Project will be within an Environmental Justice Community boundary. (DEIR at 4.11-5.) Yet the Draft EIR did not include an environmental justice analysis. CEQA makes it clear that the economic and social effects of a physical change to the environment should be considered. (CEQA Guidelines, §§ 15064(e), 15131(a), 15131(b), 15382; see also AGO 2012, at p. 3 ["CEQA and its Guidelines require that local lead agencies consider how the environmental and public health burdens of a project might specially affect certain communities."].)

G-6

The failure to acknowledge residents' environmental justice concerns renders the project inconsistent with the county's general plan. (See, e.g., DEIR NOP Comments Appendix at 25, 70, 74, 146.) "An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Riverside County incorporated environmental justice policies into various elements throughout its general plan, in accordance with Senate Bill 1000. (See Gov. Code 65302 subd. (h)(1).)

Here, the County failed to discuss the EIR's inconsistencies with the County's environmental justice policies set forth in the Countywide Plan. The CEQA Guidelines state that an EIR must "discuss any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans." (CEQA Guidelines, § 15125(d).) A "project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Pfeiffer v. City of Sunnyvale City Council* (2011) 200 Cal App.4th 1552, 1563.) The EIR did not address compatibility with the General Plan policies related to environmental justice. These include Policy HC 16.15, which requires a site plan to "protect[] people and land, particularly sensitive land uses… from air pollution and other externalities associated with industrial and warehouse development," and HC 18.6, which

G-7

"discourage[s] industrial…land uses that may pollute and cause health conflicts with residential land uses," among others. Local residents deserve a more serious response.

This Project will also displace 99 residents in an area with a housing burden worse than 80% of the state. (DEIR at 2-4; 4.15-5.) This is in violation of the General Plan, which requires the County to prioritize the development of safe and affordable housing in environmental justice communities while at the same time minimizing the displacement of existing residents. (General Plan Policy HC 18.12.) Replacing existing housing with more warehousing is the last thing Riverside County needs.

IV. CONCLUSION

Thank you for the opportunity to submit comments on the DEIR for the Project. We urge the County not to approve the Project without first preparing an EIR that complies with CEQA. Given the possibility that the Center may choose to pursue legal remedies in order to ensure that the County complies with its legal obligations, including those arising under CEQA, we respectfully remind the County of its statutory duty to maintain and preserve all documents and communications that may constitute part of the "administrative record" of this proceeding. (§ 21167.6(e); *see Golden Door Properties, LLC v. Superior Court* (2020) 53 Cal.App.5th 733.) The administrative record encompasses any and all documents and communications that relate to any and all actions taken by the County with respect to the Project, and includes "pretty much everything that ever came near a proposed [project] or [] the agency's compliance with CEQA . . . ." (*County of Orange v. Superior Court* (2003) 113 Cal.App.4th 1, 8.) The administrative record further includes all correspondence, emails, and text messages sent to or received by the County's representatives or employees, that relate to the Project, including any correspondence, emails, and text messages sent between the County's representatives or employees and the Applicant's representatives or employees. Maintenance and preservation of the administrative record requires that, *inter alia*, the County (1) suspend all data destruction policies; and (2) preserve all relevant hardware unless an exact replica of each file is made.

Please include this letter and all references in your project file for the Project. Please also include all of the signatories below on your notice list for all future updates, notices, and documents related to the Project and do not hesitate to contact us with any questions at the numbers or emails listed below.

Sincerely,

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G-7 (CONT.)

G-8

G-9

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G-10
(CONT.)

Letter G Responses to Comments from Center for Biological Diversity

G-1 In this introductory comment, the commenter states that the letter is submitted on behalf of the Center for Biological Diversity (CBD) regarding the DEIR for the Project. The commenter expresses concern over the County's plan to replace existing housing and displace residents of an environmental justice community with warehousing; asserts that the DEIR inadequately addresses the Project's impacts on air quality, greenhouse gas emissions, and environmental justice; and alleges that the County must fully disclose the Project's environmental impacts and include enforceable, evidence-backed mitigation measures in the DEIR. The commenter adds that the Center is a non-profit organization with over 68,000 members dedicated to protecting native species, habitats, and overall quality of life. This comment is acknowledged. The commenter is referred to the responses to Comments G-2 through G-8, which are responsive to the individual concerns expressed by this comment letter. No further response is necessary.

G-2 The commenter states that air quality is a significant environmental and public health concern in California, exacerbating diseases and increasing mortality rates. The commenter highlights that air pollution, including greenhouse gases like carbon dioxide, contributes to climate change and worsens its impacts. The commenter emphasizes that warehouse projects are major sources of air quality degradation, contributing to serious health problems like cardiovascular issues, cancer, asthma, and premature death. The commenter opines that the expansion of warehouses in Southern California, particularly Riverside County, has been drastic, and has permanently altered the landscape and worsened air quality. The commenter asserts that the County's current decisions on warehouse development will have long-term impacts on air quality and greenhouse gas emissions. The commenter's concerns are noted, although the information provided by this comment is not materially different from the extensive information presented in DEIR Subsections 4.3 and 4.8. As this comment does not identify any specific deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment. The commenter is referred to the responses to Comments G-3 and G-4, which are responsive to the commenter's specific concerns related to the mitigation measures provided in the DEIR to address the Project's significant and unavoidable impacts to air quality.

G-3 The commenter states that the Project fails to adopt practical mitigation measures to address its significant impacts on community health, regional air quality, and greenhouse gas emissions. The commenter references the Fontana Ordinance and the California Office of the Attorney General's best practices for warehouse projects, but does not identify any specific mitigation measures that would feasibly address the Project's air quality impacts. The commenter urges the County to adopt additional mitigation measures unless it can demonstrate their infeasibility with concrete evidence. The commenter stresses that without such measures, the Project's impacts on adjacent communities will remain significant and unavoidable. The County disagrees with the commenter's assertion that the DEIR failed to include sufficient mitigation measures to address the Project's significant and unavoidable impacts to air quality and finds that the EIR incorporates all feasible mitigation measures to reduce the Project's air quality impacts to the maximum feasible extent. As this comment does not

identify any specific feasible mitigation measures that would serve to measurably reduce the Project's significant and unavoidable impacts due to operational emissions of NO_X, no revision to the DEIR is warranted pursuant to this comment.

G-4 The commenter states that the DEIR disclosed that the Project's NOx emissions would exceed SCAQMD thresholds and argues that the DEIR did not incorporate all feasible mitigation measures. The commenter states that the Project permits truck idling for up to five minutes and mentions that this exceeds the California Attorney General's recommended two-minute limit. The commenter recommends revising Mitigation Measure MM-4.3-6 to enforce a maximum idling time of two minutes. Although provision e. of FEIR Mitigation Measure MM 4.3-6 (provision d. of DEIR Mitigation Measure MM 4.3-6) already required restricting idling to a maximum of five (5) minutes in accordance with CARB anti-idling regulations, provision e. of FEIR Mitigation Measure MM 4.3-6 has been revised as follows to restrict idling to a maximum of three (3) minutes:

> e. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks that do not include Transport Refrigeration Units (TRUs) to restrict idling to no more than ~~five~~ three minutes; 3) instructions for drivers of diesel trucks that include TRUs to restrict idling to a maximum of 30 minutes; and ~~3~~4) telephone numbers of the building facilities manager and CARB to report violations.

The County finds that a measure restricting idling to a maximum of three (3) minutes is more appropriate than the two-minute standard referenced by this comment, as restricting idling times to less than two (2) minutes may not be adequate to allow for normal loading and unloading of trucks, and enforcement of a two-minute requirement also would be challenging if not infeasible. Even assuming such a short time period could be effectively enforced, restricting idling to two (2) minutes instead of three (3) minutes also would not materially or meaningfully reduce emissions, and would not reduce any significant impact to a less-than-significant level, as even with a two-minute restriction on idling, Project operational source NO_X emissions would exceed applicable SCAQMD thresholds and would remain significant and unavoidable.

G-5 The commenter states notes that the Project would emit more than 12,477 metric tons of carbon dioxide equivalents ($MTCO_2e$) per year, and disagrees with the DEIR's conclusion that the Project's impacts due to GHGs would be reduced to less-than-significant levels with compliance with the Riverside County Climate Action Plan (CAP) Update. The commenter questions whether the County has committed itself to the required mitigation since Mitigation Measure MM 4.8-1 allows the Project Applicant to select any set of measures from the CAP screening tables that would achieve a minimum of 100 points. The commenter argues that the EIR is insufficient for informed decision-making and should be revised to meet CEQA standards.

The analysis in DEIR Subsection 4.8 was based on guidance from the South Coast Air Quality Management District (SCAQMD). Based on guidance from SCAQMD and pursuant to State CEQA Guidelines §§ 15064(h)(3) and 15130(d), projects that are consistent with a locally-adopted GHG reduction plan that has gone through public hearing and CEQA review processes are considered to have less-than-significant impacts due to GHG emissions. The County's CAP Update qualifies as a "Plan for the Reduction of Greenhouse Gas Emissions," pursuant to State CEQA Guidelines Section 15183.5(b). Additionally, Tier 2 of the SCAQMD interim thresholds for GHG emissions indicates that if a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions. The analysis in DEIR Subsection 4.8 demonstrated that with implementation of Mitigation Measure MM 4.8-1 and County Regulation and Design Requirement (CRDR) 4.8-1 (which has been reconfigured as Mitigation Measure MM 4.8-2 as part of this FEIR), the Project would be fully consistent with the Riverside County CAP Update. The Project conforms with incumbent GHG emissions reductions policies and regulations and includes mitigation that would control and reduce GHG emissions to the extent feasible and consistent with provisions of the County's CAP (please refer to DEIR Mitigation Measure MM 4.8-1 and [new] Mitigation Measure MM 4.8-2). In this manner, the Project promotes attainment of CARB's statewide net-zero target. Adoption and implementation of a County "net-zero GHG emission threshold" as suggested by the commenter is beyond the scope of the Project and the Project's DEIR. Thus, the DEIR properly concluded that the Project evaluated in the DEIR would result in less-than-significant impacts due to GHGs because it would be required to fully comply with all applicable provisions of the CAP Update. Because impacts would be reduced to less-than-significant levels by the identified mitigation measures, no additional mitigation measures are required (see CEQA Guidelines § 15126.4(a)(3)). Accordingly, no revision to the DEIR is warranted pursuant to this comment.

G-6 The commenter alleges that the DEIR does not address how the Project's significant and unavoidable impacts will affect an already environmentally burdened community. The commenter adds that the DEIR lacks an environmental justice analysis, failing to consider the economic and social effects of the Project on this community, as required by CEQA.

The Project's DEIR was prepared in full conformance with CEQA and the State CEQA Guidelines. The DEIR included an analysis of all of the thresholds of significance included in Appendix G to the State CEQA Guidelines, although it is noted that Appendix G does not include any specific thresholds related to environmental justice. Notwithstanding, the DEIR did include an extensive discussion of the status of the Project area as an Environmental Justice Community, and DEIR Subsection 2.2 disclosed that the census tract containing the Project site (Census Tract 6065042904) is ranked by the State as being in the 55th percentile for pollution burden which, based on the Census Tract's demographic characteristics, results in the Office of Environmental Health Hazard Assessment (OEHHA) ranking the area in the 81st percentile of communities that are disproportionately burdened by multiple sources of pollution. In addition, the DEIR disclosed the Project's potential impacts to the local community. Specifically, DEIR Subsection 4.3, *Air Quality*, includes an evaluation of the Project's localized air quality impacts based on SCAQMD's Localized Significance Thresholds (LSTs), which were found to be less than significant at all sensitive receptor locations. DEIR

Subsection 4.3 also includes an analysis of the Project's localized cancer and non-cancer related health risks, which also were shown to be less than significant. DEIR Subsection 4.13, *Noise*, also included an analysis of the Project's potential localized effects due to noise (both operational and transportation related), which were determined to be less than significant following the implementation of mitigation measures. Thus, the County finds that the DEIR did include a discussion and analysis of potential localized impacts to the environment that could contribute to the area's status as an Environmental Justice Community, and this comment does not identify any deficiencies with the analysis presented. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

G-7 The commenter asserts that the DEIR's failure to address environmental justice concerns renders the Project inconsistent with Riverside County's general plan. The commenter adds that under CEQA, a project must align with the general plan's objectives and policies, and the commenter alleges the DEIR does not discuss how the Project conflicts with these policies. The commenter is referred to the discussion and analysis of Threshold a. in DEIR Subsection 4.11, *Land Use and Planning*, which was based on a Project-specific General Plan Consistency Analysis that was included as *Technical Appendix K* to the DEIR. As indicated in *Technical Appendix K*, the Project would be consistent with or otherwise would not conflict with all applicable General Plan policies, including those policies included in the General Plan Healthy Communities Element (which includes the County's Environmental Justice policies). In particular, the analysis shows that the Project would be consistent with Policy HC 16.15 because the Project's proposed warehouse use would not be considered a point source polluter, and because the analysis of the Project's impacts to localized air quality shows that the Project's impacts would be less than significant. As this comment does not identify any deficiencies with the analysis presented in DEIR Subsection 4.11 or DEIR *Technical Appendix K*, no revision to the DEIR is warranted pursuant to this comment.

G-8 The commenter states that the Project will displace 99 residents in a community with a housing burden that is worse than 80% of the state. The commenter opines that this contradicts the General Plan and that replacing housing with more warehousing undermines the County's objectives and needs. The commenter is referred to DEIR *Technical Appendix K*, which demonstrates that the Project would be consistent with or otherwise would not conflict with any applicable General Plan policy, including Policy HC 18.12. With respect to the Project's impacts due to the displacement of up to 99 residents from the Project site, the commenter is referred to the discussion and analysis of Threshold a. in DEIR Subsection 4.15, *Population and Housing*. As noted therein:

> "*According to the Riverside County General Plan Housing Element, the County's Regional Housing Needs Assessment (RHNA) obligation, as determined by the Southern California Association of Governments (SCAG), is 40,647 dwelling units between 2021 and 2029 (inclusive of both affordable and less-affordable units)* (Riverside County, 2021a, Table H-1). *In May 2024, Riverside County published a draft update to its 2021-2029 Housing Element, but the May 2024 version of the Housing Element has yet to be approved by HCD* (Riverside County, 2024). *However, it should be noted that the draft update to the Housing Element does*

not change the County's RHNA obligations through 2029, which would remain at 40,647 housing units. Additionally, because the draft update to the Housing Element is subject to approval by HCD, the analysis herein relies on the currently-adopted version of the County's Housing Element. With the elimination of the 26 single-family homes on site as conservatively evaluated herein, the total number of dwelling units that would need to be accommodated by the County in order to meet its RHNA obligations would increase to 40,673 dwelling units. However, the Housing Background Report that was prepared for the currently-adopted version of the Housing Element and included as Technical Appendix P to the General Plan indicates that as of April 2021, there were a total of 60,423 approved (but not constructed) housing units within the unincorporated portions of Riverside County, while the Housing Background Report also notes that the County has the capacity for up to 17,016 dwelling units that are not currently approved, including the potential for 1,462 new dwelling units within the Mead Valley community (Riverside County, 2021a, Appendix P, Tables P-32 and P-33). *As such, it can be concluded that the availability of approved housing units and future housing development within unincorporated Riverside County and the Mead Valley area would more than compensate for the loss of 26 dwelling units that would result from Project implementation.*

...

Accordingly, based on the preceding analysis, while the Project would conservatively displace up to 99 persons from the Project site, potentially requiring the construction of replacement housing elsewhere, the 60,423 dwelling units within the County that have been fully entitled and that were previously evaluated under CEQA are more than adequate to accommodate the 40,673 housing units (inclusive of the 26 single-family homes that would be demolished as part of the Project) that are required to be built within the County by 2029 in order to meet the County's current RHNA obligations. Therefore, the Project would not result in or require construction of unplanned replacement housing units, and impacts would be less than significant." (DEIR at pp. 4.15-5 and -6)

As this comment does not identify any specific deficiencies with the analysis presented in DEIR Subsection 4.15, no revision to the DEIR is warranted pursuant to this comment.

G-9 The commenter concludes the letter by requesting that the County refrain from approving the Project until a compliant EIR is prepared under CEQA. The commenter reminds the County of its duty to maintain all documents and communications related to the Project as part of the administrative record, which includes any correspondence, emails, and text messages. The commenter asks the County to preserve these documents and to include this letter and its references in the project file, while also ensuring that all signatories are kept informed of future updates related to the Project. The County acknowledges and appreciates the comments provided by this comment letter. The commenter is referred to the responses to Comments G-2 through G-9, which are responsive to the individual concerns identified by this comment letter. No further response is necessary.

G-10 The list of references for the citations provided throughout this comment letter are acknowledged; no response is necessary.

Comment Letter H

September 9, 2024

Advocates for the Environment

A non-profit public-interest law firm
and environmental advocacy organization

Russell Brady
Senior Associate
Riverside County
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Via U.S. Mail and email to rbrady@rivco.org

re: Comments on Draft Environmental Impact Report for the Cajalco Commerce Center Project, SCH No. 2023060799

Dear Mr. Brady:

Advocates for the Environment submits the comments in this letter regarding the Draft Environmental Impact Report (**DEIR**) for the Cajalco Commerce Center Project (**Project**). The Project Site is 64.79 acres located southwest of Seaton Ave and Cajalco Road, east and west of Decker Road, in unincorporated Riverside County. The Project proposes to develop an industrial warehouse totaling 1,003,510 square feet. We have reviewed the DEIR and submit comments regarding the sufficiency of the DEIR's Greenhouse-Gas (**GHG**) analysis under the California Environmental Quality Act (**CEQA**). H-1

The County Should Require the Project to be Net-Zero

Given the current regulatory context and technological advancements, a net-zero significance threshold is feasible and extensively supportable. GHG emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a considerable portion of global GHG emissions. It is much more affordable to construct new building projects to be net-zero than to obtain the same level of GHG reductions by expensively retrofitting older buildings to comply with climate change regulations. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore is economically unsound to construct new buildings that are not net-zero. H-2

Environmental groups have achieved tremendous outcomes by litigation under CEQA. Two of the largest mixed-use development projects in the history of California, Newhall Ranch (now FivePoint Valencia), and Centennial (part of Tejon Ranch) decided to move forward as net-zero communities after losing CEQA lawsuits to environmental groups. The ability for these large projects H-3

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to become net-zero indicates that it is achievable, even for large-scale developments. The Applicant for this Project should do the same.

We urge the County to adopt net-zero as the GHG significance threshold for this project. This threshold is well-supported by plans for the reduction of GHG emissions in California, and particularly the CARB Climate Change Scoping Plans. The CARB 2017 Scoping Plan states that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development." (CARB 2017 Scoping Plan, p. 101.) Additionally, the CARB 2022 Scoping Plan reaffirms the necessity of a net zero target by expressing: "it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed … in order to meet our GHG and air quality targets." (CARB 2022 Scoping Plan, p. 184.) CARB further encourages a net-zero threshold in its strategies for local actions in Appendix D to the 2022 Scoping Plan. (CARB 2022 Scoping Plan, Appendix D p. 24-26.)

Moving this Project forward as a net-zero project would not only be the right thing for the County to do, but also would also help protect the County and the Applicant from CEQA GHG litigation.

H-3 (CONT.)

H-4

The Project's GHG Impacts Must be Fully Mitigated

The County adopted two GHG significance thresholds based on the CEQA Guidelines Appendix G. The County used Riverside County's 2019 Climate Action Plan (**CAP**) screening threshold of 3,000 metric tons of carbon dioxide equivalent (**MTCO2e**) to analyze quantified GHG emissions under the first threshold. (DEIR, p. 4.8-33.) Given that the Project's total operational emissions of 12,477.78 MTCO2e per year exceed the 3,000 MTCO2e threshold and would conflict with the CAP if it fails to achieve 100 points on the CAP Screening Tables, the County determined that the Project would result in significant GHG emissions. (DEIR, p. 4.8-33.)

CEQA requires that the Project include fair-share mitigation for all significant GHG impacts, a conclusion the DEIR reached. (*Napa Citizens for Honest Gov't v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 364.) Here, this means mitigation of the full extent of the Project's GHG impacts.

Instead of requiring full mitigation of the Project's impacts, the DEIR's GHG Analysis offered Mitigation Measure 4.8-1, which would require compliance with the CAP's Screening Tables. (DEIR, p. 4.8-36.) The DEIR claims that "Project cumulatively-considerable impacts due to GHG emissions would be reduced to less-than-significant levels" by achieving 100 points on the CAP Screening tables. (DEIR, p. 4.8-37.) The DEIR references Appendix 3.3, which lists the CAP Screening Table with the points the Project would meet. While the Appendix lists a total of 169 points, the County's CAP only mandates that projects achieve at least 100 points, making the 100-point minimum the only enforceable requirement. The language in the DEIR's statement that "the project shall demonstrate

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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" (DEIR, p.4.8-36) suggests that the project's binding commitment is only to meet the 100-point minimum, not the 169 points listed in Appendix 3.3. This creates ambiguity, potentially allowing the project to comply with a lower standard of mitigation rather than the higher 169 points listed.

Moreover, Mitigation Measure 4.8-1, also states that "the conceptual measures may be replaced with other measures as listed in the CAP screening tables" (DEIR, p. 4.8-36), meaning the points listed in the screening table may be changed, rendering the applied measures uncertain. This failure to identify and commit to specific measures constitutes an improper deferral of mitigation, as reserves the decision of which mitigation measures to apply for a later time, leaving the true extent of achievable mitigation unclear. Additionally, there is no showing that achieving 100 points on the CAP Screening Tables would in fact mitigate the Project's GHG impacts to the level of significance, let alone the level required in this case: zero.

Consistency with Identified Applicable Plans

The EIR included a discussion of the 2022 Scoping Plan and the Riverside County CAP as an indication that the Project would not conflict with an applicable plan, policy, or regulation for GHG emissions reductions. This significance analysis violates CEQA by overlooking the Project's conflict with the 2022 Scoping Plan and failing to acknowledge and analyze all applicable plans for the reduction of GHGs.

The 2022 Scoping Plan sets a goal for 50% of all industrial energy demand to be electrified by 2045 (2022 CARB Scoping Plan, p. 77).[1] The EIR makes no showing that the Project is consistent with this goal. The 2022 CARB Scoping Plan also places particular emphasis on decarbonizing industrial facilities by "displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions" (2022 CARB Scoping Plan, p. 208). Again, the Project does not appear to be consistent with this goal, based on the analysis provided in the EIR.

The Project is likely to rely on diesel fuel in its operations, potentially conflicting with the 2022 Scoping plan's objectives. Although the DEIR mentions several measures and regulations aimed at reducing GHG emissions from mobile sources, such as the Advanced Clean Truck Regulation and Clean Off-Road Fleet Recognition Program, it does not specifically address how the Project will contribute to or comply with the goal of electrifying 50% of industrial energy demand by 2045. Therefore, the Project conflicts with the goals of the 2022 Scoping Plan by not adequately reducing its reliance on fossil fuels and failing to incorporate sufficient low- or zero-carbon energy sources.

H-5 (CONT.)

H-6

H-7

H-8

H-9

H-10

[1] 2022 Scoping Plan located at: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf

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The EIR Should Have Analyzed All Applicable Plans

The DEIR's second threshold for GHG emissions is whether the Project would "conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases." (DEIR, p. 4.8-33.) For the Project's emissions to be considered insignificant under this threshold, the Project must be consistent with all such plans, but it is not.

According to the DEIR, "Consistency with the 2008 and 2017 Scoping Plan is not necessary, since both of these plans have been superseded by the 2022 Scoping Plan" (DEIR, p. 4.8-33.) However, simply stating that consistency with earlier plans like the 2017 Scoping Plan is unnecessary because they have been superseded is misleading. While the 2022 scoping plan builds upon previous plans, certain strategies or standards may remain relevant unless specifically replaced. The EIR does not explicitly state that the 2017 plan was replaced or eliminated. Relevant portions of the 2017 Scoping Plan should have been analyzed because it is still an "applicable plan" that was adopted by the State to reduce greenhouse-gas emissions.

H-11

The CARB 2017 Scoping Plan sets out statewide goals for total GHG emissions targets of 6 MTCO2e/capita by 2030, and 2 MTCO2e/capita by 2050 (CARB Scoping Plan, p. 99). The project's GHG emissions will be 12,477.78 MTCO2e/year with 974 employees. (DEIR, p. 3-33.) The Project's annual per-capita GHG emissions will therefore be 12.8 MTCO2e[2]. The Project will exceed both the 2030 and 2050 targets, meaning that under the second threshold, the Project's GHG emissions will be significant. The DEIR's conclusion to the contrary violates CEQA.

H-12

The EIR Fails to Show that the Required Mitigation will be Effective or Sufficient

As discussed above, for cumulative impacts such as GHG emissions, it is not sufficient to mitigate down to the level of significance; fair-share mitigation is required. In this case, that means mitigation down to zero. The DEIR does not provide substantial evidence supporting its conclusion that mitigation measure MM 4.8-1 will in fact mitigate the Project's GHG impacts to the level of significance, let alone zero. In addition, MM 4.8-1 is improperly deferred, since it defers the decision about exactly how the mitigation will occur without specifying performance standards.

There are many feasible GHG mitigations that the County could require, such as solar panels and batteries aiming to generate not just 20 percent, but 100 percent of the project's power needs. The County can also place restrictions on the types of vehicles allowed on the Project Site, and require the Applicant to purchase offsets to the extent necessary to mitigate the Project's emissions to the fair share extent.

H-13

[2] $\frac{12{,}477.78\ \text{MTCO2e}}{974\ \text{Employees}} = 12.81\ \text{MTCO2e}$

H-14

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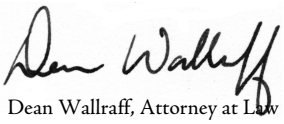
Comment Letter H

Conclusion

Although the County identified the Project's GHG impact as less-than-significant after mitigation, the single mitigation measure that was included in the DEIR was not enough to meet the Project's fair share of GHG reductions as required by CEQA. Please put me on the interest list to receive updates about the progress of this Project. We make this request under Public Resources Code, section 21092.2. H-15

Sincerely,



Dean Wallraff, Attorney at Law
Executive Director, Advocates for the Environment

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Letter H Response to Comment Letter from Advocates for the Environment

H-1 In the introductory comment, the commenter accurately describes the Project and indicates that the letter is focused on evaluating the adequacy of the DEIR's greenhouse gas emissions analysis. It should be noted that this comment letter was received on September 9, 2024, after the public review period ended on September 4, 2024. This comment is acknowledged; please refer to the responses to Comments H-2 through H-15, which are responsive to the individual concerns expressed by this comment letter.

H-2 The commenter argues that achieving a net-zero significance threshold for greenhouse gas emissions is both feasible and necessary and asserts that it is more cost-effective to construct new buildings to be net-zero than to retrofit existing structures. Additionally, the commenter states that with California's policy requiring net-zero emissions by 2045, failing to meet this standard in new construction is considered economically impractical.

First, while it is acknowledged that CARB has established a "net-zero" target for the State, there is no requirement for individual developments to achieve a net-zero GHG contribution on a project-by-project basis. The Project would conform with all existing and future applicable GHG emissions reductions policies and regulations and includes mitigation that would control and reduce GHG emissions to the extent feasible and consistent with Riverside County requirements. In this manner, the Project promotes attainment of CARB's statewide net-zero target.

The commenter is referred to DEIR Table 4.8-4, which shows that 79.6% of the Project's overall GHG emissions would be due to mobile source emissions. Neither the Project Applicant nor Riverside County have the ability to regulate emissions from tailpipes, as the federal government and the State of California are the only entities capable of regulating tailpipe emissions. Moreover, it would not be feasible to impose a requirement that all of the Project's heavy-duty trucks must be fully electric vehicles. First, there is not enough electrical grid power to sustainably charge these trucks. 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.[36] Even more relevant, a California company attempted to electrify 12 forklifts, which require significantly less power than trucks. Local power utilities told the California company that it was not possible.[37] 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 vehicles ("MHDEVs") charging (which may exceed several megawatts [MWs] of demand for large fleets) could destabilize electricity distribution systems. Additionally, due to logistical and operational barriers, MHDEVs must be comparable to diesel vehicles in model options, range, recharge time,

[36] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[37] *Id.*

payloads, and maintenance.[38] However, considering current technologies, MHDEVs generally have ranges below 200 miles, versus more than 1,000 miles for diesel vehicles.[39] 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.[40] 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.[41] Moreover, fleets without a charging depot will need to rely on public charging stations. In addition to the barriers described above, zero-emission trucks are much more costly to fleet owners. A new, clean-diesel long-haul tractor typically costs in the range of $180,000 to $200,000.[42] Meanwhile, a comparable battery-electric tractor – with a quarter of the range and thus requiring frequent and long hours of charging – costs upwards of $480,000.[43,44] In addition, each charging station installation can exceed $100,000[45] and public charging stations and required infrastructure for such charging is not widely available.[46]

Additionally, there is a significant constraint in sourcing enough raw minerals needed to produce the lithium-ion batteries used in zero-emission trucks. For example, tens of millions of tons of cobalt, graphite, lithium, and nickel will need to be produced.[47] 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.[48] Additionally, expanding capacity and sourcing this amount of material creates environmental effects, that in some respects could exceed the emissions of current clean-diesel trucks.[49]

California's zero-emission trucking regulations have been challenged by numerous other states as an unconstitutional restraint on interstate commerce, and are at least partially unenforceable while the legal challenges are pending, and could ultimately be determined to be unlawful. Accordingly, because fully electric trucks are not feasible at this time for the reasons noted above, and because the vast majority of the Project's GHG emissions would be generated from mobile sources, it can be concluded that there are no feasible mitigation measures available to reduce the Project's GHG impacts to below a level of significance beyond what already is required by the mitigation measures presented in EIR Subsections 4.3 and 4.8.

[38] *Id.*
[39] *Id.*
[40] *Id.*
[41] *Id.*
[42] *Id.*
[43] *Id.*
[44] *Id.*
[45] https://media.rff.org/documents/Report_23-03_v3.pdf
[46] https://www.ccjdigital.com/alternative-power/battery-electric/article/15545697/charging-forward-with-electric-truck-charging-stations
[47] https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates
[48] *Id.*
[49] *Id.*

Although there are no additional feasible mitigation measures available to further reduce the Project's level of GHG emissions (which would be less than significant with mandatory compliance with the Riverside County CAP, in response to comments on the DEIR related to zero-emission technologies and diesel emissions, DEIR Mitigation Measures MM 4.3-1, MM 4.3-2, MM 4.3-4, and (new) Mitigation Measure MM 4.8-2 have been revised/supplemented to ensure that the Project promotes zero-emissions technologies to the extent feasible. Specifically, Mitigation Measure MM 4.3-1 was supplemented as part of this FEIR to require the provision of a minimum of one (1) 160 Kilowatt charging station for use by Class 8 heavy-duty EV trucks including additional charging stations to be installed in the truck docking areas of the proposed warehouse building. DEIR Mitigation Measure MM 4.3-2 was revised to increase the number of required Electric Vehicle (EV) capable parking spaces in comparison to what is required by the California Green Building Standards Code. Specifically, revised Mitigation Measure MM 4.3-2 requires the provision of a minimum of 18 spaces with Electric Vehicle Charging Stations (EVCSs), a minimum of 54 Electric Vehicle (EV) capable parking spaces, a minimum of two (2) Level 2 chargers and one (1) Level 1 charging unit to be installed at the proposed warehouse building, and a minimum of eight (8) Level 2 EV chargers at the proposed park site. Mitigation Measure MM 4.3-4 was supplemented to require the Project Applicant to provide future tenants/owners with information regarding CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), thereby promoting zero-emissions technologies. Additionally, County Regulation and Design Requirement (CRDR) 4.8-1 was changed to a mitigation measure (Mitigation Measure MM 4.8-2 in the FEIR), and has been modified to require more on-site renewable energy production than otherwise is required pursuant to Riverside County Climate Action Plan (CAP) Measure R2-CE1. Specifically, CAP Measure R2-CE1 requires the provision of on-site renewable energy equal to a minimum of 20% of the warehouse building's anticipated demand, which would require the on-site generation of approximately 114.4 Kilowatts (0.114 Megawatts). New Mitigation Measure MM 4.8-2 requires the generation of a minimum of 0.5 Megawatts of power, or more than four times what is required by CAP Measure R2-CE1. Furthermore, the commenter's suggestion to adopt and implement a County-wide "net-zero GHG emission threshold" is beyond the scope of the Project and the Project's DEIR. Therefore, as it would not be feasible to design the Project to achieve net zero emissions, and because the FEIR already includes the maximum feasible number of mitigation measures available to address the Project's less-than-significant impacts (following mitigation) due to GHG emissions, no revision to the DEIR is warranted pursuant to this comment.

H-3 The commenter states that environmental groups have successfully used CEQA litigation to achieve significant outcomes, including forcing major projects like Newhall Ranch and Centennial to adopt net-zero standards, suggesting that net-zero goals are achievable for large-scale developments, and the commenter suggests that the Applicant for this Project should follow this example. It is noted that the two developments cited by this commenter as achieving net zero emissions both consist of mixed-use residential development projects, and neither of these developments include warehouse uses. The commenter is referred to DEIR Table 4.8-4, which shows that 79.6% of the Project's overall GHG emissions would be due to mobile source emissions. As noted in the response to Comment H-2, neither the Project Applicant nor Riverside County have the ability to regulate

emissions from tailpipes, as the federal government and the State of California are the only entities capable of regulating tailpipe emissions. Furthermore, the analysis in DEIR Subsection 4.8 demonstrates that with implementation of DEIR Mitigation Measures MM 4.8-1 and (new) MM 4.8-2, the Project's impacts due to GHGs would be reduced to less-than-significant levels. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Thus, because the Project's GHG emissions impacts would be reduced to less-than-significant levels with implementation of Mitigation Measure MM 4.8-1, additional mitigation measures to further reduce the Project's level of GHG emissions is not required under CEQA. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

H-4 The commenter again urges the County to adopt a net-zero GHG significance threshold for the Project, and references the CARB Scoping Plans. The commenter states that the CARB 2017 Scoping Plan supports achieving no net increase in GHG emissions, and the CARB 2022 Scoping Plan emphasizes the need for a transition to zero-emission technologies. The commenter adds that adopting a net-zero threshold would align with these goals and help mitigate risks of CEQA GHG litigation. While it is acknowledged that CARB has established a "net-zero" target for the State, there is no requirement for individual developments to achieve a net-zero GHG contribution on a project-by-project basis. The Project would conform with all existing and future applicable GHG emissions reductions policies and regulations and includes mitigation that would control and reduce GHG emissions to the extent feasible and consistent with Riverside County requirements. In this manner, the Project promotes attainment of CARB's statewide net-zero target. Additionally, it would not be feasible for the Project to achieve net-zero GHG emissions for the reasons stated in the response to Comments H-3 and H-4. No revision to the DEIR is warranted pursuant to this comment.

H-5 The commenter notes that the County's GHG significance thresholds are based on the CEQA Guidelines and Riverside County's 2019 Climate Action Plan (CAP) and that the Project's operational emissions would exceed the CAP screening threshold of 3,000 metric tons of CO_2 equivalent ($MTCO_2e$) per year. The commenter then alleges that the DEIR proposes partial mitigation by meeting the CAP's Screening Tables, and asserts that the 169 points listed in Appendix 3.3 to the Project's Greenhouse Gas Analysis ("GHGA"; DEIR *Technical Appendix H*) are not consistent with the requirement of Mitigation Measure 4.8-1 to achieve a minimum of 100 points. The commenter asserts that the Project should be required to fully mitigate its GHG emissions.

Appendix 3.3 to the Project's GHGA merely identifies feasible measures that the Project could implement in order to achieve the minimum 100 points required pursuant to DEIR Mitigation Measure MM 4.8-1. The Project would be subject to compliance with Mitigation Measure MM 4.8-1, which requires the Project Applicant to achieve the required 100 points pursuant to the CAP Update screening tables. As noted in DEIR Subsection 4.8.8:

> "*The Riverside County CAP Update (November 2019) qualifies as a "Plan for the Reduction of Greenhouse Gas Emissions," pursuant to State CEQA Guidelines § 15183.5(b). Pursuant to State CEQA Guidelines §§ 15064(h)(3) and 15130(d), a lead agency may determine that a*

project's incremental contribution to a cumulative effect is not cumulatively considerable if a project complies with the requirements in a previously adopted plan or mitigation program. Additionally, and as discussed above in subsection 4.8.2, Tier 2 of the SCAQMD interim thresholds for GHG emissions indicates that if a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions. Although the Project would exceed CAP Update Screening Threshold of 3,000 $MTCO_2e$, implementation of Mitigation Measure MM 4.8-1 would ensure that the proposed Project is fully consistent with the Riverside County CAP Update (November 2019) by requiring the Project Applicant to demonstrate that implementing building permit applications have incorporated measures to achieve a minimum of 100 points pursuant to the CAP Update Screening Tables, and by requiring the Project to offset energy demands through renewable energy production. Accordingly, with implementation of Mitigation Measure MM 4.8-1, the Project would be fully consistent with the CAP Update and the Project's cumulatively-considerable impacts due to GHG emissions would be reduced to less-than-significant levels." (DEIR at pp. 4.8-36 and -37)

Accordingly, no revision to the DEIR is warranted because DEIR Mitigation Measure MM 4.8-1 is clear that the Project need only achieve a minimum of 100 points to demonstrate consistency with the CAP Update, and because Project consistency with the CAP Update demonstrates that the Project's impacts due to GHG emissions would be less than significant.

With respect to the commenter's assertion that the Project should be required to fully mitigate its GHG impacts, CEQA does not require a project to mitigate 100% of its GHG emissions. Rather, and as noted above, Section 15183.5(b) of the State CEQA Guidelines is clear that the Project's consistency with a qualified plan for the reduction of GHG emissions (such as the Riverside County CAP Update) may be relied upon in concluding that a project's cumulatively-considerable impacts due to GHG emissions would be less than significant. Because the Project would be fully consistent with the CAP Update with implementation of DEIR Mitigation Measures MM 4.8-1 and (new) MM 4.8-2, and because the CAP Update qualifies as a "Plan for the Reduction of Greenhouse Gas Emissions," pursuant to State CEQA Guidelines § 15183.5(b), the County finds that the DEIR properly concluded that the Project's impacts due to GHGs would be reduced to less-than-significant levels. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

H-6 The commenter states that because Mitigation Measure MM 4.8-1 includes a provision allowing the Project Applicant to select any range of measures that would achieve the required 100 points pursuant to the CAP Update Screening Tables, the mitigation measure as written provides uncertainty about the actual mitigation measures to be applied. The commenter adds that there is no evidence that achieving 100 points on the CAP Screening Tables would effectively reduce the Project's GHG impacts to a net-zero level, as required.

First, the commenter is referred to the responses to Comments H-2 through H-5, which explain why a net-zero threshold is neither required nor feasible for the proposed Project. With respect to the

flexibility afforded by Mitigation Measure MM 4.8-1, Mitigation Measure MM 4.8-1 merely imposes the requirement of the CAP Update to achieve a minimum of 100 points pursuant to the CAP Update Screening Tables included as CAP Update Appendix D. As stated by the CAP Update:

> "*If a project can obtain 100 points from the screening table, the mitigated project will implement pertinent reduction measures such that it meets the reduction goals of the CAP and a less than significant finding can be made for the project. The menu of options in the screening table is tied to the R2 Measures in the CAP Update and the Implementation Measures (IMs) in the General Plan such that 100 points would meet the emission reductions associated with the R2 Measures and IMs. This menu allows for maximum flexibility for projects to meet its reduction allocation.*" (CAP Update at p. 7-8)

Thus, a project need only achieve a minimum of 100 points to demonstrate consistency with the Riverside County CAP Update, regardless as to which measures presented in CAP Update Appendix D are selected. Accordingly, the County finds that DEIR Mitigation Measures MM 4.8-1 and (new) MM 4.8-2 provide certain and enforceable mitigation requirements that fully reflect the requirements of the County's adopted CAP Update, and the County further finds that implementation of Mitigation Measures MM 4.8-1 would ensure that the Project Applicant demonstrates that the Project achieves the minimum required 100 points. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

H-7 The commenter asserts that the EIR's analysis of Project consistency with applicable plans related to GHGs was deficient because the commenter alleges that the Project would fail to achieve the 2022 Scoping Plan goal for 50% of all industrial energy demand to be electrified by 2045. As a general response, the DEIR analysis does not violate CEQA or overlook applicable aspects of the 2022 Scoping Plan. While it is acknowledged that the 2022 Scoping Plan has set a target for 50% of all industrial energy demand to consist of electricity by 2045, there is no requirement under the 2022 Scoping Plan that individual developments must achieve this goal on a project-by-project basis. Further, it should be noted that the proposed Project includes development of a warehouse building and does not include industrial manufacturing uses. Additionally, the Project would not utilize natural gas. Note here that CEQA does not require perfection in analyses. Rather, analyses should comprise a good faith effort at full disclosure. (State CEQA Guidelines § 15003(i)) The County considers the DEIR's analysis of Project consistency with the Scoping Plan in total (irrespective of omission of a specific analysis of a certain Scoping Plan action) to comprise such a good faith effort. Additionally, as substantiated in the DEIR, with incorporation of mitigation the Project would comply with the County's CAP, which in turn would reduce the Project's impacts due to greenhouse gas (GHG) emissions to less-than-significant levels. Moreover, the County CAP in total supports and is consistent with the CARB 2022 Scoping Plan. The County's CAP was approved on December 17, 2019, addressed emissions through the year 2050, and was not subject to legal challenge. Therefore, the County's CAP is presumed valid and consistent with the Scoping Plan. The Project by extension supports and is consistent with the Scoping Plan (refer to DEIR at pages 4.8-35 through -37). The

commenter is referred also to the responses to Comments H-8 and H-9. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

H-8 The commenter cites page 208 of the CARB 2022 Scoping Plan and asserts that the 2022 CARB Scoping Plan places particular emphasis on decarbonizing industrial facilities by "displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions," and alleges that the DEIR did not demonstrate consistency with this goal.

The CARB 2022 Scoping Plan action referenced by the commenter, stated in full and in context, is as follows: "0% energy demand electrified by 2030, and 50% by 2045." Clearly, the Project would comply with the initial stage of this action, which requires 0% energy demand to be electrified by 2030. Moreover, the action does not preclude current implementation of individual industrial developments that do not achieve 50% electrification. Rather this action, as indicated, would apply generally to Statewide industrial development over the 2030-2045 timeframe. It also is noted here that CARB has approved a strategy to ban the sale of gas heating and water heating equipment statewide starting in 2030. Additionally, and as noted on DEIR p. 4.6-22, "Based on information provided by the Project Applicant, the Project would not use natural gas for the building envelope." Thus, 100% of the Project's operational energy demands would be supplied by electricity, and none of the warehouse building's energy demands would be met through natural gas or other forms of energy.

With regard to Project decarbonization efforts, the Project would be required to comply with GHG emissions reductions measures outlined in the County CAP (refer to DEIR Mitigation Measures MM 4.8-1 and [new] MM 4.8-2). The DEIR also includes mitigation requiring EV charging infrastructure for trucks and cars (refer to DEIR Mitigation Measures MM 4.3-1 through MM 4.3-3), which would promote the use of alternative fuels and fuel-efficient technologies, and the DEIR includes measures that would reduce the Project's Vehicle Miles Traveled ("VMT"; refer to DEIR Mitigation Measure MM 4.18-2). Further, the Project in total would incorporate energy conserving and energy efficient designs required under the County CAP. Collectively, the mitigation measures identified in the DEIR (as modified as part of this FEIR) would promote and support the Lead Agency's decarbonization efforts. The commenter is referred also to the response to Comment H-2, which explains why it would not be feasible to require that the Project's heavy-duty trucks must consist of zero-emission vehicles.

Based on the preceding discussions, no revision to the DEIR is warranted pursuant to this comment.

H-9 The commenter asserts that the Project's likely reliance on diesel fuel conflicts with the 2022 Scoping Plan's objectives and adds that the DEIR does not address how the Project would contribute to the goal of electrifying 50% of industrial energy demand by 2045. The commenter adds that the Project fails to adequately reduce reliance on fossil fuels and incorporate sufficient low- or zero-carbon energy sources.

The commenter incorrectly restates that the Project would conflict with goals of the 2022 Scoping Plan. The commenter is referred to the responses to Comments H-7 and H-8, which explain that the Project would comply with the initial stage of CARB's targets for electrification of industrial uses, which requires 0% energy demand to be electrified by 2030, and also explain that the Project's on-site energy demands would be fully met through electricity, as no natural gas is proposed as part of the proposed warehouse building. Furthermore, the commenter is referred to the response to Comment H-2, which explains why it would not be feasible to require that the Project's heavy-duty trucks must consist of zero-emission vehicles. Thus, the County finds that the Project would not conflict with the 2022 Scoping Plan on this basis. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

H-10 Footnote 1 to comment H-8, which provides a link to the 2022 Scoping Plan, is acknowledged; no response is necessary.

H-11 The commenter notes that the analysis of Threshold b. in DEIR Subsection 4.8 requires an evaluation of Project consistency with applicable plans, policies, or regulations aimed at reducing greenhouse gases. While the commenter acknowledges that the DEIR included a discussion and analysis of the CARB 2022 Scoping Plan, the commenter alleges that the DEIR should have included an analysis of Project consistency with earlier plans, such as the 2008 and 2017 versions of the Scoping Plan, as the commenter argues that the 2017 plan may still contain relevant strategies. The commenter opines that the 2017 Scoping Plan remains an applicable plan for GHG emissions reduction. First, pursuant to State CEQA Guidelines Section 15125(d), an EIR "…shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." Thus, CEQA does not require an EIR to demonstrate consistency with each and every policy from applicable plans; rather, CEQA only requires the EIR to discuss any project inconsistencies with such plans. Here, the County finds that the proposed Project would not conflict with any applicable provisions the CARB 2017 Scoping Plan, and this comment does not identify a specific Project conflict with any of the 2017 Scoping Plan policies. Furthermore, CEQA does not require an evaluation of consistency with plans that no longer are in effect. In the case of the CARB Scoping Plan, the 2022 CARB Scoping Plan updated and replaced the 2017 Scoping Plan, and as such the 2017 Scoping Plan no longer is in effect. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

H-12 The commenter states that the CARB 2017 Scoping Plan sets statewide GHG emissions targets of 6 $MTCO_2e$ per capita by 2030 and 2 $MTCO_2e$ per capita by 2050. The commenter notes that the Project's annual GHG emissions will be 12,477.78 $MTCO_2e$ with 974 employees, resulting in per-capita emissions of 12.8 $MTCO_2e$. The commenter adds that this exceeds both the 2030 and 2050 targets, indicating that the Project's GHG emissions are significant under the second threshold, contrary to the DEIR's conclusion, which the commenter argues violates CEQA. The per capita emission targets identified by the 2017 Scoping Plan are intended to be achieved Statewide, and there is no requirement under the CARB 2017 Scoping Plan that individual projects must achieve the per capita targets. Rather, the Project supports the 2017 Scoping Plan per capita emission targets by requiring the Project to achieve a minimum of 100 points pursuant to the CAP Update screening

tables (as required by DEIR Mitigation Measure MM 4.8-1) and by requiring the provision of on-site renewable energy production (as required by [new] FEIR Mitigation Measure MM 4.8-2), which for the reasons noted in the response to Comment H-6 demonstrates that the Project's GHG emissions would be less than significant on a project-level basis. Because the Project's GHG emissions would be less than significant with mitigation, the Project would assist the State in achieving the 2017 Scoping Plan per capita emission targets. Accordingly, no revision to the DEIR is warranted pursuant to this comment.

H-13 The commenter alleges that it is insufficient to mitigate a project's GHG impacts to less-than-significant levels, and asserts without providing any evidence that fair-share mitigation is required, which, the commenter asserts, means the Project must achieve net-zero GHG emissions. The commenter then argues that the DEIR does not present substantial evidence supporting the conclusion that Mitigation Measure MM 4.8-1 would reduce the Project's GHG impacts to less-than-significant levels, and asserts that Mitigation Measure MM 4.8-1 is improperly deferred. The commenter then asserts that there are many GHG mitigation measures available, such as requiring on-site solar equal to 100% of the Project's power needs, restricting the types of vehicles allowed at the site, or by requiring the Project Applicant to purchase carbon offsets.

The commenter is referred to the responses to Comments H-2 through H-6, which explain why it would not be feasible for the Project to achieve net-zero GHG emissions. The commenter also is referred to the response to Comment H-5, which explains that pursuant to State CEQA Guidelines §§ 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if a project complies with the requirements in a previously-adopted plan or mitigation program. The County's CAP was approved on December 17, 2019 and was not subject to legal challenge. Therefore, the County's CAP is presumed to constitute effective and enforceable mitigation. In the case of the proposed Project, the Project would be fully consistent with the CAP Update with implementation of DEIR Mitigation Measure MM 4.8-1. Pursuant to Section 15126.4(a)(3) of the State CEQA Guidelines, "[m]itigation measures are not required for effects which are not found to be significant." Thus, because the Project's GHG impacts would be less than significant with implementation of Mitigation Measure MM 4.8-1, no additional mitigation measures are required to address the Project's GHG emissions impacts.

With respect to the commenter's allegation that Mitigation Measure MM 4.8-1 is improperly deferred, under CEQA a mitigation performance standard is sufficient if it identifies specific criteria the agency will apply in determining that the impact will be mitigated. *Sierra Club v County of Fresno* (2018) 6 C5th 502, 525; *Citizens for a Sustainable Treasure Island v City & County of San Francisco* (2014) 227 CA4th 1036, 1059; *Friends of Oroville v City of Oroville* (2013) 219 CA4th 832, 838; *North Coast Rivers Alliance v Marin Mun. Water Dist.* (2013) 216 CA4th 614, 630. Performance standards based on specific objectives that inform the agency "what it is to do and what it must accomplish" are sufficient. *Center for Biological Diversity v Department of Fish & Wildlife* (2015) 234 CA4th 214, 245. Here, Mitigation Measure MM 4.8-1 describes the actions required (implementing measures to achieve 100 points pursuant to the CAP Update Screening Tables),

identifies performance criteria (achieving a minimum of 100 points), and commits the County to implementation of the required mitigation (i.e., by not issuing building permits unless it can be demonstrated that the Project has achieved the required 100 points). Accordingly, and based on the foregoing, the County finds that Mitigation Measure MM 4.8-1 is not improperly deferred.

Based on the foregoing discussion, no revision to the DEIR is warranted pursuant to this comment.

H-14 Footnote 2 for Comment H-12 is acknowledged, which details the calculation method leading to the conclusion that the Project's per-capita emissions would be 12.8 $MTCO_2e$. This comment is acknowledged; the commenter is referred to the response to Comment H-12. No further response is necessary.

H-15 The commenter asserts that while the County deemed the Project's GHG impacts to be less-than-significant after mitigation, the commenter argues that the sole mitigation measure included is insufficient to achieve the required fair share of GHG reductions under CEQA. The commenter also requests to be added to the interest list for updates on the Project's progress, in accordance with Public Resources Code section 21092.2. The commenter is referred to the responses to Comments H-2 through H-6 and H-13, which are responsive to this comment. The commenter's request to receive future notices regarding the Project is acknowledged, and the commenter will be added to the County's contact list for the Project. No further response is necessary.

COMMENT LETTER I

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July 30, 2024

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Email: cob@rivco.org

VIA EMAIL ONLY
Russell Brady, Contract Planner
Email: rbrady@rivco.org

Re: Request for Mailed Notice of Actions and Hearings – Cajalco Commerce Center Project (SCH No. 2023060799)

Dear Mr. Hildebrand, Clerk of the Board, and Mr. Brady:

We are writing on behalf of Californians Allied for a Responsible Economy ("CARE CA") to request mailed notice of the availability of any environmental review document, prepared pursuant to the California Environmental Quality Act, related to the Cajalco Commerce Center Project (SCH No. 2023060799) ("Project"), proposed by Industrial VI Enterprises LLC ("Applicant"), as well as a copy of the environmental review document when it is made available for public review. I-1

The Project proposes the development of 64.97 gross acres with a 1,003,510 square-foot warehouse building on 44.66 net acres and a public park on approximately 13.33 net acres in Unincorporated Riverside County, California. As part of the Project, all of the existing dwelling units and commercial building would be demolished to accommodate the proposed warehouse and park uses on site. The Project site is located southwest corner of Seaton Avenue and Cajalco Road, between Seaton Avenue to the east and Decker Road to the west, while the site proposed for the public park occurs both east and west of Decker Road,

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COMMENT LETTER I

approximately 185 feet south of the proposed warehouse building site. The Project site encompasses Assessor's Parcel Numbers 317-080-(003 through 008, 013, 014, 019 through 023, and 027 through 029) and 317-090-(002 through 008).

We also request mailed notice of any and all hearings and/or actions related to the Project. These requests are made pursuant to Public Resources Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108, 21152, and 21167(f) and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

I-1
(CONT.)

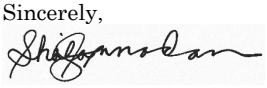
Please send the above requested items by email and U.S. Mail to our San Francisco office as follows:

U.S. Mail
Sheila M. Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email
ssannadan@adamsbroadwell.com

Please call me at (650) 589-1660 if you have any questions. Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan
Legal Assistant

SMS:ljl

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Letter I Response to Comment Letter from CCAEJ

I-1 The commenter, representing Californian's Allied for a Responsible Economy (CCAEJ), provides a summary of the proposed Project and requests to be mailed the notice of availability and all other environmental review documents prepared under CEQA, in addition to notices for all hearings and actions related to the project. This comment is acknowledged, and the County will include CCAEJ in all future notices regarding the proposed Project. As the description of the Project as provided by this comment is accurate, no further response is necessary.

Comment Letter J

Brady, Russell

From: Franco <inlandvalleyalliance@gmail.com>
Sent: Sunday, July 21, 2024 5:18 PM
To: Brady, Russell
Subject: Cajalco Commerce Center EiR comments

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.

Thank you for the opportunity to submit comments for the Cajalco Commerce Center. The Draft EIR is inadequate in addressing and mitigating the myriad of negative environmental impacts this project would cause to my community. My name is Franco Pacheco and I am a resident of Mead valley and will be negatively impacted by this project. J-1

Consider:

1)This project will further contribute to the traffic, air pollution and other environmental factors in the region. J-2

2) The cumulative effects of adding another industrial warehouse to the area would be detrimental to the residents in the area that already have trouble with all the industrial being forced onto us. J-3

3) The Draft EIR contains multiple numerical errors and omissions, making it impossible for an expert to check its claims. J-4

4) Riverside county and associated developers have a documented history of misleading claims about the impact of industrial warehousing to our communities. J-5

5) Residents have shown up to oppose other industrial projects that will have an obvious effect on our quality of life. Residents will show up to oppose this one as well. J-6

6) This will significantly worsen our air quality in the region. Leading to contribute to the many issues and harmful effects we have with the oversaturation of industrial warehouses in the area. J-7

7) The developer and county are effectively avoiding taxes on land that was not meant to be industrial. It is not in line with the community plan of a rural community. It should not be rezoned for another warehouse. J-8

Residents are disappointed that the county is considering another industrial project that requires a rezone to be built, effectively depriving us of more housing or a different type of project. This project is ill-conceived and fatally flawed from the start, and the Draft EIR dramatically underestimates the project's negative effects. Please consider less environmentally-harmful, community-focused alternatives. J-9

Thank you.

Sincerely,
Franco Pacheco
Inland Valley Alliance

1

Letter J Response to Comment Letter from IVA

J-1 In this introductory comment, the commenter introduces themselves and thanks the County for the opportunity to comment on the Project's DEIR. The commenter adds that they will be negatively impacted by the Project. This comment is acknowledged; please refer to the responses to Comments J-2 through J-8, which are responsive to the individual concerns expressed by this comment letter.

J-2 The commenter states that the Project will further contribute to the traffic, air pollution and other environmental factors in the region. This comment is acknowledged. The commenter is referred to DEIR Subsection 4.3, *Air Quality*, which discloses the Project impacts due to air quality and identifies mitigation measures to reduce the Project's impacts to the maximum feasible extent. Although the issue of traffic congestion no longer constitutes a significant environmental impact under CEQA, the commenter is referred to the Project's Traffic Analysis (TA) included as DEIR *Technical Appendix N2*, which identifies the Project's required improvements, fee contributions, and fair-share contributions, implementation of which would provide for adequate Level of Service (LOS) at all study area intersections. Other potential impacts of the Project are thoroughly discussed in DEIR Section 4.0, *Environmental Analysis*. As this comment does not identify any deficiencies with the analyses provided, no revision to the DEIR is warranted pursuant to this comment.

J-3 The commenter states that the cumulative effects of adding another industrial warehouse to the area would be detrimental to the residents in the area that already have trouble with existing industrial development. The commenter is referred to the discussion and analysis of the Project's cumulatively-considerable impacts, as presented throughout DEIR Section 4.0, *Environmental Analysis*. As this comment does not identify any deficiencies with the cumulative analyses presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

J-4 The commenter asserts that the Draft EIR contains multiple numerical errors and omissions, which the commenter asserts makes it difficult for experts to verify its claims. This comment does not identify any such numerical errors or omissions; thus, no revision to the DEIR is warranted pursuant to this comment.

J-5 The commenter claims that Riverside County and associated developers have a documented history of making misleading claims about the impact of industrial warehousing on our communities. No response is necessary, as this comment does not relate to the analysis presented in the Project's DEIR.

J-6 The commenter states that residents have previously opposed other industrial projects due to their impact on quality of life and suggests that they will similarly oppose this project. This comment is acknowledged, and will be considered by the Riverside County Planning Commission and Board of Supervisors during their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.

J-7 The commenter states that the Project will significantly worsen regional air quality, exacerbating the issues and harmful effects associated with the oversaturation of industrial warehouses in the area. The commenter is referred to the discussion and analysis of the Project's impacts to air quality, as presented in DEIR Subsection 4.3, *Air Quality*. As this comment does not identify any deficiencies with the analysis presented in DEIR Subsection 4.3, no revision to the DEIR is warranted pursuant to this comment.

J-8 The commenter asserts that the developer and County are effectively evading taxes on land not intended for industrial use and that the Project does not align with the community plan for a rural area. The commenter generally opposes the rezoning of the land for a warehouse. It is unclear from this comment how developing the Project on the Project site as proposed would "effectively avoid taxes," as the Project would be subject to payment of all applicable local, State, and federal taxes. The commenter's objection to the Project's General Plan Amendment and Change of Zone are acknowledged, and will be considered by the Riverside County Planning Commission and Board of Supervisors during their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.

J-9 The commenter expresses disappointment that the County is considering another industrial project requiring rezoning. The commenter argues that the Project is fundamentally flawed and that the Draft EIR significantly underestimates its negative effects. The commenter requests consideration of more environmentally-friendly and community-focused alternatives. This comment is acknowledged, and the commenter's opposition to the Project will be considered by the Riverside County Planning Commission and Board of Supervisors during their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. As this comment does not identify any specific deficiencies with the DEIR's analysis of potential environmental effects, no revision to the DEIR is warranted pursuant to this comment.

Comment Letter K

From: Patrick Chinglung Hsu <pnwnsllc@gmail.com>
Sent: Tuesday, July 30, 2024 1:30 PM
To: Brady, Russell <rbrady@RIVCO.ORG>
Cc: Patrick Hsu <pnwnsllc@gmail.com>; Emily Mandrup <emily@ecm.llc>
Subject: My review comments re TA report for PPT 220050, Cajalco Commerce Center

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.

Russell,
1. Please see my hand writings as comment for corrections to this TA.

K-1

Comment Letter K

1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Mead Valley Commerce Center development (Project), which is located south of Cajalco Road between Decker Road and Seaton Avenue in the County of Riverside, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with the County's General Plan level of service goals and policies. This TA has been prepared in accordance with the County of Riverside's Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020) and through consultation with County of Riverside staff during the scoping process. (1) The Project traffic study scoping agreement is provided in Appendix 1.1 of this TA, which has been reviewed and approved by the County of Riverside.

1.1 SUMMARY OF FINDINGS

The Project is to construct the following improvements as design features in conjunction with development of the site:

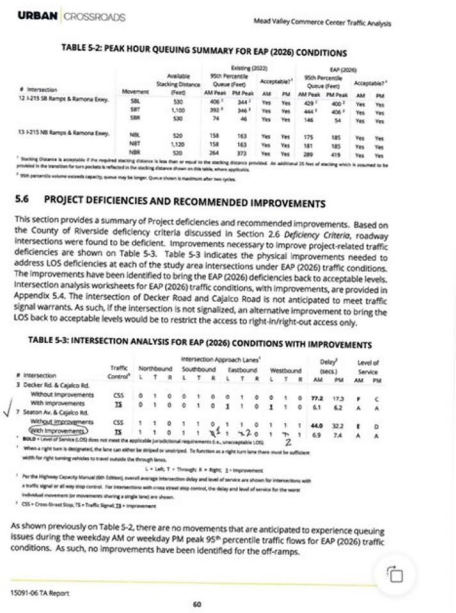
- Project to construct Decker Road at its ultimate half-section width along the Project's western frontage as a Secondary Highway (100-foot right of way) from Cajalco Road to the southern Project boundary consistent with the County's standards. Frontage improvements include pavement, curb-and-gutter, sidewalk, and landscaping improvements. Project to provide an additional 12-feet of pavement on the west side of Decker Road, consistent with the County's standards, in order to facilitate site access.
- Project to construct the ultimate half-section of Seaton Avenue as a Secondary Highway (100-foot right of way) along the Project's eastern frontage between Cajalco Road and the Project's southern boundary consistent with the County's standards. Frontage improvements include pavement, curb-and-gutter, sidewalk, and landscaping improvements. SB: 1-RT, 1-THY, 1-LT.
- Project to construct the ultimate half-section of Cajalco Road as an Expressway (220-foot right-of-way) along the Project's northern frontage from Decker Road to Seaton Avenue consistent with the County's standards. Frontage improvements include pavement, curb-and-gutter, sidewalk, and landscaping improvements. 2 - THY EACH DIRECTION + TURNING LANES
- Project to install stop controls for all egress traffic from each Project driveway, except for Park Driveway. Full access Project driveways along Seaton Avenue will align with the driveways on the east side of Seaton for Plot Plan 210133 (PPT220042).
- The Project will pay Transportation Uniform Mitigation Fees (TUMF) towards the implementation of a 350-foot westbound left turn pocket on Cajalco Road to southbound Seaton Avenue.

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report. The Project Applicant's responsibility for the Project's contributions towards deficient off-site intersections is fulfilled through construction, payment into pre-existing fee programs (if applicable), and/or fair share contributions that would be assigned to the future construction of the identified recommended improvements. The Project Applicant would also be required to pay requisite fees consistent with the County's requirements (see Section 8 *Local and Regional Funding Mechanisms*).

K-2

K-3

Comment Letter K



URBAN CROSSROADS — Mead Valley Commerce Center Traffic Analysis

TABLE 5-2: PEAK HOUR QUEUING SUMMARY FOR EAP (2026) CONDITIONS

# Intersection	Movement	Available Stacking Distance (Feet)	Existing (2022) 95th Percentile Queue (Feet) AM Peak	Existing (2022) 95th Percentile Queue (Feet) PM Peak	Existing (2022) Acceptable? AM	Existing (2022) Acceptable? PM	EAP (2026) 95th Percentile Queue (Feet) AM Peak	EAP (2026) 95th Percentile Queue (Feet) PM Peak	EAP (2026) Acceptable? AM	EAP (2026) Acceptable? PM
12 I-215 SB Ramps & Ramona Pkwy.	SBL	520	406 [1]	344 [1]	Yes	Yes	429 [1]	400 [1]	Yes	Yes
	SBT	1,100	392 [2]	346 [1]	Yes	Yes	444 [2]	406 [2]	Yes	Yes
	SBR	530	74	46	Yes	Yes	146	54	Yes	Yes
13 I-215 NB Ramps & Ramona Pkwy.	NBL	520	158	163	Yes	Yes	175	185	Yes	Yes
	NBT	1,120	158	163	Yes	Yes	181	185	Yes	Yes
	NBR	520	264	373	Yes	Yes	289	419	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.
[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

5.6 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

This section provides a summary of Project deficiencies and recommended improvements. Based on the County of Riverside deficiency criteria discussed in Section 2.6 *Deficiency Criteria*, roadway intersections were found to be deficient. Improvements necessary to improve project-related traffic deficiencies are shown on Table 5-3. Table 5-3 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under EAP (2026) traffic conditions. The improvements have been identified to bring the EAP (2026) deficiencies back to acceptable levels. Intersection analysis worksheets for EAP (2026) traffic conditions, with improvements, are provided in Appendix 5.4. The intersection of Decker Road and Cajalco Road is not anticipated to meet traffic signal warrants. As such, if the intersection is not signalized, an alternative improvement to bring the LOS back to acceptable levels would be to restrict the access to right-in/right-out access only.

TABLE 5-3: INTERSECTION ANALYSIS FOR EAP (2026) CONDITIONS WITH IMPROVEMENTS

# Intersection	Traffic Control [4]	Intersection Approach Lanes [5] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Delay [6] (sec.) AM	Delay [6] (sec.) PM	Level of Service AM	Level of Service PM
3 Decker Rd. & Cajalco Rd.																	
Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	77.2	17.3	F	C
With Improvements	TS	0	1	0	0	1	0	1	1	0	1	1	0	6.1	6.2	A	A
7 Seaton Av. & Cajalco Rd.																	
Without Improvements	CSS	1	1	0	1	1	0	1	1	0	1	1	1	44.0	32.2	E	D
With Improvements	TS	1	1	0	1	1	1	1	2	0	1	2	1	6.9	7.4	A	A

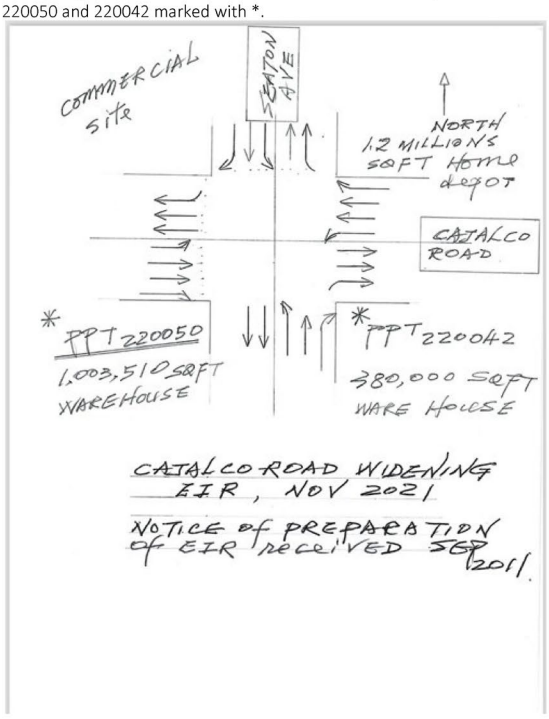
[4] CSS = Cross-Street Stop, TS = Traffic Signal, I = Improvement
[5] L = Left, T = Through, R = Right, I = Improvement
[6] For the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

As shown previously on Table 5-2, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for EAP (2026) traffic conditions. As such, no improvements have been identified for the off-ramps.

15091-06 TA Report — 60

K-4

2. This diagram is the combination of TA correction and Cajalco Road Widening EIR, Nov 2021 added two new projects of PPT 220050 and 220042 marked with *.



K-5

Figure 2.2.3-sheet 4 , volume 1 of 3, from Cajalco Road widening project, EIR document, dated November 2021.
First two pictures are part of sheet 4. Last picture is the enlargement of sheet 4, focusing on Cajalco/Seaton interaction.

K-6

Comment Letter K

K-6
(CONT.)

Comment Letter K

Figure 2.2-3 - Sheet
Build Alternative 1, 2C and 4 (East End
Cajalco Road Widening and Safety Enhancement Projec

K-6
(CONT.)

Comment Letter K

K-6
(CONT.)

Comment Letter K

Brady, Russell

From: Patrick Chinglung Hsu <pnwnsllc@gmail.com>
Sent: Tuesday, September 3, 2024 7:43 PM
To: Brady, Russell
Subject: Re: Patrick Hsu's review comments re Proposal from Cajalco Commerce Center project, an 1.003 millions sqft warehouse

Russell,
Please use this email instead of one I sent to you around noon.

K-7

Thanks to sort it out and having excellent suggestions for me.

Patrick

Sent from my iPhone

On Sep 3, 2024, at 7:35 PM, Patrick Chinglung Hsu <pnwnsllc@gmail.com> wrote:

Russell,
Appreciate your suggestion to have my review comments described in details on the top of remarks on the striping plan.

K-8

<IMG_4603.jpeg>

<IMG_4615.jpeg>

A. Westbound Cajalco Road improvements at west of Seaton Avenue should consist of
1. Parkway provision including sidewalk and trail space
2. One transition lane and taper for Southbound to westbound turning vehicle from Seaton Ave.
3. Two through lanes
4. Above three items of suggestion would meet the concept of "FULL WIDTH of Cajalco Road improvement at both directions" presented in the Community Outreach Meeting on August 21, 2024.

K-9

B. Northbound Seaton to eastbound turning lane should increase from one lane to two turning lanes setup while the second turning lane could be an option lane for through traffic too.

K-10

Patrick Hsu

1

Comment Letter K

Sent from my iPhone

On Sep 3, 2024, at 2:02 PM, Brady, Russell <rbrady@rivco.org> wrote:

These comments may need more context or lead in to be better considered for comments on the Draft EIR. Does the below reflect the intersection/striping design you are wanting PPT220050 to implement?

Russell Brady
Riverside County Planning
4080 Lemon Street 12th Floor
Riverside, CA 92501
951-955-3025
<image001.jpg>

How are we doing? Click the Link and tell us

From: Patrick Chinglung Hsu <pnwnsllc@gmail.com>
Sent: Tuesday, September 3, 2024 12:12 PM
To: Brady, Russell <rbrady@RIVCO.ORG>
Cc: Patrick Hsu <pnwnsllc@gmail.com>
Subject: Patrick Hsu's review inputs re Proposal from Cajalco Commerce Center project, an 1.003 millions sqft warehouse

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.

Russell,
Please find enclosed review comments in handwriting which are based on :

1. Cajalco Road widening EIR, November 2021 which is based on September 2011 traffic analysis without warehouse proposal at all.

2. Cajalco Commerce Center, PPT 220050, Traffic Analysis and street improvements concept design announced at Community Outreach Meeting on August 21, 2024.

In case you have a need to clarify further, do not hesitate to call me.

Patrick Hsu
951.329.2089

2

K-11

Comment Letter K

Brady, Russell

From: Patrick Chinglung Hsu <pnwnsllc@gmail.com>
Sent: Monday, September 9, 2024 10:39 AM
To: Brady, Russell
Cc: Patrick Hsu
Subject: Updated version due to emailed guidelines from Azan Junaid, County senior engineer in charge of Cajalco Road Widening project re Proposal from Cajalco Commerce Center project, an 1.003 millions sqft warehouse

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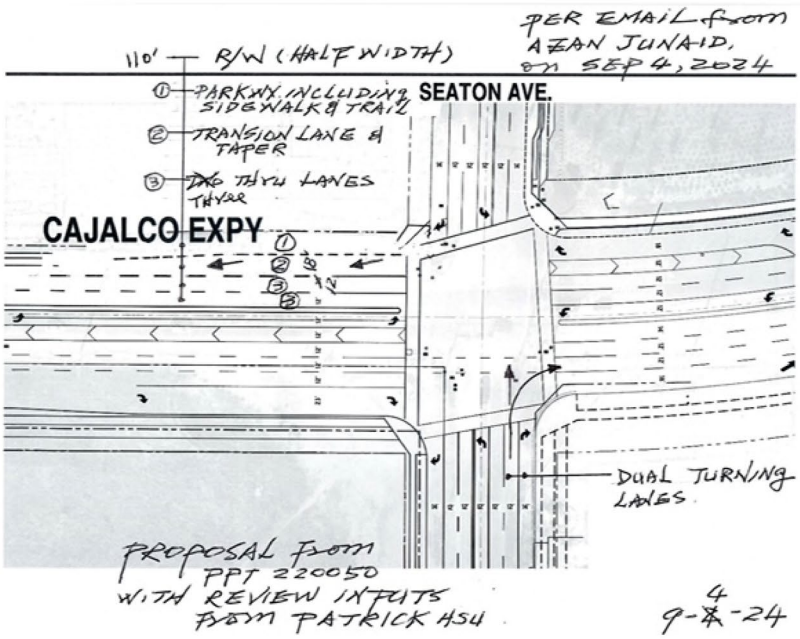
>
> Russell,
> Due to Azan Junaid, Senior Civil Engineer in charge of County's Cajalco Road Widening project, I have to update my review comments described in details.

K-12



K-13

>
>

Comment Letter K

Azan Junaid Wednesday
To: Patrick Hsu >

RE: In need to meet with your design chief

Hi Patrick,

Due to ROW constraints the Wood to Seaton segment will be widening from 2 lanes to 4 lanes with c/g sidewalk and a center median. We will still be following the expressway standards with the exception of widening to 6 lanes. However, all developments along Cajalco Rd will still be required to dedicate and build out to 6 lanes or 3 lanes per direction per ultimate width. Hope this information helps.

Thanks

Azan Junaid, PE

> A. Westbound Cajalco Road improvements at west of Seaton Avenue should consist of
>
> 1. 110' half R/W ultimate width.
> 2. Parkway provision including c/g sidewalk and trail space
> 3. One transition lane and taper for Southbound to westbound turning vehicle from Seaton Ave.
> 4. Three through lanes instead of two through lanes
> 5. Above four items of suggestions would meet the concept of "FULL WIDTH of Cajalco Road improvement at both directions" presented in the Community Outreach Meeting on August 21, 2024.
>
> B. Northbound Seaton to eastbound turing lane should increase from one lane to two turning lanes setup while the second turning lane could be an option lane for through traffic too.
>
> Patrick Hsu

K-14

2

Letter K Response to Commet Letter from Patrick Hsu

K-1 This comment refers to handwritten notes from the commenter suggesting that corrections to the Traffic Analysis are required. The commenter submitted four sets of comment letters via email: the first on July 30, 2024, at 1:30 PM; the second on September 3, 2024, at 12:12 PM; the third on September 3, 2024, at 7:43 PM; and the fourth on September 9, 2024, at 10:39 AM. The public review period ended on September 4, 2024, and the last comment letter was received outside of this period. Refer to the responses to Comments K-2 through K-6, which are responsive to the individual comments on the Project's traffic study.

K-2 The commenter provides handwritten comments in response to the second bullet point of 1.1 Summary of Findings of the Project's Traffic Analysis ("TA"; DEIR *Technical Appendix N2*). This comment appears to assert that the southbound approach at the Seaton Avenue at Cajalco Road intersection should be improved to include one right-turn-lane, one through land, and one-left-turn lane. However, based on the results of the Project's TA, it was determined that no additional improvements are needed along the southbound approach to this intersection in order to achieve acceptable Level of Service (LOS). Accordingly, no improvements to the southbound leg of this intersection are proposed or required as part of the Project.

K-3 The commenter provides handwritten comments in response to the third bullet point of 1.1 Summary of Findings of the Project's Traffic Analysis, which appears to assert that the Project should be required to construct full-width improvements to Cajalco Road and to provide two through lanes in each direction plus turning lanes, rather than only constructing half-width improvements along the southern side of the roadway. The 3rd bullet under Section 1.1, *Summary of Findings*, of the Project's Traffic Analysis ("TA"; EIR *Technical Appendix N2*) describes the Project's construction obligation for Cajalco Road, and indicates that only half-width improvements are required along the Project site's frontage with Cajalco Road. The TA does not identify a need to construct improvements along the northern edge of the roadway, as the northern edge of the roadway occurs on private property and is not under the control of the Project Applicant, and would be improved by others in the future in conjunction with future development on the north side of Cajalco Road. As such, the commenter's marked improvements for the north side of Cajalco Road would not be implemented and are not required to be implemented by the Project as part of the Project's frontage improvements to Cajalco Road. While it may not be striped in the interim until such time Cajalco Road is fully widened to the west and to the east of the Project, the Project would be responsible for implementing its ultimate half-section improvements for Cajalco Road as an Expressway (including the three through lanes and applicable turn lanes per the County Standards). As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

K-4 The commenter provided handwritten comments in Table 5-3 on page 60 of the Project's TA, which appears to request the addition of a southbound right-turn lane, an additional eastbound through lane (for a total of two through lanes), and an additional westbound through lane (for a total of two through

lanes) at the approach to the intersection of Seaton Avenue at Cajalco Road. Based on the results of the Project's TA, it was determined that only left-turn pockets are required at the eastbound and westbound approaches to this intersection. Specifically, the TA determined that the southbound right turn lane, 2nd eastbound through lane and 2nd westbound through lane are not required to achieve acceptable peak hour operations (i.e., Level of Service "D" or better). As noted in the response to Comment K-3, the Project would construct its ultimate half-section improvements along Cajalco Road in the eastbound direction only along the Project site's frontage west between Seaton Avenue and Decker Road, but this roadway segment likely would not be striped in the manner suggested by the commenter in the interim until such time Cajalco Road is widened to the west and east of the Project site to accommodate the receiving lanes. As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DIER is warranted pursuant to this comment.

K-5 The commenter provides a handwritten diagram and states that it is a combination of traffic analysis corrections and the Cajalco Road Widening EIR and showing ultimate lane improvements to the intersection of Seaton Avenue at Cajalco Road. While the sketch included as part of this comment identifies the ultimate improvements that could potentially be in place with the implementation of each project's improvements (including Plot Plan [PPT] 220050, PPT 220042, and the Cajalco Road Widening), the Project's TA identifies the minimum improvements needed to achieve acceptable peak hour operations (as noted in Table 7-3 of the Project's TA). Implementation of improvements beyond those recommended by the Project's TA would not result in any improved intersection operations, and thus such improvements would not be required to be implemented by the Project. As this comment does not identify any deficiencies with the analysis presented in the DEIR, no revision to the DIER is warranted pursuant to this comment.

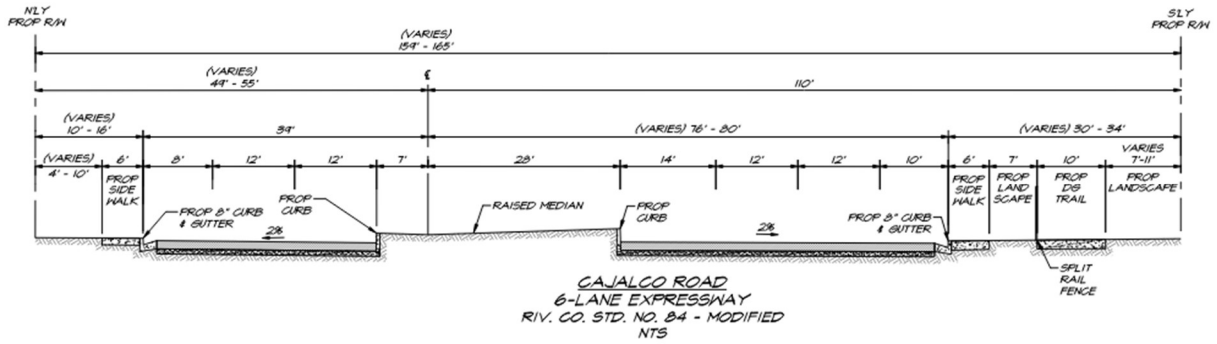
K-6 This comment includes aerial photographs of Cajalco Road and Seaton Avenue from the Cajalco Road Widening Project EIR. The commenter notes that the first two images are from sheet 4 of the EIR, while the last image is an enlargement of the same sheet, focusing on the Cajalco/Seaton intersection. This comment is acknowledged; no response is necessary.

K-7 The commenter states to use the email sent on September 3, 2024 at 7:43pm instead of using the email that was sent on September 3, 2024 at 12:12pm. This comment is acknowledged; no further response is necessary.

K-8 The commenter states that they appreciate the suggestion from the Case Planner to add more detail to their previous comments. This comment is acknowledged; no further response is necessary.

K-9 The commenter states that the improvements to westbound Cajalco Road west of Seaton Avenue should include: a parkway with sidewalk and trail space, a transition lane and taper for southbound-to-westbound turning vehicles from Seaton Avenue, and two through lanes. The commenter adds that these suggestions align with the "full width" improvement concept for Cajalco Road, as presented at the Community Outreach Meeting on August 21, 2024. As noted in the responses to Comments K-3

through K-5, the Project Applicant does not control the property along the northern side of Cajalco Road, and the Project only would be required to implement frontage improvements along the southern edge of Cajalco Road. The Project Applicant was directed to follow the planned improvements for the Cajalco Road Widening Project. As such, those improvements along with the Project's proposed improvements on the south side of Cajalco Road are depicted below; no further response is necessary.



K-10 The commenter states that the Northbound Seaton to eastbound turning lane should increase from one lane to two turning lanes setup while the second turning lane could be an option lane for through traffic as well. The commenter is referred to the response to Comment K-5. As noted therein, the Project's TA identifies the minimum improvements needed to achieve acceptable peak hour operations (as noted in Table 7-3 of the Project's TA). Implementation of improvements beyond those recommended by the Project's TA would not result in any improved intersection operations, and thus such improvements would not be required to be implemented by the Project. No further response is necessary.

K-11 The commenter notes that comments K-13 and K-14 are based on the Cajalco Road widening EIR, dated November 2021, which relies on a September 2011 traffic analysis that did not include any warehouse proposals. The commenter also mentions that these comments are informed by the Cajalco Commerce Center Traffic Analysis and the street improvements concept design announced at the Community Outreach Meeting on August 21, 2024. This comment is acknowledged; no further response is necessary.

K-12 The commenter states that they updated their review comments after consulting with Senior Civil Engineer Azan Junaid, who oversees the County's Cajalco Road Widening Project. This comment is acknowledged; no further response is necessary.

K-13 This comment includes a photo of the Cajalco Road and Seaton Avenue intersection. The commenter added handwritten notes on the photo, suggesting that corrections to the proposed plans for this intersection are necessary. The commenter is referred to the response to Comment K-5. As noted therein, the Project's TA identifies the minimum improvements needed to achieve acceptable peak hour operations (as noted in Table 7-3 of the Project's TA). Implementation of improvements beyond those recommended by the Project's TA would not result in any improved intersection operations,

and thus such improvements would not be required to be implemented by the Project. No further response is necessary. The commenter is referred to the response to Comment

K-14 The commenter states that the westbound improvements for Cajalco Road, west of Seaton Avenue, should include a 110-foot half right-of-way ultimate width, parkway provisions with curb/gutter sidewalks and trail space, one transition lane and taper for southbound to westbound turning vehicles from Seaton Avenue, and three through lanes instead of two. The commenter further states that these four suggestions align with the concept of "full width" improvements for Cajalco Road presented at the Community Outreach Meeting on August 21, 2024. The commenter also recommends that the northbound Seaton to eastbound turning lane be increased from one lane to two, with the second turning lane serving as an option for through traffic. This comment was received on September 9, 2024, after the public review period closed on September 4, 2024. The commenter is referred to the response to Comments K-3 through K-5 and K-9. As noted therein, the Project's TA identifies the minimum improvements needed to achieve acceptable peak hour operations (as noted in Table 7-3 of the Project's TA). Implementation of improvements beyond those recommended by the Project's TA would not result in any improved intersection operations, and thus such improvements would not be required to be implemented by the Project. No further response is necessary.

COMMENT LETTER L

Brady, Russell

From: Alan Sun <alansun89@gmail.com>
Sent: Friday, August 16, 2024 8:59 PM
To: Brady, Russell
Subject: Cajalco Commerce Center (Park) Project - Objection

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.

Hello,

I am the owner of the property at 22647 Cajalco Road Perris CA, 92570.

I do not approve or consent to the Cajalco Commerce Center project, specifically the park construction site. It intrusively borders my property due to the proximity. L-1

Ying (Alan) Sun
626-679-5129
alansun89@gmail.com

1

Letter L Response to Comment Letter from Alan Sun

L-1 The commenter states that they are the owner of the property at 22647 Cajalco Road, Perris, CA, and do not approve or consent to the Cajalco Commerce Center project, particularly the park construction site due to its proximity to their home. This comment is acknowledged, and the commenter's opposition to the Project will be considered by the Riverside County Planning Commission and Board of Supervisors during their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. As this comment does not identify any specific deficiencies with the DEIR's analysis of potential environmental effects, no revision to the DEIR is warranted pursuant to this comment.

Comment Letter M

Brady, Russell

From: Beto Domínguez <heribertor@icloud.com>
Sent: Sunday, September 1, 2024 10:49 PM
To: Brady, Russell
Subject: Concern About Cajalco Commerce Center

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.

To Whom It May Concern,
Hi, my name is Heriberto Dominguez and Elena Dominguez. My property is 19754 Anderson Rd Perris, Ca.
My number is 951-377-8981
The reason for this email is about the project, Cajalco Commerce Center, that is going to be built next to my property. I am really concerned about the project, it will bring many problems, such as noise that will disrupt mine and my families tranquility that we are used to, which is the main reason we bought this property. Noises of trucks, traffic, contamination, unfamiliar, strange people, and many more. The main reason is a park will attract more homelessness than before.
Overall, we would lose the peace in our family.
We demand a block concrete wall (8 ft) that will provide some privacy. We do not want a metal fence. We want the benefit of having access sewer, and public water on our property.
The park will have to be under control, 24/7 surveillance, security guards, and no loitering allowed

This is only to name a few of the many problems that will come.
Thank you so much for your attention and comprehension.

Sent from my iPhone

M-1

M-2

M-3

1

Letter M Response to Comments from Beto Dominguez

M-1 The commenter states that they are owners of the property at 19754 Anderson Road, Perris, CA. The commenter expresses concern about the Project being built next to their property, particularly with respect to potential noise disruption, increased traffic, contamination, and the presence of unfamiliar people. The commenter also expresses concern that the park associated with the Project may attract more homelessness than before. The commenter is referred to DEIR Subsections 4.9, *Hazards and Hazardous Materials*, and 4.13, *Noise*, which demonstrate that the Project's impacts due to hazardous materials and due to noise would be less than significant or would be reduced to less-than-significant levels with the implementation of mitigation measures. Although the issue of traffic congestion is not a topic addressed by CEQA, the commenter is referred to the Project's Traffic Analysis ("TA"; DEIR *Technical Appendix N2*), which identifies Project-related improvements, fee payments, and fair-share contributions, the implementation of which would ensure that all study area intersections operate at an acceptable Level of Service (LOS) D or better. The commenter's general opposition to the proposed Project is acknowledged, and will be considered by the Riverside County Planning Commission and Board of Supervisors during their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.

M-2 The commenter states that the proposed Project would disrupt their family's peace, and requests that the Project provide an 8- to 9-foot concrete wall for privacy in lieu of a metal fence. Additionally, the commenter requests access to sewer and public water on their property, and requests that the park be subject to 24/7 surveillance, with security guards and a strict no-loitering policy. The commenter's requests are noted and have been referred to the Project Applicant for consideration. From a CEQA compliance perspective, the requests are not required to be accommodated based on the environmental analyses conclusions. The commenter is referred to DEIR Subsection 4.13, *Noise*, which demonstrates that the Project's impacts due to noise, including noise from proposed park activities, would be less than significant or would be reduced to less-than-significant levels with the implementation of mitigation measures. Thus, mitigation requiring a noise attenuation wall instead of a fence at the proposed park site boundary is not needed to reduce operational noise impacts at the proposed park site because noise levels would be less than significant without a wall. Additionally, there is no evidence in the public record for the Project that the proposed public park would result in an increase in loitering activities. The park would be operated in a manner consistent with other recreational facilities under management by the Riverside County Parks and Open Space District (POSD), including restrictions on the hours of operation at the park. While the commenter's request for water and sewer connections is acknowledged, such improvements are not required to address any of the Project's significant impacts to the environment. As this comment does not identify any deficiencies with the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

M-3 The commenter states that these are just a few of the many problems that will arise and thanks the County for their attention and understanding. This comment is acknowledged; however, as this

comment does not identify any additional impacts not adequately addressed by the DEIR, no revision to the DEIR is warranted pursuant to this comment.

Comment Letter N

Brady, Russell

From: Franco Pacheco <franco.pacheco@yahoo.com>
Sent: Wednesday, September 4, 2024 11:52 PM
To: Brady, Russell; Planning; TLMA Planning Hearings
Subject: Cajalco commerce center draft EIR comments

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Hello ,

I am a community member in Mead Valley that is concerned with this project. Will this project address the increase truck traffic to the area and not just the areas of improvement in front of the warehouse? N-1

How will this project mitigate the air pollution noise, pollution, light pollution, and traffic pollution that will be produced by this project? N-2

This area is not zoned for industrial, it should not be rezoned for industrial. I was at the GPA amendment hearings for the planning commission when this project was brought up. If I recall correctly that advisory committee gave down a negative recommendation to not proceed with this project because of the obvious harms it will have to the community. The developer should look at an alternative projects that include commercial, small business and other community benefits instead of another warehouse in a community that is already suffering from the negative effects of the warehouse logistics boom. Allowing a rezone will put residents at risk just like we seen in San Bernardino and Bloomington to the point at which hundreds of homes and a school have been bulldoze to make way for a warehouse. N-3

The planning commission and the board of supervisors should deny this project based on this information and studies such as “a region in crisis” 2023 , and the American lung Association “state of the air report” 2024 and 2023. You can also reference Mark Takano‘s congressional district “state of air quality of the 39th congressional district “report which directly references warehouses as a major contributor to worsening air pollution, increase disease, increased asthma, and other negative effects. N-4

I also want to point out that the planning commissioners emails are not available on the county website, or are very hard to find. So please cc them to this email. Thank you. N-5

Franco Pacheco
92570
Sent from my iPhone

Letter N Response to Comment Letter from Franco Pacheco

N-1 The commenter states that they are a community member in Mead Valley and expresses concern about the Project and asks whether the Project will address the increase in truck traffic in the area, not just to the areas of improvement in front of the warehouse. Although the issue of traffic congestion is not a topic addressed by CEQA, the commenter is referred to the Project's Traffic Analysis ("TA"; DEIR *Technical Appendix N2*), which identifies Project-related improvements, fee payments, and fair-share contributions, the implementation of which would ensure that all study area intersections operate at an acceptable Level of Service (LOS) D or better. Thus, the Project would be required to implement improvements and contribute fees towards ultimate improvements needed to accommodate traffic in the local area.

N-2 The commenter states their concern about how the project will mitigate air pollution, noise pollution, light pollution, and traffic pollution that may be generated by the development. The commenter is referred to DEIR Subsections 4.1, *Aesthetics*, 4.3, *Air Quality*, and 4.13, *Noise*, which include extensive information regarding the Project's impacts due to lighting, air quality emissions, and noise, and identifies the mitigation measures that have been imposed on the Project to reduce the Project's impacts to the maximum feasible extent. Although the issue of traffic congestion is not a topic addressed by CEQA, the commenter is referred to the Project's TA (DEIR *Technical Appendix N2*), which identifies Project-related improvements, fee payments, and fair-share contributions, the implementation of which would ensure that all study area intersections operate at an acceptable LOS D or better. As this comment does not identify any deficiencies with the analyses presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

N-3 The commenter objects to the Project and its proposed Change of Zone and urges the applicant to consider alternative projects that would benefit the community, such as commercial spaces and small businesses. The commenter's preference for a different type of project is acknowledged and the commenter is referred to EIR Section 6.0, Alternatives, and particularly Subsection 6.3.2, No Project Existing Zoning Alternative, that analyzes a scenario of not implementing the proposed Change Zone. The commenter goes on to reference an unrelated project in the Bloomington community of unincorporated San Bernardino, opining that the proposed Project's impacts would be comparable to that other project. The comparison is noted, but CEQA does not require a comparative analysis to other projects with independent utility from the proposed Project in a different County with different environmental baseline conditions and circumstances. Last, the commenter notes that the Riverside County General Plan Advisory Committee (GPAC) did not express full support for the Project's Foundation General Plan Amendment Initiation request, which is noted. The GPAC is an advisory committee. The Project's FGPA request is required to be initiated by the County Board of Supervisors, which will take the GPAC recommendation under consideration as a part of its deliberations. As this comment does not identify any deficiencies with the DEIR's analysis of the Project's potential impacts to the environment, no further response is necessary.

N-4 The commenter states that the planning commission and the board of supervisors should deny the project based on information from studies such as "A Region in Crisis" (2023) and the American Lung Association's "State of the Air Report" (2023 and 2024). The commenter also references Mark Takano's congressional district report on air quality, which identifies warehouses as significant contributors to worsening air pollution, increased disease, and higher rates of asthma. The commenter is referred to the discussion and analysis presented in DEIR Subsection 4.3, *Air Quality*, which provides a comprehensive discussion of potential adverse impacts associated with air quality emissions. As this comment does not identify any deficiencies with the analysis presented, no revision to the DEIR is warranted pursuant to this comment. Notwithstanding, the commenter's general opposition to the proposed Project is acknowledged, and will be considered by the Riverside County Planning Commission and Board of Supervisors during their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project.

N-5 The commenter states that the planning commissioners' emails are not readily available on the County website or are difficult to locate, and requests that they be copied on this email. This comment is acknowledged. All comment letters received in response to the DEIR's 45-day public review period are included in the Project's administrative record, and the full administrative record, inclusive of this comment letter, will be made available to County decision makers, including the Planning Commission. No further response is necessary.

Comment Letter O

Brady, Russell

From: Karla Cervantes <karlacerv92@gmail.com>
Sent: Thursday, September 5, 2024 12:02 AM
To: Brady, Russell; TLMA Planning Hearings; Planning
Subject: Cajalco commerce center DEIR (draft environmental impact report)

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.

Hello. I am a resident of Mead Valley and am extremely concerned with this project. For one not enough community members were notified about this change, which is a massive change and a huge hit to the community because we desperately need commercial in this area to take land that was zoned for commercial use and have it be resigned for further industrial use that we do not need or want is very insulting to the community. O-1

The notices that were sent out to community members had the wrong email in which we could email the concerns we did mention and wanted this to be addressed at the planning Director hearing. So the people that might have been sending in things Didn't even have the correct email. O-2

This is just one of many projects that are going to continue to resume Zone land in Mead Valley to further establish more industrial warehouses and logistic centers in an area that is already struggling and has a crumbling infrastructure and cannot handle the trucks that are happening in our area right now. Because of the By logistic centers, more trucks are starting to use our residential roads now more than ever we do not have any protections in Mead Valley to mitigate this issue. O-3

Hillwood also Decided to invite specific community members on August 21, 2024 and are telling the community members that were there that they want to do so many great things for the community while at the same time not being transparent about the giant warehouse that will create more pollution. O-4

Also at the Mac meeting on September 4 They said the jobs that they would be bringing our hypothetical jobs. They don't know. The only ones they do know are the ones of the people who are going to be building the warehouse. O-5

We dont want more pollution in our area caused by warehouses. Please consider the affects this will have on community as far as traffic pollution, air pollution , Light pollution And harming our quality of life.
Thank you for your time and consideration O-6

Karla cervantes zipcode 9257"

1

Letter O Response to comment Letter from Karla Cervantes

O-1 The commenter states that they are a resident of Mead Valley and are concerned about the Project. The commenter states that not enough community members were notified about the Project and states that there is a need for commercial development in the area. The commenter also expresses opposition to the Project's proposed change of zone and expresses a preference for commercial uses in lieu of industrial uses. It should be noted that this comment letter was received on September 5, 2024, and the 45-day public review period for the Project's DEIR ended on September 4, 2024. It also should be noted that under existing conditions, only 4.7 acres of the Project site are designated for "Commercial Retail (CR)" land uses by the Riverside County General Plan, while the remaining +/- 60.3 acres of the site are planned for "Rural Community – Very Low Density Residential (RC-VLDR)" land uses. Notwithstanding, the commenter's objection to the Project's proposed warehouse use are acknowledged, and will be considered by the Riverside County Planning Commission and Board of Supervisors during their deliberations over whether to approve, conditionally approve, or deny approval of the proposed Project. No further response is necessary.

O-2 The commenter states that the notices sent to community members contained an incorrect email address for submitting concerns, and states that individuals who tried to express their concerns may not have been able to do so effectively. They request that this matter be addressed at the planning director's hearing. All existing residents within the County's required notification radius received a copy of the Project's Notice of Availability (NOA) form, dated July 19, 2024. As clearly stated on Page 2 of the NOA, "[a]ll comments should be sent to the Riverside County Planning Department, Attention: Russell Brady, Contract Planner, 4080 Lemon Street, 12th Floor, Riverside, CA 92501, or via email to rbrady@rivco.org." This contact information is correct; thus, contrary to the commenter's assertion, the NOA in fact did include the correct contact information for where comments on the DEIR may be sent.

O-3 The commenter states that this is just one of many projects that will continue to rezone land in Mead Valley for more industrial warehouses and logistics centers. The commenter expresses concern that the area is already struggling with poor infrastructure and cannot handle the current truck traffic. The commenter notes that the presence of logistics centers has led to increased use of residential roads by trucks, and mention that Mead Valley lacks protections to address this issue. This comment is acknowledged; however, as this comment is unrelated to the analysis of the Project's impacts to the environment, as presented in the DEIR, no revision to the DEIR is warranted pursuant to this comment.

O-4 The commenter states that Hillwood invited specific community members on August 21, 2024, claiming they want to do great things for the community, but the commenter expresses concern that Hillwood is not being transparent about the large warehouse project that will contribute to increased pollution. The commenter is referred to the Project's DEIR, which includes a full accounting of the Project and the Project's potentially significant environmental effects. As this comment does not

identify any deficiencies with the DEIR or its analysis of potential impacts to the environment that could result from Project implementation, no revision to the DEIR is warranted pursuant to this comment.

O-5 The commenter states that at the Municipal Advisory Council (MAC) meeting on September 4, it was mentioned that the jobs associated with the project are hypothetical, and the only confirmed jobs are those for the construction of the warehouse. This comment is acknowledged; however, as this comment does not identify any deficiencies with the DEIR or its analysis of potential impacts to the environment that could result from Project implementation, no revision to the DEIR is warranted pursuant to this comment.

O-6 The commenter states that they do not want more pollution in their area caused by warehouses, and urges consideration of the impacts the Project will have on the community regarding traffic, air pollution, and light pollution. The commenter concludes the letter by expressing gratitude for the time and consideration given to their concerns. The commenter is referred to DEIR Subsections 4.1, *Aesthetics*, and 4.3, *Air Quality*, which provide a full and complete analysis of the Project's potential impacts due to lighting and air quality emissions. Although the issue of traffic congestion no longer constitutes a significant environmental impact under CEQA, the commenter is referred to the Project's Traffic Analysis (TA) included as DEIR *Technical Appendix N2*, which identifies the Project's required improvements, fee contributions, and fair-share contributions, implementation of which would provide for adequate Level of Service (LOS) at all study area intersections. As this comment does not identify any deficiencies with the Project's DEIR, no revision to the DEIR is warranted pursuant to this comment.

F.3 ADDITIONS, CORRECTIONS, AND REVISIONS TO THE DEIR

Substantive changes made to the text, tables, and/or exhibits of the DEIR in response to public comments on the DEIR are itemized in Table F-2, *Errata Table of Additions, Corrections, and Revisions*. Additions are shown in Table F-2 as underline text and deletions are shown as ~~stricken~~ text. No corrections or additions made to the DEIR are considered substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines § 15088.5.

Table F-2 Errata Table of Additions, Corrections, and Revisions

Revised DEIR Page(s)	Section(s)	Additions, Corrections, and Revisions
S-27, S-30, S-31	Table S-1	The implementation stage for Mitigation Measures MM 4.5-2, MM 4.5-3, MM 4.5-7, and MM 4.5-8 have been revised to more accurately reflect the implementation requirements specified by the mitigation measures. These changes include the following: • Mitigation Measure 4.5-2: "During ground-disturbing activities and in the event that ~~human remains~~cultural resources are uncovered" • Mitigation Measure MM 4.5-3: "~~During ground-disturbing activities~~Prior to issuance of a grading permit" • MM 4.5-7: "Prior to Grading Permit final inspection and d~~D~~uring ground-disturbing activities" • MM 4.5-8: Prior to Grading Permit Final Inspection~~During ground-disturbing activities~~""
S-14 to S-15, 4.3-65	Table S-1, Subsection 4.3.7	In response to comments suggesting that the Project should promote zero-emissions technologies, Mitigation Measure MM 4.3-1 has been supplemented to require the provision of charging stations for Class 8 heavy-duty EV trucks, as follows: MM 4.3-1 The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. Additionally, a minimum of one (1) 160 Kilowatt charging station for use by Class 8 heavy-duty EV trucks including additional charging stations shall be installed in the truck docking areas of the proposed warehouse building prior to final building inspection for the building. In addition, and to facilitate the possible future installation of infrastructure that would charge the batteries that power the motors of electric-powered trucks, the following shall be installed: a. At Shell building permit, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. b. At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging

Table F-2 Errata Table of Additions, Corrections, and Revisions

Revised DEIR Page(s)	Section(s)	Additions, Corrections, and Revisions
		units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply.
S-15, 4.3-65 and 4.3-66	Table S-1 and subsection 4.3.7	In response to comments suggesting that the Project should promote zero-emissions technologies, Mitigation Measure MM 4.3-2 has been modified to require the provision of more electric vehicle infrastructure than is required under State law, as follows: MM 4.3-2 Prior to issuance of building permits for future uses on site, Riverside County shall verify that passenger car Electric Vehicle (EV) charging stations and designated carpool parking stalls ~~have been~~will be accommodated. For the Project's proposed warehouse building, a minimum of 18 spaces with Electric Vehicle Charging Stations (EVCSs) shall be accommodated, in addition to a minimum of 54 Electric Vehicle (EV) capable parking spaces, inclusive of the American with Disabilities Act (ADA) EV Van spaces and ADA EV standard spaces required by Title 24. In addition, a minimum of two (2) Level 2 chargers and one (1) Level 1 charging unit shall be installed at the proposed warehouse building. ~~per the provisions of the California Green Building Standards Code~~Additionally, a minimum of eight (8) Level 2 EV chargers shall be installed at the proposed park site. The Riverside County Building & Safety Department ~~and~~ shall verify that construction documents for the warehouse building ~~the plans~~ require that ~~each~~ the building be constructed with an adequately sized electrical panel(s) and conduit to accommodate ~~future~~ the required number of ~~EV~~ charging stations, inclusive of future charging stations that may be installed at the EV capable spaces ~~at a minimum of 5 percent of the passenger car parking spaces~~.
S-17, S-18, S-19, 4.3-67, 4.3-68	Table S-1 and Subsections 4.3.7 and 4.3.8	In response to comments received on the DEIR, Mitigation Measure MM 4.3-6 (e), related to the Riverside County Board of Supervisors Policy F-3 ("Good Neighbor Policy") regarding truck idling, has been revised to ensure that on-site truck idling durations (including from TRUs) align with the assumptions used in the Project's HRA modeling. MM 4.3-6(e) has been revised as follows: e. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks that do not include Transport Refrigeration Units (TRUs) to restrict idling to no more than ~~five~~ three minutes; 3) instructions for drivers of diesel trucks that include TRUs to restrict idling to a maximum of 30 minutes; and ~~3~~4) telephone numbers of the building facilities manager and CARB to report violations.

Table F-2 Errata Table of Additions, Corrections, and Revisions

Revised DEIR Page(s)	Section(s)	Additions, Corrections, and Revisions
S-15, 4.3-67	Table S-1 and Subsections 4.3.7 and 4.3.8	Mitigation Measure MM 4.3-4, as outlined in DEIR subsection 4.3.7, has been revised in response to comments requesting that all heavy-duty trucks serving the Project be zero-emission. The updated measure is as follows: MM 4.3-4 In order to promote alternative fuels, and help support lower air pollutants associated with truck fleets, the developer/successor-in-interest shall provide building occupants with information related to SCAQMD's Carl Moyer Program, CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and/or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency's SmartWay program.
S-19, 4.3-68, 4.3-69	Table S-1 and Subsections 7.3.7 and 7.3.8	In response to comments received on the DEIR concerning trucks traveling through sensitive areas, Mitigation Measure MM 4.3-8 has been added as follows: MM 4.3-8 Prior to issuance of building permits, Riverside County shall ensure that the building plans include a note requiring the posting of signage directing all Project-related truck traffic to utilize Seaton Avenue and Cajalco Road/Cajalco Expressway to access the Interstate 215 freeway. Prior to final building inspection, the County shall verify that the required signage has been posted. The requirement to utilize Seaton Avenue and Cajalco Road/Cajalco Expressway to access these facilities also shall be specified in future lease or sales agreements issued to prospective tenants.
4.4-1, 4.4-2, 4.4-10, 4.4-12, 4.4-26 and 4.4-27, 4.4-32, 4.4-35 through 4.4-42, Table 4.4-1, Table 4.4-2, Table 4.4-3, and Table 4.4-4	Subsection 4.4	Subsection 4.4, *Biological Resources*, was revised to reflect the Project's Final Determination of Biological Equivalent or Superior Preservation (DBESP), dated ~~November 2024~~March 2024 and included as *Technical Appendix D2* to the Project's Final EIR. Revisions were made to reflect the proposed long-term conservation of 2.00 acres of avoidance and buffer area for on-site riparian/riverine resources that previously were assumed to be impacted by the Project, and to incorporate minor changes in the acreage of vegetation communities/land use types present on site. Revisions also incorporate minor technical refinements based on the final March 2025 Biological Resources Assessment (BRA) and DBESP. Revisions include the following: • Table 4.4-1, *Summary of On-Site Vegetation/Land Use Types*, was revised to change the title of the table to "Summary of Study Area Vegetation/Land Use Types," and to revise the acreage of Disturbed/Developed areas from 52.09 acres to 50.85 acres; to revise the acreage of Non-native Grassland from 29.48 acres to 28.80 acres; and to revise the acreage of Disturbed Southern Willow Scrub habitat

Table F-2 Errata Table of Additions, Corrections, and Revisions

Revised DEIR Page(s)	Section(s)	Additions, Corrections, and Revisions
		from 0.21-acre to 0.19-acre. Text related to Table 4.4-1 was updated to reflect these minor acreage changes. • Table 4.4-2, *Summary of State and Federal Jurisdictional Areas*, was modified to change the areas on-site subject to RWQCB jurisdiction from 0.057-acre to 0.085-acre for Drainage A and from 0.003-acre to 0.005-acre for Tributary A-1, and to revise the acreage of jurisdictional areas subject to CDFW jurisdiction from 0.27 to 0.275 for Drainage A and from 0.003 to 0.005 for Tributary A-1. The total acreage of RWQCB jurisdiction increased from 0.06-acre to 0.09-acre, while the total acreage of CDFW areas increased from 0.27-acre to 0.28-acre. Text related to Table 4.4-2 was updated to reflect these minor acreage changes. • The discussion of Project consistency with MSHCP Section 6.1.2 in EIR subsection 4.4.4 under the discussion of Threshold a. has been revised to reflect the proposed avoidance of 2.00 acres of riparian/riverine habitat and upland buffer area. Specifically, impacts decreased from 0.27-acre of impacts to riparian/riverine habitat to 0.05-acre acre of riverine impact. This section also was revised to describe the mitigation required pursuant to revised Mitigation Measure MM 4.4-1 (as described below). • The discussion of Project impacts to riparian habitat and other sensitive communities under the analysis of Threshold e. in EIR Subsection 4.4 has been revised to reflect the proposed avoidance of 0.23-acre of riparian/riverine habitat and a 1.77-acre buffer area. Specifically, the analysis now indicates the Project would impact 12.94 acres of the 14.94-acre park site, rather than impacting the full 14.94-acre park site as was assumed in the Draft EIR. The text also was modified to reflect the minor changes to the acreage of vegetation communities (as described above for the revisions to Table 4.4-1). In addition, the analysis of Threshold e. was revised to reflect the change of acreage in impacts to areas considered jurisdictional by the RWQCB and/or CDFW. These changes include a reduction in impacts to RWQCB jurisdictional areas from 0.06-acre to 0.05-acre, and to reflect a reduction in impacts to CDFW jurisdictional areas from 0.27-acre to 0.05-acre. • Table 4.4-3, *Regional Board Jurisdictional Waters*, was revised to reflect a reduction in Project impacts to RWQCB jurisdictional areas from 0.06-acre to 0.05-acre, and corresponding text was updated accordingly. • Table 4.4-4, *CDFW Jurisdictional Waters*, was revised to reflect a reduction in Project impacts to CDFW jurisdictional areas from 0.27-acre to 0.05-acre, and corresponding text was updated accordingly. • EIR Subsection 4.4.5, *Cumulative Impact Analysis*, was updated to reflect the revisions discussed above. • EIR Subsection 4.4.6, *Significance of Impacts Before Mitigation*, was revised to reflect the revisions discussed above.
S-20 through S-22, 4.4-43 through 4.4-	Table S-1 and Subsections	Mitigation Measure MM 4.4-1 has been revised to account for the possibility that there may not be any mitigation credits available at the Riverpark Mitigation Bank or other approved mitigation bank, and to reflect the Project's Final Determination of Biological Equivalent

Table F-2 Errata Table of Additions, Corrections, and Revisions

Revised DEIR Page(s)	Section(s)	Additions, Corrections, and Revisions
45, 4.4-46 through 4.4-48	4.4.7 and 4.4.8	or Superior Preservation (DBESP), dated November 2024 and included as *Technical Appendix D2* to the Project's Final EIR. The updated mitigation measure is as follows: MM 4.4-1 Prior to final grading inspection for the proposed public park site, a conservation easement shall be recorded over the 0.23-acre of preserved riparian/riverine habitat on site in addition to a 1.77-acre upland buffer area, providing for the permanent conservation of approximately 2.00 acres of the Project site. In addition, ~~P~~prior to issuance of grading permits affecting the southern 14.93 acres of the Project site that are proposed for development with a public park, the Project Applicant shall compensate for permanent impacts to 0.056-acre (350~~985~~ linear feet) of RWQCB jurisdiction, 0.05~~27~~-acre (350 linear feet) of CDFW jurisdiction, and 0.05~~27~~-acre of MSHCP Section 6.1.2 Riparian/Riverine resources in accordance with the Project's Determination of Biologically Equivalent or Superior Preservation (DBESP), dated ~~May 2024~~March 2025. The Project's DBESP requires the purchase of re-establishment and/or establishment mitigation credits through the Riverpark Mitigation Bank and/or other approved mitigation bank consisting of re-establishment and/or establishment credits. However, if no re-establishment and/or establishment credits are available, then impacts to 0.05-acre of riverine habitat shall instead be mitigated through the purchase of rehabilitation credits at a minimum 2:1 ratio. In the event that mitigation credits are purchased, the Project Applicant shall provide Riverside County with proof of purchase prior to issuance of a grading permit. In the event that no mitigation credits are available at the Riverpark Mitigation Bank or other approved mitigation banks, then impacts to 0.05-acre (350 linear feet) of RWQCB jurisdiction, 0.05-acre (350 linear feet) of CDFW jurisdiction, and 0.05-acre of MSHCP Section 6.1.2 Riparian/Riverine resources shall be mitigated through the management (removal of non-native woody plant species) of 0.23-acre of the riparian/riverine habitat that would be located within the on-site conservation easement, as this habitat currently supports invasive plant species that undermine the quality of the existing riparian/riverine habitat. The required 2.00-acre conservation easement area shall include the existing streambed, which is located at a topographic low spot on the property, and the immediate surrounding habitat which consists of rocky outcrops and disturbed Riversidean sage scrub habitat. Further, the DBESP requires preparation of a Habitat Mitigation Monitoring and Reporting Program (HMMRP) to describe the activities required to implement and maintain the mitigation required to compensate for permanent impacts to 0.05-acre of the on-site drainage features. If the on-site enhancement option is selected, the DBESP shall be updated through

Table F-2 Errata Table of Additions, Corrections, and Revisions

Revised DEIR Page(s)	Section(s)	Additions, Corrections, and Revisions
		an addendum submitted prior to grading permit issuance. The addendum shall include the required HMMRP, maps of the mitigation area, conservation easement provisions, and long-term funding commitments, in accordance with the MSHCP and applicable agency requirements. Prior to the issuance of grading permits for the public park site, the required HMMRP shall be subject to review and approval by the Riverside County Environmental Programs Department (EPD), the Western Riverside Conservation Agency (RCA), the United States Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFW), and the Santa Ana Regional Water Quality Control Board (RWQCB). As part of the required HMMRP, and also prior to issuance of grading permits, the Project Applicant shall establish a non-wasting endowment for the long-term management of the conservation easement, where management would occur beyond the requirements described in MSHCP Chapter 5, *Management and Monitoring*. Prior to issuance of grading permits, Riverside County shall review the approved HMMRP to ensure that all Project Applicant responsibilities as identified by the HMMRP have been or would be completed to the satisfaction of EPD, RCA, USFWS, CDFW, and/or RWQCB. ~~mitigation through the purchase of mitigation credits at the Riverpark Mitigation Bank and/or other approved mitigation bank (i.e., Skunk Hollow), or combination thereof at a minimum ratio of 3:1. Preservation credits would be purchased out of the Skunk Hollow Mitigation bank if no other mitigation credits are available at a 4:1 ratio. Prior to issuance of grading permits affecting the southern 14.93 acres, the Project Applicant shall provide the Riverside County Environmental Programs Department (EPD) and the Riverside County Planning Department with evidence (e.g., receipts) demonstrating that the required mitigation credits have been purchased from the Riverpark Mitigation Bank and/or other approved mitigation bank.~~ In addition, the discussion of significance after mitigation in EIR subsection 4.4.8 has been revised for Thresholds a., e., and f. to reflect the revisions to Mitigation Measure MM 4.4-1, as follows: Threshold a.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would ensure that Project impacts to 0.0527-acre of MSHCP ~~riparian/~~riverine areas would be mitigated in accordance with the Project's DBESP (EIR *Technical Appendix D2*). As required by the Project's DBESP, the Project Applicant would place a conservation easement over approximately 2.00 acres of the park site, which would include 0.23-acre of riparian/riverine habitat as well as a 1.77-acre upland buffer area. To mitigate the Project's impacts to 0.05-acre of riverine resources, Mitigation Measure MM 4.4-1 requires the Project Applicant to purchase re-establishment and/or establishment mitigation credits from the Riverpark Mitigation Bank or other approved mitigation

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		bank at a minimum 1:1 ratio. However, if no re-establishment and/or establishment credits are available, Mitigation Measure MM 4.4-1 requires that impacts to 0.05-acre of riverine habitat shall instead be mitigated through the purchase of rehabilitation credits at a minimum 2:1 ratio. In the event that no mitigation credits are available at the Riverpark Mitigation Bank or other approved mitigation banks, then Mitigation Measure MM 4.4-1 requires that impacts to 0.05-acre (350 linear feet) of RWQCB jurisdiction, 0.05-acre (350 linear feet) of CDFW jurisdiction, and 0.05-acre of MSHCP Section 6.1.2 Riparian/Riverine resources shall be mitigated through the management (removal of non-native woody plant species) of the 0.23-acre of the riparian/riverine habitat that would be located within the on-site conservation easement, as this habitat currently supports invasive plant species that undermine the quality of the existing riparian/riverine habitat. In the event that no mitigation credits are available, the mitigation further requires the preparation and implementation of an HMMRP and the establishment of a non-wasting endowment to ensure long-term preservation of the 2.00-acre avoidance area. Implementation of any of the alternatives allowed by Mitigation Measure MM 4.4-1 would fully compensate for Project impacts to 0.05-acre impacts to riparian/riverine habitat, and would reduce Project impacts to 0.05-acre of riparian/riverine habitat to less-than-significant levels. ~~at a minimum 3:1 ratio through the purchase of mitigation credits from the Riverpark Mitigation Bank and/or other approved mitigation bank (i.e., Skunk Hollow). Preservation credits would be purchased out of the Skunk Hollow Mitigation bank if no other mitigation credits are available at a 4:1 ratio. With implementation of the required mitigation, the Project would be consistent with Volume I, Section 6.1.2 of the MSHCP, and impacts would be reduced to less than significant levels.~~ Implementation of Mitigation Measure MM 4.4-2 would ensure that measures are incorporated into the Project's construction phase to preclude significant construction-related nighttime lighting impacts affecting potential future conservation areas near the proposed on-site public park, and would reduce the Project's potential conflict with Section 6.1.4 of the MSHCP to less-than-significant levels. Implementation of Mitigation Measure MM 4.4-3 would ensure that appropriate pre-construction surveys are conducted prior to ground disturbing activities, and also requires preparation and implementation of a Burrowing Owl Management Plan (if required), in accordance with MSHCP Objective 6 for the burrowing owl. With implementation of the required mitigation, Project impacts to the burrowing owl would be reduced to below a level of significance, thereby ensuring Project consistency with MSHCP Section 6.3.2. Threshold e.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would ensure that Project impacts to 0.0527-acre of MSHCP riparian/riverine areas would be mitigated in accordance with the Project's DBESP (EIR *Technical Appendix D2*). As required by the Project's DBESP, the Project Applicant would place a conservation easement over approximately 2.00 acres of the park site, which would include 0.23-acre of riparian/riverine habitat as well as a 1.77-acre upland buffer area. To mitigate the Project's impacts to 0.05-acre of riverine resources, Mitigation Measure MM 4.4-1 requires the Project Applicant to purchase re-establishment and/or establishment

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		mitigation credits from the Riverpark Mitigation Bank or other approved mitigation bank at a minimum 1:1 ratio. However, if no re-establishment and/or establishment credits are available, Mitigation Measure MM 4.4-1 requires that impacts to 0.05-acre of riverine habitat shall instead be mitigated through the purchase of rehabilitation credits at a minimum 2:1 ratio. In the event that no mitigation credits are available at the Riverpark Mitigation Bank or other approved mitigation banks, then Mitigation Measure MM 4.4-1 requires that impacts to 0.05-acre (350 linear feet) of RWQCB jurisdiction, 0.05-acre (350 linear feet) of CDFW jurisdiction, and 0.05-acre of MSHCP Section 6.1.2 Riparian/Riverine resources shall be mitigated through the management (removal of non-native woody plant species) of the 0.23-acre of the riparian/riverine habitat that would be located within the on-site conservation easement, as this habitat currently supports invasive plant species that undermine the quality of the existing riparian/riverine habitat. In the event that no mitigation credits are available, the mitigation further requires the preparation and implementation of an HMMRP and the establishment of a non-wasting endowment to ensure long-term preservation of the 2.00-acre avoidance area. Implementation of any of the alternatives allowed by Mitigation Measure MM 4.4-1 would fully compensate for Project impacts to 0.05-acre impacts to riparian/riverine habitat, and would reduce Project impacts to 0.05-acre of riparian/riverine habitat to less-than-significant levels. Implementation of any of the alternatives allowed by Mitigation Measure MM 4.4-1 would fully compensate for Project impacts to ~~at a minimum 3:1 ratio through the purchase of mitigation credits from the Riverpark Mitigation Bank and/or other approved mitigation bank (i.e., Skunk Hollow). Preservation credits would be purchased out of the Skunk Hollow Mitigation bank if no other mitigation credits are available at a 4:1 ratio. Implementation of the required mitigation would reduce the Project's impacts to~~ 0.056-acre (350~~985~~ linear feet) of RWQCB jurisdiction, 0.0527-acre (350 linear feet) of CDFW jurisdiction ~~(inclusive of 0.21-acre of disturbed southern willow scrub)~~, and 0.0527-acre of MSHCP Section 6.1.2 Riparian/Riverine resources to less-than-significant levels. Threshold f.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.4-1 would ensure that Project impacts to 0.056-acre (350~~985~~ liner feet) of RWQCB jurisdictional areas and 0.0527-acre (350~~985~~ linear feet) of CDFW jurisdiction are mitigated in accordance with the Project's DBESP (EIR *Technical Appendix D2*). As required by the Project's DBESP, the Project Applicant would place a conservation easement over approximately 2.00 acres of the park site, which would include 0.23-acre of riparian/riverine habitat as well as a 1.77-acre upland buffer area. To mitigate the Project's impacts to 0.05-acre of riverine resources, Mitigation Measure MM 4.4-1 requires the Project Applicant to purchase re-establishment and/or establishment mitigation credits from the Riverpark Mitigation Bank or other approved mitigation bank at a minimum 1:1 ratio. However, if no re-establishment and/or establishment credits are available, Mitigation Measure MM 4.4-1 requires that impacts to 0.05-acre of riverine habitat shall instead be mitigated through the purchase of rehabilitation credits at a minimum 2:1 ratio. In the event that no mitigation credits are available at the Riverpark Mitigation Bank or

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		other approved mitigation banks, then Mitigation Measure MM 4.4-1 requires that impacts to 0.05-acre (350 linear feet) of RWQCB jurisdiction, 0.05-acre (350 linear feet) of CDFW jurisdiction, and 0.05-acre of MSHCP Section 6.1.2 Riparian/Riverine resources shall be mitigated through the management (removal of non-native woody plant species) of the 0.23-acre of the riparian/riverine habitat that would be located within the on-site conservation easement, as this habitat currently supports invasive plant species that undermine the quality of the existing riparian/riverine habitat. In the event that no mitigation credits are available, the mitigation further requires the preparation and implementation of an HMMRP and the establishment of a non-wasting endowment to ensure long-term preservation of the 2.00-acre avoidance area. Implementation of any of the alternatives allowed by Mitigation Measure would fully compensate for Project impacts ~~at a minimum 3:1 ratio through the purchase of mitigation credits from the Riverpark Mitigation Bank and/or other approved mitigation bank (i.e., Skunk Hollow). Preservation credits would be purchased out of the Skunk Hollow Mitigation bank if no other mitigation credits are available at a 4:1 ratio. Implementation of the required mitigation would reduce the Project's impacts~~ to 0.056-acre of RWQCB jurisdiction and 0.0527-acre of CDFW jurisdiction to less-than-significant levels.
S-37 and S-38, and 4.8-36 and -37	Table S-1, Subsections 4.8.7 and 4.8.8	In order to ensure that the Project's proposed warehouse building and recreational building accommodate the maximum feasible amount of on-site renewable energy production, Regulatory Requirement RR 4.8-1 has been changed to Mitigation Measure MM 4.8-2, and has been modified to require the maximum feasible number of solar panels on site. It should be noted the current version of Title 24, which imposes requirements similar to what is required by Riverside County Climate Action Plan (CAP) measure R2-CE1, requires the provision of only 114.4 Kilowatts (0.1144 Megawatts) of on-site renewable energy production; thus, the revisions made to Mitigation Measure MM 4.8-2 would ensure that the proposed warehouse building accommodates solar panels sufficient to generate 0.5 Megawatts of energy on site, or roughly more than four times what is required under Title 24; and further would ensure that the recreation building has the maximum number of solar panels as is feasible, even though CAP Measure R2-CE1 does not require the provision of on-site renewable energy production for buildings smaller than 100,000 s.f. in size. Revisions to Mitigation Measure MM 4.8-2 (formerly Regulatory Requirement RR 4.8-1) are as follows: MM 4.8-2 ~~Pursuant to~~ In order to demonstrate compliance with Riverside County Climate Action Plan Update Measure R2-CE1, prior to issuance of building permits for the proposed warehouse building, the Riverside County Building & Safety Department shall review the building permit application materials to ensure that the plans require the provision of the minimum number of solar panels on the roof of the proposed warehouse building as necessary to generate 0.5 Megawatts of power. The plans shall be accompanied by calculations demonstrating that the number of solar panels depicted on the plans are sufficient to generate the required 0.5 Megawatts. In addition, prior to issuance of building permits for the proposed recreational building within the park site, the Riverside County

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		Building & Safety Department shall review the building permit application materials to ensure that the maximum number of solar panels have been accommodated on the roof of the proposed recreational building, given applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to final building inspection for the warehouse building and recreational building, the Riverside County Building & Safety Department shall ensure that the required solar panels have been installed and are operational. ~~future implementing building permits that involve more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development shall be required to offset the energy demand through renewable energy production. Renewable energy production shall be onsite generation of at least 20% of energy demand for commercial, office, industrial or manufacturing development.~~ In addition, the conclusion statements for Thresholds a. and b. in EIR subsection 4.8.8 have been revised to include a reference to (new) Mitigation Measure MM 4.8-2.
1-3, 2-5, 3-2, 4.1-5, 4.1-6, 4.11-1, 4.2-1	Subsections 1.2, 2.3, 3.3, 4.1.1, 4.11-1, and 4.21.1	In response to comments received on the DEIR, revisions to the description of the MWD fee-owned parcel have been made on pages 1-3, 2-5, 3-2, 4.1-5, 4.1-6, 4.11-1, and 4.21-1 as follows: Page 1-3: Property ~~controlled~~ owned by Metropolitan Water District (MWD) separates the proposed warehouse site from the proposed public park site. Page 2-5: To the north of the southern 14.93 gross acres of the Project site is a~~n undeveloped~~ utility corridor with a subterranean aqueduct owned by Metropolitan Water District of Southern California (MWD) ~~containing a subsurface aqueduct~~, beyond which are the northern portions of the Project site and undeveloped lands. Page 3-2: a~~n undeveloped~~ parcel owned by Metropolitan Water District (MWD) that consists of a developed utility corridor with a subterranean aqueduct, the southern portion of the Project site, a Buddhist temple (Huong Sen Buddhist Temple), an existing residence, several ancillary structures, and outdoor storage to the south; and undeveloped lands to the west. Page 4.1-5, Site Photograph 2: An existing access road associated with the existing MWD ~~easement~~ fee-owned parcel that is located between the northern and southern portions of the Project site is visible in the central portion of the photo, and consists of a fully disturbed dirt roadway with a variety of low-lying ruderal vegetation occurring to the north and south of the access road. Page 4.1-5 Site Photograph 3: In the foreground, the existing dirt access road associated with the MWD fee-owned parcel ~~easement~~ is visible in the right portion of the photo, while Decker Road is visible in the left portion of the photo as an unpaved dirt roadway.

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		Page 4.1-6 Site Photograph 6: Site photograph 6 was taken from the northeast corner of the southern 14.93 acres of the Project site, looking southwest. In the foreground of the photo is the existing dirt access roadway associated with the existing MWD fee-owned parcel~~easement~~ Page 4.11-1: To the north of the southern 14.93 gross acres of the Project site is a~~n un~~developed utility corridor with subterranean aqueduct owned by Metropolitan Water District of Southern California (MWD), beyond which are the northern portions of the Project site and undeveloped lands. Page 4.21-1: The Project site is located in the unincorporated Mead Valley community of western Riverside County. The northern 50.04 gross acres of the Project site (proposed warehouse uses) are located south of Cajalco Road, west of Seaton Avenue, east of Decker Road, and north of an existing Metropolitan Water District (MWD) fee-owned parcel~~easement~~. The southern 14.93 gross acres of the Project site (proposed park site) are located both east and west of Decker Road and south of the MWD fee-owned parcel~~easement~~.
3-8	3.5.3 (Figure 3-3)	Minor revisions have been incorporated into the Project's Plot Plan site plan for the northern portions of the Project site to address comments from County staff. Accordingly, EIR Figure 3-3 has been updated to reflect the following changes: • The number of power poles has been updated, but did not affect the Project's limits of physical disturbance as evaluated in the DEIR. • Revisions were incorporated to address minor changes to the cross-section for Decker Road, including limiting the permanent improvements to 100 feet, revising the drainage swale, revisions the drainage easement area, changes to the proposed sidewalk, and removal of a landscaped area that was determined to no longer be necessary. These revisions did not affect the Project's limits of physical disturbance as evaluated in the DEIR. • A bus turnout location along Cajalco Road was added, but did not affect the Project's limits of physical disturbance as evaluated in the DEIR. • Minor revisions were made to the intersection striping layouts, which also did not affect the Project's limits of physical disturbance as evaluated in the DEIR. • Storm drain sizing was updated for facilities transporting flows from the western park channel. The design evaluated in the DEIR included a 48-inch line stemming from the channel, while the revised design utilizes dual 36-inch pipes (refer also to the discussion of revisions to DEIR Figure 3-6). These changes did not affect the Project's limits of physical disturbance as evaluated in the DEIR
3-15	3.5.3.E (Figure 3-8)	The cross-section for Decker Road has been updated to address comments from County staff. The revisions include a reduction in permanent improvements to 100 feet, a revised drainage swale, adjustments to the drainage easement area, changes to proposed sidewalks, and the removal of landscaped area along the western side of the road that was determined

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		to no longer be necessary. These changes did not affect the Project's limits of physical disturbance as evaluated in the DEIR
3-18	3.5.3.F (Figures 3-9 and 3-10)	The Project's conceptual landscape plans were updated to reduce proposed improvements along Decker Road. The revisions include a reduction in permanent improvements to 100 feet, a revised drainage swale, adjustments to the drainage easement area, changes to proposed sidewalks, and the removal of landscaped area along the western side of the road that was determined to no longer be necessary. These changes did not affect the Project's limits of physical disturbance as evaluated in the DEIR
4.5-28	4.5	The following introductory paragraph was added to introduce the mitigation measures in DEIR Subsection 4.8. The County shall require compliance with the following mitigation measures with respect to historic and archaeological resources. It should be noted that in February 2025, the Pechanga and Soboba tribes provided additional recommendations to the County that are considered confidential and are not included in the mitigation measures below. The County will carefully consider the recommendations and the feasible recommendations will be addressed in the Cultural Resource Monitoring Program (CRMP) that is required by Mitigation Measure MM 4.5-2 prior to the issuance of a grading permit.
4.8-6	4.8.1.B	Figure 4.8-1 in DEIR Subsection 4.8 was mislabeled and has been corrected as follows: **Figure 4.8-1 ~~Global Warming Potential and Atmospheric Lifetime of Select GHGs~~Summary of Projected Global Warming Impact, 2070-2099**
Technical Appendix J1	N/A	The sizing of proposed storm drainage facilities in the Project's Hydrology Study (EIR *Technical Appendix J1*) have been updated for facilities transporting flows from the western park channel. The previous design had a 48-inch line stemming from the channel, while the new design utilizes dual 36-inch pipes. These changes did not affect the Project's limits of physical disturbance as evaluated in the DEIR
Technical Appendix R	N/A	The Project's Fire Protection Plan (EIR *Technical Appendix R*) has been updated to remove fuel management from riparian areas associated with the stream in the southeastern portion of the proposed park site. As these areas occur more than 400 feet from the proposed recreational building, which is the only structure proposed in the park site, this change did not affect the DEIR's analysis of potential impacts due to wildfire hazards. Additionally, because this change reduced the extent of the Project's physical impacts due to fuel management areas, this change results in a reduction in the Project's impacts as compared to what was evaluated and disclosed by the DEIR.

F.4 No Recirculation of the Draft 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.

S.0 EXECUTIVE SUMMARY

S.1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code Section 21000, *et seq.* requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Draft Environmental Impact Report (EIR), having California State Clearinghouse (SCH) No. 2023060799, was prepared in accordance with CEQA Guidelines Article 9, §§ 15120-15132 to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed Project, which herein consists of a Foundation Component General Plan Amendment (GPA No. 240005), Change of Zone (CZ 2200062), Plot Plan (PPT 220050), and Tentative Parcel Map (TPM 38601), which are collectively referred to herein as the "Project" or "proposed Project." This EIR does not recommend approval or denial of the proposed Project; rather, this EIR is a source of factual information regarding potential impacts that the Project may cause to the physical environment. The Draft EIR will be available for public review for a minimum period of 45 days. After consideration of public comment, the County of Riverside will consider certifying the Final EIR and adopting required findings.

This Executive Summary complies with CEQA Guidelines Section 15123, "Summary." This EIR includes a description of the proposed Project and evaluates the physical environmental effects that could result from Project implementation. The County of Riverside determined that the scope of this EIR should cover 21 subject areas. The scope includes all of the subject areas listed in Appendix G to the CEQA Guidelines and in consideration of public comment received by the County in response to this EIR's Notice of Preparation (NOP) and during a publicly-noticed Scoping Session, which occurred on July 24, 2023. The NOP, and written comments received by the County in response to the NOP, are attached to this EIR as *Technical Appendix A*. In consideration of public comment on the NOP, the 21 environmental subject areas that could be reasonably and significantly affected by planning, constructing, and/or operating the proposed Project are analyzed herein, including:

1. Aesthetics
2. Agriculture and Forestry Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Energy
7. Geology and Soils
8. Greenhouse Gas Emissions
9. Hazards and Hazardous Materials
10. Hydrology and Water Quality
11. Land Use and Planning
12. Mineral Resources
13. Noise
14. Paleontological Resources
15. Population and Housing
16. Public Services
17. Recreation
18. Transportation
19. Tribal Cultural Resources
20. Utilities and Service Systems
21. Wildfire

Refer to EIR Section 4.0, Environmental Analysis, for a full account and analysis of the subject matters listed above. For each of the aforementioned subject areas, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was filed with the California State Clearinghouse (June 30, 2023); 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that would reduce or avoid significant adverse environmental impacts that the proposed Project may cause. A summary of the proposed Project's significant environmental impacts and the mitigation measures imposed by the County of Riverside on the Project to lessen or avoid those impacts is included in this Executive Summary as Table S-1, *Mitigation Monitoring and Reporting Program*. The County of Riverside applies mitigation measures that it determines: 1) are feasible and practical for project applicants to implement; 2) are feasible and practical for the County of Riverside to monitor and enforce; 3) are legal for the County to impose; 4) have an essential nexus to the Project's impacts; and 5) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to impose mitigation measures that are duplicative of mandatory regulatory requirements.

This EIR also discusses alternatives to the proposed Project. Alternatives are described that would attain most of the Project's objectives while avoiding or substantially lessening the proposed Project's significant adverse environmental effects. A discussion of Project alternatives is found in Section 6.0, *Alternatives*.

S.2 PROJECT SYNOPSIS

S.2.1 LOCATION AND REGIONAL SETTING

The 64.97-acre Project site is located within the western portion of Riverside County. Figure 2-1, *Regional Map*, in this document depicts the Project site's location within the regional vicinity. As shown, Riverside County abuts San Bernardino County to the north; Orange County to the west; and San Diego and Imperial Counties to the south. As depicted in Figure 2-2, *Vicinity Map*, the Project site is within the Mead Valley Area Plan (MVAP) of unincorporated Riverside County. More specifically, and as depicted in Figure 2-2, the Project site comprises two noncontiguous properties, generally located at the southwest corner of Cajalco Road and Seaton Avenue. Specifically, the northern 50.04 gross acres of the Project site are located south of Cajalco Road, west of Seaton Avenue, east of Decker Road, and north of a Metropolitan Water District (MWD) fee-owned property. The southern 14.93 gross acres of the Project site are located both east and west of Decker Road, and south of the MWD fee-owned property. The Project site encompasses Assessor's Parcel Numbers (APNs) 317-080-(003 through 008, 013, 014, 019 through 023, and 027 through 029) and 317-090-(002 through 008).

S.2.2 PROJECT OBJECTIVES

The underlying purpose and goal of the proposed Project is to accomplish the development of underutilized property in the unincorporated community of Mead Valley with a public park as well as an economically viable, employment-generating use that supports various aspects of the SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; also referred to as "Connect SoCal") related to the facilitation of goods movement and the generation of local employment opportunities that can

reduce the need for long commutes to and from work. The following objectives are intended to achieve these underlying purposes:

A. To serve the recreational needs of the local Mead Valley community by developing a public park that includes a variety of amenities, such as play fields, hard surface sport courts, playground, and walking paths.

B. To diversify the mix of uses in the Mead Valley community of Riverside County to support the growing goods movement supply chain.

C. To develop supply chain uses in close proximity to designated truck routes and the State highway system to avoid or shorten vehicular trip lengths on other roadways.

D. To expand economic development, facilitate job creation, and increase the tax base for Riverside County by accommodating and diversifying facilities needed to support the goods movement supply chain.

E. To develop a Class A light industrial building in the Mead Valley community of unincorporated Riverside County that is designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.

F. To attract a new employment-generating business in unincorporated Riverside County, thereby growing the economy and providing a more equal jobs-housing balance in the local area that will reduce the need for members of the local workforce to commute outside the area for employment.

G. To diversify the economy of western unincorporated Riverside County by developing a large property with employment-generating land uses with long-term economic viability.

H. To develop uses that have architectural design and operational characteristics that are compatible with other existing and planned developments in the local area.

I. To develop a property that has access to available infrastructure, including roads and utilities.

S.2.3 Project Summary Description

The Project as evaluated herein consists of applications for a Foundation Component General Plan Amendment (GPA No. 240005), Change of Zone (CZ 2200062), Plot Plan (PPT 220050), and Tentative Parcel Map No. 38601 (TPM 38601) to allow for future development of 64.97 gross acres with a 1,003,510 square-foot (s.f.) warehouse building on 44.66 net acres and a public park on approximately 13.33 net acres, along with approximately 6.98 acres of proposed right-of-way (ROW) dedications. The site proposed for development with the warehouse building is located at the southwest corner of Seaton Avenue and Cajalco Road, between Seaton Avenue to the east and Decker Road to the west, while the site proposed for the public park occurs both

east and west of Decker Road, approximately 185 feet south of the proposed warehouse building site. There is a MWD fee-owned parcel located between the two sites that is not a part of the Project site.

Under existing conditions, the Project site is occupied by 26 single-family homes and a commercial building. As part of the Project, all of the existing dwelling units and commercial building would be demolished to accommodate the proposed warehouse and park uses on site.

Access to the light industrial warehouse building site is proposed via two driveways connecting with Decker Road (from north to south, Driveways 1 and 2) and three driveways connecting with Seaton Avenue (from north to south, Driveways 3 through 5). Driveways 1 and 2 connecting with Decker Road, as well as Driveway 4 connecting with Seaton Avenue (i.e., the central driveway along Seaton Avenue), would be restricted to passenger vehicles only. Driveways 3 and 5 connecting with Seaton Avenue (i.e., the northern and southern driveways) would serve passenger vehicles, trucks, and tractor trailers. Vehicular access to the public park site would be accommodated via driveways extending east and west from a proposed roundabout designed to be placed near the southerly terminus of Decker Road.

Riverside County is the Lead Agency for the proposed Project, under whose authority this EIR has been prepared. The Project Applicant is requesting the following governmental approvals from Riverside County to allow for development of the Project (refer to Chapter 3.0, *Project Description*, for a complete description of the Project's construction and operational characteristics):

- **Foundation Component General Plan Amendment (GPA No. 240005):** Under existing conditions, approximately 4.7 acres in the northeastern portion of the northern portion of the Project site are designated by the Riverside County General Plan for "Community Development – Commercial Retail (CD-CR)" land uses, while the remaining +/- 60.3 acres of the Project site are designated for "Rural Community – Very Low Density Residential (RC-VLDR)" land uses. The Project Applicant is proposing a Foundation Component General Plan Amendment to re-designate the northern 44.66 net acres of the Project site to "Community Development – Light Industrial (CD-LI)" land uses, and to re-designate the southern 13.33 net acres of the Project site for "Open Space – Recreation (OS-R)" land uses. The CD-LI land use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses, with building intensities ranging from 0.25 to 0.6 Floor Area Ratio (FAR). The OS-R land use designation allows for active and passive recreational uses such as parks, trails, campgrounds, athletic fields, golf courses, and off-road vehicle parks, along with ancillary structures that may be permitted for recreational opportunities. The Project's Foundation Component GPA would be subject to the procedures outlined in the County's General Plan Administrative Element, which requires that Foundation Component General Plan Amendments only may occur during the County's eight-year General Plan Review Cycle, with the current General Plan Review Cycle opening for application submittals in 2024.

- **Change of Zone No. 2200062 (CZ 2200062):** The Riverside County Zoning Ordinance (Ordinance No. 348), which is part of the County's Municipal Code, assigns a zoning classification to all properties

in the County boundaries. All development within the County is required, by law, to comply with the provisions of the Zoning Ordinance. Under existing conditions, approximately 4.7 acres in the northeast portion of the Project site are zoned for "Rural Residential, Minimum ½-Acre Lot Sizes (R-R-1/2)," while the remaining +/- 60.3 acres of the Project site are zoned for "Light Agriculture, Minimum 1-acre Lot Sizes (A-1-1)." As part of CZ 2200062 the northern 44.66 net acres of the Project site would be rezoned from "A-1-1" and "R-R-1/2" to "Industrial Park (I-P)." No changes are proposed to the existing zoning classification assigned to the southern 13.33 net acres of the Project site, as the existing "A-1-1" zoning classification for this portion of the Project site already allows for the proposed public park use. The I-P zoning classification allows for a variety of industrial and manufacturing uses, along with service and commercial uses and other specialized land uses that require the approval of a conditional use permit, such as recycling processing facilities.

- **Plot Plan No. 220050 (PPT 220050):** The Project Applicant is proposing to develop approximately 44.66 net acres of the northern portions of the Project site with one light industrial warehouse building with a total building area of 1,003,510 square feet, in addition to a public park proposed on approximately 13.33 net acres. Section 10.1 of Riverside County Ordinance No. 348, which establishes permitted uses within the I-P zone, allows for industrial uses with approval of an Industrial Park Plot Plan. Accordingly, Plot Plan No. 220050 (PPT 220050) is proposed to allow for the development of an industrial warehouse building and to allow for the future construction of a public park in the southern portions of the site. Substantive components of PPT 220050 are discussed in Section 3.0, *Project Description*.

- **Tentative Parcel Map No. 38601 (TPM 38601):** Tentative Parcel Map No. 38601 (TPM 38601) is proposed to consolidate the existing parcels within the northern 50.04-gross-acres of the Project site into a single parcel on 44.66 net acres, and to accommodate approximately 6.98 acres of public ROW dedications along the site's frontages with Cajalco Expressway, Seaton Avenue, and Decker Road.

S.3 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines § 15123(b)(2) requires that areas of controversy known to the Lead Agency (Riverside County) be identified in the Executive Summary. Substantive issues raised in response to the NOP are summarized in Table 1-1 in EIR Section 1.0. The purpose of this table is to present the primary environmental issues of concern raised by public agencies and the general public during the NOP review period. The table is not intended to list every comment received by the County during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in responses to the NOP are addressed in this EIR. Based on comments received during the NOP review period, concerns were raised regarding potential impacts to aesthetics, air quality (including localized air quality impacts), biological resources, cultural resources, greenhouse gas emissions, land use, transportation, tribal cultural resources, cumulative effects, potential impacts to/interference with the existing Colorado River Aqueduct (CRA), and general concerns related to the Project's proposed warehouse use. No other areas of controversy were identified as part of the NOP process, beyond comments regarding the Project's potential environmental effects.

S.4 PROJECT ALTERNATIVES

S.4.1 NO PROJECT NO ADDITIONAL DEVELOPMENT ALTERNATIVE

The No Project, No Additional Development Alternative (NADA) considers no development on the Project site beyond what occurs on the site under existing conditions. Under this Alternative, the northern 50.04 gross acres of the Project site would remain as undeveloped land, multiple large-lot single-family residential homes with ancillary structures and outdoor storage, and a commercial structure (Craneology, Inc.). The southern 14.93 gross acres of the Project site would remain as a mixture of undeveloped land and multiple single-family homes with a variety of ancillary structures and outdoor storage. No improvements to the fronting segments of Cajalco Road, Seaton Avenue, or Decker Road would occur. No warehouse and no public park would be developed as proposed under the Project evaluated in this EIR. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the Project site in its existing condition. As discussed in EIR Section 7.0, *Alternatives*, implementation of the NADA would completely avoid most of the Project's potentially significant environmental impacts, with exception of erosion hazards which would be increased under this alternative due to the lack of proposed development and the presence of bare soils that lack vegetative cover to help prevent erosion.

S.4.2 NO PROJECT EXISTING ZONING ALTERNATIVE

The No Project Existing Zoning Alternative (EZA) assumes development of the Project site in accordance with the site's existing zoning designations. As previously depicted on EIR Figure 2-5, approximately 4.7 acres in the northeastern portion of the Project site are designated by the Riverside County General Plan for "Community Development – Commercial Retail (CD-CR)" but are zoned for "Rural Residential, Minimum ½-Acre Lot Sizes (R-R-1/2)." Therefore, this area is assumed to be developed with nine, ½-acre residential lots. The remaining approximately 60.3 acres of the Project site are zoned for "Light Agriculture (A-1-1)." The A-1-1 zoning classification allows for one-family dwellings and limited agricultural uses, with minimum one-acre lot sizes. Therefore, this area is assumed to be developed with 60 residential lots. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would result in developing the Project site consistent with its by-right development rights in accordance with the property's existing zoning designations.

S.4.3 WAREHOUSE ONLY ALTERNATIVE

The Warehouse Only Alternative (WOA) considers development of the northerly 44.66 net acre portion of the Project site with one light industrial warehouse building with a total building area of 1,003,510 square feet, as proposed under the Project evaluated in this EIR. The Project's proposed public park on approximately 13.33 net acres, south of the warehouse site would not be developed under this Alternative and that area would remain in its existing condition, which contains a mixture of undeveloped land and multiple single-family homes with a variety of ancillary structures and outdoor storage. In addition, under the WOA, there would be no extension of Decker Road to the southern portions of the Project site, and improvements to this roadway only would occur along the frontage with the northern 50.04 gross acres of the Project site.

S.4.4 Reduced Project Alternative

The Reduced Project Alternative (RPA) considers development of the northerly 44.66 net acre portion of the Project site with a warehouse building that is 30% smaller than the warehouse proposed under the Project and for analysis purposes is assumed to be 700,000 s.f. In addition, this Alternative considers developing a public park as proposed under the Project, but only on the west side of Decker Road on approximately 4.19 net acres. The remaining approximately 9.16 net acres to the east of Decker Road proposed for park uses as part of the Project would not be developed under this Alternative and that area would remain in its existing condition, which contains a mixture of undeveloped land and multiple single-family homes with a variety of ancillary structures and outdoor storage.

S.4.5 Small Project Alternative (SPA)

The Small Project Alternative (SPA) considers implementation of the Project as proposed, but with a warehouse building that is reduced in size such that it meets the definition of a "Small Project" as identified by Riverside County's, *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020; herein, "County Guidelines"). Step 2 in the County Guidelines for analyzing potential impacts due to Vehicle Miles Traveled (VMT) provides criteria for certain project types that may be presumed to have a non-significant impact due to VMT. Figure 3 of the County Guidelines identifies seven general categories that are presumed to have a less-than-significant impact due to VMT, including the "Small Project" category, which the County Guidelines define as "…projects with low trip generation per existing CEQA exemptions or based on the County Greenhouse Gas Emissions Screening Tables, result[ing] in [the emission of less than or equal to the] 3,000 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2e$) per year screening level threshold." The types of development identified as a "Small Project" by the County Guidelines include warehouse (unrefrigerated) buildings with a total building area less than or equal to 208,000 s.f. Accordingly, the SPA considers development of the northern 50.04 gross acres of the Project site with a proposed 208,000 s.f. unrefrigerated warehouse building. All other components of the SPA would be the same as the proposed Project, including the proposed public park, infrastructure, and roadway improvements. This alternative was selected by the Lead Agency in order to evaluate an alternative that would avoid the Project's significant and unavoidable impacts to transportation (i.e., due to Vehicle Miles Traveled [VMT]), which in turn also would reduce the Project's impacts due to air quality and greenhouse gas (GHG) emissions.

S.5 EIR Process

As a first step in the CEQA compliance process, Riverside County determined that the proposed Project likely would result in significant environmental effects, and distributed a Notice of Preparation (NOP) for public review on June 30, 2023. An Initial Study was not prepared for the Project, and thus this EIR evaluates all of the environmental subjects listed in Appendix G to the CEQA Guidelines, as set forth in the County's standard Environmental Assessment Checklist form. This EIR has been prepared as a Project EIR pursuant to CEQA Guidelines § 15161. As described by CEQA Guidelines § 15161, a Project EIR is the most common type of EIR that: 1) examines the environmental impacts of a specific development project; 2) should focus primarily on the changes in the environment that would result from the development of the project; and 3) shall examine all phases of the project, including planning, construction, and operation.

This EIR represents the independent judgment of Riverside County (as the Lead Agency) and evaluates the physical environmental effects that could result from constructing and operating the proposed Project. Acting as Lead Agency, the County of Riverside will consider the following issues regarding the proposed Project: a) evaluation of this EIR to determine if the physical environmental impacts are adequately disclosed; b) assessment of the adequacy and feasibility of identified mitigation measures and the potential addition, modification to, or deletion of mitigation measures, standard conditions of approval, or Project design features; c) consideration of alternatives to the Project that would reduce or eliminate significant environmental effects of the Project; and, if necessary, d) consideration of Project benefits that override the Project's unavoidable and unmitigable significant effects on the environment.

Before taking action to approve the Project, the County of Riverside (serving as the Lead Agency) has the obligation to: (1) ensure this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects Riverside County's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090-15093).

S.6 Summary of Impacts, Mitigation Measures and Conclusions

S.6.1 Effects Found Not to be Significant

An Initial Study was not prepared for the proposed Project because the County determined that an EIR clearly was required. As such, this EIR evaluates all of the environmental topics identified in Appendix G to the CEQA Guidelines and in the County's standard Environmental Assessment Checklist form. There were no issues found to be not significant as a result of the Project's NOP process.

S.6.2 Impacts of the Proposed Project

Table S-1, *Mitigation Monitoring and Reporting Program*, provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines § 15123(a). Also presented are the mitigation measures recommended by Riverside County to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, the Project would result in significant and unavoidable environmental effects, as summarized below.

- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. The Project's long-term emissions of NO_X would exceed the SCAQMD regional thresholds. Additionally, due to the land use changes proposed as part of the Project, the Project would generate operational-source emissions not reflected within the current 2022 AQMP regional emissions inventory for the SCAB. Implementation of Mitigation Measures MM 4.3-1 through MM 4.3-7 would reduce the Project's long-term air quality emissions, although the exact reduction amount cannot be quantified. Thus, Project's direct and cumulatively-considerable impacts due to a conflict with or obstruction of the SCAQMD 2022 AQMP would be significant and unavoidable. In addition, the Project's operational emissions of

NO_X, which would exceed the SCAQMD regional threshold for this pollutant, would contribute to the non-attainment status of the SCAB for ozone (O_3). Project impacts due to operational emissions of NO_X represent a significant and unavoidable impact for which additional mitigation is not available.

- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. While the Project's proposed park use meets the Local Essential Services screening threshold identified by the County Guidelines, the Project's warehouse use does not meet any of the screening criteria. Project generated Work VMT per employee would exceed the County's adopted threshold by 22.5%. Accordingly, buildout of the Project's warehouse use (only) would result in a significant impact due to VMT, while buildout of the Project's proposed park use would be less than significant since it meets one of the screening thresholds identified by the County Guidelines. The future tenants of the Project's proposed warehouse building are unknown at this time. As such, the effectiveness of commute trip reduction measures cannot be guaranteed to reduce Project VMT to a level of less than significant. In addition to specific tenancy considerations, locational context is also a major factor relevant to the potential application and effectiveness of commute trip reduction measures. Additionally, to achieve ideal conditions a project must achieve a significant degree of employee participation and maximum employee eligibility, which are not generally expected. Although the Project would be subject to compliance with Mitigation Measures MM 4.18-2 and MM 4.18-3, the effectiveness of commute trip reduction measures such as those listed in Mitigation Measures MM 4.18-2 and MM 4.18-3 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 impacts are considered significant and unavoidable.

Table S-1 Mitigation Monitoring and Reporting Program

Summary of Impacts	Significance Determination	Mitigation Measures (MM)	Responsible Parties	Monitoring parties	Implementation Stage
4.1 Aesthetics					
Summary of Impacts					
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 .07-mile west of I-215, a County-eligible scenic highway, development on site would be required to comply with the various design measures included within the Project's plot plan applications, which include requirements related to site design, building design, grading, landscaping, and walls/fencing. Furthermore, development of the Project site as proposed would appear as a continuation of existing light industrial development patterns to the north and east of the Project site. In addition, it should be noted that I-25 is not officially designated as a State scenic highway. As such, Project impacts to scenic highways would be less than significant.	Less-than-Significant Impact	**MM 4.1-1** Prior to issuing a Construction-Related Exception authorizing nighttime construction and associated noise pursuant to Section 7.a.1 of Riverside County Ordinance No. 847 (Regulating Noise), the Project Applicant shall provide the Director of the Building and Safety Department with a plan depicting the location of all nighttime lighting elements in relation to the nearest sensitive residential receptors. The Director shall review the nighttime lighting plan to ensure that all lighting elements are directed away from the nearest sensitive residential receptors, and only shall issue an exception to the provisions of Ordinance No. 847 upon verification that nighttime lighting elements would not adversely affect nearby residential receptors. During building construction, the Project's construction contractors shall allow County Building & Safety officials access to the site to verify compliance with the nighttime lighting plan. **RR 4.1-1** The Project is required to comply with Riverside County Ordinance No. 655, which is intended to restrict the permitted use of certain light fixtures emitting light into the night sky which could have a detrimental effect on astronomical observation and research. Ordinance No. 655 sets forth requirements for lamp source and shielding of light emissions for outdoor fixtures to reduce "skyglow" or light pollution that affects day or nighttime views from the Mount Palomar Observatory (located approximately 36.5 miles south of the Project site in northern San Diego County). Pursuant to the requirements of Ordinance No. 655, all lighting shall consist of low-pressure sodium lighting, or other lamp types that emit 4050 lumens or less. If light fixtures are proposed above 4050 lumens, then the lighting shall be fully shielded in conformance with the requirements of Ordinance No. 655.	Project Applicant; Construction Contractors Project Applicant	Director of the Building and Safety Department; County Building and Safety Department Riverside County Building & Safety Department	Prior to issuing a Construction-Related Exception authorizing nighttime construction and associated noise Prior to issuance of building permits
Threshold b and c: Construction and long-term operation of the proposed 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 Impact				
Threshold d: Project compliance with the provisions of County Ordinance No. 655 would	Less-than-Significant Impact	**RR 4.1-2** The Project is required to comply with Riverside County Ordinance No. 915, which is intended to provide minimum	Project Applicant	Riverside County Building & Safety	Prior to issuance of building permits

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
be assured through future County review of building permits. Impacts due to a conflict with Ordinance No. 655 would be less than significant. Threshold e and f: During long-term operations, 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. However, lighting would be required during nighttime construction-related concrete pouring activities, which has the potential to adversely affect nearby residential properties. Accordingly, the use of nighttime lighting during construction represents a significant impact of the Project for which mitigation would be required. Implementation of Mitigation Measure MM 4.1-1 would ensure that nighttime lighting plans are prepared and implemented during Project nighttime construction activities. The Director of the Building and Safety Department would review the nighttime lighting plan to verify that all lighting elements are directed away from nearby sensitive residential receptors. Accordingly, implementation of the required mitigation would reduce the Project's nighttime lighting impacts to less-than-significant levels.	Less than Significant with Mitigation Incorporated	requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.		Department	
4.2 Agriculture and Forestry					
Summary of Impacts					
Threshold a: The Project would result in impacts to approximately 19.84 acres "Farmland of Local Importance" and approximately 45.13 acres of "Other Land," neither of which	Less-than-Significant Impact	**RR 4.2-1** In the event that new agricultural uses become established on agriculturally-zoned lands (as defined by Riverside County Ordinance No. 625) prior to Project occupancy, the provisions of Ordinance No. 625 shall apply. Ordinance No. 625	Project Applicant	Riverside County Planning Department	

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
comprise "Farmland," as that term is defined by CEQA, the County, or the CDC, meaning that the Project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any other "Farmland" as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Even if "Farmland" included "Farmland of Local Importance" and "Other Land," based on the Project's LESA Analysis (*Technical Appendix B*), all of the Project's impacts on Farmland still would be less than significant. The Project site's final LESA score is 28.1. Impacts to land that receives a LESA score between 0 and 39 are not considered significant under CEQA. Thus, the Project site is determined to have a relatively low value for agricultural production, indicating that the Project site does not contain any areas of important farmland types, and therefore, conversion of the Project site's "Farmland of Local Importance" and "Other Land" to non-agricultural use would be less than significant. Accordingly, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use, and impacts would be less than significant. Threshold b: Under existing conditions the Project site contains approximately 60.3 acres of lands zoned primarily for agricultural purposes. However, the Project site has not been used for agricultural production since at least 1990. Moreover, with approval of Change of Zone No. 2200062, the Project would not	Less-than-Significant Impact	requires that when lands are developed adjacent to properties zoned primarily for agricultural purposes (that support agricultural operations that have been in place for at least three years and not considered a nuisance operation at the time the operation began), future land buyers must be notified of any agricultural operations that are on-going in the area, and mandate that such agricultural uses shall not be the subject of nuisance complaints.			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
conflict with existing agricultural uses on site or with existing agricultural zoning on site, and impacts would therefore be less than significant. Although there are numerous parcels surrounding the Project site that also are zoned for A-1-1 uses, including lands that abut the Project site's boundary, none of the surrounding properties that are zoned for A-1-1 uses are currently being used for agricultural production. Moreover, the Project would be subject to compliance with Riverside County Ordinance No. 625, which would further ensure that Project-related impacts to surrounding agricultural uses would not occur. Accordingly, the Project would not conflict with existing agricultural uses on surrounding properties, and impacts would be less than significant. Additionally, the Project site is not subject to a Williamson Act contract and is not located within any County Agricultural Preserves, and there are no components of the proposed Project that have the potential to adversely affect agricultural operations at the nearest agricultural preserve/Williamson Act-contracted lands. As such, Project impacts to agricultural preserves and Williamson Act-contracted lands would be 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	Less-than-Significant Impact				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
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. Threshold 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.	Less-than-Significant Impact No Impact				
4.3 Air Quality					
Summary of Impacts					
Threshold a: The proposed Project's construction-related air quality emissions would not exceed the SCAQMD regional thresholds or LSTs, and would not conflict with the SCAQMD AQMP. Additionally, the Project's long-term operational impacts due to LSTs also would be below the SCAQMD thresholds of significance. However, the Project's long-term emissions of NO_X would exceed the SCAQMD regional thresholds. Additionally, due to the land use changes proposed as part of the Project, the Project would generate operational-source emissions not reflected within the current 2022 AQMP regional emissions inventory for the SCAB. Implementation of Mitigation Measures MM 4.3-1 through MM 4.3-7 would reduce the Project's long-term air quality emissions, but would not reduce the	Significant and unavoidable Impact	**MM 4.3-1** The minimum number of automobile electric vehicle (EV) charging stations required by the California Code of Regulations Title 24 shall be provided. Additionally, a minimum of one (1) 160 Kilowatt charging station for use by Class 8 heavy-duty EV trucks including additional charging stations shall be installed in the truck docking areas of the proposed warehouse building prior to final building inspection for the building. In addition, and to facilitate the possible future installation of infrastructure that would charge the batteries that power the motos of electric-powered trucks, the following shall be installed: a. At Shell building permit, an electrical room(s) and/or exterior area(s) of the site shall be designated where future electrical panels would be located for the purpose of supplying power to on-site charging facilities for electric powered trucks. Conduit shall be installed from this designated area where the panel would be located to the on-site location where the charging facilities would be located where electric-	Project Applicant; Construction Contractors	Riverside County Building & Safety Department	Prior to issuance of grading permits resulting in more than 8 acres of simultaneous disturbance

Summary of Impacts	Significance Determination	Mitigation Measures (MM)	Responsible Parties	Monitoring parties	Implementation Stage
Project's long-term emissions of NO_X to below the SCAQMD regional thresholds of significance. Additionally, the Project's proposed land uses are not consistent with the growth forecasts included in the 2022 SCAQMD AQMP. Thus, Project's direct and cumulatively-considerable impacts due to a conflict with or obstruction of the SCAQMD 2022 AQMP would represent a significant and unavoidable impact for which additional mitigation measures are not available. Threshold b: Construction-related emissions associated with the Project would not exceed any of the SCAQMD regional thresholds. However, under long-term operating conditions, Project-related emissions of NO_X would exceed the SCAQMD regional thresholds. The SCAB is designated as nonattainment for O_3, and VOCs and NO_X are precursors to ozone formation. Thus, the Project's emissions of NO_X would cumulatively contribute to a net increase of a criteria pollutant (O_3) for which the SCAB is considered nonattainment. Implementation of Mitigation Measures MM 4.3-1 through MM 4.3-7 would reduce the Project's long-term air quality emissions, although the exact reduction amount cannot be quantified. However, the level of reductions associated with the required mitigation measures cannot be quantified due to limitation in the modeling software, such as the requirement that all future cold storage warehousing be equipped with electrical hookups to eliminate idling of main and auxiliary engines during the loading and unloading process. Thus, even with implementation of these mitigation measures and with compliance with the anticipated regulations implemented by the EPA and	Significant and unavoidable Impact	powered trucks would park and connect to charging facilities to charge the batteries that power the motors of the electric-powered trucks. b. At issuance of a building permit for Tenant Improvements, if the tenant is served by electric trucks, the electrical panel and charging units shall be installed, and the electrical wiring connections shall be made from the electrical panel to the charging units. If the tenant is not served by electric trucks, this requirement shall not apply. **MM 4.3-2** Prior to issuance of building permits for future uses on site, Riverside County shall verify that passenger car Electric Vehicle (EV) charging stations and designated carpool parking stalls ~~have been~~ will be accommodated. ~~per the provisions of the California Green Building Standards Code~~ For the Project's proposed warehouse building, a minimum of 18 spaces with Electric Vehicle Charging Stations (EVCSs) shall be accommodated, in addition to a minimum of 54 Electric Vehicle (EV) capable parking spaces, inclusive of the American with Disabilities Act (ADA) EV Van spaces and ADA EV standard spaces required by Title 24. In addition, a minimum of two (2) Level 2 chargers and one (1) Level 1 charging unit shall be installed at the proposed warehouse building. ~~and~~ Additionally, a minimum of eight (8) Level 2 EV chargers shall be installed at the proposed park site. The Riverside County Building & Safety Department shall verify that construction documents for the warehouse building ~~the plans~~ require that ~~each~~ the building be constructed with an adequately sized electrical panel(s) and conduit to accommodate the required number of ~~future EV~~ charging stations, inclusive of future charging stations that may be installed at the EV capable spaces ~~at a minimum of 5 percent of the passenger car parking spaces~~. **MM 4.3-3** As a component of all future lease or sales agreements, the lease or sales document shall include a provision requiring all on-site mobile equipment used as part of building operations (including yard trucks, hostlers, yard goats, pallet jacks, forklifts) shall be required to be powered by electricity, and an appropriate numbers of charging stations for the on-site equipment shall be	Project Applicant, Construction Contractors Project Applicant, Future Tenants	Riverside County Building & Safety Department Riverside County Building & Safety Department	Prior to approval of building permits that would allow for simultaneous architectural coatings at more than one of the Project's Plot Plan sites As a component of future lease or sales agreements and during long-term operations

Summary of Impacts	Significance Determination	Mitigation Measures (MM)	Responsible Parties	Monitoring parties	Implementation Stage
CARB to improve truck efficiency, the estimated long-term emissions generated under full buildout of the proposed Project still would exceed the SCAQMD's regional operational significance threshold for NO_X and would cumulatively contribute to the nonattainment designations in the SCAB for O_3. Additionally, the predominance of the Project's operational-source emissions would be generated by passenger cars and trucks accessing the Project site. Neither the Project Applicant nor the County have regulatory authority to control tailpipe or consumer product emissions, and no feasible mitigation measures beyond the measures identified herein exist that would reduce Project operational-source NO_X emissions to levels that are less than significant. Therefore, the proposed Project's operational emissions of NO_X would represent a significant and unavoidable impact for which additional mitigation is not available.		accommodated on site. **MM 4.3-4** In order to promote alternative fuels, and help support lower air pollutants associated with truck fleets, the developer/successor-in-interest shall provide building occupants with information related to SCAQMD's Carl Moyer Program, CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and/or other such programs that promote truck retrofits or "clean" vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. Tenants shall be notified about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel-fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the project vicinity; 4) access to alternative fueling stations proximate to the site that supply compressed natural gas; and 5) the United States Environmental Protection Agency's SmartWay program.	Project Applicant, Future Tenants	Riverside County Planning Department	During long-term operations
Threshold c.: The Project's construction-related and long-term operational emissions would not exceed any of the SCAQMD LSTs, and impacts would be less than significant. In addition, the Project, even when considered in the context of cumulative developments, would not produce the level of traffic volumes necessary to create a CO "hot spot"; thus, impacts due to CO "hot spots" would be less than significant. In addition, construction and operational-related activities associated with the Project would not expose nearby sensitive receptors to cancer or non-cancer health risks exceeding the SCAQMD thresholds of significance of 10 in one million or 1.0, respectively, and impacts would be less than significant.	Less-than-Significant Impact	**MM 4.3-5** All future construction activities associated with the Project shall be subject to adherence with the Riverside County Board of Supervisors Policy F-3 ("Good Neighbor Policy" for Logistics and Warehouse/Distribution Uses). The following provisions shall apply to all future construction activities on site: a. 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. b. All excavators, graders, rubber-tired dozers, and similar "off-road" construction equipment shall be CARB Tier 3 Certified engines or better. c. The maximum daily disturbance area (actively graded area) shall not exceed 10 acres per day.	Project Applicant, Construction Contractors	Riverside County Planning Department, Riverside County Building & Safety Department	During construction activities
Threshold d.: The Project does not propose	Less-than-Significant				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
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 the 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.	Impact	d. Construction contractors shall utilize construction equipment, with properly operation and maintained mufflers, consistent with manufacturers' standards. e. The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt. f. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity. g. 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. h. 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 listed above, shall be kept onsite and furnished to the County upon request. i. 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. Project contractors shall be required to ensure compliance with these requirements and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These requirements also shall be specified in bid documents issued to prospective construction contractors. **MM 4.3-6** All future operations on site shall adhere to the germane policy provisions in the Riverside County Board of Supervisors Policy F-3 ("Good Neighbor Policy" for Logistics and Warehouse/Distribution Uses). Applicable requirements of Policy F-3 shall be specified in future lease agreements with all future tenants, and future tenants shall be required to permit periodic inspection by Riverside County to ensure compliance. Applicable feasible provisions of the Good Neighbor Policy that would serve	Project Applicant, Future Tenants	Riverside County Planning Department, Riverside County Building & Safety Department	During long-term operations

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		to measurably reduce Project-related operational emissions include, but are not limited to, the following: a. Warehouse/distribution facilities greater than 250,000 square feet shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site 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. b. Sites shall clearly mark entry and exit points for trucks and service vehicles. c. 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 percen 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. d. Facility operators shall maintain records of their fleet equipment and ensure that all diesel-fueled Medium-Heavy Trucks ("MHDT") and Heavy-Heavy Duty Trucks ("HHD") accessing the site use year CARB 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the County. e. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks that do not include Transport Refrigeration Units (TRUs) to restrict idling to no more than ~~five~~ three minutes; and 3) instructions for drivers of diesel trucks that include TRUs to restrict idling to a maximum of 30 minutes; and 4) telephone numbers of the building facilities manager and CARB to report			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		violations. f. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. g. Signs shall 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. h. Each tenant 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 shall be provided to the County and updated annually, and signs shall be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. The Compliance Officer also shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations. i. Signs shall be posted in the appropriate locations heavy truck drivers to park and perform any maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets. j. 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. Regardless as to whether they are listed above in Mitigation Measure MM 4.3-6, the Project shall comply with all other applicable provisions of Board of Supervisors' Policy F-3. **MM 4.3-7** As a component of all future lease or sales agreements, the lease or sales document shall include a provision requiring all building tenants to utilize electric equipment for landscape maintenance to the extent feasible.	Project Applicant, Future Tenants	Riverside County Building & Safety Department	As part of future lease or sales agreements

Summary of Impacts	Significance Determination	Mitigation Measures (MM)	Responsible Parties	Monitoring parties	Implementation Stage
		MM 4.3-8 Prior to issuance of building permits, Riverside County shall ensure that the building plans include a note requiring the posting of signage directing all Project-related truck traffic to utilize Seaton Avenue and Cajalco Road/Cajalco Expressway to access the Interstate 215 freeway. Prior to final building inspection, the County shall verify that the required signage has been posted. The requirement to utilize Seaton Avenue and Cajalco Road/Cajalco Expressway to access these facilities also shall be specified in future lease or sales agreements issued to prospective tenants.	Project Applicant	Riverside County Building & Safety Department	Prior to issuance of building permits and prior to final building inspection
4.4 Biological Resources					
Summary of Impacts					
Threshold a: The proposed Project would not conflict with the Stephens' Kangaroo Rat Habitat Conservation Plan (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. Although the Project would not result in impacts to vernal pools, the Project would result in impacts to 0.0527-acre of MSHCP riverine areas regulated by MSHCP Section 6.1.2; thus, prior to mitigation, Project impacts to 0.0527-acre of MSHCP riverine areas would represent a significant impact on a direct and cumulatively-considerable basis for which mitigation would be required. The Project site is not located within a NEPSSA area, and therefore the Project has no potential to result in impacts due to a conflict with MSHCP Section 6.1.3. The Project's indirect impacts associated with drainage, toxics, lighting, invasive species, noise, and grading/land development would be less than significant and would not conflict with the MSHCP UWIG, the Project has the potential to conflict with MSHCP UWIG provisions related to barriers; accordingly, Project impacts due to a conflict with MSHCP	Less than Significant with Mitigation Incorporated	**MM 4.4-1** Prior to final grading inspection for the proposed public park site, a conservation easement shall be recorded over the 0.23-acre of preserved riparian/riverine habitat on site in addition to a 1.77-acre upland buffer area, providing for the permanent conservation of approximately 2.00 acres of the Project site. In addition, Pprior to issuance of grading permits affecting the southern 14.93 acres of the Project site that are proposed for development with a public park, the Project Applicant shall compensate for permanent impacts to 0.056-acre (985 350 linear feet) of RWQCB jurisdiction, 0.0527-acre of CDFW jurisdiction, and 0.0527-acre of MSHCP Section 6.1.2 Riparian/Riverine resources in accordance with the Project's Determination of Biologically Equivalent or Superior Preservation (DBESP), dated May 2024March 2025. The Project's DBESP requires the purchase of re-establishment and/or establishment mitigation credits through the Riverpark Mitigation Bank and/or other approved mitigation bank consisting of re-establishment and/or establishment credits at a 1:1 ratio. However, if no re-establishment and/or establishment credits are available, then impacts to 0.05-acre of riverine habitat shall instead be mitigated through the purchase of rehabilitation credits at a minimum 2:1 ratio. In the event that mitigation credits are purchased, the Project Applicant shall provide Riverside County with proof of purchase prior to issuance of a grading permit. In the event that no mitigation credits are available at the Riverpark Mitigation Bank or other approved mitigation banks, then impacts	Project Applicant, Project Biologist	Riverside County Planning Department, Riverside County Environmental Programs Department (EPD), Regional Conservation Authority (RCA), USFWS, RWQCB, and CDFW	Prior to issuance of grading permits or other permits authorizing ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging) and as required by the HMMRP (if prepared)

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
Section 6.1.4 would be significant on both a direct and cumulatively-considerable basis prior to mitigation. Although the Project site does not occur within a CAPSSA or a special species survey area for amphibians or mammals, and although focused surveys conducted for the proposed Project during the 2023 breeding season determined that the burrowing owl is absent from the Study Area, the Project site has the potential to become occupied by burrowing owls prior to site grading and development. Project impacts to the burrowing owl represent a potential conflict with MSHCP Section 6.3.2, and as such prior to mitigation Project impacts to the burrowing owl would be significant on both a direct and cumulatively-considerable basis. Implementation of Mitigation Measures MM 4.4-1 and MM 4.4-2 would ensure that the Project would be fully consistent with all applicable MSHCP requirements, and impacts would be reduced to below a level of significance. Implementation of Mitigation Measure 4.4-1 would ensure that Project impacts to 0.0527-acre of MSHCP ~~riparian/~~riverine areas would be mitigated either through the purchase of re-establishment and/or establishment mitigation credits through the Riverpark Mitigation Bank and/or other approved mitigation bank at a 1:1 ratio, or the purchase of rehabilitation credits at a minimum 2:1 ratio. In the event that no mitigation credits are available at the Riverpark Mitigation Bank or other approved mitigation bank, then Project impacts to 0.05-acre of MSHCP riverine areas would be mitigated through the preparation and implementation of a Habitat Mitigation Monitoring and Reporting Program (HMMRP) that would require management and enhancement to remove non-native woody plant species within the 0.23-acre of riparian/riverine		to 0.05-acre (350 linear feet) of RWQCB jurisdiction, 0.05-acre (350 linear feet) of CDFW jurisdiction, and 0.05-acre of MSHCP Section 6.1.2 Riparian/Riverine resources shall be mitigated through the management (removal of non-native woody plant species) of 0.23-acre of the riparian/riverine habitat that would be located within the on-site conservation easement, as this habitat currently supports invasive plant species that undermine the quality of the existing riparian/riverine habitat. The required 2.00-acre conservation easement area shall include the existing streambed, which is located at a topographic low spot on the property, and the immediate surrounding habitat which consists of rocky outcrops and disturbed Riversidean sage scrub habitat. Further, the DBESP requires preparation of a Habitat Mitigation Monitoring and Reporting Program (HMMRP) to describe the activities required to implement and maintain the mitigation required to compensate for permanent impacts to 0.05-acre of the on-site drainage features. If the on-site enhancement option is selected, the DBESP shall be updated through an addendum submitted prior to grading permit issuance. The addendum shall include the required HMMRP, maps of the mitigation area, conservation easement provisions, and long-term funding commitments, in accordance with the MSHCP and applicable agency requirements. Prior to the issuance of grading permits for the public park site, the required HMMRP shall be subject to review and approval by the Riverside County Environmental Programs Department (EPD), the Western Riverside Conservation Agency (RCA), the United States Fish and Wildlife Service (USFWS), the California Department of Fish and Game (CDFW), and the Santa Ana Regional Water Quality Control Board (RWQCB). As part of the required HMMRP, and also prior to issuance of grading permits, the Project Applicant shall establish a non-wasting endowment for the long-term management of the conservation easement, where management would occur beyond the requirements described in MSHCP Chapter 5, Management and Monitoring. Prior to issuance of grading permits, Riverside County shall review the approved HMMRP to ensure that all Project Applicant responsibilities as identified by the HMMRP have been or would be completed to the satisfaction of EPD, RCA, USFWS, CDFW, and/or RWQCB.~~mitigation through the purchase of mitigation credits at the Riverpark Mitigation Bank and/or other approved mitigation bank (i.e., Skunk Hollow), or combination~~			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
habitat that would be located within the on-site conservation easement. ~~at a minimum 3:1 ratio through the purchase of mitigation credits from the Riverpark Mitigation Bank and/or other approved mitigation bank (i.e., Skunk Hollow). Preservation credits would be purchased out of the Skunk Hollow Mitigation bank if no other mitigation credits are available at a 4:1 ratio.~~ With implementation of the required mitigation, the Project would be consistent with Volume I, Section 6.1.2 of the MSHCP, and impacts would be reduced to less-than-significant levels. Implementation of Mitigation Measure MM 4.4-2 would ensure that measures are incorporated into the Project's construction phase to preclude significant construction-related nighttime lighting impacts affecting potential future conservation areas near the proposed on-site public park, and would reduce the Project's potential conflict with Section 6.1.4 of the MSHCP to less-than-significant levels. Implementation of Mitigation Measure 4.4-3 would ensure that appropriate pre-construction surveys are conducted prior to ground disturbing activities, and also requires preparation and implementation of a Burrowing Owl Management Plan (if required), in accordance with MSHCP Objective 6 for the burrowing owl. With implementation of the required mitigation, Project impacts to the burrowing owl would be reduced to below a level of significance, thereby ensuring Project consistency with MSHCP Section 6.3.2. Threshold b and c: No special-status plants were detected within the Study Area. As such, the proposed Project would not impact special-status plants, and no impact would occur. Project impacts to western spadefoot, California glossy snake, coastal whiptail, coast horned-	Less than Significant with Mitigation Incorporated	~~thereof at a minimum ratio of 3:1. Preservation credits would be purchased out of the Skunk Hollow Mitigation bank if no other mitigation credits are available at a 4:1 ratio. Prior to issuance of grading permits affecting the southern 14.93 acres, the Project Applicant shall provide the Riverside County Environmental Programs Department (EPD) and the Riverside County Planning Department with evidence (e.g., receipts) demonstrating that the required mitigation credits have been purchased from the Riverpark Mitigation Bank and/or other approved mitigation bank.~~ **MM 4.4-2** In the event that nighttime construction is proposed as part of future building permits, then prior to commencement of nighttime construction activities, the Property Owner/Developer shall provide evidence to the County that the Contractor Specifications require that any temporary nighttime lighting installed during construction shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky, onto adjacent residential properties, or into potential future open space areas that may be located near the proposed public park site. Project contractors shall be required to permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. **MM 4.4-3** In accordance with 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. • 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	Project Applicant, Project Biologist Project Applicant, Project Biologist	Riverside County Planning Department, EPD Riverside County Planning Department, EPD, RWQCB, and CDFW	Prior to issuance of building permits authorizing nighttime construction activities and during nighttime construction activities Prior to issuance of building permits and within 30 days of commencement of grading activities

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
lizard, coast patch-nosed snake, Belding's orange-throat whiptail, red-diamond rattlesnake, Cooper's hawk, northern harrier, white-tailed kite, California horned lark, Lawrence's goldfinch, loggerhead shrike, Southern California rufous-crowned sparrow, and one small mammal (Stephens' kangaroo rat) and two bat species (western mastiff bat and western yellow bat) would be less than significant with mandatory compliance with the MSHCP and payment of MSHCP development fees pursuant to Riverside County Ordinance No. 810. The Study Area was determined not to have potential to support Crotch's bumblebee, and as such the Project would not result in impacts to Crotch's bumblebee. Although focused surveys conducted for the proposed Project determined that the burrowing owl is absent from the Study Area, there is nonetheless a potential for the site to become occupied with burrowing owls prior to construction activities; thus, Project impacts to the burrowing owl are evaluated as a potentially significant impact for which mitigation, in the form of pre-construction burrowing owl surveys, would be required. Additionally, in the event that grading activities are proposed during the nesting season (February 1 to August 31), the Project has the potential to result in impacts to nesting birds and raptors, including the Cooper's hawk, red-tailed hawk, and kestrel, if any individuals establish nests prior to the commencement of grading and ground-disturbing activities at the site; thus, prior to mitigation Project impacts to nesting birds and raptors would be significant on both a direct and cumulatively-considerable basis. In the event that Project construction activities occur during the nesting season for birds and raptors (February 1 to August 31), Mitigation Measure MM 4.4-4 would ensure		protocols, and subject to the approval of the RCA and Wildlife Agencies (i.e., CDFW and/or USFWS). • 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 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. 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/or ground disturbance activities. **MM 4.4-4** Prior to the issuance of grading permits, Riverside County shall ensure that the following note is included on the Project's grading plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors. *"Vegetation clearing shall be conducted outside of the bird nesting season (February 1 to September 15) 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, 200 feet for non-raptors/non-sensitive species).*	Project Applicant, Project Construction Contractors	Riverside County Planning Department and EPD	Prior to issuance of grading permits

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
pre-construction surveys are conducted for nesting birds and raptors prior to commencement of construction activities, and further would ensure appropriate avoidance of any active nests that may be identified. Implementation of the required mitigation would reduce Project impacts to nesting birds and raptors to below a level of significance. In addition, Implementation of Mitigation Measure MM 4.4-3 would ensure that appropriate pre-construction surveys are conducted prior to ground disturbing activities, and requires preparation and implementation of a Burrowing Owl Management Plan (if required), thereby ensuring that Project impacts to burrowing owl would be reduced to less-than-significant levels.		*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 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."*			
Threshold d.: The proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. There are no identified MSHCP wildlife Linkages (including existing or proposed MSHCP Linkages or Constrained Linkages) within the Project area. The Project would not impede the use of native wildlife nursery sites, as the Project's proposed development footprint does not support any colonial breeding groups that would be considered as a native wildlife nursery site. However, the Project has the potential to result in impacts to nesting birds and raptors during the nesting season (February 1 to August 31), including migratory birds. Accordingly, Project impacts to nesting birds during the nesting season represents a significant impact for which mitigation would be required. In the event that Project construction activities occur during the nesting season for birds (February 1 to August 31), Mitigation Measure	Less than Significant with Mitigation Incorporated	RR 4.4-1: The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements. • Prior to issuance of grading permits, the Project Applicant shall make payment of Western Riverside County MSHCP fees pursuant to Riverside County Ordinance No. 810, *Establishing an Interim Open Space Mitigation Fee*. • Prior to issuance of grading permits, the Project Applicant shall make payment of fees pursuant to the Stephen's Kangaroo Rat Habitat Conservation Plan and Riverside County Ordinance No. 663, *Establishing the Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan and Setting Mitigation Fees*. • Prior to issuance of grading permits affecting waters of the State, which include impacts to 0.06-acre (985 liner feet) of Santa Ana Regional Water Quality Control Board (RWQCB) jurisdiction and 0.27-acre (985 linear feet) of California Department of Fish and Wildlife	Project Applicant, Project Biologist	Riverside County Planning Department, EPD, RWQCB, and CDFW	As specified by Regulatory Requirement RR 4.4-1

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
MM 4.4-4 would ensure pre-construction surveys are conducted for nesting birds prior to commencement of construction activities, and further would ensure appropriate avoidance of any active nests that may be identified. Implementation of the required mitigation would reduce Project impacts to nesting migratory birds to below a level of significance. Threshold e.: Implementation of the Project would result in permanent impacts to 50.27~~2.13~~ acres of disturbed/developed habitats, 28.71~~9.48~~ acres of impacts to non-native grassland, 1.12 acres of impact to ornamental vegetation, ~~0.21 acre of disturbed southern willow scrub,~~ and 2.66~~3.80~~ acres of disturbed Riversidean sage scrub. ~~With possible exception of impacts to disturbed southern willow scrub, n~~None of the vegetation communities identified on site or within the Project's off-site improvement areas are considered sensitive. With mandatory payment of MSHCP fees pursuant to Riverside County Ordinance No. 810, ~~and with possible exception of impacts to disturbed southern willow scrub,~~ Project impacts to vegetation communities would be less than significant. ~~Although the portions of the Project site that support disturbed southern willow scrub are highly degraded and do not offer nesting habitat for sensitive bird species such as the least Bell's Vireo, southwestern willow flycatcher, and yellow billed cuckoo, the 0.21 acre of disturbed southern willow scrub comprises riparian habitat; thus, Project impacts to 0.21 acre of disturbed southern willow scrub would represent a significant impact of the proposed Project for which mitigation would be required.~~ In addition, the Project would result in impacts to 0.056-acre (350~~985~~ linear feet) of RWQCB jurisdiction, 0.052~~7~~-acre of CDFW jurisdiction, and 0.052~~7~~-	Less than Significant with Mitigation Incorporated	(CDFW) jurisdiction within the proposed public park site, the Project Applicant shall secure appropriate regulatory permits and agreements from the CDFW and the RWQCB, which are expected to include a Waste Discharge Requirement (WDR) issued by the RWQCB and a Lake and Streambed Alteration Agreement (CFGC Section 1602 Permit) issued by CDFW. Copies of these permits and agreements shall be provided to the Riverside County Environmental Programs Department and Planning Department before grading occurs within State jurisdictional waters that are present within the public park site. • The Project is required to comply with Riverside County Ordinance No. 655, which sets forth requirements for lamp source and shielding of light emissions for outdoor fixtures to reduce "skyglow" or light pollution that affects day or nighttime views from the Mount Palomar Observatory (located approximately 63.9 miles south of the Project site in northern San Diego County). Pursuant to the requirements of Ordinance No. 655, all lighting shall consist of low-pressure sodium lighting, or other lamp types that emit 4050 lumens or less. If light fixtures are proposed above 4050 lumens, then the lighting shall be fully shielded in conformance with the requirements of Ordinance No. 655. • The Project is required to comply with Riverside County Ordinance No. 915, which provides minimum requirements for outdoor lighting to reduce light trespass. Ordinance No. 915 provides regulations for adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
acre of MSHCP Section 6.1.2 Riparian/Riverine resources ~~(inclusive of 0.21-acre of southern willow scrub)~~, which represents a significant impact for which mitigation would be required. Implementation of Mitigation Measure MM 4.4-1 would ensure that Project impacts to 0.05~~27~~-acre of MSHCP ~~riparian/~~riverine areas would be mitigated through the purchase of re-establishment and/or establishment credits at a 1:1 ratio from the Riverpark Mitigation Bank or other approved mitigation bank, through the purchase of rehabilitation credits at a minimum 2:1 ratio at the Riverpark Mitigation Bank or other approved mitigation bank, or through the management of (removal of non-native woody plant species) of 0.23-acre of the riparian/riverine habitat6 that would be located within the on-site conservation easement area.~~at a minimum 3:1 ratio through the purchase of mitigation credits from the Riverpark Mitigation Bank and/or other approved mitigation bank (i.e., Skunk Hollow).~~ Implementation of the required mitigation would reduce the Project's impacts to 0.0~~5~~6-acre (~~985~~ 350 linear feet) of RWQCB jurisdiction, 0.05~~27~~-acre of CDFW jurisdiction ~~(inclusive of 0.21 acre of disturbed southern willow scrub)~~, and 0.05~~27~~-acre of MSHCP Section 6.1.2 Riparian/Riverine resources to less-than-significant levels. Threshold f: The Project site does not contain any State- or federally-protected wetlands; therefore, no impacts to State- or federally-protected wetlands would occur with implementation of the Project. However, the Project would result in impacts to 0.0~~5~~6-acre (350~~985~~ liner feet) of areas subject to RWQCB jurisdiction, and would result in impacts to 0.05~~27~~-acre (350~~985~~ linear feet) of areas subject to CDFW jurisdiction. Accordingly, prior to	Less than Significant with Mitigation Incorporated				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
mitigation, Project impacts to 0.056-acre (~~985~~ 350 liner feet) of RWQCB jurisdictional areas and 0.0527-acre (350~~985~~ linear feet) of CDFW jurisdictional areas represents a significant impact of the Project for which mitigation would be required. Implementation of Mitigation Measure MM 4.4-1 would ensure that Project impacts to 0.056-acre (350~~985~~ liner feet) of RWQCB jurisdictional areas and 0.0527-acre (350~~985~~ linear feet) of CDFW jurisdiction are mitigated at a minimum 3:1 ratio through the purchase of mitigation credits from the Riverpark Mitigation Bank and/or other approved mitigation bank (i.e., Skunk Hollow), or through on-site management of the 0.23-acre of riparian/riverine resources within the proposed on-site conservation area. Implementation of the required mitigation would reduce the Project's impacts to 0.056-acre of RWQCB jurisdiction and 0.0527-acre of CDFW jurisdiction to less-than-significant levels. 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). However, 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; 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	No Impact				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur.					
4.5 Cultural Resources					
Summary of Impacts					
Threshold a. and b.: Five historic-period built-environment resources were identified at the Project site. One of these resources, the Colorado River Aqueduct (CA-RIV-6426H), was previously determined eligible for listing on the NRHP and CRHR under Criteria 1/A and 2/B. However, within the proposed Project site, Colorado River Aqueduct is underground and no historic surface elements or character-defining features were apparent. Thus, it is not anticipated that the Colorado River Aqueduct would be impacted by the proposed Project. The four remaining historic built-environment resources consist of residential properties of which none meet the CEQA or CRHR definitions for historical resources. However, there is a potential for previously-undiscovered historical resources to occur on the site surface or beneath the surface of areas planned for physical impact (i.e., grading) as part of the Project. Potential impacts to previously-undiscovered historical resources on site or within the off-site improvement areas would be significant on both a direct and cumulatively-considerable basis prior to mitigation. Implementation of Mitigation Measures MM 4.5-1 through MM 4.5-3 and Mitigation Measures MM 4.5-6 through MM 4.5-8 would ensure that any historical resources identified on site or within the Project's off-site improvement areas during ground-disturbing activities are appropriately treated, including if necessary curation of the historical artifact(s) at the Western Science	Less-than-Significant with Mitigation Incorporated	**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 each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s) required pursuant to Mitigation Measure MM 4.5-2, 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. This agreement shall not modify any condition of approval or mitigation measure. **MM 4.5-2 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 CRMP shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural, and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources. 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 mitigation measure. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological	Project Applicant/Project Archaeologist Project Applicant/Project Archaeologist	County Archaeologist County Archaeologist	During ground-disturbing activities and in the event that cultural resources are uncovered During ground-disturbing activities and in the event that ~~human remains~~cultural resources are uncovered

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
Center in Hemet or as directed by the County Archaeologist. Implementation of the required mitigation would ensure that any potential impacts to subsurface historical sites or resources would be reduced to less-than-significant levels. Threshold c. and d.: The Phase I CRA identified seven cultural resources in the Project area including two archaeological sites – a prehistoric bedrock milling site (CA-RIV-8681) and a prehistoric milling site with associated historic-era refuse (CA-RIV-8683/H). Based on the results of the Phase II CRA (Technical Appendix E2), the bedrock milling features within the sites and surrounding area fit into a larger theme of prehistoric archaeological sites that have been heavily impacted by historical and modern processes combined with natural environmental factors, both of which have further deteriorated the integrity of these sites. The testing indicated that there are no subsurface deposits or subsurface components at either site. Combined with the poor surface condition, the sites do not maintain the potential of providing greater insights into patterns of subsistence and settlement within the sites or within the region. As such, Chronicle concluded that sites CA-RIV-8681 and at CA-RIV-8683/H are not eligible for listing in the CRHR under Criteria 1, 2, 3, or 4. As such, although the Project would result in physical impacts at sites CA-RIV-8681 and at CA-RIV-8683/H, because these resources are not considered to comprise significant archaeological or historical resources pursuant to the criteria listed in Section 15064.5 of the State CEQA Guidelines, Project impacts to sites CA-RIV-8681 and at CA-RIV-8683/H would be less than significant requiring no mitigation. Notwithstanding, given the presence of	Less-than-Significant with Mitigation Incorporated	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. The Project Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring. **MM 4.5-3 Pre-Grading Meeting**. Prior to the issuance of a grading permit, the Project Applicant or construction contractor shall provide evidence to Riverside County that the construction site supervisors and crew members involved with grading operations are trained during a mandatory pre-grading meeting by the Project Archaeologist and Native American Monitor to recognize archaeological or historical resources should such resources be unearthed during ground-disturbing construction activities. Training shall include a brief review of cultural sensitivity of the Project and surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols as determined by the County-approved Project Archaeologist. If a suspected archaeological or historical resource is identified on the property, the construction supervisor shall be required by contract to immediately halt and redirect grading operations in a 60-foot radius around the find and seek identification and evaluation of the suspected resource by the Project Archaeologist. This requirement shall be noted on all grading plans and the construction contractor shall be obligated to comply with the note. The Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2. **MM 4.5-4 Monitoring during Grading**. During the original cutting of previously-undisturbed deposits, the archaeological	Project Applicant/Project Archaeologist	County Archaeologist County Archaeologist	~~During ground-disturbing activities~~Prior to issuance of a grading permit During ground-disturbing activities

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
previously-identified archaeological resources within the Project vicinity, including within the Project site, there is a potential for the Project site or off-site improvement areas to contain unidentified surface or subsurface archaeological resources. Implementation of Mitigation Measures MM 4.5-1 through MM 4.5-8 would ensure that any previously-undiscovered archaeological sites or resources identified on site or within the Project's off-site improvement areas during ground-disturbing activities are appropriately treated as directed by the Archaeological Monitor, County Archaeologist, and Native American Monitor. Threshold e.: The Project site and off-site improvement areas do not contain a cemetery and no known cemeteries are located within the immediate site vicinity. Although the Project Applicant would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq., the Project's potential impacts to buried human remains would be significant on a direct and cumulatively-considerable basis prior to mitigation. In the event that human remains are discovered during construction activities, Mitigation Measure MM 4.5-9 would require the Project Applicant to comply with the applicable provisions of California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq. Mandatory compliance with Mitigation Measure MM 4.5-9, State law, and applicable regulatory requirements would reduce the Project's potential impacts to buried human remains to less-than-significant-levels.	Less-than-Significant with Mitigation Incorporated	monitor(s) and tribal representative shall be on-site, as determined by the Project Archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Project Archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated. **MM 4.5-5 Sites P-33-016534 and P-33-016536 Feature Avoidance or Relocation:** In the event that Sites P-33-016534 and P-33-016536 cannot be avoided through redesign of areas planned for grading within the southern portions of the Project site proposed for public park uses, then prior to grading permit issuance, the Project Applicant, Project Archaeologist, and Tribal representative shall meet onsite to determine the strategy for relocating the milling features to a permanent open space area predetermined and designated on a confidential map. Before construction activities are allowed to start and using professional archaeological methods, any visible artifacts shall be recovered and recorded, photo documentation of each feature in situ shall occur. The current Department of Parks and Recreation forms for the sites shall be updated, detailing which features were relocated, the process through which this was done, and updated maps using sub meter GIS technology to document the new location of each feature. The relocation information shall be included in the Phase IV Monitoring Report. Controlled Grading- The bedrock milling features at cultural site(s) P-33- 016534 and P-33-016536 will be impacted during construction activities and the soils surrounding them will be disturbed. To address controlled grading in this area, a plan will be developed by the Project Archaeologist. The controlled grading plan shall require the systematic removal of the ground surface to allow for the identification, documentation and recovery of any subsurface cultural deposits. Results of the controlled grading program shall be included in the Phase IV monitoring report. **MM 4.5-6 Unanticipated Discoveries**. In the event that previously unidentified archaeological or historical resources are discovered, the Project Archaeologist shall have the authority to divert or temporarily halt ground disturbance operation within 100 feet of the area of discovery to allow for the evaluation of potentially	Project Applicant/Project Archaeologist Project Applicant/ Construction Contractor/Project Archaeologist Project Applicant/ Construction	County Archaeologist County Archaeologist	During ground-disturbing activities During ground-disturbing activities

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		significant cultural resources. The Project Archaeologist shall contact the Lead Agency (Riverside County) at the time of discovery. The Project Archaeologist, in consultation with the County Archaeologist and Native American Monitor, shall determine the significance of the discovered resources. The Lead Agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the Project Archaeologist in consultation with the Native American Monitor and approved by the Lead Agency before being carried out using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed. Evidence of compliance with this mitigation measure, if a significant archaeological resource is found, shall be provided to Riverside County upon the completion of a treatment plan and final report detailing the significance and treatment finding. **MM 4.5-7 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. a. Historical 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	Contractor/Project Archaeologist Project Applicant/Project Archaeologist/Native American Monitor	County Archaeologist	Prior to Grading Permit final inspection and d~~D~~uring ground-disturbing activities

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines Prehistoric Resources- b. Prehistoric Resources: For any prehistoric resources on site that are proposed to be preserved or relocated, one of the following treatments shall be applied. i. Reburial of the resources on the Project site: The measures for reburial shall include, at least, the following: (a) Measures to protect the reburial area from any future impacts; (b) 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; (c) Any reburial processes shall be culturally appropriate; (d) Listing of contents and location of the reburial shall be included in the confidential Phase IV Report; and (e) The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request. ii. If reburial is not agreed upon: 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			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		invasive testing on sacred items, burial goods and Native American human remains. **MM 4.5-8 Phase IV Monitoring Report**: 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 (at a minimum) the following: a discussion of the monitoring methods and techniques used; the results of the monitoring program including any artifacts recovered; an inventory of any resources recovered; updated Department of Parks and Recreation Primary and Archaeological Site Forms for any new resources identified, and all sites affected by the development; final disposition of the resources including GPS data; artifact catalog; and any additional recommendations as may be determined by Riverside County. A final copy shall be submitted to the Riverside County Planning Department, the Project Applicant, the Eastern Information Center, and the affected Tribe (if Native American resources are uncovered). **MM 4.5-9 Human Remains**: In the event that human remains are encountered during ground-disturbing construction activities on site or within the Project's off-site improvement areas, compliance with California Health and Safety Code § 7050.5 and Public Resources Code § 5097 et. seq. shall be required. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to the origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. The County Coroner shall determine that no investigation of the cause of death is required and determine if the remains are of Native American origin. In the event that the remains are determined to be of Native American origin, the Native American Heritage Commission (NAHC) shall be contacted within the period specified by law (24 hours). Subsequently, the Native	Project Applicant/Project Archaeologist/Native American Monitor Project Applicant/Project Archaeologist/Native American Monitor	County Archaeologist County Archaeologist	Prior to Grading Permit Final Inspection~~During ground-disturbing activities~~ During ground-disturbing activities, and in the event that human remains are discovered

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. If the NAHC is unable to identify a Most Likely Descendant, or if the Most Likely Descendant failed to make a recommendation within 48 hours after being notified by the NAHC, or the Project Applicant rejects the recommendation of the Most Likely Descendent, the Project Applicant shall rebury the Native American human remains and associated grave goods on the property in a location not subject to further ground disturbance. Evidence of compliance with this mitigation measure, if human remains are found, shall be provided to Riverside County upon the completion of a treatment plan and final report detailing the significance and treatment finding.			
4.6 Energy					
Summary of Impacts					
Threshold a: Project construction and operations would not result in the inefficient, wasteful, or 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.	Less-than-Significant Impact	Impacts would be less than significant; therefore, mitigation measures are not required.	N/A	N/A	N/A
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	Less-than-Significant Impact				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
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.					
4.7 Geology and Soils					
Summary of Impacts					
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. Thus, a significant impact could occur if the Project did not comply with the site-specific recommendations of the Project's Geotechnical Investigation. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project's design professionals and construction contractors implement the recommendations of the geotechnical investigation(s) required as part of future grading and building permits, which in turn would ensure measures are implemented to address potential impacts due to the exposure of people or structures to adverse effects, including loss, injury, or death as a result of strong seismic ground shaking. Implementation of the required mitigation would ensure that impacts are reduced to less-than-significant levels. Threshold b.: No Impact. The Project site is located within a zone of "low to moderate"	Less than Significant with Mitigation Incorporated No Impact	**MM 4.7-1** Prior to issuance of grading or building permits, the Project Applicant shall have prepared an updated Geotechnical Investigation that addresses the site-specific design included as part of the grading and building permits. The Riverside County Building and Safety Department shall verify that all of the recommendations provided in the future-required Geotechnical Investigation are incorporated into the Project's grading and building plans and implemented by the construction contractors in order to reduce the Project's potential impacts due to strong seismic ground shaking, lateral spreading, collapse hazards, subsidence hazards, and slopes taller than 10 feet in height. Recommendations related to grading and building construction typically include but are not limited to: a) Seismic Design Considerations; b) Geotechnical Design Considerations; c) Site Grading Recommendations; d) Construction Considerations; e) Foundation Design and Construction; f) Floor Slab Design and Construction; g) Retaining Wall Design and Construction; and h) Pavement Design Parameters.	Project Applicant, Construction Contractors	Riverside County Building and Safety Department	Prior to issuance of grading or building permits

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
liquefaction susceptibility. The subsurface exploration performed at the site 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 to the west, south, and east of the Project site, these existing hill forms exhibit an extensive amount of rock outcroppings, indicating a low hazard due to landslides; thus, impacts due to landslide hazards would be less than significant. Due to the low probability of liquefaction to occur on site, the potential for lateral spreading is also considered low. Nonetheless, impacts could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future-required geotechnical studies. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required. Additionally, impacts due to collapse hazards could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. Impacts due to rockfall hazards would be less than significant. Implementation of Mitigation Measure MM 4.7-1 would ensure that the Project's design professionals and construction contractors implement the recommendations of the geotechnical investigation(s) required as part of future grading and building permits, which in turn would ensure measures are implemented to address potential impacts due to lateral spreading and collapse hazards.	Less than Significant with Mitigation Incorporated				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
Threshold e: Subsidence at the Project site following development is estimated to be approximately 0.1 feet. Accordingly, a significant impact could occur if proposed grading activities are not conducted in accordance with the site-specific recommendations of the future geotechnical studies that would be required in association with Project grading and building permits. This is evaluated as a potentially significant direct impact of the proposed Project for which mitigation would be required. Implementation of Mitigation Measure **MM 4.7-1** would ensure that the Project's design professionals and construction contractors implement the recommendations of the geotechnical investigations required as part of future grading and building permits, which in turn would ensure measures are implemented to address potential impacts due to subsidence hazards. Implementation of the required mitigation would ensure that impacts are reduced to less-than-significant levels.	Less than Significant with Mitigation Incorporated				
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 southeast and southwest 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	Less-than-Significant Impact				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
mudflow hazards would be less than significant.					
Threshold g.: Less-than-Significant Impact. The Project site would be graded in a manner that generally approximates the site's existing topographic conditions. Although the Project would require a substantial amount of grading, the proposed grading still would maintain the overall topographic character of the Project site, and there would be no major changes to drainage patterns on either portion of the Project site. Grading proposed as part of the Project has been designed to provide for proper site drainage and sewer flows, and would not substantially change the topography of the Project site as compared to existing conditions. Accordingly, the Project would not substantially change the site's topography or ground surface relief features, and impacts would be less than significant.	Less-than-Significant Impact				
Threshold h: Although the Project does not include any slopes steeper than 2:1 (horizontal:vertical), several proposed slopes within the northern portions of the Project site would exceed a height of 10 feet. A potentially significant impact would occur due to the proposed slopes higher than 10 feet if future implementing projects were to fail to incorporate the recommendations of the Project's geotechnical study or the future geotechnical evaluations required in association with grading permits. Implementation of Mitigation Measure **MM 4.7-1** would ensure that the Project's design professionals and construction contractors implement the recommendations of the geotechnical investigations required as part of future grading and building permits. Implementation of the required mitigation would ensure that impacts	Less than Significant with Mitigation Incorporated				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
due to slopes that exceed 10 feet in height are reduced to less-than-significant levels.					
4.8 Greenhouse Gas Emissions					
Summary of Impacts					
Threshold a: The Project would emit approximately 12,477.48 $MTCO_2e$ per year; thus, the proposed Project would exceed the County's CAP Update screening threshold of 3,000 $MTCO_2e$ 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. Measure MM 4.8-1 would ensure that the proposed Project is fully consistent with the Riverside County CAP Update (November 2019) by requiring the Project Applicant to demonstrate that implementing building permit applications have incorporated measures to achieve a minimum of 100 points pursuant to the CAP Update Screening Tables. Thus, with implementation of Mitigation Measure MM 4.8-1 requiring compliance with the CAP Update screening tables, Project impacts due to GHG emissions would be reduced to below a level of significance. Threshold b: The Project has the potential (prior to mitigation) to conflict with the Riverside County CAP Update, which also represents a potential conflict with the CARB 2022 Scoping Plan. This is considered a significant direct and cumulatively-considerable impact of the proposed Project. With implementation of Mitigation Measure MM 4.8-1, the Project would be fully consistent with the 2019 CAP Update, which in turn also would ensure Project consistency with the CARB 2022 Scoping Plan.	Less than Significant with Mitigation Incorporated Less than Significant with Mitigation Incorporated	**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 Appendix 3.3 of the Project's Greenhouse Gas Assessment (GHGA), which is appended to this EIR as *Technical Appendix H*. The conceptual measures may be replaced with other measures as listed in the CAP Screening Tables (Appendix D to the CAP Update), as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points per Appendix D to the Riverside County CAP Update. **MM 4.8-2** ~~Pursuant to~~ In order to demonstrate compliance with Riverside County Climate Action Plan Update Measure R2-CE1, prior to issuance of building permits for the proposed warehouse building, the Riverside County Building & Safety Department shall review the building permit application materials to ensure that the plans require the provision of the minimum number of solar panels on the roof of the proposed warehouse building as necessary to generate 0.5 Megawatts of power. The plans shall be accompanied by calculations demonstrating that the number of solar panels depicted on the plans are sufficient to generate the required 0.5 Megawatts. In addition, prior to issuance of building permits for the proposed recreational building within the park site, the Riverside County Building & Safety Department shall review the building permit application materials to ensure that the maximum number of solar panels have been accommodated on the roof of the proposed recreational building, given applicable Building Code requirements, clearance requirements around skylights and roof-mounted equipment, SCE interconnection regulations, transformer capacity, and other applicable code compliance constraints. Prior to final building inspection for the warehouse building and recreational building, the Riverside County Building & Safety	Project Applicant Project Applicant	Riverside County Planning Department Riverside County Planning Department, Building & Safety Department	Prior to issuance of building permits Prior to issuance of building permits

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
The Project would not conflict with any other applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. As such, with implementation of the required mitigation, Project impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be reduced to less-than-significant levels.		Department shall ensure that the required solar panels have been installed and are operational. ~~future implementing building permits that involve more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development shall be required to offset the energy demand through renewable energy production. Renewable energy production shall be onsite generation of at least 20% of energy demand for commercial, office, industrial or manufacturing development.~~			
4.9 Hazards and Hazardous Materials					
Summary of Impacts					
Thresholds a and b: Based on the Project's Phase I ESA (*Technical Appendix I*), the Project site does not contain any RECs. 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, potential hazardous materials impacts associated with long-term operation of the Project are determined to be less than significant and mitigation is not required. Threshold c: The proposed Project would be	Less-than-Significant Impact No Impact	Impacts would be less than significant; therefore, mitigation measures are not required.	N/A	N/A	N/A

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
required to comply with all applicable provisions of County policies and ordinances related to public safety, including but not limited to Ordinance No. 457, which establishes the County's building and fire protection regulations and includes measures requiring the provision of adequate emergency access and other measures to address fire hazard safety. The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. There are no components of the proposed Project with the potential to conflict with the County's LHMP. 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: Although there are no public schools within 0.25-mile of the Project site, a church that provides religious and educational services (Perris Spanish Seventh-Day Adventist) is located approximately 0.2-mile north of the Project site. However, impacts would be less than significant with compliance with applicable federal, State, and local regulations. Although impacts would be less than significant, the Project would be conditioned to prepare a Hazardous Materials Business Emergency Plan (HMBEP) for future implementing uses, if required by law.	Less-than-Significant Impact				
Threshold e: Based on the results of the Project's Phase I ESA (*Technical Appendices I*) and a review of Cortese List Data Resources available from CalEPA, 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				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
Threshold f., g., and h.: As indicated under the analysis of Thresholds f., g., and h., the Project was reviewed by the RCALUC, which found that the Project would be fully consistent with the March ARB ALUCP. As such, the Project would result in less-than-significant impacts due to a conflict with the MARB ALUCP.	Less-than-Significant Impact				
Threshold i.: There are no private airstrips in the Project vicinity. The nearest private airport facility is Perris Valley Airport, located approximately 4.9 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. 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				
4.10 Hydrology and Water Quality					
Summary of Impacts					
Threshold 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. 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, which would ensure that the Project does 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	Less-than-Significant Impact	Impacts would be less than significant; therefore, mitigation measures are not required.	N/A	N/A	N/A

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
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 or the San Jacinto GMP. Impacts would be less than significant. Thresholds c. and f.: The existing drainage patterns within the Project site generally would be preserved, except as needed to facilitate proper site drainage and sewer flows. The proposed conditions are similar to the existing drainage patterns of the Project site, wherein all flows generated on the northern 50.04 gross acres of the Project site sheet flow to the east into existing drainage facilities within Seaton Avenue and Cajalco Road and all flows generated on the southern 14.93 gross acres of the Project site would sheet flow to the east/southeast towards an existing stream that flows easterly along the southeastern portion of the park site. Thus, development of the Project site as proposed would not substantially alter the existing drainage pattern of the Project site or surrounding areas, and impacts would be less than significant. In addition, although the Project has the potential to result in an 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 peak flow rates within the northern 50.04 gross acres of the Project site to a maximum of 10 cfs, which would represent a substantial reduction in peak flows as compared to existing conditions and would ensure that runoff from the northern portions of the Project site does not exceed the capacity of existing and planned stormwater drainage facilities downstream. Thus, because peak runoff from	Less-than-Significant Impact				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
the Project site would not increase with development of the Project as proposed, the Project would not contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or that could result in increased flood hazards downstream. Impacts would be 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 and the majority of the park site, where irrigated ornamental trees and landscaping is proposed. 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 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.	Less-than-Significant Impact				
Thresholds e. and g.: Although the Project has the potential to result in an increase in peak flows from the Project site, the Project's drainage plan for the northern 50.04 gross acres of the Project site would retain flows such that peak flows from this portion of the Project site would not exceed 10 cfs, which would be below the existing available capacity within MDP Lateral E-9.1 and	Less-than-Significant Impact				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
also would represent a substantial reduction in peak flows from this portion of the Project site as compared to existing conditions. Runoff within the southern portions of Decker Road would be retained by proposed bioretention areas prior to being discharged to the existing stream, and runoff within the proposed public park site would be drain to depressed self-retaining areas prior to being discharged to the existing stream. The 100-year flows of 104 cfs from a tributary area of approximately 50 acres combines with the existing stream to the south earlier than in the pre-condition. This slight change in the natural drainage patterns will be addressed though grading and an outlet structure design to ensure the flood limits and velocities of the stream are back to pre-developed conditions before reaching the easterly property line and impacting adjacent property owners. Maintenance of various storm drain infrastructure will be maintained by RCTD, RCFCWCD or other public agency equivalent. Maintenance activities frequency will be regular with a minimum of once a year. Sediment and debris is expected from the offsite undeveloped tributary area that will convey flows to these collection channels and RCB culverts. 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. Threshold h.: The Project site is located within "Zone X (unshaded)," which includes areas	Less-than-Significant Impact				

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
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 37 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 site is not subject to inundation by seiches. As such, impacts due to seiches would be less than significant.					
4.11 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. 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 Impact Less-than-Significant Impact	Impacts would be less than significant; therefore, mitigation measures are not required.	N/A	N/A	N/A

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
4.12 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 on known mineral resources.	No Impact	No impact would occur; therefore, mitigation measures are not required.	N/A	N/A	N/A
Threshold b.: The Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, and no impact would occur.	No Impact				
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				
4.13 Noise					
Threshold a.: The Project site is located approximately 1.7 miles southwest of the MARB/IPA and is located within compatibility zone C2. The Project's industrial and park land uses are considered compatibly with the ALUCP for this zone. Additionally, based on the noise level contours for the MARB/IPA, the Project	Less-Than-Significant Impact	**MM 4.13-1** To minimize the potential construction noise impacts from the off-site roadway and utility improvements, the Project shall implement the following construction noise abatement measures. Project grading and blasting contractors shall be required to ensure compliance with these requirements and shall permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. The	Project Applicant, Construction Contractors	Riverside County Building & Safety Department	During construction ~~and~~ activities

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
site is located well outside of the 60 dBA CNEL noise level contour boundaries, indicating that the Project's industrial and park land uses would be exposed to "normally acceptable" noise levels below 55 dBA CNEL. As such, the Project would not expose people residing or working in the area to excessive noise levels from airport operations, and impacts would be less-than-significant. Threshold b.: There are no private airstrips in the Project vicinity. The nearest airport facility is the Perris Valley Airport, a privately-owned public-use airport, located approximately 5.5 miles southeast of the Project site within the City of Perris. Additionally, 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 industrial land use is considered normally acceptable with unmitigated exterior noise levels below 75 dBA CNEL, while the Project's park use is considered normally acceptable with unmitigated exterior noise levels below 70 dBA CNEL. As such, both the warehouse building and park 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. Threshold c.: The Project's on-site construction noise levels are expected to range from 46.2 to 66.0 dBA Leq at the nearest receiver locations, which would not exceed the threshold of significance of 80 dBA Leq. Although it is expected that construction noise associated with off-site roadway and utility improvements would be less than significant, in order to provide a	Less-Than-Significant Impact Less-Than-Significant with Mitigation Incorporated	following requirements also shall be specified in bid documents issued to prospective construction contractors. Riverside County shall review all monitoring reports to ensure compliance. a. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. b. All stationary construction equipment shall be placed in such a manner so that emitted noise is directed away from any sensitive receivers. c. Construction equipment staging areas shall be located at the greatest feasible distance between the staging area and the nearest sensitive receivers. d. The construction contractor shall limit equipment and material deliveries to the same hours specified for construction equipment (between the hours of 6:00am to 6:00pm during the months of June through September and 7:00am to 6:00pm during the months of October through May). e. Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment. f. No music or electronically reinforced speech from construction workers shall be allowed within 500 feet of the property line of a residential use or sensitive receptor. **MM 4.13-2** Prior to issuance of building permits for the Project's proposed warehouse building, Riverside County shall review the building plans to ensure that the plans accommodate a 14-foot-high noise barriers (i.e., concrete or block walls) are constructed at the southern and northern edges of the truck courts to the south and north of the proposed building, as shown on Figure 4.13-10, *Operational Noise Mitigation Measures*, of the Project's EIR (SCH No. 2023060799). Prior to final building inspection, Riverside County shall ensure that the noise barriers have been constructed.	Project Applicant Project Applicant,	Riverside County Building & Safety Department	Prior to issuance of building permits for the proposed warehouse building and prior to final building inspection Prior to issuance of any

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
conservative analysis of potential construction-related noise impacts a significant impacts is identified for which mitigation would be required. The noise levels associated with the nighttime concrete pour activities are estimated to range from 34.4 to 40.5 dBA Leq and would not exceed the FTA 70 dBA Leq nighttime residential noise level threshold. Thus, construction-related noise impacts would be less than significant. Project-related traffic noise would not exceed any of the identified significance thresholds under Existing, EAC (2026), or Horizon Year (2045) conditions; thus, Project-related traffic noise impacts would be less than significant. The Project's daytime operational hourly noise levels at the off-site receiver locations are expected to range from 50.12 to 57.56 dBA Leq, while nighttime operational noise levels are expected to range from 47.0 to 56.5 dBA Leq. Although the Project's noise level increases would be less than significant, the Project's operational noise impacts represent a significant impact for which mitigation would be required. Implementation of Mitigation Measure MM 4.13-1 would ensure that noise abatement measures are implemented during the construction of off-site roadway and infrastructure improvements. With the implementation of the construction noise abatement measures, the potential impacts from Project-related construction of off-site roadway and utility improvements would be reduced to less-than-significant levels. Implementation of Mitigation Measure MM 4.13-2 would ensure that minimum 14-foot-high barriers are constructed at the southern and northern edges of the truck courts to the south and north of the proposed warehouse building, respectively, while Mitigation Measure MM 4.13-4 would ensure that no cold storage uses are allowed		**MM 4.13-3** Prior to approval of any grading permits that require blasting activities and a blasting permit, the Project Applicant shall prepare and submit for County review and approval of a Blasting Noise and Vibration Monitoring and Abatement Plan ("Noise and Vibration Abatement Plan"). The required Noise and Vibration Abatement Plan shall include the name and qualifications of the person(s) responsible for monitoring and reporting blast vibrations. In addition, the Noise and Vibration Abatement Plan shall require a minimum of two portable seismographs for monitoring peak ground vibration and air-overpressure for each blast, with one seismograph being placed at the closest residential structure. The Noise and Vibration Abatement Plan also shall require that equipment and its use shall conform fully to the standards developed by the Vibration Section of the International Society of Explosive Engineers (ISEE). For all blasts, the Noise and Vibration Abatement Plan shall require monitoring of ground motion and air-overpressure at the nearest residential properties or other structure of concern. The Noise and Vibration Abatement Plan also shall specify a minimum trigger level for monitoring of 0.05 in/s for ground motion and 120 dB for air-overpressure, and shall specify a maximum noise level for air-blasts of 133 dB at any residence and shall restrict maximum ground vibration to the limits as outlined in the U.S. Bureau of Mines publication R18507. In the event that the air-blast limit or ground vibration limits are exceeded, blasting shall be suspended until the County has approved a revised blasting plan showing revisions to assure adequate noise and vibration attenuation. Additionally, the Noise and Vibration Abatement Plan shall require regular reporting of blasting and measurements to Riverside County, and shall include a copy of the instrument/software-generated blast monitoring report at each instrument location that includes measured peak particle velocity in inches per second, peak air-overpressure in linear-scale decibels, and vibration and air-overpressure event plots, with date and time of event recording. In addition, the Noise and Vibration Abatement Plan shall include the following requirements: • Prior to commencement of any blasting, a pre-blast survey of the conditions of all existing property and aboveground utilities located within 300 feet of any potential blasting areas shall be conducted. The pre-blast survey shall be conducted by a third-party company with a minimum of five	Project Noise Consultant	Riverside County Planning Department	grading permits that require blasting activities and a blasting permit, and during blasting activities

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
within the proposed warehouse building unless sensitive receptors no longer occur in close proximity to the Project site and unless it can be demonstrated through a subsequent noise analysis that operation of cold storage uses would not expose nearby sensitive receptors to noise levels exceeding the noise limits specified by Riverside County Ordinance No. 847. With implementation of the required mitigation the Project's operational noise impacts at the nearest sensitive receptors would be reduced to below the daytime operational noise standard of 55 dBA Leq and the nighttime operational noise standard of 45 dBA Leq. Accordingly, with implementation of the required mitigation, the Project's operational noise impacts during the daytime and nighttime would be reduced to less-than-significant levels. Threshold d.: At distances ranging from 72 to 322 feet from Project typical construction activities, construction vibration velocity levels are estimated to range from 0.005 to 0.043 in/sec PPV, and would not exceed the maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec); thus, Project-related vibration impacts during typical construction activities would be less-than-significant. However, Project-related blasting activities have the potential to expose nearby structures and sensitive receptors to substantial blasting-related vibration levels in the absence of measures and controls; thus, vibration impacts associated with the Project's blasting activities would be significant prior to mitigation. Additionally, and although not anticipated, the Project's off-site construction activities related to roadway and infrastructure improvements have the potential to expose nearby sensitive receptors to excessive vibration levels, resulting in a significant impact.	Less-Than-Significant with Mitigation Incorporated	years of experience performing pre-blast and similar type surveys, and shall include a photographic record of all visible and accessible structures, facilities, utilities, or other improvements. The survey shall document the interior and exterior conditions of all residential property and associated structures located within 500 feet of blasting areas. If property owners refuse surveys, provide copies of certified-mail letters documenting attempts to provide the survey by a third-party professional survey company. The required surveys shall include a description of the interior and exterior condition of the various structures examined. Descriptions shall include the locations of any cracks, damage, or other existing defects and shall include information needed to identify and describe the defect, if any, and to evaluate the construction operations on the defect. Survey records shall include photos of all cracks and other damaged, weathered, or otherwise deteriorated structural conditions. If necessary, macro lenses and flash illumination shall be used to ensure defects are shown clearly in the photographs. Photos shall contain an accurate date stamp. No blasting shall occur prior to completion of surveys of surrounding residential properties. Surveys also shall be repeated at facilities or properties where damage concerns have been expressed by individual residents, property owners, or other concerned parties. Details of any observed changes to surveyed structures and documenting photos shall be reported and submitted to Riverside County. • Blasting only shall be allowed Monday through Friday only between the hours of 8:00 a.m. and 5:00 p.m. • The required Noise and Vibration Plan shall outline controlled blasting techniques and procedures to control and monitor flyrock, airblast, and ground vibration. • Flyrock mitigation measures to be specified by the Noise and Vibration Plan may include soil cover, leaving alluvial materials in place over materials to be blasted, and/or blast mats. Crush rock (i.e., 3/8") shall be used for stemming materials; drill cuttings are not acceptable. The stemming materials shall be tamped in-place.			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
Under long-term operating conditions, all trucks generated by the Project would travel along County roadways that are regularly maintained to prevent discontinuous pavement (e.g., potholes); thus, and based on guidance from Caltrans, the Project's operational traffic-related vibration impacts would be less than significant. Implementation of Mitigation Measure MM 4.13-3 would ensure that all blasting-related activities on site occur in conformance with an approved Noise and Vibration Abatement Plan, and would reduce potential vibration levels affecting nearby buildings and sensitive receptors to below a level of significance. Implementation of Mitigation Measure MM 4.13-1 would ensure that abatement measures are implemented during the construction of off-site roadway and infrastructure improvements. With the implementation of the construction noise abatement measures, the potential vibration impacts from Project-related construction of off-site roadway and utility improvements would be reduced to less-than-significant levels.		• The design of blasts shall be based on "scaled distance" criteria (i.e., defined as the distance in feet between a blast drill hole and the structure of concern, divided by the square root of the explosives loading per delay period in pounds-units are in feet per pound). The scaled distance chosen for the initial design shall be supported by statistical analysis indicating that the resulting ground vibration will be less than the criteria set for the Project. The scaled distance used for production blasts may be modified based on the results of the test blast(s) but shall be conservative enough to produce vibration and airblast levels within the project specifications. • One or more blasts shall be performed in an area outside of critical distance of residential structures or other improvements of concern (i.e., at least 500 feet away). • The required Noise and Vibration Plan shall include procedures regarding submittal of blast reports and record keeping for County records and monitoring. • The required Noise and Vibration Plan shall include measures and procedures to notify property owners that blasting will occur. • If specified vibration limits are exceeded, blasting operations shall cease immediately and a revised blasting plan shall be submitted to the County. Blasting shall not resume until a revised blasting plan has been reviewed and the Contractor has expressed in writing the conditions that will be applied to further blasting work. Project grading and blasting contractors shall be required to ensure compliance with the Noise and Vibration Abatement Plan requirements and shall permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. The requirements of the Noise and Vibration Abatement Plan also shall be specified in bid documents issued to prospective contractors. Riverside County shall review all monitoring reports to ensure compliance with the Noise and Vibration Abatement Plan, and shall have the authority to stop all blasting activities on site if it is determined that blasting activities			

Summary of Impacts	Significance Determination	Mitigation Measures (MM)	Responsible Parties	Monitoring parties	Implementation Stage
		are not being conducted in conformance with the Noise and Vibration Abatement plan and/or the above-listed requirements. **MM 4.13-4** No portion of the proposed warehouse building shall include cold storage space, unless it can be demonstrated at the time of building permit application that sensitive receptors in the surrounding area no longer occur (e.g., if residential uses are redeveloped with non-sensitive receptors, such as warehouse uses). In such a case, an updated noise impact analysis shall be prepared demonstrating that daytime and nighttime operational-related noise would not expose any nearby sensitive receptors to noise levels exceeding the noise standards specified by Riverside County Ordinance No. 847 of 55 dBA Leq during daytime hours and 45 dBA Leq during nighttime hours. No building permit shall be issued for cold storage uses unless the resulting noise impact analysis demonstrates compliance with the County's noise standards as specified by Riverside County Ordinance No. 847.	Project Applicant	Riverside County Planning Department	Prior to issuance of building permits involving cold-storage warehouse uses
4.14 Paleontological Resources					
Threshold a.: The Project would not impact any known paleontological resources or unique geological features. However, the Project site is underlain by soils and geologic units with a "High" potential for containing unique paleontological resources. This is evaluated as a potentially significant impact on both a direct and cumulatively-considerable basis. Implementation of Mitigation Measure MM 4.14-1 would ensure that the Project's PRIMP is implemented as part of future site grading activities. Implementation of the Project's PRIMP would ensure that paleontological resources, if uncovered during site grading activities, are appropriately treated, and would reduce the Project's direct and cumulatively-considerable impacts to paleontological resources to less-than-significant levels.	Less-than-Significant Impact with Mitigation Incorporated	**MM 4.14-1** Prior to the issuance of grading permits affecting areas in the northern portions of the Project site (i.e., development within the northern 50.04 gross acres of the Project site proposed for development with warehouse uses) and prior to issuance of grading permits affecting off-site areas (i.e., planned improvements within Cajalco Road/Cajalco Expressway, Seaton Avenue, and Rider Street), the Project Applicant shall retain a qualified paleontologist approved by the 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:	Project Applicant, Project Paleontologist	County Geologist, Riverside County Planning Department	Prior to the issuance of grading permits and during grading and ground-disturbing activities

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		• 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 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			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		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 paleontologic monitor is not present at the site. Names and telephone 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. o Pre-Construction Meeting. The Project Paleontologist or field supervisor, as well as a paleontologic 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: 1. Routine mitigation measures (primarily monitoring and test screening) to be employed by a monitor during earth moving. 2. 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. 3. Functions and responsibilities of the monitor when fossil remains are uncovered by earth			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		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). 4. Functions and responsibilities of the monitor when a fossil occurrence is uncovered by earth moving and is sufficiently large or productive that it cannot be recovered without diverting the monitor from monitoring. 4a) Flag the site. 4b) Advise construction contractor to avoid fossil site until further notice. 4c) Call the Project Paleontologist or field supervisor to site. 5. Functions and responsibilities of the Project Paleontologist or field supervisor when notified 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 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			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		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 through fossil site. 5e) Notify Project developer of recovery (or of decision not to recover fossil occurrence, if appropriate) and of authorization for earth moving to proceed through fossil site. 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.			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		• Monitoring Earth Moving. Earth moving shall be monitored by a paleontologic 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 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. o Large-Specimen Evaluation and Recovery Option. 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			

SUMMARY OF IMPACTS	SIGNIFICANCE DETERMINATION	MITIGATION MEASURES (MM)	RESPONSIBLE PARTIES	MONITORING PARTIES	IMPLEMENTATION STAGE
		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 for further treatment. If appropriate, samples of fossil wood will be submitted for carbon-14 dating analysis. • 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 site 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			